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DOT Section 4(f) Evaluation

Terminal 5/6 Redevelopment Project:
John F. Kennedy International Airport

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Appendices

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Appendix A
DOT Section 4(f) Evaluation of Terminal 5/6 Redevelopment

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DOT Section 4(f) Evaluation
for the
Terminal 5/6 Redevelopment
John F. Kennedy International Airport

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APPENDIX A

DOT Section 4(f) Evaluation for the Terminal 5/6 Development

1 Introduction

The Port Authority of New York and New Jersey proposes to redevelop the site occupied by Terminals 5 and 6 at John F. Kennedy International Airport (JFK) in Jamaica of the borough of Queens, New York City.

This report describes the effects of the proposed terminal redevelopment on land protected by Section 4(f) of the Department of Transportation (DOT) Act of 1966. The Act established a federal policy that special effort should be made to minimize adverse effects resulting from the use of public park and recreation lands, wildlife and waterfowl refuges, and significant historic sites (49 USC 303). Parks, recreation areas and wildlife refuges must be publicly owned and open to public visitation. Publicly and privately owned historic sites of national, state and local significance are protected under this Statute and are subject to Section 4(f) evaluation if they are listed or eligible for listing on the National Register of Historic Places.

The Secretary of Transportation may approve a transportation project requiring the use of a Section 4(f) land only if:

- There is no prudent and feasible alternative to using the Section 4(f) land.
- The project includes all possible planning to minimize harm to the Section 4(f) land resulting from its use.

A defined use of a Section 4(f) land occurs when:

- The land is permanently incorporated into a transportation facility.
- There is an adverse temporary occupancy of the land.
- There is a constructive use of the land; that is, the land is affected adversely (defined as substantial impairment to the qualities and characteristics that afford the property protection under Section 4(f) because of proximity to the project.

In general, when historic properties are identified in the project area, their significance is assessed, most often using the criteria for eligibility to be placed on the National Register of Historic Places. Then, the potential for adverse effects to the historic resources from the project are assessed. The federal agency must notify the Advisory Council on Historic Preservation ("Council") of an adverse effect finding and provide the documentation provided for in the regulations (36 CFR Part 800.11(e)). The State Historic Preservation Officer (SHPO), who reflects the interests of the State and its citizens in the preservation of the cultural heritage, advises and assists the federal agency in carrying out its Section 106 responsibilities (as described in 36 CFR Part 800.2(c)(1)(i) - the regulations implementing the National Historic Preservation Act). If the Council decides to participate in the consultation, the agency official shall consult with the Council, the SHPO, the applicant, and other

consulting parties on ways to avoid, minimize or mitigate the adverse effects. If the agency official, the SHPO, the Council, and the applicant agree on how the adverse effects will be resolved, they will execute a Memorandum of Agreement (36 CFR Part 800.6 (b)(2)). Public participation is also an important element of the Section 106 review process, and public comment on the project and resource are actively solicited. If sufficient minimization and mitigation of impacts can be implemented and agreed upon, a Memorandum of Agreement (MOA) is executed (36 CFR Part 800 (b) (2), and 800.6(c)).

This project will be located in its entirety on JFK lands that are currently part of the Central Terminal Area (CTA). Therefore, no public parks, recreation areas, or wildlife refuges will be affected by the project.

In 1994, the New York City Landmarks Preservation Commission designated the main TWA Terminal building, (referred to as the TWA Terminal or Terminal 5), the two connector tubes and Flight Wing 2 a New York City Landmark. In addition, the Terminal 5 site, including the main TWA Terminal building, the connector tubes, and Flight Wing 2, has been deemed eligible for listing on the National and State Registers of Historic Places by the SHPO. This action qualifies these facilities to be considered an "historic site" under Section 4(f). For this reason, this report considers the main TWA Terminal building, the two connector tubes, and Flight Wing 2 to be the "Section 4(f) land." The entire Terminal 5 site, under current or future conditions, is referred to as "the Terminal 5 site". The large redevelopment area that includes the sites of both Terminals 5 and 6 is referred to as "Terminal 5/6," or the "Terminal 5/6 site" although no Section 4(f) land has been identified at the Terminal 6 site. A complete description of the criteria that qualify the site as eligible for listing on the National and State Registers of Historic Places is provided in the *Environmental Assessment Terminal 5/6 Redevelopment Project JFK (EA)* Section 5.8 *Historic Architectural, Archeological, and Cultural Resources.*

The National Historic Preservation Act (NHPA) requires federal agencies to consider the impacts and effects of their undertakings on historic sites. Pursuant to 36 CFR 800, implementing Section 106 of the NHPA (16 USC 470f), the FAA, in conjunction with the Port Authority, has discussed and coordinated the Proposed Project with the New York City Landmarks Preservation Commission, the Council, the SHPO, the consulting parties to the Section 106 regulations, and the public.

Because the only Section 4(f) uses on this Proposed Project are significant historic sites (on or eligible for the National Register), the results of the coordination done for the Section 106 process are important to take into consideration. In the absence of a prudent and feasible alternative that avoids all use of Section 4(f) land, there must be a demonstration that the project incorporates all possible planning to minimize harm to the resource. In order to do this effectively, it is important to understand the qualities and characteristics of the resource that qualify it as eligible for the Register. Refer to the *EA* Section 5.8 *Historic Architectural, Archeological, and Cultural Resources.*

In addition, there must be a demonstrated effort to mitigate any remaining impacts or effects after all efforts to minimize harm. Meetings and communications that were held to discuss impacts, ways to minimize impacts, and efforts considered to minimize harm are described in Section 8 *Public Outreach and Agency Coordination* of this *Section 4(f) Evaluation* of *Terminal 5/6 Redevelopment at JFK*, and in the *EA* Section 6 *Public Outreach and Agency*

Coordination. In addition, the consulting parties provided comment on drafts of a MOA. The process resulted in a signed MOA, which is provided in the *EA* Appendix D *Memorandum of Agreement* and described further below. The MOA stipulates the mitigation measures for the adverse effects under the Section 106 process, and for the future involvement of a Redevelopment Advisory Committee, and therefore is germane to the discussion of mitigation for the Section 4(f) use.

Under regulations governing the Section 106 process, when the Council determines that its involvement in the Section 106 process is necessary to ensure that the purposes of Section 106 are met, the Council may enter the process as per 36 CFR Part 800.2(b)(1). In this case, after being notified by the FAA by letter dated June 25, 2001, of an adverse effect finding on the TWA Terminal, the Council notified the FAA by letter dated July 11, 2001, that the criteria for its involvement in review of individual Section 106 cases applied, and accordingly, the Council would enter the consultation on the project (see the *EA* Appendix C *Advisory Council on Historic Preservation Correspondence*).

The federal agency must also involve the consulting parties in the findings and determinations made during the Section 106 process as per 36 CFR Part 800.6 (a)(2). Pursuant to this requirement, the FAA has also granted the requests of other interested parties to become consulting parties in the Section 106 process for the TWA Terminal. The views of consulting parties and the public at large are essential to informed Federal decision-making in the Section 106 process. For the Terminal 5/6 Redevelopment Project, nine (9) parties have been invited to enter into the Section 106 process as consulting parties. These entities are:

- The New York Landmarks Conservancy
- The Municipal Art Society of New York
- The National Trust for Historic Preservation
- John Cullinane & Associates
- Documentation and Conservation of Buildings, Sites, and Neighborhoods of the Modern Movement (DOCOMOMO)
- The New York City Partnership
- The Consulate General of Finland, New York
- JetBlue Airways
- The New York Building Congress

For the proposed Terminal 5/6 Redevelopment Project, the parties to the Section 106 process have consulted on the terms and conditions that are part of the signed MOA (Appendix D to the *EA)* as required by the regulations. The MOA lists agreed-to stipulations to be taken to mitigate the adverse effect to the historic site. The stipulations were developed with comment and input from the signatories (the FAA, SHPO, Port Authority, and Council) and consulting parties listed above. The stipulations of the MOA propose adaptive reuse of the TWA Terminal and include the preparation of a Level 1 recordation (Historic American Buildings Survey/Historic American Engineering Record) document, maintenance and preservation guidelines for the TWA Terminal until an appropriate reuse is determined, public education efforts, and preparation of a rehabilitation and reuse plan. The MOA provides specific actions to be taken, and a plan and process to address the issues raised by interested parties in relation to the Terminal 5/6 Redevelopment Project. The consulting parties had several

opportunities to consult on the terms of the MOA prior to any execution by the signatories, and have been invited to concur on the MOA terms.

TWA ceased aviation operations at the Terminal 5 site in October 2001. As of January 2002, American Airlines, which purchased TWA in the summer of 2001, formally vacated Terminal 5 and turned it over to the Port Authority. JetBlue Airways (JetBlue) occupies Terminal 6, where it began operations in February 2000. The Proposed Project would redevelop both sites because neither fully utilize the space available, and facilities at both sites do not meet modern needs for adequate passenger levels of service. Restricting redevelopment to either site alone would be insufficient to meet the needs that would be served by full redevelopment of the combined Terminal 5/6 site.

The proposed undertaking includes the phased construction of a new, multi-airline terminal on the combined Terminal 5/6 site. As reflected in the Port Authority's October 10, 2003 report to the FAA on the consulting process (see Appendix D *Memorandum of Agreement* to the EA and Appendix B *Revised Concept Master Plan* to the *EA*) the Port Authority and interested consulting party members, at the FAA's request, held three meetings in September, 2003 to seek agreement on a modified preferred alternative. The *Revised Concept Master Plan* (Appendix B to the *EA*) and Alternative 7A are the result of those meetings and additional consultation.

As a consequence of the Proposed Project (Alternative 7A), Flight Wing 2 would be demolished. The connecting flight tube to Flight Wing 2 (the East Tube) would be rehabilitated in accordance with the Standards for the Treatment of Historical Properties. The connecting flight tube to Flight Wing 1 (the West Tube) may be modified. For the West Tube a hierarchy of options would be investigated as part of the design for the new terminal. The first option would seek to adapt the existing configuration in a minimally intrusive manner to improve public access. If analysis finds this option to be infeasible, then a design for reconstructing the connecting walkway to incorporate a moving walkway system in a manner consistent with the original design will be undertaken. Should such an effort prove to be inconsistent with the objective, a contemporary and appropriate design will be constructed. Both tubes will provide public access between the rehabilitated/ restored TWA Terminal and the newly constructed terminal building. In addition, the proposed undertaking includes enhanced public access to the main TWA Terminal building from the Air Train and the roadway system.

The new terminal building would more efficiently use the airside of the site while providing the terminal support required for contemporary aviation usage. Exterior and interior spaces of the main TWA Terminal building and the full lengths of both connector tubes would be retained as part of the adaptive reuse program; the West Tube will be treated as described in the above paragraph. From December 2001 through February 2002, the Port Authority issued a Solicitation of Interest to provide adaptive reuse proposals that appeared in roughly 20 newspapers, periodicals, trade magazines, and other publications. The Port Authority received 41 expressions of interest, and the MOA provides that those entities will receive a Request for Proposal for the restoration/rehabilitation and adaptive reuse of the TWA Terminal. A condition of the redevelopment of the Terminal 5/6 site will be the restoration of the TWA Terminal. The Port Authority will require that any adaptive reuse developer agree to the rehabilitation and mitigation terms and conditions described in the MOA, as described above and in the *EA* Section 5.8 *Historic Architectural, Archeological, and Cultural Resources.* The

Redevelopment Advisory Committee, as stipulated in the MOA, will also review and provide comment on the rehabilitation and restoration plans to be submitted to the SHPO.

Through coordination with the advisory and regulatory agencies, the consulting parties, and the public, in accordance with Section 106 and the National Environmental Policy Act (NEPA) procedures, preservation, restoration, and future use of the Terminal 5 site have been clearly identified as the prime issues for this project. Based on feedback from these entities, the proposed plan and mitigation measures have evolved. The plan originally considered complete replacement of the TWA Terminal, including connector tubes and flight wings (Alternative 2 of this evaluation). In response to the interest to preserve these structures, a subsequent plan was developed that would fully preserve the main TWA Terminal building and partially preserve the connector tubes (Alternative 6 of this evaluation). After receiving additional input on this proposal, the *Revised Concept Master Plan* (Appendix B to the *EA*) and Alternative 7A were developed. Alternative 7A, which is the preferred alternative for the Proposed Project, would fully preserve both the main TWA Terminal building and the East Tube, and enhance public access. The West Tube may be modified in accordance with the MOA (Appendix D to the *EA*) to further enhance public access to the TWA Terminal. The evaluations of the alternative schemes described in this report reflect the development of the Proposed Project as it has evolved through the public process.

2 Project Purpose and Need

The purpose of the Proposed Project is to redevelop the Terminal 5/6 site to include a new airline terminal that provides improved facilities and services, including parking, for the safety, comfort, and convenience of air passengers using Terminals 5 and 6 at JFK. The Proposed Project consists of the phased construction of a new, multi-airline terminal on the combined site of Terminals 5 and 6. The original historic Trans World Airlines (TWA) Terminal and the connector tube leading to the present Flight Wing 2 (the East Tube) would be retained, rehabilitated and/or restored as part of an adaptive reuse program. Flight Wings 1 and 2 would be demolished. The connector tube leading to the present Flight Wing 1 (the West Tube) may be modified. For this connector tube, a hierarchy of options would be investigated as part of the design for the new terminal. The first option would seek to adapt the existing configuration in a minimally intrusive manner to improve public access. If analysis finds this option to be infeasible, then a design for reconstructing the connecting walkway to incorporate a moving walkway system in a manner consistent with the original design would be undertaken. Should such an effort prove to be inconsistent with the objective, a contemporary and appropriate design would be constructed. Both tubes will provide public access between the rehabilitated/ restored TWA Terminal and the newly constructed terminal building. Also, a new connector from AirTrain to the TWA Terminal would be constructed to enhance public access, and a new parking garage will be constructed to serve this portion of the Central Terminal Area (CTA).

Terminal 5 is situated on one of the prime terminal sites, adjacent to Terminal 4 (the International Arrivals Terminal) at JFK. Located on the largest of the transitional or corner sites at the airport, only a small part of the extensive airside area is effectively used in its current configuration (see Figure 1).

Development of Terminal 5/6 presents an opportunity for JFK to meet its future needs by maximizing the site's potential as described below (see Figure 2). Since the TWA Terminal is not suitable for exclusive use as an airline terminal due to obsolescence and service, safety, and security deficiencies, the redevelopment program provides the impetus for the restoration, rehabilitation, and adaptive reuse of the TWA Terminal and connector tubes, and the opportunity for future public access to this historic structure to be preserved.

The Proposed Project would serve the needs of the Port Authority airline tenants, airline passengers, and the general public. Those needs include:

- Need to make efficient use of aviation capacity with a flexible terminal design to accommodate a variety of aircraft
- Need for a modern terminal that promotes airline competition and complies with the Americans with Disabilities Act (ADA)
- Need for facilities with adequate level of service within a responsive timeframe
- Need for space to meet updated security requirements
- Need for sufficient landside access
- Need to improve parking facility level of service
- Need to restore and rehabilitate the TWA Terminal

These needs are summarized below. Consideration has been given to the after-effects of the events of September 11, 2001 on the need for and timing of improvements. The project needs have not changed and are responsive to the growth of existing viable airlines and the expected rebound of airline business in the future. Interim events may delay the implementation of the improvements but will not diminish their need.

2.1 Need To Make Efficient Use of Aviation Capacity With a Flexible Terminal Design to Accommodate a Variety of Aircraft

The need to make efficient use of the site is important, since JFK is one of the 25 busiest airports in the world in terms of passengers, among the top 50 in terms of aircraft movements, and 12th in the world in terms of international flights. An airport with this level of activity must maintain a CTA to decrease passenger connection times and increase passenger convenience. The Terminal 5/6 site is the last parcel within the CTA to be considered for redevelopment. Although the Terminal 5/6 site is one of the prime sites at JFK, it does not efficiently utilize its aviation capacity. The terminal occupies 374,000 square feet, but the Proposed Project concept shows there is ample room to support a 1.5-million-square-foot terminal. The terminal area must be redeveloped to achieve the proper balance between airside ramp and terminal sizing. The terminal should be configured to ensure ease of aircraft maneuvering while making the most efficient use of the real estate, pursuant to FAA Advisory Circular 150/5300-13 r7, *Airport Design* (September 1989), for the redevelopment of the terminal, apron, and taxi-lane areas. A flexible design is needed for the site to accommodate a range of aircraft at each concourse, depending on market needs, while maintaining a high level of service that responds to changing demands over time.

2.2 Need for a Modern Terminal that Promotes Airline Competition and Complies with the Americans with Disabilities Act (ADA)

Airlines must provide appropriate facilities for all passengers. One of the benefits of modern air terminals is that accommodations for individuals with disabilities can be included within the base design. To attract and keep customers, airlines need modern building systems and designs that provide convenience and comfort and protect passengers from inclement weather. The ability to compete is hampered when an airline must operate from obsolete facilities when challenging other airlines having more efficient and agreeable accommodations. Terminals 5 and 6 do not meet ADA requirements, so special arrangements must be made to accommodate passengers with disabilities. Weather protection is provided by add-on canopies, not canopies integrated into the building design. Because they do not use heating and ventilating systems with modern, efficient equipment, they also waste energy and add to utility costs. These conditions can be remedied only by redeveloping the Terminal 5/6 site, a process already completed, under way, or planned at the other airport terminals at JFK. In an industry where the competitive environment includes passenger convenience and airline corporate image, the tenants of Terminals 5 and 6 must undertake improvements to remain competitive, maintain their customer base, and meet travelers' expectations, and comply with the ADA.

2.3 Need for Facilities with Adequate Level of Service within a Responsive Timeframe

Terminals 5 and 6 were state-of-the-art facilities when they were designed and constructed more than 40 years ago. However, since that time, the aviation industry and the sizes and types of aircraft used for travel have changed tremendously. The dramatic changes in the industry and technology, coupled with the advanced age of the facilities, have reduced their desirability as terminal buildings. They originally were planned as separate domestic and international terminals and do not meet modern aviation planning criteria for those uses. Operational inefficiencies have resulted in reduced passenger level of service, which is contrary to the goal of the Port Authority and the airlines: to assure the highest level of convenience and efficiency for their customers. There is a need for a terminal design that enables construction to be conducted quickly and efficiently in order to maintain adequate service in response to changing market demands. The planning, development, and construction of modern air terminals is a time-consuming process. As demand for aviation services is projected to increase over the next ten years, work must begin now for the planning, design, and construction of a new reconfigured Terminal 5/6 site.

2.4 Need for Space to Meet Updated Security Requirements

There is a need for enhanced safety of aircraft operations, improved safety within the terminal area, and improved security as a result of recent terrorist activities. With respect to the current aircraft operating requirements in this general area of the airport, and particularly around Terminal 6, movement is complex because of the number and location of buildings and the limited amount of space available for aircraft maneuvering and parking. A simplified layout for aircraft parking in the terminal area is needed to enhance operational safety and provide for adequately sized gates, basic building configurations, and maximized terminal frontage. The proposed airside building and parking layout

satisfies this need by providing apron and building geometry and development that is easily comprehended from the airside and improves upon aircraft routings and the complex taxiing that must occur to reach certain gates.

With the signing of the federal Aviation and Transportation Security Act in November 2001, airports are responsible for meeting the latest security requirements of the Transportation Security Administration, including baggage screening, vehicle searches, and other measures to eliminate threats to aviation facilities and users. Airport terminals also must be able to accommodate passengers in the event of an emergency incident that requires evacuation of passengers from one area of a terminal to another. These needs may require structural strengthening in buildings to support larger screening devices, the redesign of terminal entrance and airline support facilities, expanding passenger check-in areas, and other measures to ensure terminal integrity and security. Incorporating federally-mandated perimeter area protection, such as eliminating automobile parking within 300 feet of terminal entrances, may be virtually impossible at some terminals, given their building footprints and relationships to surrounding roads and curbsides. While neither terminal was designed to accommodate these requirements, Terminal 6 has been modified to comply, though at great cost. Assessing and addressing the security needs at Terminal 5 would also be expensive, since the facility is not used and a thorough and systematic approach to security improvements would need to be taken that would retain flexibility to meet unknown future demands.

2.5 Need for Sufficient Landside Access

There is a need for sufficient landside access to the Terminal 5/6 site. In particular, the terminal needs to provide an efficient link to the mass transit system, including light rail and the roadway system. Redevelopment of the terminal site is also needed to provide an adequate length of curb frontage to efficiently serve both arriving and departing passengers. The AirTrain system became fully operational in December 2003. Access to the system from the Terminal 5/6 site is needed to serve both origination and destination passengers and passengers who may be transferring within the terminal system. The Terminal 5/6 site needs adequate vehicular access. In particular, a new roadway scheme is needed to serve passengers arriving and departing through private vehicle, rental car, taxi/limousine, and public transportation. Modern day planning indicates that terminal frontage should provide adequate sidewalk, preferably covered, that borders the terminal and a road system with adjacent paved areas to permit vehicles to offload or load passengers. Terminal access frontage is needed to serve both deplaning and arriving passengers in a manner that ensures that these simultaneous activities do not produce traffic conflicts. To avoid congestion at the terminal, the two areas and functions should be separated vertically in respect to their arrangements and relationships to the terminal building.

2.6 Need to Improve Parking Facility Level of Service

The Port Authority recently conducted a series of comprehensive customer surveys associated with parking at its airports. In response to this customer feedback, the Port Authority concluded that customer satisfaction with parking facilities at JFK is near the bottom of all airports surveyed. In response to customer feedback and airport surveys, the Port Authority concluded that, where possible, parking garages should be constructed adjacent to passenger terminals to provide airport customers with the highest level of customer service.

2.7 Need to Rehabilitate and Restore the TWA Terminal

There is a need to rehabilitate and restore the TWA Terminal. The terminal is unoccupied and has not operated adequately as a terminal for many years. In the time since it was vacated by American Airlines, no airlines have used the terminal, either temporarily or permanently, and it is the least desirable of all terminals at JFK. Therefore, unless demand were to saturate other terminals in the CTA or an emergency were to occur, it is unlikely that the TWA Terminal would be returned to use as a terminal. Lengthy vacancy of the TWA Terminal would not be beneficial the structure and would not facilitate its restoration. There is also a need to minimize harm to historical resources, in compliance with Section 4(f) of the Department of Transportation Act of 1966.

3 Description of the Section 4(f) Land

The TWA Terminal is one of nine original terminal structures built in accordance with the Port Authority master plan developed in 1955. Arrayed in a circular plan around a loop road, and facing a 160-acre plaza of landscaping, reflecting pools, and parking, the terminals were designed for individual airlines by internationally known architects. The plan became known as Terminal City. The International Arrivals Building was the first to be completed in 1957. The TWA Terminal designed by Eero Saarinen & Associates, the last of the signature buildings, opened in 1962. TWA was assigned the prominent site to the east of the International Arrivals Building (see Figure 3).

The historical site comprises the main TWA Terminal building, Flight Wing 2, the connector tube to this wing (the East Tube), and the connector tube to Flight Wing 1 (the West Tube). A highly sculptural design, the TWA Terminal is widely considered an iconic symbol of the Modern Architectural movement of the 1960s. The Terminal 5 complex consists of three major components: the concrete shell main terminal building, the two connector tubes linking the main building to the flight wings, and the two flight wings and gate lounge structures. The main TWA Terminal structure, Flight Wing 2 with its departure lounges, and its attendant connecting tube are part of Saarinen's original design. In fact, the original flight wing was already in operation as the main TWA Terminal was being completed. Flight Wing 1 and the West Tube were completed in 1970 along with east and west baggage additions, and Flight Wing 1 is not considered part of the historic resource, although the connector tube to Flight Wing 1 (the West Tube) is part of the historic resource. The remainder of the baggage handling structures were constructed in the 1990s.

3.1 Main Terminal: Exterior Shell

The main terminal structure is the centerpiece of the Terminal 5 complex. The signature view is the landside elevation seen from ground level. This perspective captures the sweeping and expressive concrete forms conceived by Saarinen. It has, however, been compromised over the years by the addition of the elevated roadway system, the AirTrain guideway, a parking garage, and a roadway canopy to protect arriving passengers from rain, all of which have foreshortened the view of the TWA Terminal (Figure 4). In its original perspective, the lightweight concrete shell appears to float above the continuous glass curtain wall supported on but 4 contact points: the landslide piers that flank the main entrance bay and 2 corresponding piers on the airside. Measuring 50 feet in height and more than 315 feet in length, the concrete structure pushed the

boundaries of thin shell construction. It is the last major reinforced concrete shell structure to be built without the benefit of pre-stressing. The concrete roof is a system of 4 independent, balanced segmental domes up to 19 inches in thickness. The domes or lobes are anchored at grade at 2 points each with the 3rd corner cantilevered up to 75 feet at the wings and the 4th point delicately supported by the other 3 lobes at the roof center point. A series of linear skylights separate the 4 components of the roof structure.

This remarkable structure, developed with the engineers Amman & Whitney, represented an evolution of Saarinen's explorations in shell design. Precursors included the Kresege Auditorium at MIT and the Ingalls Hockey Rink at Yale University. Two lower, one-story concrete wings extend out from the entrance piers. These service areas have solid concrete walls with a series of entrance doors equally spaced along the curb frontage. A curved and continuous overhanging canopy provide shelter at the doorways, and the opaque nature of the extension provide a base for and a stark contrast to the large, expanses of glass above. The window walls of large, vertically oriented lites of single pane glass are laterally reinforced by a lightweight bow truss system.

This system, coupled with the narrow profile mullion assembly, provides a very light and transparent window wall. The entrance doors at the two main landside vestibules are equally light in profile and blend with the glazing wall. Additional service vestibules, as well as the large roadway canopy, have been installed over the years, detracting from the transparent sense of the glass wall and the contrast between the monumental concrete forms and the open glass voids in the structure. Miscellaneous identification and directional signage, street furniture and security devices also have been installed along the perimeter of the building, adding to the sense of clutter. However, these are all easily reversible. The exterior building envelope should be considered to be of the highest architectural significance.

3.2 Main Terminal: Interiors

The fluid expressionist forms of the building interiors are a direct extension of its unique structural shell. The main level plan is divided into two distinct zones with a broad set of stairs connecting the upper lounge level about 6 feet above the lower entry level. Flanking the entrance area were the three original circular stainless steel baggage carousels to the north and the ticket counters to the south. A free form cast concrete information desk rises 15 feet, directly behind the glass entrance wall. This sculptural element contains the "Solari" flight information board on the tall-formed pylon, which also serves as a large-scale air distribution outlet. The desk epitomizes the expressive form Saarinen used both on the exterior and interior of the building. This attitude was also reflected in the designs of the ticket counters, balconies, stairways, HVAC elements, and especially in the double-cantilevered concrete bridge connecting the north and south parts of the mezzanine. The predominant interior finish consists of ½-inch diameter gray-flecked ceramic tile disks covering floors and walls alike. This material was applied to all the expressive architectural elements on the interior. The Ambassador Club on the north mezzanine level is an elegantly designed interior space with a series of cantilevered benches, marble fountains and sculptures, and custom lighting, most of which is still intact and well maintained. The south mezzanine area contains the original kitchen and dining areas. These spaces have been altered over time and are much more ordinary in design quality than the Ambassador Club.

Other spaces on the main level include new ticketing facilities at the original baggage claim area, new corridors to the baggage retrieval additions, and back-of-house service and office areas. Additional office, service and mechanical spaces occupy a partial basement located under the upper part of the main level.

The central public reception, information, and waiting areas on the upper and lower main level exhibit a high level of architectural integrity and are the most significant interior spaces. The original ticket counter space, although modified, is of moderate significance, while the service, office and mechanical spaces are architecturally the least significant spaces in the TWA Terminal.

3.3 Connector Tubes

The east and west connector passageways (the East Tube and West Tube, respectively) link the TWA Terminal with Flight Wings 2 and 1 respectively. The East Tube was constructed as part of the original complex opened in 1962. The West Tube was completed in 1970 and connected the new international gates and the Federal Inspection Service facility in Flight Wing 1.

The tubes are constructed of a lightweight steel hoop frame with a cement plaster exterior finish and architectural plaster on the interior. Elliptical in section, the tubes rise roughly 6 feet along a slightly bowed arch to the taller flight wing floor level. The tubes are supported on a series of concrete piers. The interiors are finished in a suspended acoustic tile ceiling with concealed light coves and a carpet floor. The newer West Tube to Flight Wing 1 is slightly wider in section and 223 feet long. The East Tube to Flight Wing 2 is 255 feet long.

Originally designed as glass enclosed passageways with moving sidewalks, the design was revised to save costs and because a bowed moving sidewalk was at the time technologically impractical. The tubes are considered to be of moderate architectural significance.

3.4 Flight Wings

Flight Wing 1 (built in 1970) and Flight Wing 2 (built in 1962) were TWA's major gate structures. Containing passenger amenities and service and inspection spaces, the interiors of these multistory structures have been modified significantly from their original designs. The overall design characteristic of these spaces was originally the least impressive of the public spaces of the TWA complex. Alterations over time have only reinforced this impression. The ceramic tile finish and the low curvilinear gate lounge walls have been removed from the original Saarinen design to provide more contemporary passenger service. Flight Wing 2 was designed to accommodate planes the size of Boeing 707, while the Flight Wing 1 was sized for the Boeing 747, the first of the jumbo jets. The exteriors of the flight wings are constructed of a plain aluminum and glass curtain wall on a concrete block and cement plaster base. Flight Wing 2 has a small flight operations station situated above its main passenger level, whereas the larger Flight Wing 1 has three levels of space for passengers, Federal Inspection Service, and operations. Due to the lesser quality of its design, the lack of historic integrity and, the fact that it was not designed by Saarinen, Flight Wing 1 is considered to be of a lesser architectural significance. Flight Wing 1 is notable, however, as the first terminal component (or gate structure) designed specifically to

accommodate jumbo jets and as the first to house a Federal Inspection Service facility within an airline-owned building.

3.5 Departure Lounges

The two small gate lounges at the airside end of Flight Wing 2 (the "trumpets") are miniaturized versions of the large flight wing departure lounges. Each is sized for about 100 persons, and the spaces are intact with the original seating, tile faced curved walls, ceilings and lounge accessories. Virtually the only significant modifications are the ceiling mounted fluorescent fixtures and the change of the "TWA Red" carpet to a more neutral gray. The location of the gate lounges affords an excellent vantage point to observe airfield activities at a large international airport. Although not nearly as unique or remarkable as the design of the TWA Terminal, the lounges are characteristic small-scaled interiors of the early jet age, and with a high degree of original historic fabric intact, have a moderate level of architectural significance.

3.6 Capability to Meet Changing Needs

The site around the original TWA Terminal has changed greatly since it was constructed. In addition to the landside roadway canopy, the original open lawn and surface parking areas have been replaced with a network of access roads and the AirTrain guideway and station. The airside as well has had several additions, primarily the baggage makeup expansion and baggage conveyors.

The unique design of the TWA Terminal cannot be readily altered to meet the airline industry's ever-changing requirements. Modifications have been ad hoc and generally unsympathetic to the historic design of the building. The restrictive nature of the design has resulted in completed improvements still being insufficient for current usage. In contrast, Saarinen's design for a multi-airline terminal at Dulles Airport, designed 2 years after the TWA building at JFK, was more modular and less sculptural, and more suited to expansion. Additionally, Dulles is a two-level structure with ticketing above and baggage below. Its large, open, flexible design could be easily expanded in a linear fashion. Dulles has successfully been recently redesigned and expanded with a series of mid-field concourses.

4 Demonstration That There Is No Prudent and Feasible Alternative to Using the Section 4(f) Land

For the purposes of Section 4(f), a project may not be approved by the FAA if there is a feasible and prudent alternative that will avoid use of the Section 4(f) property, in this case, the main TWA Terminal building, connector tubes, and Flight Wing 2. The "feasibility" of an alternative is a measure of whether an alternative can be designed and built using sound engineering principles. "Prudent" is a measure of the cost, social, economic and environmental impacts or community disruption of an alternative that would avoid the Section 4(f) land relative to the value of the Section 4(f) property and possible mitigation (FAA 1989).

The approach to the analysis of alternatives was to consider all reasonable possibilities that might be applicable to satisfying the objectives and requirements described in Section 2 *Purpose and Need*. The analysis included:

- Consideration of constructing terminal facilities at other locations;
- Taking no action by doing nothing in the way of improving the terminal area and using the existing terminal as currently configured; and
- Constructing alternative terminal redevelopment or new development configurations at the Terminal 5/6 site.

The only alternatives that avoid impacts to the Section 4(f) property are construction of a terminal elsewhere, and the No Action alternative. These two alternatives are described here. None of the redevelopment alternatives would avoid impacts to the Section 4(f) property at the Terminal 5 site.

4.1 Stand-Alone Terminal in Another Part of the Airport

Seeking a stand-alone terminal location in a part of the airport other than the CTA to conduct expanded airline operations is impractical, imprudent, and does not meet the project purpose and needs. Limitations in available site sizes rendered the alternative not feasible. JetBlue considered the option of building a new terminal near Hanger 12 outside the CTA. This option was rejected as the location was too far from the CTA and the AirTrain. As with most other areas on the airport, extensive demolition would be required at this location (Hangar 12) to prepare the site for terminal or other use. A completely new terminal building would be necessary, along with its associated aircraft parking apron, onsite access roads, parking, and additional infrastructure. In addition, access to the airfield at the Hangar 12 site is much more restricted than within the CTA, which has direct access to a dual parallel taxiway system. As Runway 13R is an often used departure runway for which significant queues develop, siting a passenger terminal in this area could exacerbate the already significant delay problem at JFK. This earlier proposal is not feasible due to limitations in available site sizes to meet the airlines' needs. It also failed on the basis of cost, and the lack of proximity to and association with the other passenger processing areas of the airport. Location of the new terminal in the CTA at the existing Terminal 5/6 site is clearly the most prudent alternative from the standpoint of operations and efficient land-use.

Relocating the JetBlue operations into other existing facilities is not possible. No facilities suitable for the airline's needs exist in the CTA. Each of the terminals (other than 5 and 6) in the CTA has undergone or is now undergoing improvements at costs involving billions of dollars. The airlines housed in those facilities and underwriting the terminal improvement costs have committed to leases and integrated operational considerations tailored to meet their respective long-term financial and operational needs. Sharing those facilities with a competitor airline, and providing terminal and apron sizing required to meet its competitors specific needs, is not possible or practical. If facilities were available in one of the CTA terminals to accommodate the gates necessary for JetBlue, the airline would have already pursued that possibility, if for no other reason than to avoid the large capital outlay required to redevelop the Terminal 5/6 site. For example, Terminal 4 is designed and constructed with capacity intended to meet the existing and future demands of international activity. Significant investment in the construction of Federal Inspection Services, including customs, immigration, sterile corridors, oversized baggage carousels, etc. makes Terminal 4 inappropriate for long term use by a primarily domestic carrier. The role of Terminal 4 is to accommodate the large contingent of International carriers that utilize JFK.

4.2 No Action

The No Action alternative would entail no replacement or redevelopment of Terminals 5 and 6, aircraft parking and maneuvering areas, and associated access roadway and parking areas. The advantage of this alternative is that demolition of the TWA Terminal, and construction of new facilities adjacent to it, would be avoided. The disadvantages are numerous and severe, as described in the *EA* and in Section 5 *Development and Analysis of Alternatives* to reduce impacts below. This alternative is not prudent or feasible because it does not meet the project purpose or any of the project needs.

4.3 Construction at the Terminal 5/6 Site

Because there are no feasible and prudent alternatives that avoid use of the Section 4(f) land, alternatives that require construction of a new terminal at the existing Terminal 5/6 site to take full advantage of the airside space and landside connectivity to ground transportation are evaluated and their effects on the Section 4(f) land are described. The new terminal must provide sufficient aircraft gates, consistent with forecast demand, and efficient and safe moving and servicing of aircraft. The alternative must provide airside ramp, landside access, and terminal sizing and configurations to meet the project purpose and needs, comply with various regulations and FAA guidelines, and ensure ease of aircraft maneuvering. It must link with other development within the CTA to decrease passenger connection times and increase passenger convenience. A flexible design is important so the site can accommodate a range of Group III to V aircraft, with varying lengths and wingspans, within each concourse, depending on market needs, while maintaining a high level of service that responds to changing demands over time. The pier concept (as discussed in Section 3 *Alternatives* of the *EA)* provides the highest number of aircraft parking positions for the amount of apron and building space required and allows effective use of aircraft and employees with the least confusion for passengers. The geometry required to accommodate the terminal building, four piers, landside access, and the apron associated with aircraft maneuvering space dictates the design proposed for development. While there may be opportunities to provide minor variations in the layout of the terminal areas, the basic spacing is prescribed due to the limited amount of apron area on one side of any terminal footprint and the confines of the access roadways, the AirTrain, and other existing and planned structures on the other side.

A terminal that would meet these design needs and completely avoid the existing TWA Terminal including both flight wings could not achieve the terminal size requirements for the anticipated passenger volume. The size of the project site is limited on the airside by the existing taxiways and runways.

5 Development and Analysis of Alternatives to Reduce Impacts

This section examines each alternative considered in the original *Concept Master Plan;* alternatives that were developed in response to public, agency, and interested party comments on the *Concept Master Plan,* and incorporated into the February addendum to the *Concept Master Plan;* and alternatives submitted to the FAA and the Port Authority as part of the public review process.

A series of meetings and reviews were held with the public and a number of other organizations including the SHPO, Advisory Council on Historic Preservation, New York Landmarks Conservancy, the New York City Landmarks Commission, Municipal Art Society, the National and New York City American Institute of Architects, United Airlines, JetBlue, and the local Queens Community Board, among others, as part of the NEPA and Section 106 review processes (see Section 8 *Public Outreach and Agency Coordination* of this *Section 4(f) Evaluation*, the *EA* Section 6 *Public Outreach and Agency Coordination* and the *EA* Appendix H *Public and Consulting Party Involvement*). Based on comments received from these meetings and other agency coordination, several alternatives were developed by the Port Authority and by the Municipal Art Society of New York, a consulting party to the Section 106 process as described at 36 CFR Part 800. Two other alternatives were received in response to the Port Authority's Solicitation of Interest (SOI) for a Request for Proposals for the restoration, rehabilitation and adaptive reuse of the main TWA Terminal building and the connector tubes. One of the two alternatives, submitted by LCOR on January 31, 2002, called for the adaptive reuse of the TWA Terminal as a hotel lobby/meeting center with restaurants. The other LCOR alternative keeps the original function as an airline terminal and is similar to Alternative 12, which is analyzed in this chapter and in Section 3 *Alternatives* of the *EA*. An additional alternative was submitted by the Municipal Art Society of New York as part of their July 29, 2003 comment letter on the June 2003 *Draft EA*; that comment letter refers to it as Alternative 13. That alternative was discussed in the subsequent September 2003 process meetings described in the *EA* and below.

As described in Section 8 *Public Outreach and Agency Coordination*, many meetings and consultations were held over the course of four years. The alternatives under consideration were described and were subject to comment through distribution of earlier drafts of the *EA*. Alternatives were modified and considered in response to input being received. More specifically, the preferred alternative (Alternative 7A) was developed as the result of the meetings and additional consultation held in September 2003 as part of the process to comply with Section 106 of the National Historic Preservation Act, which culminated in the Port Authority report of October 10, 2003 to the FAA (*EA* Appendix D *Memorandum of Agreement)*. All consulting parties were invited to participate in these meetings. Of the consulting parties, JetBlue Airways, the intended primary tenant of the new terminal, the Port Authority, the Municipal Art Society of New York, the New York State Historic Preservation Officer (SHPO), the New York Landmarks Conservancy and the New York Building Congress attended these meetings and participated heavily in development of the preferred alternative. The preferred alternative (Alternative 7A) was developed with a high level of sensitivity to the concerns and issues raised by the public and the consulting parties.

The alternatives assessed herein (see Figures 5 through 18) represent a full range of options. Alternative 1, No Action, would maintain existing conditions. Alternatives 2 through 7A propose an adaptive reuse of the original TWA Terminal, while Alternatives 8 through 12 propose use as an airline terminal. No other alternatives are known to be potentially feasible or have been offered by the Port Authority, the Municipal Art Society, or any other party for consideration. Section 3 of the *EA* also provides a description and detailed assessment of each alternative. Alternatives 2

through 12 include a parking facility to service the redeveloped terminal complex, and demolition of three airport support structures (Buildings 296, 295, and 164).

All the action alternatives that were developed and analyzed have varying degrees of impact on the Section 4(f) land. The No Action alternative would not constitute a "use" of the land in the sense defined in the Transportation Act of 1966, but it would not meet the project purpose and needs and may have long-term adverse impacts on the land.

Each alternative is described along with a comparative analysis that shows the degree to which the project's purpose and need (see Section 2 *Purpose and Need)* would be met, and evaluates the degree the alternative's effects on the Section 4(f) resource. For this evaluation, feasibility is a measure of whether an alternative can be designed and built to design standards and guidelines using sound engineering practices. "Prudent" is a measure of the reasonableness of the alternative, the relative cost of the alternative as compared to other courses of action, the ability (and to what extent) of the alternative to meet the purpose and need of the project, and the level of impact to the historic resource. A brief summary of the alternatives is provided in Table F-1. Table F-2 describes the effects of the various alternatives on the historic resource.

TABLE F-1
Summary of Section 4(f) Evaluation of Alternatives

Alternative	Uses Section 4(f) Land?	Prudent?	Feasible?
1	No *	No	Yes
2A	Yes	No	Yes
2B	Yes	No	No
3	Yes	No	No
4	Yes	No	Yes
5	Yes	No	No
6	Yes	No	Yes
7	Yes	Yes	Yes
7A	Yes	Yes	Yes
8	Yes	No	No
9	Yes	No	No
10	Yes	No	No
11	Yes	No	No
12	Yes	No	No

* Some risk of adverse use of Section 4(f) land exists due to degradation from lack of use.

TABLE F-2
Effects of the Various Alternatives on the Historic Resource

Alternative	Impact on historic scene	Extent of demolition	Potential for restoration of historical resource	Impact of new construction on historic structure	Potential for resource improvement
1. No Action	No impact	No demolition	Limited if remains as airline terminal	No impact with new construction. Older additions have negative impact.	Limited due to added canopies, drop off lanes, etc.
2. New Terminal 2A. Demolition 2B. Relocation	Removes building from historic scene	2A: Full demolition 2B: None, however relocation isn't feasible due to siting, structural form, etc.	2A: None 2B: Full at new site if relocation were feasible	Greatest adverse effect	Not applicable
3. Internal Loop Roadway	New building is the backdrop for the TWA Terminal	Flight Wing 1 & one connector tube	Limited if remains as airline terminal	Moderate. New terminal blocks airside view from the TWA Terminal	Poor, roadway will exist between the TWA Terminal and the new building
4. Perimeter Loop Roadway	New building is the backdrop for the TWA Terminal	Flight Wing 1 only	Good, restore for adaptive reuse	Moderate. New terminal blocks the airside view from the TWA Terminal	Good, removes original dropoff, opens up space airside of TWA
5. Roadway Over/Under Tube	New building partially wraps around the TWA Terminal	Flight Wing 1 & one connector tube	Good, restore for adaptive reuse	New terminal partially blocks the airside view of the TWA Terminal	Poor, roadway will exist between the TWA Terminal and the new building
6. Semi – Circular Roadway	New building is the backdrop for the TWA Terminal	Both flight wings and portions of both connector tubes	Good, restore for adaptive reuse, tubes compromised	Moderate. New terminal blocks the airside view from the TWA Terminal	Good, removes original drop-off zone, opens up space airside of the TWA Terminal
7. Bi-Level Shifted Roadway	New building is the backdrop for the TWA Terminal	Both flight wings	Good, restore for adaptive reuse	Moderate. New terminal blocks the airside view from the TWA Terminal	Good, removes original drop-off zone, opens up space airside of the TWA Terminal
7A. Bi-Level Shifted Roadway w/ Enhanced Public Access and E-ticketing Kiosks	New building is the backdrop for the TWA Terminal	Both flight wings	Good, restore/rehab for adaptive reuse	Moderate. New terminal blocks the airside view from the TWA Terminal	Good, removes original drop-off zone, opens up space airside of the TWA Terminal

TABLE F-2
Effects of the Various Alternatives on the Historic Resource

Alternative	Impact on historic scene	Extent of demolition	Potential for restoration of historical resource	Impact of new construction on historic structure	Potential for resource improvement
8. Terminal Addition to North Side of TWA Terminal	Adjacent new terminal negatively impacts the signature view of the TWA Terminal	Flight Wing 1	Limited if remains as airline terminal	Major view to airside, framed by a concourse	Consolidates frontage, no potential for additional public space
9. Terminal Addition to Flight Wing 1	Proximity of new terminal impacts the signature view of the TWA Terminal	No demolition	Limited if remains as airline terminal	Major view to airside	Awkward residual space between the roadways & the new and existing terminals
10. Terminal Addition North of the TWA Terminal and Terminal 4 Concourse	Adjacent new terminal negatively impacts signature view of the TWA Terminal	Partial demolition of Flight Wing 1	Limited if remains as airline terminal	Partial view to airside	Consolidates frontage, no potential for additional public space
11. New Terminal North of TWA Terminal	Adjacent new terminal negatively impacts the signature view of the TWA Terminal	No demolition	Limited if remains as airline terminal	Major view to airside	Consolidates frontage, no potential for additional public space
12. Four Additions to Existing TWA Terminal 5	Adjacent new terminal negatively impacts the signature view of the TWA Terminal	No demolition	Limited if remains as airline terminal	Major view to airside	Consolidates frontage, no potential for additional public space

Source for Alternatives 1-11 except 7A: Beyer, Blinder, and Belle

5.1 Alternative 1—No Action

Alternative 1 would involve neither demolition nor new construction (Figure 5). The TWA Terminal, connector tubes, and flight wings would not be modified. Existing structures that are incompatible with the original Saarinen design would remain adjacent to the terminal. No changes in roadway access would be made, and no parking structure would be constructed.

This alternative would avoid an action that would constitute a use of Section 4(f) land, but it may gradually cause adverse effects due to neglect. It would neither promote continued use of Section 4(f) land nor provide for its replacement. Considering both the high value of the historical resources and the land on which they sit, this alternative is feasible but it would not be prudent.

The advantage of Alternative 1 is that demolition of Section 4(f) properties and construction of new facilities adjacent to them would be avoided. The disadvantages are numerous and severe. In the unlikely event that the TWA Terminal were to be used, the imbalance between apron and terminal sizing would remain, and aircraft movement in nearby apron areas

would become increasingly congested due to the awkward terminal configuration. Passenger levels of service and roadway access needs would not be met because there would be no improvement to the operational deficiencies inherent in the 1950s design of the original TWA Terminal: insufficient space for ticketing, baggage, concessions, and other functions, limited frontage with a single level roadway, and a congested roadway access system. The need to meet security requirements and to improve parking level of service would not be met. The airlines' need for a competitive terminal would not be met since the terminal would lack ADA compliance, modern building systems, adequate weather protection, and facilities to enhance passenger comfort and convenience.

The TWA Terminal is unoccupied and has not operated adequately as a terminal for many years. In the time since it was abandoned by American Airlines, no airlines have come forth to use the TWA Terminal, either temporarily or permanently, and it is the least desirable of all terminals at JFK. Therefore, unless demand were to saturate other terminals in the Central Terminal Area or an emergency were to occur, it is unlikely that the TWA Terminal would be returned to use as a terminal under this alternative. Lengthy abandonment of the structure would adversely affect the stability of its historic features, since the risk of severe deterioration to a vacant building is high. The Port Authority has committed to a maintenance plan that will prevent further significant deterioration, but restoration would not be practical under this alternative in the absence of an identified use for the structure. Incompatible structures added since the original construction would continue to affect the historic resource adversely. The potential for improving the site to enhance its historical appearance would be limited because of the existing landside and airside constraints. For these reasons, Alternative 1 would not meet the purpose and need for which the project was established.

5.2 Alternative 2—Demolition or Relocation

Alternative 2 was developed by the Port Authority. It would remove the Section 4(f) land from the site in its entirety, and a new terminal would be constructed using the entire Terminal 5/6 area (Figure 6). The terminal could be designed without the site restrictions caused by the full or partial retention of the TWA Terminal. The greatest potential use of the airside could be achieved with as many as 58 gate positions, including hardstand accommodation.

This alternative would cause adverse use of Section 4(f) land since the TWA Terminal, Flight Wing 2, and connector tubes would be demolished or removed from their historic setting. Demolition of the buildings (Alternative 2A) would result in the entire loss of a significant architectural landmark. Although feasible, this alternative would not be prudent since the TWA Terminal can be preserved under other alternatives. Relocation of the terminal to a new site (Alternative 2B) would not be feasible for several reasons. Although structures as large as the TWA Terminal have been relocated, they must be moved in multiple pieces. The thin-shell dome structure may not survive separation without significant damage and possible collapse. Additionally, the TWA Terminal is land-locked; there is no feasible airside move route to the waterfront without major disruption of airport operations. A landside move also is not possible because of the AirTrain and access roads blocking any potential route. Both alternatives would meet most of the needs for which the project was established but not the need to preserve the TWA Terminal.

5.3 Alternative 3—Internal Loop Roadway

Alternative 3 was developed by the Port Authority. It proposes a new terminal structure constructed on the airside of the TWA Terminal (Figure 7). Flight Wing 2 and its connector tube would be retained corresponding to the 1962 terminal plan, but Flight Wing 1 and its connector tube would be demolished. A link would be provided between one of the Saarinen gate lounges and the new terminal. The plan would provide 31 aircraft gates, two of which would be provided in Flight Wing 2 and accessed from the new structure.

This alternative would cause adverse use of Section 4(f) land because the connector tube to Flight Wing 1 would be demolished. It would be neither prudent nor feasible for several reasons. Since Alternative 3 would provide only 31 of 51 gates potentially available, it would not efficiently use the airside potential of the site. The TWA Terminal has insufficient space for passenger service, security and ADA requirements to serve the gates in Flight Wing 2. The loop roadway configuration would be nonfunctional since it would be unable to achieve the minimum grades to transition to a bilevel system. The tight turning radius required to retain Flight Wing 2 would not meet traffic planning standards. The 1,100 feet per level of curb frontage would be inadequate to support a new terminal of this size (Basilio-Avadhani 2000). For these reasons, Alternative 3 would not be feasible within terminal design standards and guidelines, and would not meet the purpose and need for which the project was established.

5.4 Alternative 4—Perimeter Roadway

Alternative 4 was developed by the Port Authority. It would retain the main TWA Terminal building, both connectors, and Flight Wing 2 (Figure 8). This plan proposes an adaptive reuse for the TWA Terminal. It would provide 34 gates, including hardstands. A bilevel roadway system would provide 1,500 feet per level of curb frontage.

This alternative would cause adverse use of Section 4(f) land, because the new construction would block the airside view from the Saarinen-designed TWA Terminal and the original use of the land would be discontinued. It would not be prudent because it would provide only 34 of 51 gates potentially available. Therefore, it would not efficiently use the airside potential of the site, the major need for which the project was established. An advantage of Alternative 4 is that it would provide a good balance between the airside development and the landside (terminal and roadway) capacities, which would enable the other project needs to be met.

5.5 Alternative 5—Roadway Over and Under Tubes

Alternative 5 was developed by the Port Authority. It would locate most of the new terminal on the northern part of the Terminal 5/6 site and provide 29 gates (Figure 9). The TWA Terminal, Flight Wing 2, and its connector would remain, slated for restoration and adaptive reuse.

This alternative would cause adverse use of Section 4(f) land since views of the airfield from the northern side of the TWA Terminal would be eliminated, all views from the terminal would be degraded by the departures roadway, and the original uses of this land would be discontinued. The alternative would not be prudent for several reasons. Only 29 gates can be furnished, and the ramp area would be greatly underused. Therefore, it would not efficiently use the airside potential of the site, the major need for which the project was established. The bilevel roadway would have an inadequate 1,000 feet of curb frontage per level (Basilio-Avadhani 2000),

therefore it would not be feasible to construct this alternative within the FAA and project design guidelines. For these reasons, Alternative 5 would not meet be prudent and would not meet the purpose and need for which the project was established.

5.6 Alternative 6—Semicircular Roadway

Alternative 6 was developed by the Port Authority (Figure 10). It proposes restoration and adaptive reuse of the main TWA Terminal structure. Alternative 6 would locate the new terminal in a semicircular form wrapping around the airside of the main TWA Terminal building. A two-level roadway would follow the curve of the new structure and provide 1,500 feet of curbside on each level of the terminal. This alternative would take full advantage of the large airside area to provide 52 gates. The main TWA Terminal building and roughly one-third of each connector would be retained. The tubes would be partially removed to allow construction of the bilevel roadway. The tubes would terminate in a new vertical circulation structure, allowing access to grade along the edge of the roadway. Both flight wings would be demolished for construction of the new terminal.

This alternative would cause adverse use of the Section 4(f) land since views of the airfield from the northern side of the TWA Terminal would be eliminated; the TWA Terminal would be overwhelmed visually by the new terminal; Flight Wing 2 and a major part of both connector tubes would be demolished; and the original uses of the land would be discontinued. Though feasible, another alternative exists that would reduce visual impacts on Section 4(f) land and would therefore be more prudent. Advantages of Alternative 6 include the good balance between landside and airside development, optimization of the ramp area, and the numerous gate positions. It also would provide the potential for aesthetic and functional improvements to be made in the small open space area that would be created between the airside of the TWA Terminal and the landside of the new terminal. Disadvantages relate primarily to the negative effect on the Section 4(f) property. The new structure would be located close to the landmark, with the highest parts of the proposed building closest to the main TWA Terminal building. This approach would visually overwhelm the Section 4(f) property from the perspective of viewers on the landside of the structure and from within the main TWA Terminal building. The original use of the connector tubes would be eliminated, since the tubes would be partially demolished and would not connect directly to another building. Thus Alternative 6 would not meet the purpose and need for which the project was established.

5.7 Alternative 7—Bilevel Shifted Roadway

Alternative 7 (Figure 11) was developed by the Port Authority after receiving input through the Section 106 process. It is similar to Alternative 6 with two differences. First, the semicircular form of the new terminal would be located farther from the TWA Terminal. This modification would reduce the tendency of the new terminal to visually overwhelm the landmark building and will provide broader public access to the back view of the Saarinen-designed building. The Saarinen-designed building will now be accessible to the public at large, and not limited to the passengers of the Terminal 5/6 airline tenants. The expansive area between the buildings would be developed into a large-scale public plaza. Second, the bilevel departures roadway would be shifted away from the TWA Terminal and into the new terminal. The arrivals roadway would be set 4 feet below grade within waterproof bulkheads to resist the high water table and to fit below the connector tubes. The roadway

configuration allows the entire length of the connector tubes to be retained and to connect directly to the new arrivals hall.

This alternative addresses the airport's needs, which are articulated within Section 2, *Purpose and Need* of this document. By fully utilizing the available aeronautical area and by providing adequate taxi-lane separation for all aircraft types, this alternative makes efficient use of the site and provides the flexibility to handle a variety of different aircraft. Alternative 7 enables the Port Authority to meet or exceed the latest standards for passenger convenience, efficient operation, and disability accommodation. The level of service will be dramatically improved, as the existing terminals are inadequate and the terminal complex in this alternative will be developed and sized to meet the demand expected to develop at JFK over the next 10 years.

This alternative provides the ability to meet current and future security requirements. Airports around the country are facing enormous difficulty in accommodating the latest in security technologies and requirements within terminal buildings that were designed and constructed only a few years ago. As the existing Terminals 5 and 6 were designed and constructed over 40 years ago, during a different era of aviation, the ability to retrofit these buildings for new security requirements, while maintaining some reasonable level of service, is not feasible.

Access is a critical component of any airport development project and landside access to the existing terminals is lacking. Existing Terminal 5 has a frontage of 455 linear feet for departures and 265 linear feet for arrivals. However, this design is inefficient as the departure and arrival frontages are all on one level with arrivals on an inner roadway and departures on an outer roadway with an island separating the two. This arrangement requires departing passengers to walk across the arrival roadway to reach the terminal. Terminal 6 has separate roadways for arrivals and departures with curb frontages directly adjacent to the terminal; total frontage for this terminal is 873 linear feet. Alternative 7 doubles the existing available departures and arrivals frontage to 3000 linear feet, to meet the project need of 2,837 feet (Section 2 *Purpose and Need*). In addition, all frontage will have direct access to curbside and there will be no need to walk across traffic lanes to access the terminal, as currently exists at Terminal 5.

As described earlier, a 1,500-space garage will be constructed as part of any terminal alternative. Figure 11 shows the parking garage with Alternative 7. The proposed parking garage structure associated with Alternative 7 will be located approximately 10 to 20 feet from the AirTrain guideway within the footprint of the current open area parking lot. The roof parking level of the proposed garage is roughly the same elevation as the top of the AirTrain Rotunda. An evaluation of the impact of the AirTrain structure on Terminal 5 which was conducted as part of the JFK light rail system project *Final Environmental Impact Statement, JFK International Airport Light Rail System* (Port Authority, May 1997) concluded that the AirTrain structures, as designed, would have no adverse effect on the historic character of Terminal 5. Given that the parking garage is contained within the guideway, is partially blocked by the AirTrain, is no higher than the AirTrain Rotunda, and is further away from the Terminal 5 than the AirTrain structure, there will be no adverse effect of the parking structure on Terminal 5.

This alternative would be both prudent and feasible. However, it would cause adverse impacts to historic resources since views of the airfield from the TWA Terminal would be eliminated, and Flight Wing 2 would be demolished. Additionally, the original use of this

land would be discontinued. An advantage of this alternative is that locating the departures roadway further to the airside lowers the profile of the terminal facing the Saarinen-designed TWA Terminal, thus reducing the perception of bulk. Another is the full use of the airside potential of the Terminal 5/6 site while retaining the main TWA Terminal building and the connector tubes in their entirety. A total of 51 gates, including hardstands and a good balance of airside/landside development, would be provided with adequate curb frontage. Like Alternative 6, Alternative 7 would allow restoration and adaptive reuse of the Saarinen-designed TWA building. Its direct connection to the new terminal would reinforce the building's new use. An attractive public plaza could be developed in the space between the terminals and the recessed arrivals roadway that would have less impact on the plaza than an on-grade road. Alternative 7 would fully meet the purpose and needs for which the project was established.

5.7A Alternative 7A—Bilevel Shifted Roadway With Enhanced Access and Electronic Ticketing Kiosks.

This alternative (see Figure 12) is the result of extended consultation and alternative analysis conducted by the Port Authority and interested consulting parties in September 2003. The extended consultation resulted in the Port Authority's report of October 10, 2003 to the FAA (see the *EA* Appendix D *Memorandum of Agreement*. It is similar to Alternative 7 with the following improvements:

- Enhanced public access through direct connection from the Air Train to the main TWA Terminal building and through direct access to the main TWA Terminal building frontage via the roadway system.
- Provision of electronic ticketing machines (kiosks) to be placed within the main TWA Terminal building for airline passengers with carry-on luggage.

Alternative 7A will retain the full length of the East Tube. The main TWA Terminal building and the East Tube shall, as a whole, be treated in accordance with the Secretary of Interior Standards for the Treatment of Historic Properties – Rehabilitation. Structural modifications may be required to the columns of the East Tube. The existing façade, including the landside entrances and window walls, the airside window walls, the concrete roof shell, the lower and upper main lobby spaces and the Ambassador Club on the north mezzanine in the Main Terminal interior shall be restored in accordance with the Standards for the Treatment of Historic Properties – Restoration.

As reflected in the Port Authority's October 10, 2003 report to the FAA (see the *EA* Appendix B *Revised Concept Master Plan)* on the consulting process, and the MOA (*EA* Appendix D), both Flight Wing 1 and Flight Wing 2 would be removed. Reuse of two of the Flight Wing 2 gate lounge "trumpets", as well as other architecturally significant elements as part of the new terminal concourse and gate holdroom area will be investigated. If feasible, the inclusion of all or part of the "trumpets" and their original interiors would be relocated and included as part of the new terminal concourse.

As also reflected in the Port Authority's October 10, 2003 report to the FAA (see the *EA* Appendix D *Memorandum of Agreement)* on the consulting process, and the MOA, the West Tube may be modified in this preferred alternative (the Proposed Project). For this connector tube, a

hierarchy of options would be investigated as part of the design for the new terminal. The first option would seek to adapt the existing configuration in a minimally intrusive manner to improve public access. If analysis finds this option to be infeasible, then a design for reconstructing the connecting walkway to incorporate a moving walkway system in a manner consistent with the original design will be undertaken. Should such an effort prove to be inconsistent with the objective, a contemporary and appropriate design would be constructed. Both tubes will provide public access between the rehabilitated / restored main TWA Terminal building and the newly constructed terminal building.

5.8 Alternative 8—Terminal Addition to North Side of TWA Terminal

Alternative 8 would maintain use of the TWA Terminal as an airline terminal (Figure 13). To do so, it would add a major new terminal structure to the north side of the existing TWA Terminal, extending along the same frontage road. The addition would contain 17 gates. On the southeast side of the airfield, Flight Wing 1 would be demolished, but its connecting tube would remain with an undefined function. Flight Wing 2 and its connecting tube would be retained. Extending from Flight Wing 2 would be a new 1,200-foot concourse added to the end of the eastern flight wing gate-lounge. Alternative 8 would provide a total of 46 gates including hardstands. Most gates would be for smaller Group III aircraft, which does not meet the purpose and need of the Proposed Project . A new bilevel road system would place departures on grade and arrivals underground within a watertight bulkhead to resist the high water table at JFK. The alternative would provide roughly 1,200 feet curbside frontage per level.

This alternative would not be prudent and may not be feasible. It would cause adverse use of the Section 4(f) land since views of the TWA Terminal would be affected by the large new terminal structure to be located adjacent and connected to its north side. Additionally, the original use of the connector tube to Flight Wing 1 would be discontinued. While an advantage of Alternative 8 is the retention of the Section 4(f) structures and maintenance of their use, the north tube (connecting to Flight Wing 1) would terminate in the ramp area without connecting to another building. Airfield views from the TWA Terminal would be maintained.

Alternative 8 also has several severe disadvantages. The 185,000-square-foot TWA Terminal would not be of adequate size to support the needs of a 24-gate concourse and 5 hardstands. When the TWA Terminal supported a 16-gate complex, it experienced capacity problems (Figure 18). The addition of 50 percent more gates, the new needs for passenger and baggage screening areas, and the need for more space for concessions and baggage handling together would cause severe congestion and a very low level of service for passengers within the terminal. This alternative would continue to be noncompliant with the ADA, offer marginal weather protection, and use outmoded building systems. Its reliance on existing facilities, including retention of the 1970 baggage room as the only connection between the old and new terminals, would generate awkward bottlenecks in passenger flow. Two security areas are required as no direct connection is provided between the north and south gates, so passengers would have to exit one security area and enter another if they wished to make connections within the same complex. Extensive and expensive underground construction would be necessary for the subterranean arrivals roadway, as well as an additional arrivals passageway to alleviate overcrowding in the flight wing. The

new long concourse extending from Flight Wing 2 would cause long passenger walking times to most gate positions.

Passenger, baggage, service, and security systems requirements would not be met because of the lack of space and flexibility in the original building to support the planned level of gate activity. The underground roadway, which would be more costly and difficult to maintain than an at-grade structure, would result in a deficiency of 127 linear feet of arrivals curb and 310 linear feet of departures curb, according to *Preliminary Frontage, Intersection Capacity and Parking Analyses Report* (Basilio-Avadhani 2000). Finally, this alternative would adversely affect the TWA Terminal through the addition of a large new structure with a different appearance adjacent and attached to the sculptural Saarinen form. The effect would marginalize the unique historic character of the Section 4(f) property. Use of the TWA Terminal also would not allow full restoration of the exterior and major interior spaces of the main TWA Terminal building and connector tubes because a full complement of modern aviation items (security machines, vestibules, kiosks, etc.) still would need to be accommodated. Thus, Alternative 8 would not meet the purpose and need for which the project was established.

5.9 Alternative 9—Terminal Addition Connected to Flight Wing 1

Alternative 9 proposes a major terminal structure located north of, but separate from, the TWA Terminal (Figure 14). The new terminal building would be connected by a short concourse to Flight Wing 1. A 1,200-foot-long concourse would be positioned between the two gate lounges of Flight Wing 2. This alternative would retain the original TWA complex and continue the use of the original building as an airline terminal. The access roadway would continue to provide on-grade arrivals at both the new and old terminals; the departures roadway would be located on the upper level of the new terminal only. Forty-four gates, including hardstand positions, would be provided, most of which would be for smaller Group III aircraft. The plan would accommodate 1,800 feet of curbside frontage.

This alternative would be neither prudent nor feasible. It would cause adverse use of the Section 4(f) land, since views of the TWA Terminal would be affected by the large new terminal structure that would be located near its north side, and airside views from the TWA Terminal would be blocked by the new terminal and departures roadway. An advantage of Alternative 9 is the retention of the Section 4(f) lands, although inappropriate interventions are proposed for both flight wings: a concourse connecting to the new terminal at Flight Wing 1 and a new concourse at Flight Wing 2. Part of the existing airfield views from the TWA Terminal would remain.

Disadvantages would be numerous and severe. First, the complex would support eight gate positions fewer than set forth in the proposed alternative. Second, limiting aviation activities in the TWA Terminal to arrivals only would be a fatal flaw, as it would require moving aircraft from an arrivals gate to a departure gate. Whereas this limitation may improve passenger flow in the undersized TWA Terminal by eliminating the need for extensive passenger and baggage screening equipment, it would create numerous other issues. Of the 36 contact gates, only 14 could be used for departures, resulting in serious underuse of the facilities. Aircraft would have to be tugged between gates when transitioning from arrivals to departures. JetBlue requires that a terminal gate turn an aircraft in 20 minutes. The process of unloading, repositioning, and reloading an aircraft could not be accomplished in

that time, especially if more that one aircraft must be repositioned at the same time. With respect to convenience, passenger walking distances and wayfinding within the terminal, especially between connecting fights, would be long, circuitous, and confusing. Departing passengers using the southernmost gate would have to travel, in sequence, through the new terminal building, Flight Wing 1, the TWA Terminal, Flight Wing 2, and then the new concourse before reaching their gate. The space would be used too inefficiently to support concessions, which need space for both passengers waiting to depart and greeters waiting for arriving passengers. The arrivals hall would not generate an adequate amount of waiting traffic to justify a concessions program, and space in the departures hall would be restricted to accommodate security and screening.

This split configuration with two clusters of gates would require two separate security areas, or the redesigning of the upper lobby of the TWA Terminal to be a secure zone. The plan accommodates 1,800 feet of curbside frontage, a deficiency of more than 1,000 feet compared to the need identified in the *Preliminary Frontage, Intersection Capacity and Parking Analyses Report* (Basilio-Avadhani 2000). Although Alternative 9 would create a better visual relationship between the new and old terminals, with the connection made beyond the signature view, the mass of the new terminal would be too close to avoid an imposing and adverse visual impact on the historic TWA Terminal building. Continued use of the TWA Terminal, although modified by restricting the main building to arrivals only, would not address the inherent deficiencies in the building for contemporary aviation use, nor would it allow full restoration of the historic interiors. Alternative 9 would not meet the purpose and need for which the project was established.

5.10 Alternative 10—Terminal Addition North of TWA and Terminal 4 Concourse

Alternative 10 is a two part expansion program with a major new terminal structure located north of the TWA Terminal and an additional concourse proposed for the adjacent site at Terminal 4 (Figure 15). The new Terminal 5/6 would be appended to the north baggage wing of the TWA Terminal and would face the same frontage road. An extended concourse from the new structure would intersect existing Flight Wing 1. Aviation use for the TWA Terminal is proposed. Flight Wing 2 and both connector tubes would be preserved. Forty-seven gates would be provided although 20 of them would be part of Terminal 4, which would be accessed beyond the project site. Similar to Alternative 9, all departures would occur in the new terminal, relieving some of the congestion at the TWA Terminal. The historic TWA Terminal would handle only arrivals, whereas both departures and arrivals would occur in the new structure on a new bilevel roadway. Roughly 1,800 feet of total curb frontage would be provided.

This alternative would be neither prudent nor feasible. It would cause adverse use of the Section 4(f) land since views of the TWA Terminal would be affected by the large new terminal structure that would be connected to its north side, and views from the north side of the TWA Terminal would be blocked by the new structure. It does offer the advantage of retaining the Section 4(f) lands, although Flight Wing 1 would be severely compromised by the superimposition of a new concourse. A partial view of the airfield would still be possible from the main TWA Terminal building upper lobby. Disadvantages, on the other hand, would be numerous and severe as described below. On its northern end, the layout provides for seven gate positions on a deadend taxiway, creating a flow problem. The flow

problem would be exacerbated by the fact that the terminal would serve JetBlue, an airline that strives for a 20-minute turnaround time. This scheme would not make efficient use of the Terminal 5/6 apron area, since it would create space for only 27 gates where 51 are possible. Another major disadvantage is the development of a new concourse at Terminal 4, which is outside the project area. The gate positions at Terminal 4 could not serve JetBlue as required because it would force JetBlue to be in two separate buildings, making quick connections infeasible.

Similar to Alternative 9, the operating configuration of Alternative 10 creates several issues that would not meet the needs of airlines or passengers. These include confusing passenger wayfinding between Flight Wing 2 and the rest of the complex, long passenger walking distance between connecting flights, long time requirements to reposition the aircraft, an imbalance between arrival and departure capacities, and inability to support a concessions program in the Terminal 5 arrivals hall. An estimated 1,800 feet of total curb frontage would be provided, 1,037 feet shy of the 2,837-foot requirement stated in the *Preliminary Frontage, Intersection Capacity and Parking Analysis Report* (Basilio-Avadhani 2000). Another disadvantage would be the juxtaposition of the new terminal, with its significant bulk, adjacent and connected to the historic TWA Terminal structure. This would adversely effect the historic scene and compromise the sculptural quality of the Saarinen building. Finally, continued aviation use of the original TWA Terminal would continue noncompliance with serious deficiencies in passenger, security, ADA and service requirements due to lack of space and flexibility. This alternative would not meet the purpose and need for which the project was established.

5.11 Alternative 11—New Terminal North of TWA Terminal

This alternative (Figure 16) would retain the entire TWA complex while adding a large new concourse on Flight Wing 2 and annexing a new terminal structure to the existing north baggage room, facing the existing frontage roadway. The plan proposes 48 gates, of which 7 would be hardstand positions. Access would be afforded on a bilevel departures/arrivals roadway at the new terminal. The TWA Terminal would accommodate arrivals only. Roughly 1,200 feet of curb frontage would be provided.

This alternative would be neither prudent nor feasible. It would cause adverse use of the Section 4(f) land, since views of the TWA Terminal would be affected by the large new terminal structure that would be connected to its north side, and views from the north side of the TWA Terminal would be blocked by the new structure. Advantages include full use of the site and retaining the Section 4(f) land in its entirety, although significant additions would be required. The original airfield view from the center of the TWA Terminal would remain intact. Major disadvantages are similar to those described for Alternatives 9 and 10. These issues include confusing passenger wayfinding between Flight Wing 2 and the rest of the complex (see Alternative 9), long passenger walking distance between connecting flights, time and financial requirements to reposition aircraft, an imbalance between arrival and departure capacities, two separate security zones, and inability to support a concessions program in Flight Wing 2 because of insufficient wait times. Alternative 11 would provide roughly 1,200 feet of curb frontage, less than 43 percent of the required 2,837 feet. This alternative would affect the TWA Terminal adversely because much of the new terminal would appear to be out of place when connected to the delicate, sculptured shell of the TWA Terminal. As with Alternatives 9 and 10, Alternative 11 contains a major deficiency—

lack of space and flexibility to adapt the TWA Terminal for contemporary operations. Without significant modifications, the TWA Terminal would be unable to meet current passenger, baggage, accessibility, and security standards. On the other hand, major modifications, if such could be made, would compromise the historic character of the TWA Terminal and hamper efforts for its full restoration. This alternative would not meet the purpose and need for which the project was established.

5.12 Alternative 12— Four Additions to Existing Terminal 5

This alternative was submitted as an evolution of several earlier alternatives. The meetings described in Section 8 *Public Outreach and Agency Coordination* included discussions about various aspects of the alternatives being considered. Alternative 12 would retain the entire Terminal 5 complex but would make four major additions. First, a new terminal would be constructed adjacent and attached to the north side of the TWA Terminal, facing the same frontage road and connected to Flight Wing 1. Second, a new concourse would be added to Flight Wing 1. Together, the new terminal, Flight Wing 1, and its additional concourse would serve 19 gates. Third, a major concourse would be added to Flight Wing 2 that, together with Flight Wing 2, would serve 30 gates. Fourth, a new arrivals hall and associated arrivals roadways would be constructed below grade to the east of the TWA Terminal, in the area between the terminal and the AirTrain guideway. The new complex would have three new underground access corridors that would connect the two flight wings to each other, to the TWA Terminal, and to the new terminal. The drawings for Alternative 12 show 2,100 feet of curb frontage for parallel-lane arrivals in a depressed cut that would lie below the current access road to the TWA Terminal, and 1,200 feet for departures on a roadway at grade in front of the existing TWA Terminal. Alternative 12 would provide a total of 49 gates and 4 hardstands.

Alternative 12 would not meet the project purpose and need, and would not be prudent or feasible. It would cause adverse use of the Section 4(f) land, since views of the TWA Terminal would be affected by the large new terminal structure that would be connected to its north side, the new structure would block views from the north side of the TWA Terminal, and major modifications to the historic structures would be required. Advantages of Alternative 12 are that it would retain Section 4(f) land and would continue use of the aviation facilities at Terminal 5. Disadvantages are discussed below under airside, terminal, and landside issues.

5.12.1 Airside Issues

Inadequate Taxi-Lane Separation. As shown in Figure 19, the taxi-lane separation distance of 75 feet between Terminals 5 and 6 would not be adequate to support Group V aircraft. The taxi-lane at the inner Terminal 6 location would be inadequate to support the Group IV and V aircraft shown. A startup position for these aircraft cannot be established within the taxi-lane because of the jet blast hazard. The aircraft would need to be pushed back into the taxiway system and would then interfere with aircraft traffic on Taxiway Alpha. This procedure would not be acceptable to the FAA Control Tower. To meet standards, the aircraft in this area must be downsized to Group III aircraft.

Inadequate Concourse Size. Figure 19 also shows that the new concourse addition to Terminal 5 is inadequately sized to meet needs for passengers and holdrooms. Expansion of the concourse would reduce the apron size and number of gates. Aircraft aprons at the node

of the old finger concourses may not be appropriate for aircraft gates. These problems would reduce the flexibility of Alternative 12 and would constrain service to only Group III aircraft, without the possibility of future upgrades. This reduced flexibility would not meet the project needs.

5.12.2 Terminal Issues

Inadequate Departure Terminal Space. The 185,000-square-foot TWA Terminal (roughly 18 percent of the redeveloped terminal 5/6 space) would process arriving and departing passengers for the 30 gates in Flight Wing 2 (more than 60 percent of all gates in the redeveloped Terminal 5/6). As shown in Figure 21, the TWA Terminal had reached capacity when it processed passengers for 16 gates, at a time when passenger and baggage screening requirements were less stringent. With the new requirement to screen 100 percent of checked baggage and the additional 14 gates proposed under this alternative (almost doubling the number of gates), the TWA Terminal would not be capable of functioning at an acceptable level of service.

Inadequate Space for Security Checkpoint and Vertical Circulation at Location C. Alternative 12 would require a security checkpoint in Flight Wing 2 to serve the 29 aircraft contact gates proposed for the flight wing and the Y-shaped concourse expansion. As shown in Figure 22, the space requirements for the security checkpoint and the separate vertical circulation cores (escalators, elevators, and stairs) required to access the tunnel from the baggage claim area and to access the separate secure tunnel for transfer passengers far exceed the envelope of the existing flight wing and the proposed expansion. Increasing the building size to accommodate the necessary layout and area would result in a loss of five aircraft contact gates. The large building expansion required would compromise the existing landmark structure.

Inadequate Width of the Flight Wing 2 Connecting Tube. Alternative 12 proposes that the connecting tube for Flight Wing 2, which is 300 feet long and 12.5 feet wide, accommodate all departing passengers for the proposed 29 aircraft contact gates proposed for this expanded concourse. In addition, the tube must be able to accommodate the reverse flow arrival traffic for those with only carry-on baggage wishing to get to the parking lot or the new parking structure. The most direct access for those passengers would be through the terminal, across the at-grade departures roadways, and across the depressed arrivals roadways on pedestrian bridges required for that purpose. As shown in Figure 23, and based on typical air terminal design standards, this main passenger circulation path is drastically undersized, especially during high peak hour passenger usage.

Excessive Passenger Walking Distances and Tunnels. As shown in Figures 24 and 25, Alternative 12 would cause a passenger walking distance, ticket counter to aircraft gate, of 2,100 feet. By typical level of passenger service guidelines, this distance would be considered excessive and unacceptable without moving walkways or other passenger assistance devices. The installation of such devices would require increasing the width of the new concourse areas. The impact of wider concourses on aircraft parking and construction costs would require investigation. Because the new terminal would also process some of the passengers destined for Flight Wing 2, passenger wayfinding would be difficult and would exacerbate the passenger circulation problem. Because Alternative 12 proposes major public spaces below-grade, by their nature, they will have limited ceiling

heights and will lack the important element of natural daylight, a significant contributor to the design of user-friendly terminals.

Nonconformance with Americans with Disabilities Act and Low Level of Service to the Elderly. As shown in Figure 28, there would be multiple vertical changes for arriving passengers with Alternative 12, which adds to the difficulty of complying with ADA and serving elderly passengers. It is assumed that in the new construction areas, vertical transportation cores consisting of ramps, stair, escalators, or elevators will be provided in conformance with ADA. For departing passengers, as shown in Figure 29, a vertical change is needed in the TWA Terminal. Alternative 12 provides no indication of how elderly and disabled passengers will be accommodated in the TWA Terminal building. Previous efforts to install ramps in the area of the main terminal lobby stairs were unsuccessful, and therefore the ramps were subsequently removed and not replaced with any other ADA conforming method. The slopes of the tube ramps exceed ADA requirements, and no proposal has been shown to bring them into conformance.

Costly Baggage System, Space Requirements, and Tunnels. Alternative 12 gives no indication of how departing and arrival baggage will be handled. Although the plan is conceptual, baggage handling systems are major factors in the design of terminals and should be considered in the conceptual design phase. Requirements for such systems often influence passenger flow and other major terminal considerations. For Alternative 12, an unobstructed view of the aircraft apron from the main terminal is a stated major design goal. To preserve that view, baggage from the ticket counter to the make-up areas, and baggage from an airside unloading area to the claim devices would be transported through below-grade tunnels. If that is the case, as shown in Figure 32, the baggage tunnels must cross the passenger tunnels and therefore must extend deeper below-grade and further into the water table to avoid the passenger tunnels. The baggage tunnels would need to be extremely long and wide in cross sectional area to fit the number of baggage conveyors and maintenance walkways necessary to allow a reasonable level of passenger service. Both the initial cost to construct the tunnels and the operation and maintenance costs to the airlines to keep them operating would be major.

5.12.3 Landside Issues

Inadequate Landside Development Space. As shown in Figures 33-35, the space available between the TWA Terminal and the AirTrain guideway structures is inadequate for the dimensional width required for the proposed below-grade arrivals level and the dual arrivals roadways proposed by Alternative 12. The area in which below-grade construction can occur is limited by the pile cap and pile foundations of the AirTrain guideway, the pile and concrete foundations of the TWA Terminal concrete shells, and the offsets necessary to protect the structural integrity of both structures. The dimension of the available area varies but is about 180 feet at the most critical point. Roughly 280 feet is required to accommodate properly sized baggage claim devices and clearances sized for the proposed number of aircraft gate positions and aircraft types, properly sized meter/greeter space, and dual 4-lane frontage roadways with sidewalks. This is 100 feet more than what is available. Because the available space is insufficient to accommodate the below-grade arrivals area, Alternative 12 is infeasible.

Problems with Depressed Roadway. As can be deduced from Figure 35, the concept of depressing the arrivals roadway and baggage claim area adjacent to the TWA Terminal has

significant geotechnical problems. First, the proximity of the required excavation to the existing terminal would undermine some of the terminal's foundations, thus requiring the effected structural elements to be underpinned. Also, the invert of the proposed roadway and baggage area would be roughly 15 feet below groundwater level. Therefore, construction of the depressed section would present significant difficulties. The excavation would need to be shored to be physically stable, and the construction area would need to be hydraulically isolated to prevent gradient flow toward the excavation. This would require a grout seal or containment wall during construction, which would likely stay in place after construction to help prevent seepage into the new facility. Because leakage will occur unless a groundwater extraction system is installed and operated, the structure would need a massive base slab, on the order of 7 feet thick, or a slab and piling system to counteract buoyancy. In addition, the structure would require a durable waterproofing system to prevent groundwater seepage into the depressed structure.

Infeasible Utility Relocations. As shown in Figure 36, the below-grade terminal and roadways would be located in one of the areas at JFK most congested with utilities. The area has myriad power, communication, water, sanitation, gas and fire protection pipes, conduits, and sewers running east-west, and main-chilled and high temperature hot water feeder lines from KIAC running north-south. Greatly exacerbating this problem is that many of the utilities serve other buildings and sites at JFK. Alternative 12 would require construction and installation of replacement utilities around the below-grade construction site and then reconnection before the existing utilities were removed. As shown in Figure 37, the only feasible rerouting path in this highly congested area would be to the east of the AirTrain guideway in the parking lot. Construction of the replacement utilities along the new route would have a major impact on the construction of the new parking structure and will cause delays and higher cost to that project. The parking structure needs to be completed and operational at the same time that the new Terminal 5 goes into operation. In addition, pedestrians connecting between all parking areas and Terminal 6 will be required to cross this construction using temporary bridges and walking between construction barricades. Many of the water and sewer lines are gravity fed and would require pumps and other appurtenances as part of their relocation. The scope and staging of such work would be a complex problem and would add greatly to project costs and ongoing operation and maintenance costs. In addition, and perhaps more critical given JetBlue's need for additional aircraft gates, the work would significantly lengthen the construction period and delay the start of work on the new terminal 5/6 building. Utility relocations are mandatory to implement Alternative 12, which cannot be modified to avoid them. The feasibility of the work is questionable, and the huge costs and schedule elongations make such work imprudent.

Lengthy and Complex Construction Phasing. As shown in Figure 38, construction phasing for Alternative 12 is extremely complex and would have considerable adverse impact on Terminal 6 operations during construction of the new Terminal 5/6. Pedestrian connections from parking and vehicular access and egress to the terminal will require temporary construction and result in a greatly diminished level of passenger service. Construction would need to be done in three main phases, each with several subphases. The main phases would be (1) relocate utilities, (2) restore, refit, and expand Terminal 5, and (3) demolish and rebuild Terminal 6. The overall time period would be lengthened by 2 years because of the utility work, and the extent of below-grade construction and associated protection of existing structures and dewatering

requirements would be great. In addition, the temporary means required for pedestrian and vehicular access and egress would add greatly to the complexity and cost.

Phase 1 would be the construction and installation of the replacement utilities in the areas of below-grade construction at both the Terminal 5 and Terminal 6 sites. With the exception of the KIAC lines, which run perpendicular to the roadways, all replacement utilities would be relocated to the parking lot side of the AirTrain guideway. The KIAC replacement lines would need to be located below the planned arrivals roadways. They would be deep into the water table, and their installation would require tunneling or open-cut construction with the necessary roadway staging. The details of this difficult work would require careful analysis with respect to ultimate connection to the TWA Terminal building and the new utility corridor's impact on the parking structure to be built. Phase 1 must be complete before construction of the roadway and modifications to Terminal 5 could begin.

Phase 2 would consist of restoring, refitting, and expanding Terminal 5. It would include the extremely difficult below-grade work consisting of "bathtub" construction, well below the water level and with significant hydrostatic pressure. While the work proceeds, an on-grade temporary roadway would need to be constructed through the parking lot, with a temporary structural bridge over the "bathtub" to maintain access to Terminal 6. This phase of the work would include the final Terminal 5 below-grade arrivals-level egress road and a temporary on-grade departures egress road routed through the parking lot, as well as a temporary structural bridge. Constructing the new roads, while maintaining continuous access and egress from the crossing Terminal 6 roadways, likely would require several subphases of construction in areas of interface. In addition, both temporary roads running through the parking lot must be staged with the parking structure construction and pedestrian access to and from the parking lot.

Following Phase 2, airline operations could start in the expanded Terminal 5 and Phase 3, the demolition of the Terminal 6 and construction of the new terminal, could begin. This work also would be difficult, requiring "bathtub" construction and careful phasing on the airside at the interface the new terminal, aircraft paving, fuel system, etc. in the area of Flight Wing 1 and its expansion. The work in Phase 3 would also include final connection to the below-grade arrivals roadway constructed in the previous phase. This would require excavating adjacent to and removal of a recently completed retaining wall that is more than 400 feet long and 20 feet tall. If, due to lack of demand, it is desirable to keep existing Terminal 6 in operation concurrently with the new Terminal 5, issues relating to the crossing of the Terminal 5 temporary departure egress road and the Terminal 6 departure and arrivals access roads must be resolved. A grade separation or a traffic signal at the crossings would be required.

Excessive Construction Cost. Because of the large amount of below-grade terminal and roadway space, the extensive utility relocations, the need for extensive subsurface passenger and baggage tunnels, and the need for structural protection of the Saarinen building and the AirTrain guideway due to their proximity to the underground construction, Alternative 12 would be extremely costly to construct and extremely difficult and costly to phase. Another important consideration is that a large portion of these additional costs would be required in the first phase of construction. This requirement would place a major burden on financing during the initial stage of operation and would be difficult for cost-sensitive airlines to support.

Conflict for Pedestrians at Frontage Roadway. As shown in Figure 39, Alternative 12, because of space restrictions and geometry, proposes dual-frontage roadways. This roadway design would require passengers using the outer roadway to cross the inner active roadway, thereby diminishing passenger service and impeding vehicular traffic flow.

Inadequate Sight Distances. Under Alternative 12, the frontage roadway ramps would be located too close to the main roadway system. This arrangement would cause very tight turns at merging and weaving intersections and provide inadequate sight distances for vehicles to safely merge.

Inadequate Arrivals Curb Frontage. Alternative 12 would not meet needs for departure roadway frontage since it would provide only 1,200 feet for departure curb length, about 310 feet less than what is required (Basilio-Avadhani 2000). The effective curb frontage would actually be less than noted in the drawings for Alternative 12 because ramps are not usable as curb frontage, and part of the 1,200 feet indicated would need to be ramped to meet other existing and proposed roadways.

5.12.4 Conclusions

The following significant limitations to Alternative 12 make it neither feasible nor prudent. Alternative 12 proposes:

- A terminal expansion in an area of insufficient size to accommodate the elements necessary for a functional terminal with all the proper facilities to handle the forecast traffic demands. The scheme either is infeasible, or spaces would need to be downsized and contoured to fit the site at the expense of a functional layout, adequate facilities, and a high level of passenger service.
- A terminal expansion in an area requiring the relocation of significant utilities, thereby extending the overall schedule for the project and increasing the construction complexity and cost.
- A terminal expansion requiring significant below-grade construction, adding additional cost and time to the project. This approach adds risk to the project because of the proximity of "bathtub" construction to existing structures, including the historic TWA Terminal main building.
- A terminal expansion that would provide five or more fewer contact aircraft gate positions than proposed because of security, concourse widening, and other unresolved issues in the layout of the Flight Wing 2 concourse expansion.
- A terminal layout that would diminish passenger service relative to the Proposed Project because of frontage roadway crossings, excessive walking distances, numerous level changes, undersized circulation corridors, and generally confusing and unclear passenger flow patterns. In addition the scheme proposes major public spaces below-grade. By their nature, they would have limited ceiling heights and would lack the important element of natural daylight, a significant contributor to the design of user-friendly terminals.

Alternative 12 would adversely effect the TWA Terminal because the bulk of the new terminal would appear to be out of place when connected to the delicate, sculptured shell of the main TWA Terminal building. As with Alternatives 9, 10, and 11, Alternative 12

contains a major deficiency—the lack of space and flexibility to adapt the TWA Terminal to contemporary operations. Without significant modification, the terminal could not meet current passenger, baggage, accessibility and security standards. If such major modifications could be made, they would compromise the historic character of the TWA Terminal and hamper efforts for its full restoration. Alternative 12 would not meet the purpose and need for which the project was established.

6 Measures to Minimize Harm to the Section 4(f) Land

Measures have been proposed to minimize harm to the Section 4(f) land in redeveloping the Terminal 5/6 site. These measures include the following:

1. Set the new terminal as far from the TWA Terminal as possible, and lower the height of the part of the new structure facing the landmark as much as possible to lessen the impact of the new terminal overshadowing the historic property.
2. Unstack the bilevel roadway on the airside of the TWA Terminal to enable the arrivals roadway to be moved farther from the TWA Terminal and to be visually incorporated into the new terminal.
3. Set the departures roadway below grade to allow the road to run under the connector tubes, enabling the tubes to be preserved in their entirety.
4. Connect the connector tubes directly to the arrivals hall of the proposed terminal to provide direct access to the TWA Terminal building and enhance its use.
5. Develop a public plaza between the new and historic terminals, easily accessible from both, to substitute for a lack of airfield view from the TWA Terminal. The plaza has great potential to be developed as an environmental artwork for use by the entire airport community.
6. Remove elements added after the original design and construction from the landside front of the TWA Terminal to restore the signature view of the historic site. A small drop-off drive, visitor parking, and large lawn panels can eliminate the existing visual clutter.
7. Restore/rehabilitate the TWA Terminal and create a suitable, appropriate adaptive reuse. This will provide for public access and ensure the buildings viability into the future.
8. Creation of the Redevelopment Advisory Committee as stipulated in the MOA.

These planning elements are incorporated into the Proposed Project (Alternative 7A above).

7 Mitigation: Restoration, Rehabilitation, and Adaptive Reuse of the TWA Terminal

The adaptive reuse plan and restoration plans for the Proposed Project are outlined below.

7.1 Adaptive Reuse Plan

The redevelopment plan affords an opportunity to restore the architecturally significant parts of the structure, remove later accretions, and rehabilitate the remainder of the building for new airport-wide use. Although the new use cannot be identified at this time, the

Port Authority is committed to an adaptive reuse scenario in which restoration of the TWA Terminal and the East Tube is a major component. Also, modification to the West Tube to enhance access is another important component.

A third party Solicitation of Interest has been issued and will be followed by a Request for Proposals with a prescribed restoration scope as a required condition of award. The AirTrain light rail system, in operation at JFK since December 2003, conveniently connects all the terminals at the airport with a maximum 8-minute ride from the TWA Terminal to the most remote on-airport station. This will enable the TWA Terminal to be very accessible for passengers using any part of the airport. Easy offsite access also will be afforded from the rental car locations at Federal Circle and the Jamaica and Howard Beach New York City Transit Stations in Queens.

The new terminal will include public access to the main TWA Terminal building through the East and West Connector Tubes, and be separated from the main TWA Terminal building by an outdoor plaza and arrivals roadway. As reflected in the Port Authority's October 10, 2003 report to the FAA on the consulting process, and as reflected in the *Memorandum of Agreement* (Appendix D to the *EA*), the Port Authority would enhance public access to the main TWA Terminal building by providing enclosed connectors from the Air Train station to the main TWA Terminal building. The connection would contain signage to allow for passage of air terminal passengers, patrons of the adaptive reuse, and the general public to the main TWA Terminal building and its features. This connection would be constructed in such a way as to minimize impacts to the historic resource. The roadway system will also allow vehicles to access either the main TWA Terminal building frontage or the arrivals/departures roadways of the new terminal.

The adaptive reuse would accommodate the provision of, at minimum, two (2) electronic ticketing kiosks in an appropriate setting within the main TWA Terminal building for use by airline passengers with carry-on luggage only. The Port Authority would require that any airline responsible for the ticketing kiosks will operate and maintain the kiosks and monitor their usage.

Several uses have been studied to evaluate the adaptability and fit of the landmark structure to a new use. These include the following:

- A conference center with various size meeting rooms, business center dining spaces and audiovisual support to serve the needs of the business traveler who might fly to the airport to attend an onsite meeting.
- A first class restaurant with kitchen, dining, lounge, and private meeting spaces.

Plans for the conference center have been developed to test its feasibility. This scenario retains and restores the central public areas of the building, as well as the original baggage and ticket counter spaces on the lower level of the main floor. The plan provides for 30 meeting rooms ranging from 125 to 1,500 square feet, arranged in two clusters in the former support spaces behind the ticket counters. Business and travel centers, a newsstand and retail shops, a bar/lounge and reception center would be located on the main level. The mezzanine would house a lounge and a meeting center in the restored Ambassador Club, and new dining facilities and a catering kitchen on the south mezzanine. A full kitchen and support spaces can be located in the basement to service the dining facilities. Finally, the south (original) ticket counter would be restored and house an exhibit hall with displays illustrating the evolution of JFK and the design of the TWA Building. This can be accessed directly from the main entrance. The area behind the counters can be used as a photo or mural wall, while the floor space in front can exhibit interpretive displays, models, and memorabilia. A meeting room can be shared with conference center for presentations associated with the exhibit hall.

As noted above, under the proposal, an adaptive reuse plan will be developed through the public solicitation process described above, and in the *EA* Section 5.8.3 *Mitigation Measures*.

7.2 Restoration of the TWA Terminal Building

Restoration of the TWA Terminal would be extensive. The building was constructed 40years ago. Most of its systems are antiquated and obsolete, and the concrete shell structure is in need of major rehabilitation.

Adaptive reuse of the TWA Terminal will enable the removal of a number of inappropriately designed building additions. These include five security and service vestibules located on the one-story concrete wings on the landside of the building. Two large baggage handling structures on the north and south sides of the airside elevation can be demolished. Finally, the 125-foot long roadway canopy that obscures the signature view of the TWA Terminal can be dismantled. This will allow reconfiguration of the roadway and re-landscaping of the area in front of the building.

The concrete shell recently was painted with a waterproof elastometric coating. This has significantly altered the appearance of the landmark, masking the raw concrete finish with a light reflective painted surface. This paint should be removed and replaced with an alternate breathable clear concrete coating. Various systems should be researched and tested in situ. Concrete spalls revealed by removal of the coating should be repaired.

The glass wall is in relatively good condition. Several local repairs are required at the center airside elevation, where a temporary baggage conveyer had penetrated the façade. An inappropriate solar film should be removed from the glass, and alternative solar control methods should be investigated such as clear coatings, surface applied screens, or interior solar blinds. The entrances would be restored along with the removal of the non-historic vestibules.

Adaptive reuse of the TWA Terminal can allow elimination of the proliferation of directional and advertising signage as well as several retail and promotional kiosks on the main level. This will accentuate the expansiveness of the original Saarinen-designed interior spaces.

The restoration would include locating a source and replacing the large number of missing ½-inch diameter ceramic tiles. The material is the predominant floor and wall finish, and it

has worn and become displaced in numerous locations, especially at corner installations. The small, round tiles would be reinstalled within the sunken lounge on the upper level of the main floor. The nosings at the wide sets of stairs between the upper and lower levels of the main floor would be repaired and the railings on the stairs would be reinforced and remounted. To provide handicap accessibility between the two levels, a new wheelchair lift would be installed in an alcove north of the main entrance lobby.

The ceiling finish is an acoustic treatment containing asbestos. It has been painted to mask the severe staining and darkening that has occurred over many years. Adaptive reuse of the building will facilitate the asbestos abatement and replacement with an alternative acoustic treatment.

The mechanical and electrical systems require major rehabilitation. The local air handling units are all obsolete and would be replaced. The decorative airscoops and funnels designed by Saarinen would be reused and supplemented as required. The building has a fully accessible basement or crawlspace that will facilitate augmenting the air distribution system from below though the main level slab.

Under current life safety codes, any of the proposed public uses for the main TWA Terminal building will require a full fire protection system. Several lower ceiling spaces have fire sprinklers, many installed during various renovation projects. In this restoration, the remainder of the smaller spaces would require sprinklers. The large main volume probably cannot accommodate sprinklers. An engineered fire suppression/smoke evacuation design alternative would be investigated in lieu of sprinklers.

Finally, the original lighting schemes, both interior and exterior, would be researched to reestablish the dramatic lighting effects in place when the structure opened in 1962.

Eero Saarinen's original construction documents have been located at the Avery Architectural Library of Columbia University. The drawings, plus the wealth of archival photographs, articles, and interviews with Saarinen and his major associates on this project, Kevin Roche and Cesar Pelli, provide a valuable source of information in the restoration of the TWA Terminal.

8 Public Outreach and Agency Coordination

The Port Authority and FAA have involved the public, coordinated with agencies, and engaged with consulting parties regarding this project and issues addressed in this *EA*, as part of the NEPA process and as part of the process for Section 106 of the National Historic Preservation Act. The Port Authority began the public involvement process in September, 1999 and continued to engage interested parties (including consulting parties when they were formed) and the regulatory community throughout the past five years until the subject *EA* was completed. As indicated in the MOA (also refer to the *EA* Section 6.5 and Appendix D *Memorandum of Agreement)*, Port Authority coordination with the consulting parties will continue throughout the implementation phases of the project. A consultation under Section 106 of the National Historic Preservation Act (NHPA) has occurred as part of the environmental planning for this project because the project involves resources eligible for listing in the National Register of Historic Places. Both NEPA and NHPA and their associated regulations, require public and agency involvement before the lead federal agency (the FAA in this case) can render a decision to approve the project. The intent of public and agency involvement is to ensure that the public and resource agencies can

contribute to the scoping and analysis of the project, thereby enhancing the level of information available for the federal decision-making agency (FAA).

8.1 NEPA Process

NEPA directs agencies to disclose the effects of federal actions on the environment in a systematic and interdisciplinary approach. The NEPA process informs and provides an important forum for input from the public, state, local, and tribal governments, as well as federal agencies. NEPA involves "widespread coordination, review, and public disclosure." NEPA provides a process by which public and agency concerns are identified, and environmental issues are examined.

8.2 Section 106 Process

Section 106 of the National Historic Preservation Act requires that federal agencies consider the effects their undertakings or projects may have on historic resources. Section 106 also requires the lead federal agency (the FAA in this case) to involve the public and other stakeholders in the decision making process when federal action will have an adverse effect on an historic resource.

Under regulations governing the Section 106 process, the federal agency must determine whether the proposed undertaking has the potential to cause an adverse effect on historic resources listed in or eligible for listing in the National Register of Historic Places. If the agency determines that the undertaking will have an adverse effect on historic resources, it must coordinate the steps of the Section 106 process, as appropriate, with the overall planning schedule for the undertaking and with any reviews required under other authority such as NEPA and Section 4(f) of the Department of Transportation (DOT) Act. As part of this process, once the federal agency finds that an undertaking will have an adverse effect on the historic resource, it must inform the Advisory Council on Historic Preservation ("Council") of its finding. FAA informed the Council of the adverse effect concerning the Terminal 5/6 Redevelopment Project in June, 2001. If the Council determines that its involvement in the Section 106 process is necessary to ensure that the purposes of Section 106 are met, the Council may enter the process as per 36 CFR Part 800.2(b)(1). The Council responded to FAA in July 2001 and stated that it would participate in the Section 106 process. Individuals and organizations with a demonstrated interest in the undertaking may participate as consulting parties in the 106 process (36 CFR Part 800.2(c)(5)). For the subject project, FAA coordinated with nine separate consulting parties (see the *EA* Section 6.4).

The New York State Historic Preservation Office's (SHPO) role in the Section 106 process is to advise and assist federal agencies in satisfying the Section 106 process. The SHPO cooperates with such agencies, local governments, organizations, and individuals to ensure their interests in the historic properties are taken into consideration. If the Council decides to participate in the consultation, the lead agency consults with the SHPO, the Council, and other consulting parties to seek ways to avoid, minimize, or mitigate the adverse effects. The objective of the Section 106 process is for the lead federal agency, the SHPO, the Council, and any consulting parties with duties to agree on how best to avoid, minimize and mitigate any unavoidable adverse effects of a given federal action. The final product of the Section 106 process is recorded in an MOA for the Terminal 5/6 Redevelopment Project (*EA*

Appendix D *Memorandum of Agreement*). The lead federal agency for the subject project is the FAA, and the signatories to the MOA are the FAA, the Council, the SHPO, and the Port Authority. In addition, the nine consulting parties who participated in the Section 106 process provided input in the development of the MOA, and were invited to concur.

8.3 Public Participation

The Port Authority initiated the public and agency involvement process for the redevelopment of the Terminal 5/6 site at JFK in 1999. Figure 6-1 *Interaction Timeline* illustrates the NEPA public participation and the Section 106 agency and consulting party interaction.

In 1994 the New York City Landmarks Preservation Commission designated the main TWA Terminal building, connector tubes, and Flight Wing 2 a New York City Landmark. The Commission assumed an advisory role in the review of this undertaking, and Port Authority and the FAA held several meetings with the Landmarks Preservation Commission to discuss their concerns. In the early planning stages of the project, several meetings with staff from the New York City Landmarks Preservation Commission, the SHPO, and the Port Authority were held in 1999 and 2000 to explain the purpose and need for the project and to inform members of the public and these agencies of developments regarding the project. Comments received were both supportive of aspects of the project and against certain aspects of the project. In response to comments received from the New York City Landmarks Preservation Commission and others, the Port Authority made a significant change to Alternative 7 as presented in the original *Concept Master Plan* of July 2000. The amended *Concept Master Plan* of February 2001 presented a design that retained the full length of the connector tubes that would allow for access and egress to and from the TWA Terminal and the new terminal structure. The tubes would be integrated into the new terminal, allowing passengers in the new terminal and the general public to travel between the new terminal and the TWA Terminal. The arrival roadway would be depressed 4 feet to provide clearance under the connector tubes. On August 14, 2001, the New York City Landmarks Preservation Commission held a public hearing on the project.

Early in the process, the Port Authority also presented Alternative 7 to the Airport Advisory Council of the Queens Borough President's office, the local Community Boards, and the Municipal Art Society of New York. The *EA* Appendix H *Public and Consulting Party Involvement*, lists the meeting dates. Meetings have been held with regulatory agencies and consulting parties, as described above, and also as listed in the *EA* Appendix H *Public and Consulting Party Involvement*.

As part of the NEPA process, the Port Authority published a Notice of Availability of a *Draft EA for the Redevelopment of Terminals 5/6 at JFK* in *New York Newsday* on March 20, 2001. In June and July 2001, the Port Authority circulated the *Draft EA* for comments from the public and agencies. Copies of the *EA* were mailed to various federal, state, and local government resource agencies and known regional and local stakeholders. Additionally, a Notice of Public Hearing was published in *The New York Times* on June 14, 2001.

On Wednesday, June 27, 2001, two sessions of the Public Hearing were held at the Ramada Plaza Hotel at John F. Kennedy International Airport, Van Wyck Expressway, Jamaica, NY 11430. The afternoon session was conducted from 2:00 PM to 4:00 PM, and the evening session was conducted from 6:00 PM to 8:00 PM. The sessions were held to inform the public about the

project, and to address FAA's and Port Authority's interest in including the public in the processes by receiving public input. Each session began with an introductory statement briefly outlining the Terminal 5/6 Redevelopment Project and the purpose of and need for the major construction project. In an effort to provide information about the scope of and need for the Terminal 5/6 Redevelopment Project, the Port Authority prepared an illustrated presentation detailing the terminal redevelopment in the context of the overall JFK master plan, and emphasizing the preservation and restoration plans and the alternatives under review by the FAA and Port Authority. The presentation also explained the NEPA process and its relevant related processes (i.e. Section 106). Attendees were provided the opportunity to make public or private statements about the project.

Appendix H *Public and Consulting Party Involvement* of the *EA*, contains a copy of the Notice of Availability and Notice of Public Hearing, transcripts of the sessions, and written comments submitted at the sessions.

In response to the Notice of Availability in March 2001, the public distribution of the *Draft EA* in June 2001, and the Public Hearing, verbal and written comments were received from several private entities and organizations. The comments received ranged from support of the redevelopment proposal to opposition of any changes to the original TWA Terminal building, and its subsequent additions, as it exists today. The Port Authority created a database identifying the author of the letter, their affiliation, and date. The database categorized the type or types of comment in the letter. The Port Authority responded to many of the letters at the time they were submitted. The comments and concerns in the letters were considered in the development and evaluation of alternatives. The attack on the World Trade Center on September 11, 2001, resulted in the loss of most of the original comment letters, the Port Authority's replies, and other related documents. However, the database summary of comment letters and copies of all available letters are provided in the *EA* Appendix H *Public and Consulting Party Involvement*. All public responses received by the Port Authority on the *Draft EA* focused on the Saarinen-designed TWA Terminal, in the context of its architectural value and its formal designation as a New York City Landmark.

On August 14, 2001 an additional Public Hearing was held by the New York City Landmarks Preservation Commission. Several statements in support and opposition of the project were presented to the Commission.

As described in Section 8.4 *Coordination with Agencies and Consulting Parties*, meetings with agencies and consulting parties were held in October 2001, December 2001, and on several other occasions in 2002 through the fall of 2003. Figure 6-1 *Interaction Timeline* of the *EA* identifies these meetings. As a result of this input, Alternatives 8 through 11 were included and evaluated in a subsequent *Draft EA* (Port Authority, June 2003).

In the June 2003 *Draft EA*, the Port Authority produced a DOT *Section 4 (f) Evaluation of Terminal 5/6 Redevelopment at JFK* which included the description and evaluation of all alternatives that were analyzed, and which described changes to the project that occurred as a result of September 11, 2001 and changes in the operations of the tenant airlines. The documents were circulated to various federal, state, and local government resource agencies and regional and local stakeholders with the intent to seek additional comment. The Port Authority also published a second Notice of Availability and Notice of Public Hearing in *The New York Times* and *Newsday* on June 18, 2003. The Notice was published to inform the general public that the Port Authority, as project sponsor, was making the documents available at

various locations and upon request, and was holding two Public Information Sessions and Public Hearings on the project.

On Tuesday, July 15, 2003, two sessions of the second Public Hearing for this project were held at the Port Authority Administration Building at John F. Kennedy International Airport, Van Wyck Expressway, Jamaica, NY 11430. The afternoon session was conducted from 3:00 PM to 5:00 PM, and the evening session was conducted from 7:00 PM to 9:00 PM. The sessions were held to inform the public about the project, and to address FAA's and Port Authority's interest in including the public in the processes by receiving public input. Each session began with an introductory statement briefly outlining the Terminal 5/6 Redevelopment Project and the purpose of and need for the major construction project. In an effort to inform the public of the scope of and need for the Terminal 5/6 Redevelopment Project, the Port Authority again gave an illustrated presentation. The presentation described the redevelopment in the context of the overall JFK master plan, and emphasized the preservation and restoration plans and the alternatives under review by the FAA and Port Authority. Attendees of the Information Sessions and Hearings were also given an opportunity to obtain information regarding the NEPA process, the Section 106 process, the DOT Section 4(f) process, and environmental impacts of the project, and to provide comments on this aspect of the approval process.

Appendix H *Public and Consulting Party Involvement* of the *EA*, contains a copy of the June 18, 2003 Notice of Availability and Notice of Public Hearing, transcripts of the sessions, and written comments submitted at the sessions. Ten statements were made during the afternoon session, and three statements were made during the evening session.

The comment period closed on July 30, 2003. Written comments on the June 2003 *EA* were received from several private entities and organizations. The comments received ranged from support of the redevelopment proposal to opposition of any changes to the original TWA Terminal building, and its subsequent additions, as it exists today. Numerous form letters were also received in support of the project and in support of another alternative that was evaluated. All public responses received by the Port Authority on the *Draft EA* focused on the Saarinen-designed TWA Terminal, in the context of its architectural value and its formal designation as a New York City Landmark. All comments and correspondence have been considered, and the *EA* Appendix H *Public and Consulting Party Involvement* provides specific and general responses to the comments on the June 2003 *EA* and DOT *Section 4(f) Evaluation*.

8.4 Coordination with Agencies and Consulting Parties

As stated earlier, all interest in the Proposed Project has related to the historic TWA Terminal. As part of the Section 106 process, the FAA determined that the undertaking would have an adverse effect on the TWA Terminal. After being notified by the FAA of its determination, the Council notified the FAA that the criteria for its involvement in review of individual 106 cases applied, and accordingly, the Council would enter the consultation on the project.

Pursuant to 36 CFR Part 800.2(a)(4), the FAA has also granted the requests of other interested parties to become consulting parties in the Section 106 process for the TWA Terminal. The views of consulting parties and the public at large are essential to informed federal decision-making in the Section 106 process. For the Terminal 5/6 Redevelopment Project, nine parties have been invited to enter into the Section 106 process as consulting parties. These entities are:

- The New York Landmarks Conservancy
- The Municipal Art Society of New York
- The National Trust for Historic Preservation
- John Cullinane Associates
- Documentation and Conservation of Buildings, Sites, and Neighborhoods of the Modern Movement (DOCOMOMO)
- The New York City Partnership
- The Consulate General of Finland, New York
- JetBlue Airways
- The New York Building Congress

The Port Authority held the first of three meetings with the consulting parties to the process on October 29, 2001, to discuss the future use, preservation, and restoration of the TWA Terminal, and the redevelopment of the Terminal 5/6 site. Also in attendance were the FAA, SHPO and the Council; a full attendance sheet is provided in the *EA* Appendix H *Public and Consulting Party Involvement*. On November 15, 2001, the Port Authority distributed to all consulting parties at that time the illustrative presentation compact disk (CD) given at the June 2001 Public Hearing and the October meeting of the consulting parties. The November 15, 2001, letter transmitting the CD also requested advice from the consulting parties on entities who might be interested in receiving a solicitation of interest for adaptive reuse of the TWA Terminal. On November 30, 2001, a solicitation of interest was advertised in the newspapers and periodicals listed in the *EA* Appendix H *Public and Consulting Party Involvement*. The public is aware of the Port Authority's plans to redevelop this site. The *New York Times* and other prominent publications reported about the development in several articles during 2001 through 2003.

At a meeting with the FAA and Port Authority on December 18, 2001, the Municipal Art Society presented four new conceptual alternatives that addressed the Municipal Art Society's desire to maintain the function of the TWA Terminal for exclusive use as an airline terminal. These are treated in the *EA* Section 3 *Alternatives*, Section 4 *Affected Environment*, and in this *Section 4(f) Evaluation*. In July 2002, the Port Authority distributed the June 2002 *Draft EA* to the consulting parties. This document considered airport operational and tenant changes that had occurred as a result of changes to the airline industry and the events of September 11, 2001, and treated four alternatives presented by the Municipal Art Society. A second of three consulting party meetings was held on July 31, 2002. The goals of this meeting were to discuss the additional project alternatives proposed by the Municipal Art Society that were included in the June 2002 *Draft EA*, and for the potential signatories to the MOA to obtain input on the draft MOA, which details specific measures to be taken by the Port Authority in relation to the rehabilitation/restoration and adaptive reuse of the TWA Terminal. Following this meeting, in August 2002, the consulting parties provided comments on the draft MOA for the Section 106 process. An additional alternative developed and submitted by the Municipal Art Society in November 2002 is included in the *EA* Appendix I *Municipal Art Society Alternative 12*. The November 2002 alternative represented an evolution of earlier Municipal Art Society alternatives; it was offered after distribution of the June 2002 *Draft EA* and after the public meeting. This alternative has been included in this *Section 4(f) Evaluation* and is also treated in the *EA* Section 3 *Alternatives* and Section 4 *Affected Environment*. In December 2002, a revised draft MOA was recirculated to the consulting parties.

The third of three consulting parties meeting was held on September 18, 2003. The public comments received on the June 2003 *Draft EA* were summarized and described, and parties in attendance discussed the Proposed Project and expressed their support or concern. The Municipal Art Society presented a new alternative that retained the original function of the TWA Terminal and the consulting parties discussed their individual objectives. At the conclusion of the third consulting parties meeting, the FAA directed the Port Authority to host an intensive alternatives analysis over the course of 15 days. The goal of this process was for the consulting parties, the Port Authority, and JetBlue to arrive at a mutually agreeable project alternative. The Advisory Council for Historic Preservation and the SHPO supported this approach. Meetings between the Port Authority, JetBlue and interested consulting parties were held on September 19, September 24, and September 30, 2003. Attendance sheets are provided in the *EA* Appendix H *Public and Consulting Party Involvement*. On October 10, 2003, the Port Authority submitted to the FAA a letter on the results of the 15-day consultation process. The MOA was circulated to the consulting parties and the signatories, and comments from the consulting parties and signatories were incorporated into the final MOA (see the *EA* Appendix B *Revised Concept Master Plan* and Appendix D *Memorandum of Agreement*).

The Port Authority's proposed Alternative 7 and the *Concept Master Plan* were modified in response to input from the participating consulting parties. The preferred alternative is designated as Alternative 7A, which is the Proposed Project.
The success of this process led to a signed MOA (refer to Section 8.5 below and the *EA* Section 6.4 and Appendix D *Memorandum of Agreement*) between the Port Authority, the SHPO, the Advisory Council on Historic Preservation, and the FAA, in which the agreements reaching during the 15-day consultation process are set forth, in addition to mitigation and preservation measures for the TWA Terminal and its rehabilitation/restoration and adaptive reuse. The consulting parties were invited to concur with the terms of the MOA. Alternative 7A which represents the Proposed Project, and the *Revised Concept Master Plan* (*EA* Appendix B), were developed in the Fall of 2003 with the input of the consulting parties.

8.5 The Memorandum of Agreement

The parties to the Section 106 process developed an MOA in conformance with the requirements of the Section 106 process. The MOA lists agreed-to stipulations to be taken to mitigate the adverse affect to the historic site. The stipulations were developed with comment and input from the signatories (the FAA, SHPO, Port Authority, and Council) and consulting parties listed above. The stipulations of the MOA include adaptive reuse of the TWA Terminal, creation of a Redevelopment Advisory Committee (RAC) composed of interested consulting parties who will review and comment on the project as stipulated in Attachment D of the MOA, incorporation of electronic self-service ticketing machines within the main TWA Terminal building to retain its aviation function, preservation in its current configuration of the original connector tube serving Flight Wing 2 (the East Tube) except for necessary structural modifications, investigation of options for the future use of the connector tube serving Flight Wing 1 (the West Tube), investigation of the reuse of two of the gate lounge trumpets and other architecturally significant elements; providing direct access from the TWA Terminal main building to the new terminal via enclosed connectors from the AirTrain, use of the imagery of the landmark terminal as part of the airport and the Terminal 5 and 6 site, the preparation of a Level 1 recordation (Historic American Buildings

Survey/Historic American Engineering Record) document, maintenance and preservation guidelines for the TWA Terminal until an appropriate reuse is determined, public education efforts, and preparation of a rehabilitation and reuse plan. The MOA provides specific actions to be taken, and a plan and process to address the issues raised by the public in relation to the proposed Terminal 5/6 Redevelopment Project (also refer to Section 7 *Mitigation: Restoration, Rehabilitation, and Adaptive Reuse of the TWA Terminal* and the *EA* Section 5.8.3 *Mitigation Measures*). The signed MOA is provided in Appendix D *Memorandum of Agreement* of the *EA*.

9 Summary

A number of alternative designs have been advanced to minimize impacts to the existing historic structures as much as possible. Alternatives 7 and 7A are the alternatives that have been determined to be feasible and prudent and that meet the purpose and needs of the project. Alternative 7A is the alternative that best minimizes harm, meets the project sponsor's needs, and addresses concerns of the consulting parties and as such, is the preferred alternative. It does the least to alter the historic integrity of the Saarinen-designed TWA Terminal structure and connecting tubes while allowing for their restoration to the original 1962 design. Public access to the landmark terminal will be provided via roadways and a nearby AirTrain station, and parking is planned in the immediate vicinity of the landmark terminal. Alternate schemes that retain the TWA Terminal for exclusive airline terminal use and append new construction to the Section 4(f) land adversely effect the historic features of the terminal structure, are neither feasible nor prudent, and do not meet the project's purpose and needs. Alternative 1, No Action, would not involve an action that would constitute a "use" of the land in the sense defined in the Transportation Act of 1966. However, adverse impacts may occur due to lack of occupancy, restoration would not occur, and it is not a prudent choice because it would not meet the purpose and needs of the project.

Mitigation and preservation measures for the TWA Terminal and its rehabilitation and adaptive reuse are contained in the MOA between Port Authority, the SHPO, the Advisory Council on Historic Preservation, and the FAA (Appendix D to the *EA*) and were developed with input from the consulting parties as part of the Section 106 process. Execution of the measures outlined in the MOA would provide for mitigation of these adverse effects on historical, architectural, archaeological, or cultural resources.

These measures would include input obtained during and after the public participation process and as a result of further input from the consulting parties. In accordance with the MOA, the exterior of the main TWA Terminal building would be restored, and numerous building accretions (vestibules, baggage handling facilities, conveyers, etc.) would be removed to return the TWA Terminal closer to its original condition when constructed, which would be a beneficial effect on the historical resource. Additionally, a recordation (Historic American Buildings Survey/Historic American Engineering Record) document would be prepared, maintenance and preservation guidelines for the TWA Terminal would be developed until an ultimate and appropriate reuse is determined, public education efforts, and preparation of a rehabilitation and reuse plan would be specified.

10 References

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Port Authority of New York and New Jersey. *JFK International Airport—Site 5 & 6 Redevelopment Plan TWA Terminal Concept Master Plan, Documentation for Consultation Pursuant to 36 CFR 800.5.* Prepared by Beyer Blinder Belle and William Nicholas Bodouva + Associates. July 2000; Addendum A, February 2001.

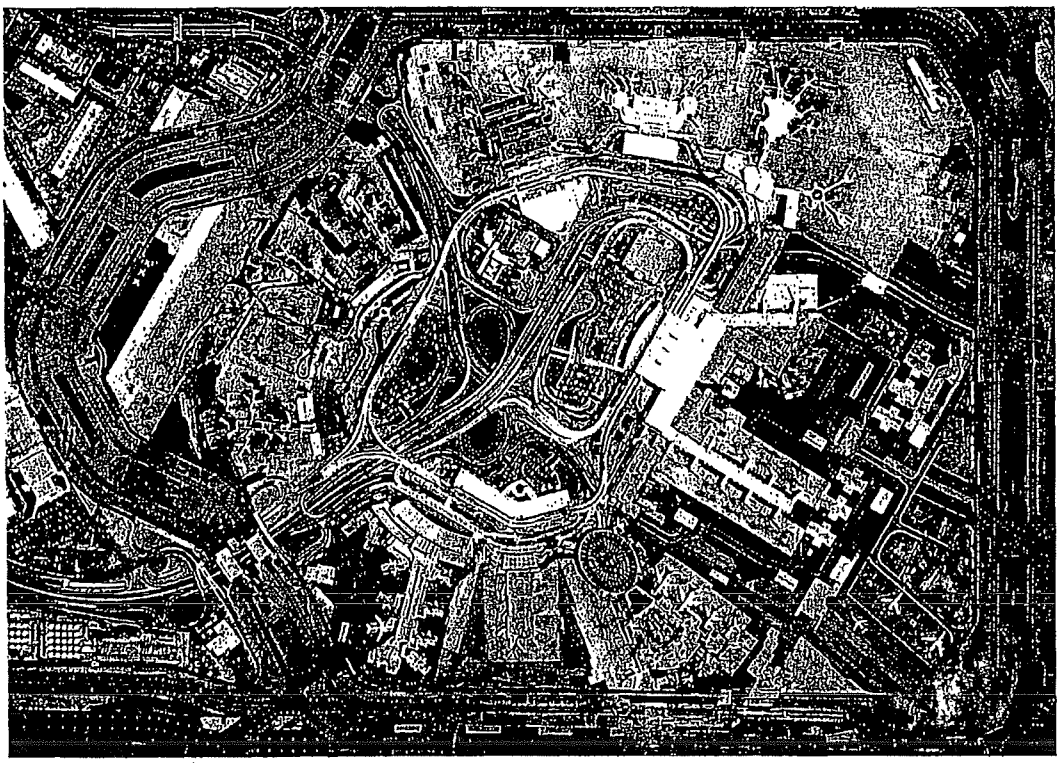


Figure 1 - Aerial view of JFK International Airport. Site 5/6 (TWA Terminal) is located at the upper right corner of the photograph.

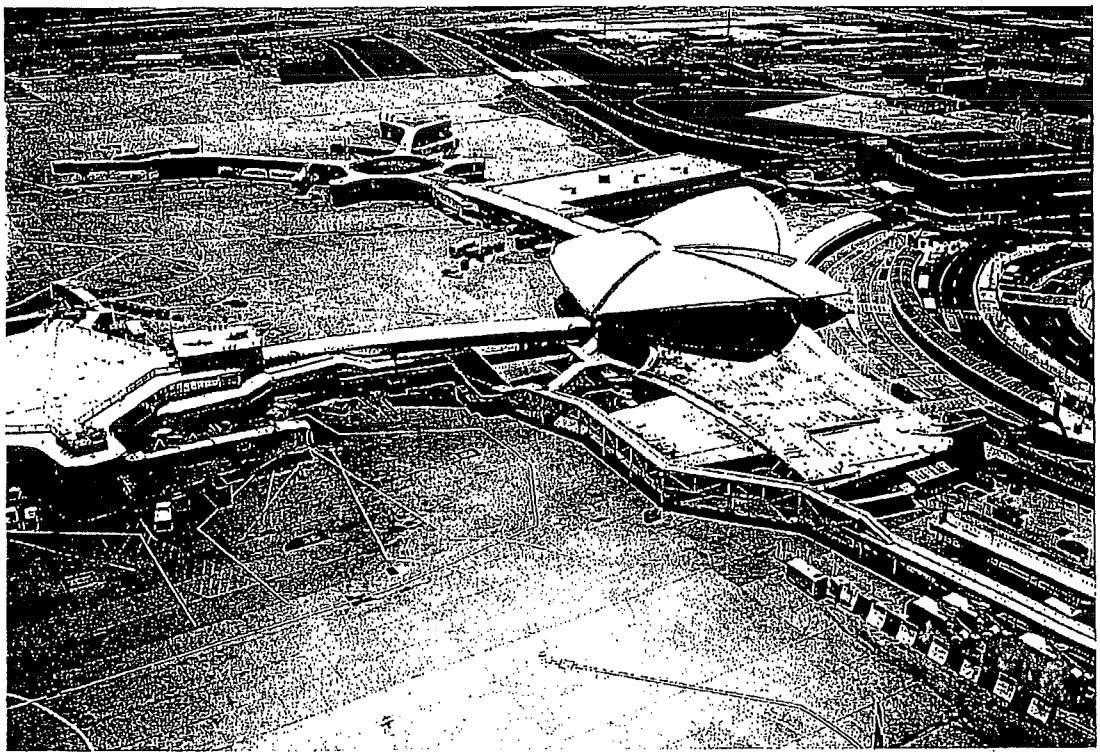


Figure 2 - Current airside view of the TWA Terminal. Flightwing #1 is in the foreground. Note the baggage handling expansions, conveyors, and roadway canopy all added to the original buildings.

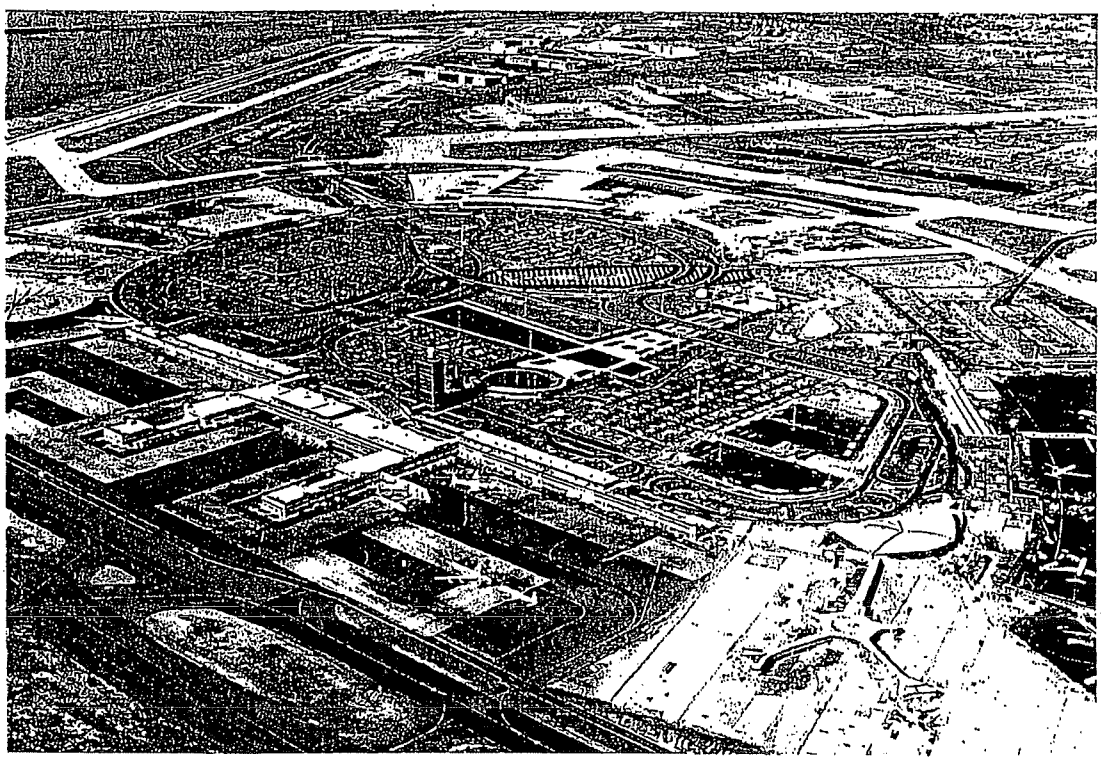


Figure 3 - 1962 view of JFK International Airport "Terminal City". The TWA Terminal is located in the lower right corner of the photograph. Only Flightwing #2 and its connector tube is constructed at this time.

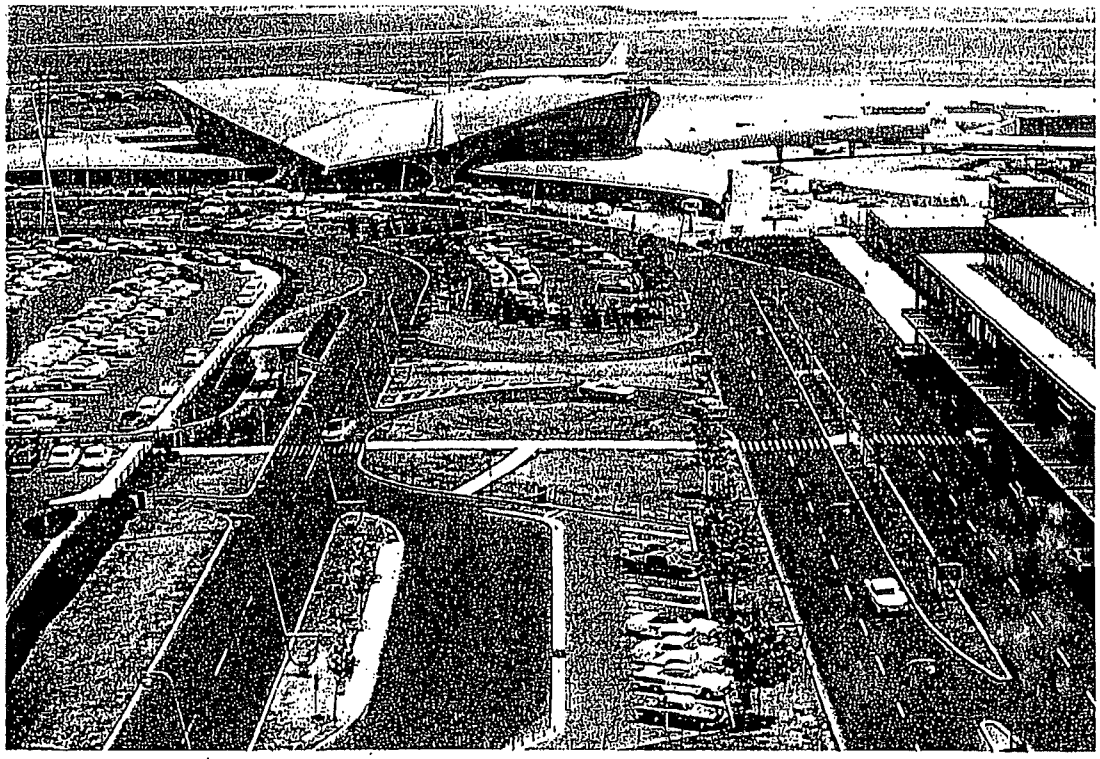


Figure 4 - Original landside view of the TWA Terminal (1962) with landscaping and surface parking in the foreground.

EXEMPTION (4) – DRAWINGS OF NON-PUBLIC AREAS

Figure 18

Customer Service Comparison

E022003001MKE MKE JFK_Figures_08.indd 02-19-03amf

EXEMPTION (4) – DRAWINGS OF NON-PUBLIC AREAS

Figure 21

Existing Congestion at Terminal 5 Baggage Claim Area

EXEMPTION (4) – DRAWINGS OF NON-PUBLIC AREAS

The *Revised Concept Master Plan* consists of:

- The initial Concept Master Plan of July, 2000, as amended in February 2001, (hard copy not included);
- The elements described in the October 29, 2001 PowerPoint Presentation "JFK Sites 5/6 Redevelopment Including the TWA Landmark" by Robert I. Davidson, FAIA,
  (CD available upon request);
- The attached site drawing, and
- The attached October 10, 2003 report to FAA resulting from additional consultation with the consulting parties with the most recent documentation (i.e. the October 10, 2003 report and the attached site plan) taking precedence over earlier descriptions or site drawings

EXEMPTION (4) – DRAWINGS OF NON-PUBLIC AREAS

Port Authority of New York and New Jersey
JFK T5/6 Redevelopment
October 10, 2003 Report

At the September 18, 2003 meeting of the consulting parties for the Terminal 5 and 6 Redevelopment Project at John F. Kennedy International Airport (JFK) it was agreed that the consulting parties along with the Port Authority of New York and New Jersey (PANYNJ) and the New York State Historic Preservation Office (SHPO) would take the next 15 days to meet and make another effort toward working together in order to reach agreement on issues associated with the proposed concept master plan.

The following represents the results of those most recent meetings (attendance by organization listed below) regarding the concept master plan for the Terminal 5/6 site at JFK Airport. Our discussions resulted in a targeted review of 4 elements of the master plan: the connecting walkways or "tubes" which link the Main Terminal to the flight wings and gate holdrooms; the removal and reuse of Flight Wing II; accessibility to/from the Airtrain and the proposed parking garage to both the landmark structure and the new terminal; and the adaptive reuse of the Main Terminal.

It was agreed that the goal of preserving the Main Terminal through an adaptive reuse program would be enhanced by allowing Jetblue Airways to place self-service ticketing machines within the Main Terminal and by providing easy accessibility between the Main Terminal and the New Terminal. Connections between the new terminal and landmark Main Terminal would be a vital part of realizing a plan that maintains a significant component of the original structure while supporting an adaptive reuse of the landmark Main Terminal. In order to meet that objective we agreed that the original connecting walkway serving Flight Wing II would be preserved in its current configuration. Such preservation may require structural modifications to the column(s) in order to allow roadways to pass under the existing "tube". With regards to the connecting walkway serving Flight Wing I, a hierarchy of options would be investigated as part of the design for the new terminal. The first option would seek to adapt the existing configuration in a minimally intrusive manner to improve such access. If analysis finds this option to be infeasible, then a design for reconstructing the connecting walkway to incorporate a moving walkway system in a manner consistent with the original design will be undertaken. Should such an effort prove to be inconsistent with the objective, and then a contemporary and appropriate design will be constructed.

After considerable review, it was agreed that both Flight Wing I and Flight Wing II would be removed, though reuse of two of the gate lounge "trumpets", as well as other architecturally significant elements as part of the new terminal concourse and gate holdroom area would be investigated. If feasible, the inclusion of all or part of the "trumpets" and their original interiors would be relocated and included as part of the new terminal concourse.

It was agreed that the objective of restoring the Main Terminal for adaptive reuse, including Jetblue's placement of electronic ticketing machines within the Main Terminal and re-establishing uses such as restaurants, would be greatly enhanced by the connectivity of the AirTrain and parking facilities to the Main Terminal and the new terminal. Providing for such direct access via realignment of the enclosed connectors from AirTrain that are included in the concept master plan would be undertaken as part of the new terminal design. As well, it was agreed that efforts will be made to allow vehicular traffic that approach the terminal complex the opportunity to access the original frontage that served the Main Terminal.

As part of the Port Authority's effort to identify a program for restoring and reusing the Main Terminal so it will remain a vital part of the airport and this terminal complex, including using the imagery of the landmark terminal as part of the airport and the Terminal 5 and 6 site, a
working committee consisting of those consulting parties interested, would be formed to assist the Port Authority as part of an ongoing effort to ensure an appropriate process and program is implemented.

I believe that these objectives can be incorporated into the concept master plan as proposed. (see attached drawings)

Attending Organizations: MAS, NYSHPO, PANYNJ, Jetblue Airways, NY Landmarks Conservancy, NY Building Congress

Appendix C
Advisory Council on Historic Preservation Correspondence

Advisory Council On Historic Preservation

The Old Post Office Building
1100 Pennsylvania Avenue, NW, #809
Washington, DC 20004

August 17, 2001

Mr. Philip Brito, Manager
New York Airports District Office
Federal Aviation Administration
600 Old Country Road, Suite 446
Garden City, NY 11530

REF: Terminals 5 and 6 Redevelopment Project
John F. Kennedy International Airport, New York

Dear Mr. Brito:

The Council has reviewed the material you forwarded regarding the referenced project, as well as information provided by the Port Authority of New York and New Jersey. The project, which requires approval of an Airport Layout Plan change by the Federal Aviation Administration (FAA), will adversely affect a unique historic property, Eero Saarinen's TWA Terminal. The key preservation issue is ensuring the long-term use of the TWA Terminal in a way that will preserve its major features while expanding capacity and addressing operational inefficiencies in this quadrant of the airport.

We applaud the Port Authority's commitment to retaining a large portion of the historic terminal and seeking a reuse that will restore much of the building's original appearance. Consultation to date between the Port Authority and the New York State Historic Preservation Office (SHPO) has been productive, with results including the retention of the flight tubes in their entirety and placement of the proposed new terminal further from the historic building. However, the fact remains that rehabilitation of the historic terminal is not an integral component of development of the new terminal. Without this linkage, there is no immediate incentive to rehabilitate the building and no direct consequences of not doing so; the historic building could conceivably sit vacant for years without affecting the construction or functioning of the new terminal. There also is no funding commitment for the rehabilitation on the part of the Port Authority (apart from landscaping and site work). All costs of restoration activities as well as rehabilitation associated with adaptive use is to be wholly the responsibility of an as-yet-unknown tenant.

This uncertainty regarding reuse and funding has been made more troubling by the recent acquisition of TWA by American Airlines. As we understand it, the Port Authority had expected that TWA would continue using the historic terminal for several years during phased construction of the new terminal, and that the airline would then occupy space in the new building. These assumptions shaped both anticipated space needs for the new terminal and

expectations of the amount of time available to seek a new use for the historic terminal before it was vacated. However, TWA's acquisition means the airline now will cease using the building in about six months, dramatically changing the situation. This suggests the need to revisit previous assumptions regarding reuse of the historic terminal and the mitigation set forth in the proposed Memorandum of Agreement (MOA). We also have several questions and concerns regarding proposed access to the historic terminal and the participation of consulting parties and the public in review of the project.

Airline reuse of the historic terminal. Continuing the historic use of the terminal as an airline passenger facility would clearly be most compatible with its significance. The Port Authority has provided significant documentation indicating the constraints inherent to that concept, notably the need to increase capacity while providing adequate area for aircraft, efficient terminal configuration, and sufficient roadway capacity and curb frontage. However, the alternative master plan schemes that were considered and rejected were based on the assumption that the new terminal would need to consist of four concourses serving three airlines. However, TWA's acquisition means that one concourse could be dropped from the master plan (unless another airline steps forward to use this space). What is the minimum number of gates now needed? How does this affect the feasibility of the various design alternatives that were considered?

Even if one accepts the proposed placement of the new terminal, could not the historic terminal be used for an airline-related function? Could it serve as a satellite ticketing/departures area? Could all or part of the building be used for airline offices, conference space, training space, special event space, or any other airline function that would otherwise be housed in the new terminal? The building's unique presence offers the opportunity to provide an airline with a distinctive visual identity.

Port Authority reuse of the historic terminal. If an airline cannot use the building, can the Port Authority itself use all or part of the space as offices, conference space, training space, special event space, etc.? Or, if not, will it at least commit to fund the building's exterior restoration? Absorbing this part of the cost of rehabilitating the historic terminal would no doubt increase the likelihood of successfully concluding a deal with another tenant to rehabilitate and reuse the building's interior. In lieu of this, is the Port Authority willing to ensure that it will make funds available in the future if such work has not been undertaken by another party by a certain date?

Other possible reuse of the historic terminal. If neither an airline nor the Port Authority can reuse the building in conjunction with the new terminal development, what timetable does the Port Authority propose for seeking a new tenant for the building? Since TWA now will be vacating the building in January 2002, a more specific and aggressive schedule is needed for studying reuse potential and seeking a new tenant. Also, if the historic terminal is to be vacant for an extended period of time while a reuse is sought, it is important to define an appropriate level of interim maintenance and a schedule for its implementation.

Obviously, only detailed market study and outreach will definitely gauge the feasibility of possible new uses for the historic terminal, but it is important during consultation to have an overall sense of the viability of options that have been presented. Use of the historic terminal as a conference center is the most fully developed reuse scenario. What other airports have similar

conference centers and what is the track record for success for this type of development? Another reuse that has been mentioned is a lobby and support facility for a proposed hotel in the Terminal 4 area. We would appreciate receiving information on the proposed location of this hotel and the status of planning for such a facility.

Access to the historic terminal. For any reuse of the historic terminal to be viable, adequate access will be critical. We are concerned that the currently proposed level of access may be inadequate. Notably, the proposed underground "people-mover" tunnel between the AirTrain light rail station and the historic terminal has been deleted from the project. Convenient access from the AirTrain has been cited as a feature that will help to promote reuse of the historic terminal. However, under the revised proposal, people wishing to access the historic building from the train station would either have to walk halfway through the new terminal and then through the flight tube or (weather permitting) walk outdoors to the front entrance of the building. Why has the proposed direct tunnel access been deleted from the project?

The proposed plaza surrounding what was the airside of the historic terminal has been depicted and described as accessible to the public. We have been told by the Port Authority that there is a need to manage pedestrians crossing the sunken arrivals roadway, so it is anticipated that access to the plaza will be limited by a barrier with ramp access provided at several specific points. We would appreciate receiving any additional information that is available at this time regarding this design detail. Also, has it been considered whether the historic building can be altered to provide access from the plaza, or whether pedestrians would have to walk around the building to enter through the front doors? We also note that the concept plans show the new terminal's access roads passing quite close to the historic property's southern end, apparently cutting off access between the plaza and the building's front facade. We understand from the Port Authority that the roadway configuration is being revised to ameliorate this problem, and we request further information on this proposed change.

Consulting parties and public involvement. We understand that FAA has received several requests from individuals and organizations to become consulting parties. In accordance with Section 800.3(f)(3) of the Council's regulations (36 CFR Part 800), FAA needs to consult with the New York SHPO and determine which should be consulting parties. We suggest that after making its decision, FAA should convene an on-site meeting between FAA, the Council, and the consulting parties.

We have received a large number of letters or copies of letters from across the United States and several foreign countries expressing concern regarding this project. Given the scope of this public interest, we are concerned that further public outreach efforts may be in order. We are also concerned regarding the potential confusion that is inherent in the Draft Environmental Assessment (EA) and the Concept Master Plan, the principal written documentation that has been available for public review.

These documents were developed and amended at various points over the course of almost a year and reflect, to varying degrees, the evolution of the project's design and the change in TWA's status. For example, only one of the excellent graphics developed by the Port Authority to illustrate the revised project design is included in the Concept Master Plan, and even that version

does not depict the parking structure now proposed across the street. At the same time, an overall site plan included in the EA depicts the earlier plan which did not preserve the flight tubes in their entirety. We urge FAA to consider making other documentation widely available to the public which would more clearly describe and depict the project as now proposed.

The Council looks forward to continuing consultation with FAA and the consulting parties on this important project. If you have any questions or wish to discuss this matter, please contact Druscilla Null at (202) 606-8532 or dnull@achp.gov.

Sincerely,

Don L. Klima
Director
Office of Planning and Review

Advisory Council On Historic Preservation

The Old Post Office Building
1100 Pennsylvania Avenue, NW, #809
Washington, DC 20004

JUL 11 2001

Mr. Philip Brito, Manager
New York Airports District Office
Federal Aviation Administration
600 Old Country Road, Suite 446
Garden City, NY 11530

REF: Terminal 5 and 6 Redevelopment Project
John F. Kennedy International Airport

Dear Mr. Brito:

On June 27, 2001, the Council received your notification and supporting documentation that the referenced undertaking will adversely affect the TWA Terminal, a property eligible for listing in the National Register of Historic Places. In accordance with Section 800.6(a)(1) of the Council's regulations, "Protection of Historic Properties" (36 CFR Part 800), the Council has concluded that Appendix A, *Criteria for Council Involvement in Reviewing Individual Section 106 Cases,* of the regulations apply to this undertaking. The Council, therefore, will participate in this consultation.

Based upon our review of the supporting documentation, Criteria 1 and 3 are met. The TWA Terminal, a master work by architect Eero Saarinen, is a property of exceptional importance that will be adversely affected by the proposed project. This has elicited public concern nationally and internationally, to judge from correspondence we have received. Since we forwarded several such letters to you with our letter of June 19, we have received or been copied on additional letters of concern, copies of which are enclosed.

In a recent phone conversation with Mr. Edward Knoesel of the Port Authority of New York and New Jersey, we requested additional information on the project. He will be forwarding the most recent copy of the draft Memorandum of Agreement and information regarding the public hearing that was recently held.

We have provided written notification of the Council's decision to enter the consultation on this project to the Administrator of FAA, as required by 36 CFR §800.6(a)(1)(iii).

We look forward to consulting with FAA, the New York State Historic Preservation Officer, and other consulting parties to resolve adverse effects resulting from this project. Should you have any questions or wish to discuss this matter further please contact Druscilla Null at (202) 606-8532, or via e-mail at dnull@achp.gov.

Sincerely,

Don L. Klima
Director
Office of Planning and Review

Enclosures

U. S. Department
of Transportation

Federal Aviation
Administration

PORT AUTHORITY OF NY & NJ
JUN 27 2001
AVIATION TECHNICAL SERVICES

New York Airports District Office
600 Old Country Rd, Suite 446
Garden City, New York 11530
Telephone: 516-227-3800
Fax: 516-227-3813

COPY

June 25, 2001

John M. Fowler, Executive Director
Advisory Council on Historic Preservation
Old Post Office Building
1100 Pennsylvania Avenue, NW
Suite 809
Washington D.C. 20004

Re: Notice of Adverse Effect
Concept Master Plan for the TWA Terminal Site (Saarinen Building)
John F. Kennedy International Airport

Dear Mr. Fowler:

The Federal Aviation Administration (FAA) New York Airports District Office herewith notifies the Advisory Council on Historic Preservation (ACHP) of an adverse effect finding on the TWA Terminal (Terminal 5/6) at John F. Kennedy International Airport in New York. This notification is in accordance with 36 CFR Part 800.6, regulations implementing Section 106 of the National Historic Preservation Act. The undertaking involves preservation and reuse of the main TWA Terminal Building (Saarinen Building) and demolition of the original 1970 Flightwing One and Flightwing Two to allow redevelopment of the Terminal 5/6 site. The existing TWA Terminal and its component parts (i.e., Flightwing Two) have been determined eligible for listing on the National Register of Historic Places.

As part of our notification, I am enclosing documentation required under Section 800.11(e), including the June 2001 Environmental Assessment ("EA") "Terminal 5 and 6 Redevelopment Project, John F. Kennedy International Airport" prepared by CH2MHILL for the Port Authority of New York & New Jersey, and the July 2000 report "JFK International Airport – Site 5&6 Redevelopment Plan, TWA Terminal, Concept Master Plan and February 2001 Addendum A" prepared by Beyer Blinder Belle ("BBB report") for the Port Authority of New York and New Jersey. These documents provide consultation comments on, and a determination of adverse effect for, the undertaking.

Section 800.11(e) requires the Federal agency to submit six areas of documentation, which are provided in the two enclosures, as follows:

1. *A description of the undertaking, specifying the Federal involvement, and its area of potential effect, including photographs, maps, and drawings, as necessary:*
   The federal involvement with this undertaking is the approval by FAA of the redevelopment of the Terminal 5/6 Area on the Airport Layout Plan (ALP). The area of effect is described in the EA, Section 5.8 and the BBB report, Section II; photos and maps are provided throughout the BBB report.

2. *A description of the steps taken to identify historic properties:*
   See Section 5.8 of the EA

3. *A description of the affected historic properties, including information on the characteristics that qualify them for the National Register:*
   See Section 5.8 of the EA and Section II of the BBB report.

4. *A description of the undertaking's effects on the historic properties:*
   See Section 5.8 of the EA and Section III of the BBB report.

5. *An explanation of why the criteria of adverse effect were found applicable or inapplicable, including any conditions or future actions to avoid, minimize, or mitigate adverse effects:*
   See Section 5.8 and Appendix D of the EA and Sections III and IV of the BBB report.

6. *Copies or summaries of any views provided by consulting parties and the public:*
   Copies of the BBB report and the EA letter are enclosed.

Additionally, we are working toward executing a Memorandum of Agreement (MOA) in accordance with Section 800.6, unless otherwise requested by the ACHP. Please note that a public hearing is being held on June 27, 2001 to elicit further public comment on the project and the MOA.

Thank you for your attention to this matter. We look forward to your reply.

Sincerely,

Philip Brito

Philip Brito, Manager
New York Airports District Office

Enclosures (2)

cc: D. Knoll, ACHP
J. Adams, NYSHPO
E. Knoesel, PANYNJ
D. Mather, AEA-600

Appendix D
Memorandum of Agreement (MOA)

MEMORANDUM OF AGREEMENT
AMONG
THE PORT AUTHORITY OF NEW YORK & NEW JERSEY,
THE NEW YORK STATE HISTORIC PRESERVATION OFFICE,
THE FEDERAL AVIATION ADMINISTRATION, AND
THE ADVISORY COUNCIL ON HISTORIC PRESERVATION
FOR THE REHABILITATION, RESTORATION, AND
ADAPTIVE REUSE OF TWA TERMINAL 5 AT
JOHN F. KENNEDY INTERNATIONAL AIRPORT
JAMAICA, NEW YORK

WHEREAS, the proposed redevelopment of the TWA Terminal site at John F. Kennedy International Airport (JFK), as part of the proposed Terminal 5/6 Redevelopment Project, has prompted the Port Authority of New York & New Jersey (Port Authority), as operator of JFK, to request the Federal Aviation Administration (FAA) to consider approving a change to the airport layout plan (ALP); and

WHEREAS, the TWA Terminal site includes the existing TWA Main Terminal Building, the Connecting Flight Tube to the present Flight Wing 1 ("West Tube"), the Connecting Flight Tube to the present Flight Wing 2 ("East Tube"), and "Flight Wings 1 and 2," and

WHEREAS, the existing TWA Main Terminal Building, the East and West Tubes, and Flight Wing 2 have been determined to be eligible for listing on the National and State Registers of Historic Places and

WHEREAS, the existing TWA Terminal was designed in the late 1950's and opened in 1962, and has been determined through an exploration of feasible and prudent alternatives to be inadequate in function and scale for contemporary airport terminal use at JFK; and

WHEREAS, the FAA notified the Advisory Council on Historic Preservation (ACHP) that the proposed redevelopment will have an Adverse Effect on the National and State Register-eligible TWA Terminal, and

WHEREAS, the FAA, the New York State Historic Preservation Office (SHPO), the Advisory Council on Historic Preservation (ACHP) and the Port Authority, as an invited signatory, have consulted pursuant to 36 C.F.R. Part 800, regulations implementing Section 106 of the National Historic Preservation Act, as amended (16 U.S.C. 470f); and

WHEREAS, The National Trust for Historic Preservation, The Municipal Art Society of New York, the New York City Partnership, Documentation and Conservation of Buildings, Sites and Neighborhoods of the Modern Movement (DOCOMOMO), the Finnish Consulate General, New York Landmarks Conservancy, Jet Blue Airways, the New York Building Congress, and John Cullinane & Associates – as interested parties, have requested and been invited by the FAA to be consulting parties and to participate in the Section 106 process as described at 36 C.F.R. Part 800, and have been invited to concur in this Memorandum of Agreement (MOA), and

WHEREAS, a new terminal will be constructed and the historic TWA Terminal and the East Tube will be restored/rehabilitated and adaptively reused as these projects are reflected herein and described in the "Revised Concept Master Plan" - consisting of the initial Concept Master Plan of July, 2000, as amended as of February 2001, as described in the October 29, 2001 PowerPoint Presentation "JFK Sites 5/6 Redevelopment Including the TWA Landmark" by Robert I. Davidson, FAIA, and as revised on October 10, 2003, as a result of additional consultation with the consulting parties. (See Attachment A – description of project, Attachment B – drawing of Revised Concept Master Plan, and Attachment C - October 10, 2003 Report to FAA on Consultation).

NOW THEREFORE, the FAA, the SHPO, the ACHP, and the Port Authority agree that the project to redevelop the Terminals 5/6 site at JFK shall be implemented in accordance with the following Stipulations in order to take into account the effect of the undertaking on the TWA Terminal site:

STIPULATIONS

If the FAA approves the undertaking, it will ensure that the following measures are carried out:

Planning

1. In December 2001 and January 2002, the Port Authority advertised in 19 local, national, and international publications a Solicitation of Interest (SOI) to identify entities with an interest in undertaking the restoration/rehabilitation and adaptive reuse of the TWA Terminal. As a result, the Port Authority sent a SOI package to 104 entities that responded to the advertisement. In addition, a SOI package was provided to each of the signatories to this MOA and the consulting parties. The Port Authority received 41 expressions of interest, and those entities, and any other interested party, will receive a RFP for the restoration/rehabilitation and adaptive reuse of the TWA Terminal. The Port Authority will seek, through a Request For Proposals (RFP) process, to execute an agreement with an adaptive reuse developer providing for the appropriate design, construction, restoration, rehabilitation, operation and maintenance of the TWA Main Terminal Building and the Connecting Flight Tubes. The Port Authority will use its best efforts to issue the RFP as soon as possible following receipt of FAA approval for the Terminal 5/6 Redevelopment Project and expects to request that proposals be submitted to it no later than four months after issuance. The Port Authority will require that any adaptive reuse developer selected as a result of the RFP or any other process, must agree to adhere to the terms and conditions in this Memorandum of Agreement. The Port Authority shall give each consulting party the opportunity to comment on the Draft RFP documents prior to issuance in order to receive their input on design and preservation issues in those documents, which are within the scope of this MOA. The Port Authority shall also give the consulting parties the opportunity to comment on the proposals received in response to the RFP. The comments of the consulting parties shall be provided to the Selection Committee for their consideration during the selection process.

2. In accordance with the Port Authority's October 10, 2003 report to the FAA on the consultation process, the adaptive reuse will accommodate the provision of, at minimum, two (2) electronic ticketing kiosks in an appropriate setting within the TWA Main Terminal for use by airline passengers with carry-on luggage only. The Port Authority will require that any airline

responsible for the ticketing kiosks will install, operate and maintain the kiosks and monitor their usage.

3. In order to seek input from interested parties, on the implementation of the Revised Concept Master Plan for the Terminal 5/6 site at JFK, in accordance with the Stipulations in this MOA, including the restoration, rehabilitation and reuse of the TWA Terminal Building and efforts to minimize any adverse effects of the site redevelopment on the TWA Terminal Building, a Redevelopment Advisory Committee (RAC) will be formed and will operate in accordance with the Guidelines in Attachment D to this MOA. The RAC will consist of the consulting parties that express an interest in participating, the SHPO and Port Authority.

4. In order to avoid, minimize or mitigate any adverse effect of the new terminal in each development phase on the historic building, the siting and design of a new terminal on the airside of the historic building shall provide an appropriate setting for the TWA Terminal Building. The goal will be to retain the individual identity of the historic building, separate from the new terminal. The new terminal will include improved public access to the TWA Main Terminal through the Connecting Flight Tubes, and will be separated from the TWA Main Terminal by an outdoor plaza and arrivals roadway. As reflected in the Port Authority's October 10, 2003 report to the FAA on the consultation process, and as reflected in the Revised Concept Master Plan, the Port Authority will enhance public access to the TWA Main Terminal by providing enclosed connectors from the light rail station (AirTrain JFK) to the TWA Main Terminal. The connection will contain signage to allow for passage of air terminal passengers, patrons of the adaptive reuse, and the general public to the TWA Main Terminal and its features. In compliance with the July 18, 1997 record of decision on the Environmental Impact Statement for the JFK Light Rail System, this connection shall be constructed in such a way as to minimize physical and visual impacts to the historic resource. Additionally, as more detailed plans for the siting and design of the new terminal are developed, including the connections from the TWA Main Terminal to Air Train JFK and to the new terminal, those plans will be forwarded to the SHPO, and in accordance with RAC Guidelines, to the RAC for review and comment. The roadway system will also allow vehicles to access either the TWA Main Terminal frontage or the arrivals/departures roadways of the new terminal.

5. The final design plans for the restoration, rehabilitation and adaptive reuse of the TWA Main Terminal and the East Tube, and any plans for alteration of the West Tube shall be submitted by the Port Authority to the SHPO for comment as to whether those plans conform to the conditions set forth in Stipulation 12 governing the standards for performance of the restoration and rehabilitation work. Subsequently, the SHPO and the Port Authority shall give the consulting parties, and the RAC, in accordance with the RAC Guidelines, an opportunity to provide comment on those plans, including comment on whether those plans conform to the standards set forth in Stipulation 12. All such comments shall be considered by the Port Authority and the SHPO and the SHPO shall consult with the Port Authority before the Port Authority approves the final TWA Terminal and Connecting Flight Tubes design plans. The Port Authority shall notify all signatories, all consulting parties and all members of RAC of its approval of the final TWA Terminal and Connecting Flight Tubes design plans.

6. As part of its public education effort, the Port Authority shall develop an interpretative display illustrating the history and significance of the TWA Terminal site and its relationship to the overall development of JFK International Airport. The exhibit shall be placed in a prominent location in the TWA Main Terminal Building or in another appropriate setting proximal to that building. The display shall be accessible to the public during normal operating hours after the rehabilitation/restoration is complete.

7. The Port Authority shall have a consultant that meets the professional qualifications established by the U.S. Department of the Interior and set forth in 62 Fed. Reg. 33,707 (June 20, 1997) prepare a National Register of Historic Places nomination for the TWA Main Terminal Building, the Connector Tubes and the Flight Wings prior to demolition of the Flight Wings and shall support such listing on the Register.

8. The Port Authority shall record the TWA Main Terminal Building, Flight Wing 2, and the Connecting Flight Tubes to Level 1 Historical Architectural Building Survey/Historic American Engineering Record (HABS/HAER) standards of the National Park Service. The consultant chosen by the Port Authority to conduct the documentation shall meet the professional qualifications established by the U.S. Department of the Interior and set forth in 36 C.F.R. 61. Copies of the recordation shall be sent to the National Park Service - HABS/HAER Coordinator, the New York State Archives, the Port Authority and the SHPO.

9. As reflected in the Port Authority's October 10, 2003 report to the FAA on the consulting process, the preservation of the East Tube may require structural modifications to the column(s) in order to allow roadways to pass under the existing tube.

10. The Port Authority will not begin to remove the Flight Wings as set forth in Stipulation 14 until a development plan for a new terminal is in place and a lease agreement is reached between the Port Authority and a tenant(s) for the new terminal.

Interim Maintenance

11. The Port Authority shall ensure and commit adequate resources so that the TWA Main Terminal Building, including portions not eligible for listing as historic landmarks, and the Connecting Flight Tubes are properly maintained and cared for from the present until an on-going maintenance obligation for the TWA Main Terminal and Connecting Flight Tubes is undertaken by the adaptive reuse developer consistent with Stipulations 12 and 13. Such interim maintenance shall include, but not be limited to, regularly scheduled inspections of the building (including the roof), cleaning, preventive maintenance routines for HVAC equipment, temperature control, plumbing, and fire systems, and shall be supervised by the Port Authority. Necessary repairs/maintenance identified through the regularly scheduled inspections will be done by the Port Authority in a timely manner. During this interim period, the SHPO shall be given the opportunity by the Port Authority to inspect the building to ensure that it is being properly maintained. The Port Authority shall ensure the maintenance efforts described above are continually undertaken in the event that the adaptive reuse is interrupted or temporarily discontinued at any time.

Restoration and Rehabilitation

12. As a condition of reuse, the Port Authority, through consultation with the SHPO, shall assure that the TWA Main Terminal Building and East Tube are restored and rehabilitated by the adaptive reuse developer in accordance with the Secretary of Interior Standards for the Treatment of Historic Properties ("Secretary's Standards"). The TWA Main Terminal and the East Tube shall, as a whole, be treated in accordance with the Standards for the Treatment of Historic Properties – Rehabilitation. As per Stipulation 9, structural modifications may be required to the column(s) of the East Tube. The existing façade, including the landside entrances and window walls, the airside window walls, the concrete roof shell, the lower and upper main lobby spaces, the interior of the East Flight Tube and the Ambassador Club on the north mezzanine in the Main Terminal interior shall be restored in accordance with the Standards for the Treatment of Historic Properties – Restoration.

13. The plan to be approved by the Port Authority for the restoration, rehabilitation and adaptive reuse of the TWA Main Terminal Building by an adaptive reuse developer will retain the entire visible exterior length of the existing East Tube. As reflected in the Port Authority's October 10, 2003 report to the FAA on the consultation process, the West Tube may be modified. For this connector tube, a hierarchy of options will be investigated, in consultation with RAC, as part of the design for the new terminal. The first option would seek to adapt the existing configuration in a minimally intrusive manner to improve public access. If analysis finds this option to be infeasible, then a design for reconstructing the connecting walkway to incorporate a moving walkway system in a manner consistent with the original design will be undertaken. Should such an effort prove to be inconsistent with the objective of improving public access, after consultation with the RAC, in accordance with RAC Guidelines, the Port Authority shall assure that a contemporary and appropriate design will be constructed to replace the West Tube. Both tubes will provide public access between the rehabilitated/restored TWA Terminal and the newly constructed terminal building.

14. As reflected in the Port Authority's October 10, 2003 report to the FAA on the consultation process, both Flight Wing 1 and Flight Wing 2 will be demolished. Prior to the demolition, reuse of two of the gate lounge "trumpets," as well as other architecturally significant elements, will be investigated as part of the new terminal concourse and/or gate holdroom area. If feasible, the inclusion of all or part of the "trumpets" and their original interiors would be relocated and included as part of the new terminal concourse.

15. The restoration work shall include the removal of non-historic additions to the original TWA Main Terminal Building and Connecting Flight Tubes including, but not limited to, entrance vestibules, security booths, the south baggage facility and the pedestrian canopy. The work on the interior lobby spaces shall include the restoration of the marble tile flooring and wall surfaces, the information desk, the Solari flight information display surround, railings, stairs and ventilation enclosures. Remaining non-historic kiosks, signage and furnishings shall be removed. The Port Authority shall continue to consult with the SHPO on the restoration, rehabilitation and adaptive reuse until the restoration and rehabilitation work is completed by the adaptive reuse developer.

16. After its completion, the rehabilitation/restoration work performed in accordance with Stipulation 12 shall be approved for conformance with the standards set forth in Stipulation 12 by the SHPO. The SHPO, upon being informed by the Port Authority that the rehabilitation/restoration work has been completed, shall notify all consulting parties and the RAC that the SHPO's approval under this Stipulation is being sought. The consulting parties and members of RAC shall have 60 days from such notification to provide the Port Authority and the SHPO with their comments as to whether the rehabilitation/restoration work has been performed in conformance with the standards set forth in Stipulation 12. In order to facilitate their comment, the consulting parties and the members of the RAC during this 60-day period shall be given an opportunity to tour, as a group, the newly renovated and rehabilitated TWA Main Terminal Building and East Tube. After receiving such comments, the SHPO, when it is satisfied that the work has been performed in conformance with the conditions set forth in Stipulation 12, shall approve the rehabilitation/restoration work. The Port Authority shall notify all signatories, all consulting parties and the RAC of the SHPO approval.

Ongoing Maintenance and Preservation

17. The Port Authority shall prepare maintenance and preservation guidelines for the treatment of the TWA Main Terminal Building and East Tube. The guidelines shall address the replacement and repair of historic materials, on-going façade maintenance and cleaning, and the repair of historic and replacement elements such as light fixtures, hardware and entrances. The guidelines shall prescribe periodic inspections and maintenance for systems and assemblies on a five-year cycle. The guidelines shall prescribe that the inspection shall review the condition of the restored historic fabric including but not limited to the concrete roof shell, the glass window walls and entrances, the interior finishes and the railings, stairs and historic furnishings. The guidelines shall be submitted to SHPO for review and approval following completion of the rehabilitation/restoration work referenced in Stipulations 12 -16.

18. After the restoration and rehabilitation work is completed by the adaptive reuse developer, the Port Authority shall perform an inspection of the TWA Main Terminal Building and East Tube every five years in accordance with the maintenance and preservation guidelines referenced in Stipulation 17 and submit a certified copy of the report to the SHPO for approval. A copy of the report approved by the SHPO shall be provided by the Port Authority to the signatories to the MOA. The inspection shall be conducted by an architect or engineer experienced in the restoration of historic structures.

Termination of Memorandum of Agreement

19. The maintenance and inspection obligations referenced in Stipulations 17 and 18 above shall continue as outlined in those Stipulations. This agreement shall expire after the co-Chairs of RAC notify all members of RAC and the FAA that the consultation process for RAC has been completed, and after any objections raised pursuant to the Dispute Resolution process in Stipulation 21 have been considered in accordance with that Stipulation. The FAA shall notify all signatories when this MOA expires.

20. If any signatory determines that the terms of the MOA cannot be or are not being carried out, then this signatory shall give written notice of such determination to all other signatories to

the MOA. If the MOA is not amended by consultation between the signatories within three months after issuance of such notice, then any signatory may terminate the MOA (with the exception of the maintenance and inspection obligations referenced in Stipulations 17 and 18), by providing thirty (30) calendar days written notice to the other signatories. The FAA shall then either execute a new agreement with the signatories pursuant to 36 CFR 800.6 (c)(1), or request and respond to the comments of the Council under 36 CFR 800.7(a). If the Port Authority has not executed an agreement with an adaptive reuse developer for the rehabilitation/restoration work within five (5) years after this agreement has been executed by the signatories, the Port Authority shall notify the signatories of this fact, and the signatories shall reconsider the terms of the agreement, other than the maintenance and inspection obligations referenced in Stipulation 11, and consult among themselves to amend this agreement pursuant to this Stipulation.

21. Should any member of the public or other interested party, including the signatories to this MOA and the members of the RAC, object within the 30 days of the approval, pursuant to Stipulation 5, of the restoration/rehabilitation plans or the approval, pursuant to Stipulation 16 of the restoration/rehabilitation work, or any other action proposed with regard to the restoration/rehabilitation of the TWA Terminal and East Tube, the Port Authority shall consult with the objecting party to resolve the objection. If the Port Authority, after consultation with the SHPO and the objecting party, determines that the objection cannot be resolved, the Port Authority shall request the further comments of the Advisory Council for Historic Preservation. Any Council comment provided in response to such request shall be taken into account by the Port Authority, in further consultation with the SHPO with reference only to the subject of dispute; the Port Authority's responsibility to carry out all actions under this agreement that are not subjects of this dispute shall remain unchanged.

EXECUTION AND AMENDMENT

Execution of this Memorandum by the FAA, the SHPO, the ACHP, and the Port Authority, and implementation of its terms, will be evidence that FAA has afforded consulting parties an opportunity to comment on the undertaking and its effects on the historic property, and that the FAA has taken into account the effect of the undertakings on the historic property, and has completed all processes in accordance with Section 106 of the National Historic Preservation Act.

Until the Port Authority enters into an agreement with an adaptive reuse developer for the rehabilitation/restoration work on the TWA Terminal Building, any signatory to this agreement may propose to the other signatories that this agreement be amended, whereupon the FAA shall consult with the other signatories to this MOA in accordance with 36 C.F.R. 800.6(c)(7), (8) to consider such an amendment.

SIGNATORY PAGES* (PAGE 1 OF 4)

THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY

BY: _____ DATE: 8/25/04

Print/Type Name: Ernesto L. Butcher

Print/Type Title: Chief Operating Officer

* A separate signature page is being executed by each signatory to this Agreement.

SIGNATORY PAGES* (PAGE 2 OF 4)

FEDERAL AVIATION ADMINISTRATION

By: _____ Date: 9/2/04

Print/Type Name: ARLENE B. FELDMAN

Print/Type Title: REGIONAL ADMINISTRATOR EASTERN REGION
FEDERAL AVIATION ADMINISTRATION

* A separate signature page is being executed by each signatory to this Agreement.

SIGNATORY PAGES* (PAGE 3 OF 4)

NEW YORK STATE HISTORIC PRESERVATION OFFICE

By: _____ Date: 9/22/04

Print/Type Name: Bernadette CASTRO

Print/Type Title: SHPO / Commissioner

* A separate signature page is being executed by each signatory to this Agreement.

SIGNATORY PAGES* (PAGE 4 OF 4)

ADVISORY COUNCIL FOR HISTORIC PRESERVATION

BY: John M. Fowler DATE: 9/16/04

Print/Type Name: JOHN M. FOWLER

Print/Type Title: EXECUTIVE DIRECTOR

* A separate signature page is being executed by each signatory to this Agreement.

CONSULTING PARTIES CONCURRENCE — PAGE 1 OF 3

JETBLUE AIRWAYS CORPORATION

By: _____ Date: 10/15/04

Print/Type Name: Richard Smyth, VP Redevelopment

THE NATIONAL TRUST FOR HISTORIC PRESERVATION

By: _____ Date: _____

Print/Type Name: _____

THE MUNICIPAL ART SOCIETY OF NEW YORK

By: _____ Date: _____

Print/Type Name: _____

CONSULTING PARTIES CONCURRENCE — PAGE 1 OF 3

JETBLUE AIRWAYS CORPORATION

By: _____ Date: _____

Print/Type Name: _____

THE NATIONAL TRUST FOR HISTORIC PRESERVATION

By: Paul W. Edmondson Date: Oct 7, 2004

Print/Type Name: Paul W. Edmondson, General Counsel

THE MUNICIPAL ART SOCIETY OF NEW YORK

By: _____ Date: _____

Print/Type Name: _____

CONSULTING PARTIES CONCURRENCE — PAGE 1 OF 3

JETBLUE AIRWAYS CORPORATION

By: _____ Date: _____

Print/Type Name: _____

THE NATIONAL TRUST FOR HISTORIC PRESERVATION

By: _____ Date: _____

Print/Type Name: _____

THE MUNICIPAL ART SOCIETY OF NEW YORK

By: Frank Sanchis Date: 10/4/04

Print/Type Name: FRANK SANCHIS

CONSULTING PARTIES CONCURRENCE — PAGE 2 OF 3

THE NEW YORK CITY PARTNERSHIP

By: _____ Date: 9-30-2004

Print/Type Name: Kathryn Wylde, President + CEO

DOCUMENTATION AND CONSERVATION OF BUILDINGS, SITES AND NEIGHBORHOODS OF THE MODERN MOVEMENT (DOCOMOMO)

By: _____ Date: _____

Print/Type Name: _____

THE CONSULATE GENERAL OF FINLAND, NEW YORK

By: _____ Date: _____

Print/Type Name: _____

CONSULTING PARTIES CONCURRENCE — PAGE 2 OF 3

THE NEW YORK CITY PARTNERSHIP

By: _____ Date: _____

Print/Type Name: _____

DOCUMENTATION AND CONSERVATION OF BUILDINGS, SITES AND NEIGHBORHOODS OF THE MODERN MOVEMENT (DOCOMOMO)

By: _____ Date: 10.21.04

Print/Type Name: Theodore H.M. Prudon, Ph.D., FAIA

THE CONSULATE GENERAL OF FINLAND, NEW YORK

By: _____ Date: _____

Print/Type Name: _____

CONSULTING PARTIES CONCURRENCE — PAGE 2 OF 3

THE NEW YORK CITY PARTNERSHIP

By: _____ Date: _____

Print/Type Name: _____

DOCUMENTATION AND CONSERVATION OF BUILDINGS, SITES AND NEIGHBORHOODS OF THE MODERN MOVEMENT (DOCOMOMO)

By: _____ Date: _____

Print/Type Name: _____

THE CONSULATE GENERAL OF FINLAND, NEW YORK

By: Osmo Lipponen Date: 4.10.04

Print/Type Name: Osmo Lipponen

CONSUL GENERAL

CONSULTING PARTIES CONCURRENCE — PAGE 3 OF 3

NEW YORK LANDMARKS CONSERVANCY

By: _____ Date: 10/04/04

Print/Type Name: Peg Breen

THE NEW YORK BUILDING CONGRESS

By: _____ Date: _____

Print/Type Name: _____

JOHN CULLINANE & ASSOCIATES

By: _____ Date: _____

Print/Type Name: _____

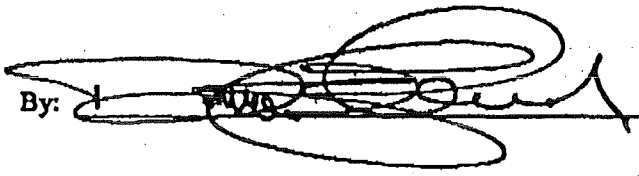
CONSULTING PARTIES CONCURRENCE — PAGE 3 OF 3

NEW YORK LANDMARKS CONSERVANCY

By: _____ Date: _____

Print/Type Name: _____

THE NEW YORK BUILDING CONGRESS

By:  Date: 9/27/04

Print/Type Name: ~~[illegible]~~ David T. Anderson, President

JOHN CULLINANE & ASSOCIATES

By: _____ Date: _____

Print/Type Name: _____

CONSULTING PARTIES CONCURRENCE — PAGE 3 OF 3

NEW YORK LANDMARKS CONSERVANCY

By: _____ Date: _____

Print/Type Name: _____

THE NEW YORK BUILDING CONGRESS

By: _____ Date: _____

Print/Type Name: _____

JOHN CULLINANE & ASSOCIATES

By: _____ Date: 10/13/04

Print/Type Name: JOHN CULLINANE

Attachment A

Description of Project

The Port Authority has proposed redevelopment of the entire Terminal 5/6 site at JFK. The Revised Concept Master plan calls for the phased construction of a new terminal complex consisting of a total of 47 contact gates and four (4) hardstand positions.

The existing Flight Wings 1 and 2 of the TWA Terminal would be demolished in order to accommodate the construction of a new terminal for Jet Blue. However, the Flight Wings would not be demolished until a lease agreement is reached between the Port Authority and Jet Blue Airways for the new terminal. Prior to demolition of Flight Wing 2, the feasibility of removing and/or reusing interior elements of gate lounge(s) in the new terminal will be explored by the Port Authority, with input from the Consulting Parties.

The Port Authority will seek to restore/rehabilitate and adaptively reuse the Main TWA Terminal and the East Tube. The adaptive reuse will be determined through a Request for Proposals process to be managed by the Port Authority, with input from the Consulting Parties. The Port Authority will ensure that the adaptive reuse in the TWA Terminal will accommodate electronic ticketing kiosks for airline passengers without the need to check baggage.

Jet Blue's new terminal will have 26 contact gates and be connected to the TWA Terminal through the existing Connector Tubes. Once construction of this phase of the Revised Concept Master plan is completed, Jet Blue would move its operations from Terminal 6 to the new terminal. The next phase of the redevelopment would entail demolition of Terminal 6 to accommodate construction of the next phase of the Revised Concept Master Plan. This phase will proceed as the anticipated need for additional gates at JFK materializes and a lease agreement is reached with an airline (or airlines) for the next phase of the Revised Concept Master Plan. In addition, a new parking garage will be constructed across the roadway and AirTrain guide way from the existing Terminal 6 and be connected to the AirTrain station at the existing Terminal 6. Interested Consulting Parties will have input on these phases of the Concept Master Plan as they relate to the TWA Terminal/historic resource.

The entire TWA Terminal site will be nominated for listing on the State and federal Registers of Historic Places. Public access to the TWA Terminal will be provided via a new direct link from the existing Terminal 6 AirTrain connector and by vehicular access from the airport roadway system.

ATTACHMENT C

Port Authority of New York and New Jersey
October 10, 2003 Report

At the September 18, 2003 meeting of the consulting parties for the Terminal 5 and 6 Redevelopment Project at John F. Kennedy International Airport (JFK) it was agreed that the consulting parties along with the Port Authority of New York and New Jersey (PANYNJ) and the New York State Historic Preservation Office (SHPO) would take the next 15 days to meet and make another effort toward working together in order to reach agreement on issues associated with the proposed concept master plan.

The following represents the results of those most recent meetings (attendance by organization listed below) regarding the concept master plan for the Terminal 5/6 site at JFK Airport. Our discussions resulted in a targeted review of 4 elements of the master plan: the connecting walkways or "tubes" which link the Main Terminal to the flight wings and gate holdrooms; the removal and reuse of Flight Wing II; accessibility to/from the Airtrain and the proposed parking garage to both the landmark structure and the new terminal; and the adaptive reuse of the Main Terminal.

It was agreed that the goal of preserving the Main Terminal through an adaptive reuse program would be enhanced by allowing Jetblue Airways to place self-service ticketing machines within the Main Terminal and by providing easy accessibility between the Main Terminal and the New Terminal. Connections between the new terminal and landmark Main Terminal would be a vital part of realizing a plan that maintains a significant component of the original structure while supporting an adaptive reuse of the landmark Main Terminal. In order to meet that objective we agreed that the original connecting walkway serving Flight Wing II would be preserved in its current configuration. Such preservation may require structural modifications to the column(s) in order to allow roadways to pass under the existing "tube". With regards to the connecting walkway serving Flight Wing I, a hierarchy of options would be investigated as part of the design for the new terminal. The first option would seek to adapt the existing configuration in a minimally intrusive manner to improve such access. If analysis finds this option to be infeasible, then a design for reconstructing the connecting walkway to incorporate a moving walkway system in a manner consistent with the original design will be undertaken. Should such an effort prove to be inconsistent with the objective, and then a contemporary and appropriate design will be constructed.

After considerable review, it was agreed that both Flight Wing I and Flight Wing II would be removed, though reuse of two of the gate lounge "trumpets", as well as other architecturally significant elements as part of the new terminal concourse and gate holdroom area would be investigated. If feasible, the inclusion of all or part of the "trumpets" and their original interiors would be relocated and included as part of the new terminal concourse.

It was agreed that the objective of restoring the Main Terminal for adaptive reuse, including Jetblue's placement of electronic ticketing machines within the Main Terminal and re-establishing uses such as restaurants, would be greatly enhanced by the connectivity of the AirTrain and parking facilities to the Main Terminal and the new terminal. Providing for such direct access via realignment of the enclosed connectors from AirTrain that are included in the concept master plan would be undertaken as part of the new terminal design. As well, it was agreed that efforts will be made to allow vehicular traffic that approach the terminal complex the opportunity to access the original frontage that served the Main Terminal.

As part of the Port Authority's effort to identify a program for restoring and reusing the Main Terminal so it will remain a vital part of the airport and this terminal complex, including using the imagery of the landmark terminal as part of the airport and the Terminal 5 and 6 site, a
working committee consisting of those consulting parties interested, would be formed to assist the Port Authority as part of an ongoing effort to ensure an appropriate process and program is implemented.

I believe that these objectives can be incorporated into the concept master plan as proposed. (see attached drawings)

Attending Organizations: MAS, NYSHPO, PANYNJ, Jetblue Airways, NY Landmarks Conservancy, NY Building Congress

ATTACHMENT D

Redevelopment Advisory Committee Guidelines

1. The consulting parties who voluntarily agree to do so, shall serve as members of the Redevelopment Advisory Committee (RAC). A representative of the Port Authority, the SHPO, and a representative of one of the consulting parties that concur in the MOA, shall serve as Co-Chairs of the RAC. The consulting party members of the RAC shall select the consulting party Co-Chair of the RAC. The Co-Chairs shall be responsible for convening meetings of the RAC, preparing and maintaining a written summary of the comments received at those meetings as well as those comments received after those meetings within the time frame set forth in paragraph 5 below, and for submitting a report of any action taken by the Port Authority or the SHPO on those comments to the members of RAC.

2. Parties agreeing to be voluntary members of the RAC shall, to the best of their ability, fully participate in all the proceedings of the RAC.

3. The RAC will meet on the first Tuesday of every other month, or as needed, at a location(s) to be determined by the Co-Chairs.

4. The RAC shall be given an opportunity at the bi-monthly meetings to provide, at the appropriate time and stage of the development, as determined by a majority of the Co-Chairs, input and comment on the following:

   a. Plans, designs, and submittals to SHPO for the rehabilitation/restoration and adaptive reuse of the TWA Terminal and East Flight Tube. Such comments shall include comment on the final design plans for restoration, rehabilitation and adaptive reuse of the TWA Terminal Building set forth in Stipulation 5 as well as comment after the completion of such work as set forth in Stipulation 16.

   b. A feasibility study and cost analysis for the removal, restoration, and relocation into the new terminal of selected interior elements of Flight Wing 2 prior to its demolition.

   c. Plans and designs for work to implement the removal, restoration and relocation of any selected interior elements of Flight Wing 2 (Stipulation 14).

   d. Plans and designs for the roadway, pedestrian, and light rail access to the TWA Terminal.

   e. Analysis of options for the reconfiguration of the West Flight Tube as specified in Stipulation 13, including the plans and designs for any work to be done in the West Flight Tube to enhance access between the TWA Terminal and the new terminal.

   f. Plans and designs that may be required to structurally modify columns of the East Flight Tube in order to allow roadways to pass under the existing tube (See Stipulation 9).

ATTACHMENT D

Redevelopment Advisory Committee Guidelines

g. Plans and designs for each development phase of the new terminal to be built on the Terminal 5/6 site in order to meet the goal specified in Stipulation 4 of retaining the individual identity of the historic building, separate from the new terminal in order to avoid, minimize or mitigate any adverse effect of the new terminal on the historic building.

h. Plans, designs and content for the interpretative display illustrating the history and significance of the TWA Terminal site and its relationship to the overall development of JFK International Airport set forth in Stipulation 6.

i. Maintenance and preservation guidelines for the treatment of the TWA Main Terminal Building and East Tube (Stipulation 17).

j. The completed restoration and rehabilitation of the TWA Terminal Building in accordance with the Secretary's standards as set forth in Stipulation 16.

5. In order for the RAC to provide meaningful comment and input at the bi-monthly meetings in a timely manner so as to not adversely affect design and construction schedules, any plans/designs or other material relating to specific meeting agenda items shall, to the greatest extent possible, be provided to RAC members ten (10) days prior to the bi-monthly meetings.

6. In addition to any comments submitted or discussed in the meetings, the RAC members may provide written comments to the Co-Chairs within ten (10) days following the meeting.

7. After receipt of all meeting comments, including those received in writing after the meeting, the Co-Chairs shall prepare a written summary of those comments and forward them to all RAC members.

8. The Port Authority shall prepare a report on any action taken by the Port Authority or SHPO on any of the comments summarized in the report prepared in accordance with paragraph 6 above. Such report shall include any recommendations, or actual modifications of the studies, analyses, plans and designs, which were the subject of RAC comment. A copy of the reports shall be forwarded to the FAA and the ACHP.

9. When a Report is submitted by the Co-Chairs on the last item or items to be considered by the RAC in accordance with these Guidelines, the Co-Chairs shall inform the FAA that the consultation process for RAC has been completed.

Appendix E
FONSI and ROD for JetBlue Operations at JFK International Airport, Jamaica, New York...et al

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
EASTERN REGION

FINDING OF NO SIGNIFICANT IMPACT AND RECORD OF DECISION

TO GRANT

OPERATIONS SPECIFICATIONS

TO

JETBLUE AIRWAYS CORPORATION

FOR OPERATIONS AT

JOHN F. KENNEDY INTERNATIONAL AIRPORT, JAMAICA NEW YORK

BUFFALO NIAGARA INTERNATIONAL AIRPORT, BUFFALO NEW YORK

FORT LAUDERDALE-HOLLYWOOD INTERNATIONAL AIRPORT,
FORT LAUDERDALE, FLORIDA

TAMPA INTERNATIONAL AIRPORT
TAMPA, FLORIDA

FEB 17 2000

I. Introduction and Background:

JetBlue Airways Corporation (JetBlue) has submitted a formal application to the Federal Aviation Administration (FAA) for an air carrier operating certificate with operations specifications to operate to and from John F. Kennedy International Airport, Buffalo Niagara International Airport, Fort Lauderdale-Hollywood International Airport, and Tampa International Airport. Operating specifications describe the airport(s), aircraft and other features of a carrier's proposed operation. After performing an extensive market analysis of the competition and commercial air service currently available to the public in the New York City metropolitan area, JetBlue made a determination that the New York City metropolitan area needed a major low-fare air carrier. JetBlue proposes to conduct scheduled passenger service to and from the aforementioned airports with Airbus A-320 turbojet aircraft. The carrier proposes to perform up to 225 operations per day (112 complete landing and take-off (LTO) cycles) to and from John F. Kennedy International Airport in the third year of its operation.

In order to perform its proposed operations, JetBlue also applied to the U.S. Department of Transportation (DOT) for an exemption from 14 C.F.R. Part 93, Subparts K and S – known as the High Density Rule (HDR) – at John F. Kennedy International Airport. The HDR limits the number of operations at John F. Kennedy International Airport between 3:00 PM and 7:59 PM (the HDR period). JetBlue requested this action to enable it to conduct 25 operations per day during the HDR period in the first year of the airline's operation, increasing to 75 operations per day during the HDR period in the third year of its operation. DOT has the authority to grant such exemptions to new entrants, such as JetBlue.

FAA's approval of the operations specifications and DOT's approval of the exemptions to the HDR are actions that have the potential to affect the environment. Therefore, an Environmental Assessment (EA) was prepared to analyze and disclose the environmental effects of these proposed actions, and provide measures to mitigate potential adverse effects. The EA, completed in September 1999, evaluates the potential effects of the proposed actions at John F. Kennedy International Airport, where JetBlue would be based.[1]

[1] After the completion of the EA, an inaccuracy in the document was identified. On page XIV of the EA's Executive Summary, second paragraph, the following statements appear: "Current operations are limited to 72 per hour during 4 of the 5 hours in the HDR period, and 93 operations during the peak hour. Therefore, during 4 of the 5 HDR hours, the Proposed Action would increase operations to a maximum of 87 per hour (72+15=87), a level that would be below currently allowed peak-hour operations." A review of the HDR (14 CFR 93.123(a)) reveals some inaccuracies in these statements. The "72" referenced in the EA is actually an *average* of allowed *air carrier* operations during the HDR period; the actual numbers of allowed air carrier operations range from 63 during the 1900 hour to 80 during the 1700 hour. The "93" referenced in the EA is the total (air carrier + commuter + other) allowed operations during the 1700 hour.

The DOT independently evaluated the EA and determined that the operations proposed by JetBlue will not have a significant effect on the human environment. As a result of this assessment, the DOT issued a Finding of No Significant Impact (FONSI) for the proposed HDR exemption for JetBlue on September 16, 1999. Subsequently, the DOT issued the proposed exemption to JetBlue, enabling the carrier to conduct operations during the HDR period at John F. Kennedy International Airport. Based on the information that JetBlue submitted, the DOT found that granting the exemptions the carrier requested is in the public interest and is consistent with guidelines on exceptional circumstances. JetBlue will use Stage 3 jet aircraft; it will provide competitive, low-fare service in numerous markets that will support new entry; and its service proposal is operationally and financially viable. Before service pursuant to this exemption at John F. Kennedy International Airport may be initiated, the FAA must approve the operations specifications for JetBlue.

At the time of DOT's decision, the FAA had not yet completed the air carrier certification process for JetBlue, which includes the carrier's operating specifications. As a result, the FAA did not make its decision at the same time as the DOT.

During the FAA air carrier certification process for JetBlue, the carrier prepared a supplemental appendix to the EA that specifically assesses the potential noise impacts that may occur at the first three destination airports that will be served by JetBlue from John F. Kennedy International Airport. The first three destination airports are Buffalo Niagara International Airport, Fort Lauderdale-Hollywood International Airport, and Tampa International Airport. Any future amendment(s) to JetBlue's operations specifications for additional destinations will be the subject of additional destination airport analysis as appropriate.

After an independent evaluation of the EA and supplemental appendix, the FAA has determined that the operations proposed by JetBlue will not have a significant effect on the human environment. Both the EA and supplemental appendix for this proposed action have been incorporated by reference, and are made part of this Decision.

II. The Proposed Agency Action

(B) The FAA action requiring approval is the issuance of an air carrier operating certificate and operations specifications to include authority for JetBlue to operate to and from John F. Kennedy International Airport, New York; Buffalo Niagara International Airport, New York; Fort Lauderdale-Hollywood International Airport, Florida; and Tampa International Airport, Florida. Pursuant to 49 U.S.C. 44705, the FAA Administrator shall issue an air carrier certificate with operations specifications specifying the places to and from which a person may operate as an air carrier, when the Administrator finds, after investigation, that the applicant is properly and adequately equipped and able to operate safely under applicable air carrier regulations.

III. Alternatives Analysis

The EA evaluated the proposed action as well as other alternatives. Alternatives to the proposed FAA action that were evaluated include no action, a reduced number of total operations, and initiating service from another airport. Since the EA does not identify any significant adverse impacts from the proposed action, no other alternatives needed to be evaluated in detail for the purpose of reducing significant effects. For this reason, only the proposed action and the no action alternatives were analyzed in detail within the EA.

The proposed action consists of issuing operations specifications to JetBlue that would allow the new entrant airline to initiate and increase passenger service at John F. Kennedy International Airport by providing up to 225 operations a day (112 LTOs) to and from the airport. JetBlue also would be authorized to operate to and from the following three destination airports: Buffalo Niagara International Airport, Fort Lauderdale-Hollywood International Airport, and Tampa International Airport.

The no action alternative for the FAA proposed action consists of not approving operations specifications for JetBlue. The lack of operations specifications would eliminate JetBlue's opportunity to provide low-fare air service to and from the New York City metropolitan region, or any other region.

IV. Summary of Environmental Impacts

Twenty-three environmental impact categories were evaluated to show the potential environmental effects of implementing the proposed action. Below is a summary of the environmental analysis and major findings.

Air Quality

John F. Kennedy International Airport is located in an area of moderate non-attainment for Carbon Monoxide and a "severe-17" non-attainment area for Ozone. Emissions from the proposed action attributed to passenger and employee access trips to John F. Kennedy International Airport, aircraft operations, and other activities would be offset by reducing surface traffic emissions caused by airline passengers who would otherwise travel regional highways. For all years evaluated, emissions of Carbon Monoxide, Volatile Organic Compounds[2], and Nitrogen Oxide[2] remain below the General Conformity *de minimis* thresholds specified for these pollutants in 40 CFR 93.153(b), and emissions would not be regionally significant. Therefore, a conformity determination is not required under the Clean Air Act (42 U.S.C. § 7401 et. seq.).

[2] Volatile organic compounds and nitrogen oxide are ozone precursors.

Biotic Communities

John F. Kennedy International Airport is bordered on three sides by surface water: to the south by Jamaica Bay, to the west by Bergen Basin, to the east by the Head of Bay, and to the northeast by Thurston Basin. Since JetBlue would utilize facilities already in existence at the airport for its operations, and all construction activities needed to begin operations would be within existing buildings, the proposed action will not have a significant effect on biotic communities.

Coastal Barriers

The Coastal Barrier's Resources Act of 1982, PL 97-348 prohibits, with some exceptions, federal financial assistance for development within the Coastal Barrier Resource System, which consists of undeveloped coastal barriers along the Atlantic and Gulf coasts. John F. Kennedy International Airport does not fall within the system, and the Act does not apply to the proposed action.

Coastal Zone Management Program

The coastal zone boundary has been established through the New York City Waterfront Revitalization Program pursuant to the New York State Coastal Management Program. John F. Kennedy International Airport is entirely located within the coastal zone.The proposed action does not create any change to the existing airport use and involves no external construction. Therefore, the proposed action is not likely to have any effect on the coastal zone.

Endangered and Threatened Species

Based on U.S. Fish and Wildlife Service, New York State Natural Heritage Program, and National Marine Fisheries Service reports and records, no significant impact on endangered and threatened species is expected at John F. Kennedy International Airport.

Energy Supply and Natural Resources

No unusual materials or materials in short supply will be required for the proposed action, so no such natural resource effects are expected from this project.

Environmental Justice

Presidential Executive Order 12989, *Federal Actions to Address Environmental Justice in Minority and Low Income Populations*, directs all federal agencies to develop a strategy to address environmental justice concerns in its programs, policies, and regulations. Its purpose is to achieve environmental justice by having each federal agency identify and address disproportionately high and adverse impacts on minority and low-income populations with respect to human health and the environment. Although there is a large

minority population adjacent to John F. Kennedy International Airport, no potentially significant adverse social or environmental impacts are expected to affect any community as a result of the proposed action. The results of analyses indicate that the proposed action would not substantially affect human health or the environment of minority and low-income populations.

Farmland

The area of the proposed action is already developed for aviation and urban purposes or protected for specified uses. There are no farmlands in the airport influence area.

Floodplains

Because the proposed action uses pre-existing airport buildings, no impacts to floodplain areas are expected.

Historic, Architectural, Archaeological, and Cultural Resources

Historic and archeological resources were inventoried for the Final EIS prepared for the JFK Light Rail System (Port Authority, 1997) in compliance with the National Historic Preservation Act (NHPA) of 1966 as amended; the National Environmental Policy Act (NEPA); the amended procedures for Protection of Historic and Cultural Properties; and the New York State Statutes. The only property associated with the project that has been determined eligible for listing on the National Register of Historic Places (NRHP) is Jamaica Station. Other properties eligible for NRHP listing are the TWA (Terminal 5) and Delta (formerly Pan Am) terminals at John F. Kennedy International Airport. The proposed action would not affect any of these structures. Because the project area has experienced massive development in the past, and because no new ground disturbance would occur, the project is not expected to impact archaeological resources.

Induced Socioeconomic Impacts

Induced socioeconomic impacts are defined as "shifts in patterns of population movement and growth, public service demands, and changes in business and economic activity to the extent influenced by the airport development." Under both the proposed action and both of the no action alternatives, there would be no shifts in patterns of population movement and growth, and public service demands in the surrounding communities would remain at similar levels.

The proposed action would also provide substantial public benefits to the New York metropolitan area as a whole with the presence of a low-fare operation based at John F. Kennedy International Airport. Implementation of the proposed action would result in financial benefits to the travelling public and would provide residents of the New York metropolitan area with nonstop jet service at rates lower than any currently available.

Land Use

No changes to on-airport land use would occur from use of existing facilities. The proposed action is compatible with existing zoning, the area's land-use plans, and the actual land uses on the airport and in the surrounding area. There would be no adverse land-use impacts inside or outside the boundaries of John F. Kennedy International Airport as a result of the proposed action.

Light Emissions

The proposed action is not expected to contribute adverse impacts from light emissions.

Noise

Analysis of potential noise impacts from the proposed action at John F. Kennedy International Airport was prepared using version 5.2a of the FAA's Integrated Noise Model (INM). The analysis found relatively small contributions from A-320 operations to overall airport noise exposure. Day-Night Average Sound Level (DNL) increases resulting from the proposed action are expected to be of the magnitude of 0.6 decibels (dB) or less, which is well below the threshold of significance of 1.5 dB established by the FAA. Slight increases in DNL are expected to occur primarily under arrival paths to Runways 13L, 31R, 31L, 22L, and 04R. The overall land area impacted by aircraft noise levels of 65 DNL and above is expected to increase by a maximum of 2.3 percent.

Analysis of potential noise impacts from the proposed action at the three destination airports was prepared using the FAA's Area Equivalent Method (AEM). The analysis also found relatively small contributions from A-320 operations to overall airport noise exposure. The results of the analysis showed that the total area within the 65 DNL or greater noise contours is expected to increase as a result of the proposed action by a maximum of 2% at Buffalo Niagara International Airport, 1% at fort Lauderdale-Hollywood International Airport, and 0% at Tampa International Airport. Under FAA Order 1050.1D, Change 4, Attachment 2, paragraph 13(d), FAA's threshold of significance at noise sensitive areas has been determined to be an increase of 17% in the DNL 65 dB contour area when the AEM is utilized.

Department of Transportation Act, Section 4(f)

The proposed action would not cause significant adverse impacts to or use Section 4(f) lands.

Social Impacts

Because the proposed action would add to local employment on existing airport property, benefits would accrue to the local economy, which would add to the cumulative wealth of the region. The proposed action does not involve relocation or other community

disruption, does not involve significant construction activities, and interior building modifications would be minor.

Solid Waste Impact

The proposed action would generate solid wastes that would be stored, transported, and recycled/disposed in accordance with applicable federal, state, and New York City regulatory requirements. JetBlue would establish contractual agreements for the offsite transportation and recycling/disposal of some of its wastes. Contractors working for the Port Authority of New York and New Jersey would collect the remaining solid wastes for recycling/disposal. All contractors have sufficient capacity to handle JetBlue's wastes. Therefore, no significant impacts from JetBlue's solid waste are expected.

Surface Transportation

Traffic volumes are expected to increase on the Van Wyck Expressway (VWE) with or without the proposed action by approximately 1 percent per year. Congestion is expected on the VWE under forecast conditions. Similarly, other roadways serving John F. Kennedy International Airport are also expected to remain congested, regardless of the traffic added by the proposed action.

The proposed action would reduce vehicle trips throughout the New York metropolitan area by providing air carrier service to travelers who currently use surface vehicles to reach destinations served by JetBlue. Reduction of surface vehicle trips from New York area roadways would be a benefit of the proposed action.

Wastewater Impacts

The proposed action is not expected to have any significant effects on the quality of wastewater currently being discharged from John F. Kennedy International Airport to the Jamaica water pollution control facilities (WPCF). The quantity of wastewater is expected to increase but can be accommodated by the WPCF's existing capacity.

Water Quality

No significant impacts on the quantity or quality of surface runoff from the airport are expected because existing facilities would be used by the new airline. No impacts on underground water quality are expected because there are no planned discharges to underground water.

Wetlands

There are no wetland areas at or near buildings planned for use by JetBlue or any other space that may be available from other airlines. However, John F. Kennedy International Airport as a whole is bordered by wetlands, which can be found along Jamaica Bay and

portions of Bergen and Thurston Basins. There are no freshwater wetlands bordering the airport. Because JetBlue plans to use existing facilities for its operations and all construction activities would be within existing buildings, no impacts on wetlands surrounding John F. Kennedy International Airport are expected from the proposed action.

Wild and Scenic Rivers

No wild or scenic rivers exist within or near the airport so that the provisions of the Wild and Scenic Rivers Act do not apply.

Construction Impacts

Because the proposed action does not involve any new facility construction and will necessitate mainly architectural, structural, and cosmetic interior renovation of existing structures, it is not expected to contribute any significant impacts relating to construction at John F. Kennedy International Airport.

Cumulative Impacts

The NEPA regulations (40 CFR 1508.7) define cumulative impact as: "...the impact on the environment, which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (federal or non-federal) or person undertakes such other actions. Cumulative impacts can result from individually minor, but collectively significant, actions taking place over a period of time." The cumulative impacts of the proposed action were assessed in the EA based on information known at the time of the document's preparation. Because no exterior construction would occur as a result of the proposed action, only cumulative impacts that could occur during operation were addressed in the EA. (Since the completion of the EA, the potential construction of a new terminal for JetBlue has been identified and discussed. Should any terminal construction for JetBlue be proposed, its potential environmental impacts would be assessed as the subject of a separate EA.)

Noise. The proposed action would not cause significant adverse impacts on aircraft noise because the aircraft that would be used are much quieter than other aircraft that operate at the airports and the increase in total operations is relatively small. The proposed JFK Light Rail System operating noise effects were determined to be within the noise impact guidelines for receptors and below the Federal Transit Administration (FTA) threshold for noise abatement. The proposed action would not cause changes in the number or type of other aircraft operations, aircraft mix, runway use, time of operations, flight patterns, or other factors that might influence noise exposure due to aircraft over-flights. Pending completion of environmental review for removal of the displaced threshold on 22R and based on information provided by the Port Authority of New York and New Jersey, no other projects at the airport are known that would appear to have the potential to cause significant adverse cumulative effects involving aircraft noise.

Compatible Land Use. The area immediately adjacent to the airport primarily includes airport-compatible land uses that would not be affected by, or sensitive to, activities associated with the proposed action. The greater area surrounding the airport is also highly developed or is over water and would be unaffected by the proposed action. Other projects at the airport would not affect the compatibility of adjacent land uses. Because neither the project, nor other proposed action, nor other projects would adversely affect land-use compatibility in the vicinity of the airport, no significant adverse cumulative impacts are likely to occur.

Social Impacts. Because no relocation is involved and no other adverse effects on the social environs would occur, the project would not be expected to contribute to any significant adverse cumulative social impacts.

Induced Socioeconomic Impacts. Because JetBlue would add to local employment on existing airport property, benefits would accrue to the local economy, which would add to the cumulative growth of the region. Because JetBlue would be using existing facilities previously used by other air carriers, cumulative employment and other socioeconomic factors would not be significantly different than previous conditions. Therefore, no significant changes in population movement, growth, public service demands, or businesses would be generated by these other projects. In summary, there do not appear to be any potentially significant adverse cumulative socioeconomic impacts that would be induced from the proposed action in combination with these other activities.

Air Quality. The emissions attributable to the proposed action would be offset by reducing surface traffic emissions, as well as by mitigation measures proposed for impacts on air quality. Net emissions would decrease in each year evaluated, except for nitrogen oxide emissions in the year 2000 (these nitrogen oxide emissions would still be below the applicable *de minimis* threshold for conformity purposes). The airport light rail project would also reduce emissions from vehicle traffic through trip reduction, thereby improving air quality, and would therefore have a positive cumulative effect on air quality. No significant cumulative adverse impacts to air quality are expected to result from the proposed action in combination with any of the projects identified in the EA.

Water Quality. Because the proposed action would not involve construction, operations have previously occurred at buildings planned for use by JetBlue, and all operations in the area that might impact water quality would be performed in accordance with relevant regulations and Best Management Practices, no cumulative impacts are expected. Based on the information supplied by the Port Authority of New York and New Jersey regarding other projects at John F. Kennedy International Airport, it does not appear that significant adverse cumulative water quality impacts would occur.

Department of Transportation Act, Section 4(f). The proposed action would not cause significant adverse impacts to or use Section 4(f) lands. No cumulative impacts would affect 4(f) lands because no similar impacts would occur as a result of other projects. Therefore, based on the information supplied by the FAA, other airlines, and the Port Authority of New York and New Jersey, no significant adverse cumulative impacts are expected to occur.

Historic, Architectural, Archaeological, and Cultural Resources. Because JetBlue would be using existing facilities previously used by other air carriers, historic, architectural, archaeological, and cultural resources would not be significantly different from previous conditions. It has been determined by the SHPO that construction of the light rail system will have no adverse impact if certain conditions are incorporated into the appropriate planning documents. Therefore, no significant adverse cumulative impacts on these resources are expected to occur.

Biotic Communities. The proposed action would not affect areas containing biotic communities. Because no new construction is planned as a part of the proposed action and no new land is being used, there are not expected to be any cumulative adverse impacts on biotic communities.

Endangered and Threatened Species of Flora and Fauna. Because no new construction is planned as part of the proposed action, aircraft operations will follow existing flight paths and procedures, and based on information on other projects provided by the Port Authority of New York and New Jersey, there are not expected to be any significant adverse cumulative impacts on endangered and threatened species of flora and fauna.

Wetlands. The proposed action would only affect pre-existing buildings on airport property. No indirect effects on wetlands are expected because the area of the proposed action is indoors. Therefore, the proposed action is not expected to contribute to cumulative adverse impacts on peripheral wetlands.

Floodplains. Because the proposed action uses pre-existing airport buildings, no impacts to floodplain areas are expected. Because all projects in the airport area will be required to meet all building regulations pertinent to the local floodplain area, and the proposed

action will be located outside the area of a 100-year floodplain, no cumulative adverse impacts involving floodplains is expected to occur.

Coastal Zone Management Program. Because the proposed action would not affect the coastal zone for the State of New York, there are not expected to be cumulative adverse impacts to the coastal zone.

Coastal Barriers. Because the airport is not within the Coastal Barrier Resources System, neither the proposed action nor other projects would be capable of causing cumulative adverse impacts.

Farmland. Because no farmland exists in the airport area, no cumulative farmland impacts would occur.

Energy Supply and Natural Resources. The proposed action would not significantly increase use of energy or natural resources. The concourse would be designed to minimize the consumption of energy resources. Other projects in the planning or construction stages by the Port Authority of New York and New Jersey, other airlines, or FAA do not appear to include any activities that would require new sources of energy that could not be accommodated by existing facilities. The combination of these projects with the proposed action also does not appear to require major changes in energy facilities or use. Based on the list of projects provided by these organizations, cumulative adverse impacts on energy supply or natural resources are not expected.

Light Emissions. The proposed action is not expected to contribute adverse impacts from light emissions. Based on the list of projects provided by the Port Authority of New York and New Jersey, FAA, and other airlines, there do not appear to be other projects that, when combined with the proposed action, would add light emissions that would affect residential areas or other sensitive developments. Therefore, significant adverse cumulative impacts from light emissions are not expected.

Wild and Scenic Rivers. Because no wild or scenic rivers exist within the area where other projects would be constructed, neither the proposed action nor other projects would be capable of causing cumulative adverse impacts.

Solid Waste Impact. The proposed action is not expected to significantly change the quantity of solid waste generated at the airport. No other projects are expected to change the quantities of solid waste generated at the airport. Therefore, based on the information provided by the Port Authority of New York and New Jersey, FAA, and other airlines, significant adverse cumulative impacts are expected to occur.

Construction Impacts. Because the proposed action does not involve any new facility construction and only minimal indoor renovation, it is not expected to contribute any significant impacts to construction at the airport. Indoor construction activities would involve minor signage additions and other minor activities and would only occur over a

few months. Therefore, in combination with other construction projects at the airport, no significant adverse cumulative impacts are expected to occur.

V. The Agency's Findings

The FAA makes the following determinations for this proposal, based upon appropriate evidence set forth in the EA and other portions of the administrative record.

A. Conclusion and Finding of No Significant Impact: After careful and thorough consideration of the facts and opinions contained in the environmental assessment and its appendices, the undersigned finds that the proposed federal action to grant operations specifications to JetBlue Airways Corporation to include John F. Kennedy International Airport, New York; Buffalo Niagara International Airport, New York; Fort Lauderdale-Hollywood International Airport, Florida; and Tampa International Airport, Florida, is consistent with existing national environmental policies and objectives as set forth in Section 101(a) of the National Environmental Policy Act (NEPA) of 1969, and that it will not significantly affect the quality of the human environment or otherwise include any condition requiring consultation pursuant to Section 102(2)(C) of NEPA.

B. Conclusion and Finding under 49 U.S.C. 44705: After conducting an investigation, the FAA finds that the applicant, JetBlue Airways Corporation, is properly and adequately equipped and able to operate safely under applicable air carrier regulations to and from John F. Kennedy International Airport, New York; Buffalo Niagara International Airport, New York; Fort Lauderdale-Hollywood International Airport, Florida; and Tampa International Airport, Florida.

VI. Decision and Order:

The undersigned has considered JetBlue Airways Corporation's application for an air carrier certificate and the request to operate at John F. Kennedy International Airport, New York; Buffalo Niagara International Airport, New York; Fort Lauderdale-Hollywood International Airport, Florida; and Tampa International Airport, Florida; as well as the EA and the supplemental appendix. The undersigned finds that the applicant is properly equipped and able to operate safely under applicable air carrier regulations to and from John F. Kennedy International Airport, New York; Buffalo Niagara International Airport, New York; Fort Lauderdale-Hollywood International Airport, Florida; and Tampa International Airport, Florida. The undersigned also finds that there are no significant environmental impacts and that air carrier operations specifications to include John F. Kennedy International Airport, New York, Buffalo Niagara International Airport, New York, Fort Lauderdale-Hollywood International Airport, Florida, and Tampa International Airport, Florida are hereby granted and a copy attached.

Submitted by: Joseph A McNeil
Joseph McNeil, Manager
New York FSDO

Date: 2/3/2000

Approved by: Nicholas A. Sabatini
Nicholas A. Sabatini, Manager
Flight Standards Division

Date: 2/3/00

This decision and finding, including any subsequent actions taken to implement it, is made pursuant to 49 U.S.C. 40101 et.seq.; and constitutes an order of the Administrator which is subject to review by the courts of appeals of the United States in accordance with the provisions of 49 U.S.C. 46110.

Appendix F
Air Quality Analysis

Total Construction Emissions for NonRoad and OnRoad Sources

	VOC	CO	NOx
2001			
NonRoad	0.36	0.86	5.59
OnRoad	0.63	5.35	1.57
Total	**0.98**	**6.20**	**7.16**
2002			
NonRoad	1.69	18.31	13.29
OnRoad	1.33	12.00	2.90
Total	**3.02**	**30.31**	**16.19**
2003			
NonRoad	1.25	3.73	18.21
OnRoad	2.71	27.30	4.08
Total	**3.96**	**31.03**	**22.29**
2004			
NonRoad	3.27	51.19	13.28
OnRoad	2.45	24.88	3.59
Total	**5.72**	**76.07**	**16.88**
2005			
NonRoad	2.29	27.78	14.14
OnRoad	5.92	62.53	7.58
Total	**8.21**	**90.32**	**21.72**
2006			
NonRoad	0.62	1.68	7.92
OnRoad	1.27	10.51	3.22
Total	**1.90**	**12.19**	**11.14**
2007			
NonRoad	0.20	0.59	2.35
OnRoad	0.44	3.92	0.96
Total	**0.64**	**4.51**	**3.31**
2008			
NonRoad	0.08	0.30	1.06
OnRoad	0.22	1.96	0.47
Total	**0.30**	**2.25**	**1.53**

Total - NonRoad Emissions

2001 HC	CO	NOx
TWA	0.36	0.86	5.59
UAL			
Jet Blue			
Garage			
Total	**0.36**	**0.86**	**5.59**

2002 HC	CO	NOx
TWA	0.16	0.36	2.47
UAL	1.19	17.19	5.52
Jet Blue	0.35	0.77	5.29
Garage			
Total	**1.69**	**18.31**	**13.29**

2003 HC	CO	NOx
TWA			
UAL	0.69	2.38	9.53
Jet Blue	0.17	0.40	2.57
Garage	0.38	0.95	6.11
Total	**1.25**	**3.73**	**18.21**

2004 HC	CO	NOx
TWA			
UAL	2.63	49.65	4.06
Jet Blue	0.37	0.85	5.10
Garage	0.28	0.70	4.13
Total	**3.27**	**51.19**	**13.28**

2005 HC	CO	NOx
TWA	0.41	0.95	5.28
UAL	1.42	25.74	2.84
Jet Blue	0.42	0.99	5.47
Garage	0.04	0.10	0.56
Total	**2.29**	**27.78**	**14.14**

2006 HC	CO	NOx
TWA	0.22	0.59	2.80
UAL			
Jet Blue	0.40	1.09	5.12
Garage			
Total	**0.62**	**1.68**	**7.92**

2007 HC	CO	NOx
TWA	0.20	0.59	2.35
UAL			
Jet Blue			
Garage			
Total	**0.20**	**0.59**	**2.35**

2008 HC	CO	NOx
TWA	0.08	0.30	1.06
UAL			
Jet Blue			
Garage			
Total	**0.08**	**0.30**	**1.06**

Total - OnRoad OnRoad Emissions

2001 HC	CO	NOx
TWA	0.63	5.35	1.57
UAL			
Jet Blue			
Garage			
Total	**0.63**	**5.35**	**1.57**

2002 HC	CO	NOx
TWA	0.27	2.37	0.66
UAL	0.54	5.21	0.97
Jet Blue	0.52	4.43	1.27
Garage			
Total	**1.33**	**12.00**	**2.90**

2003 HC	CO	NOx
TWA			
UAL	1.22	11.54	2.28
Jet Blue	0.27	2.21	0.70
Garage	1.22	13.55	1.09
Total	**2.71**	**27.30**	**4.08**

2004 HC	CO	NOx
TWA			
UAL	0.41	3.58	0.93
Jet Blue	0.59	4.96	1.47
Garage	1.45	16.34	1.20
Total	**2.45**	**24.88**	**3.59**

2005 HC	CO	NOx
TWA	0.63	5.56	1.39
UAL	3.94	43.41	4.04
Jet Blue	0.67	5.69	1.64
Garage	0.68	7.87	0.51
Total	**5.92**	**62.53**	**7.58**

2006 HC	CO	NOx
TWA	0.44	3.92	0.98
UAL			
Jet Blue	0.83	6.59	2.24
Garage			
Total	**1.27**	**10.51**	**3.22**

2007 HC	CO	NOx
TWA	0.44	3.92	0.96
UAL			
Jet Blue			
Garage			
Total	**0.44**	**3.92**	**0.96**

2008 HC	CO	NOx
TWA	0.22	1.96	0.47
UAL			
Jet Blue			
Garage			
Total	**0.22**	**1.96**	**0.47**

NonRoad Emissions for 2001

TWA-Equipment	Hours per Year	HP	Fuel Type	Load Factor	Conversion Factor (lb to ton)	Emissions Factor HC (lb/hp-hr)	Emissions Factor CO (lb/hp-hr)	Emissions Factor NOx (lb/hp-hr)	Emissions per Year HC (ton)	Emissions per Year CO (ton)	Emissions per Year NOx (ton)
Crane	5350	237	D	43.0%	0.0005	0.0008820	0.0022050	0.0152145	0.12	0.30	2.07
Dozer	2548	285	D	64.0%	0.0005	0.0008820	0.0022050	0.0152145	0.08	0.19	1.33
Loader	3567	80	D	55.0%	0.0005	0.0016714	0.0033031	0.0158319	0.05	0.10	0.47
Fork Lift	1783	70	D	30.0%	0.0005	0.0016714	0.0033031	0.0158319	0.01	0.02	0.11
Compressor	4331	200	D	60.0%	0.0005	0.0008820	0.0022050	0.0152145	0.09	0.21	1.48
Excavator	764	80	D	55.0%	0.0005	0.0016714	0.0033031	0.0158319	0.01	0.03	0.13
								Total	0.36	0.86	5.59

OnRoad Emissions for 2001

TWA-Equipment	Hours per Year	Fuel Type	Avg. Speed (mi/hr)	Conversion Factor (g to ton)	Emissions Factor (g/mi) VOC / HC	CO	NOx	Emissions per Year HC (ton)	Emissions per Year CO (ton)	Emissions per Year NOx (ton)
Truck	11465	D	19.6	0.0000011025	2.19	11.45	10.59	0.27	1.42	1.31
Manpower Vehicles	16685	G	19.6	0.0000011025	1.97	21.79	1.42	0.36	3.93	0.26
							Total	0.63	5.35	1.57

NonRoad Emissions for 2002

TWA-Equipment	Hours per Year	HP	Fuel Type	Load Factor	Conversion Factor (lb to ton)	Emissions Factor HC (lb/hp-hr)	Emissions Factor CO (lb/hp-hr)	Emissions Factor NOx (lb/hp-hr)	Emissions per Year HC (ton)	Emissions per Year CO (ton)	Emissions per Year NOx (ton)
Crane	2378	175	D	43.0%	0.0005	0.0008820	0.0022050	0.0152145	0.05	0.13	0.92
Dozer	1132	175	D	64.0%	0.0005	0.0008820	0.0022050	0.0152145	0.03	0.09	0.59
Loader	1585	50	D	55.0%	0.0005	0.0015435	0.0022050	0.0152145	0.02	0.03	0.20
Fork Lift	793	50	D	30.0%	0.0005	0.0015435	0.0022050	0.0152145	0.00	0.01	0.05
Compressor	1925	175	D	60.0%	0.0005	0.0008820	0.0022050	0.0152145	0.04	0.10	0.66
Excavator	340	50	D	55.0%	0.0005	0.0015435	0.0022050	0.0152145	0.01	0.01	0.06
UAL-Equipment											
Backhoe	3680	80	D	55.0%	0.0005	0.0015435	0.0022050	0.0152145	0.12	0.18	1.23
Compressor	1169	34	G	60.0%	0.0005	0.0214767	0.4365900	0.0105620	0.26	5.21	0.13
F.E. Loader	1459	80	D	55.0%	0.0005	0.0015435	0.0022050	0.0152145	0.05	0.07	0.49
Boring Machine	1104	54	G	79.0%	0.0005	0.0214767	0.4365900	0.0105620	0.51	10.28	0.25
Backhoe	948	60	D	55.0%	0.0005	0.0015435	0.0022050	0.0152145	0.02	0.03	0.24
P.D. Crane	460	200	D	43.0%	0.0005	0.0008820	0.0022050	0.0152145	0.02	0.04	0.30
Grader	92	80	D	61.0%	0.0005	0.0015435	0.0022050	0.0152145	0.00	0.00	0.03
Paver	46	87	D	62.0%	0.0005	0.0015435	0.0022050	0.0152145	0.00	0.00	0.02
Roller	46	300	D	58.0%	0.0005	0.0008820	0.0022050	0.0152145	0.00	0.01	0.06
Distributor	46	38	D	58.0%	0.0005	0.0022050	0.0066150	0.0127449	0.00	0.00	0.01
Crane	851	200	D	43.0%	0.0005	0.0008820	0.0022050	0.0152145	0.03	0.08	0.56
Welder	230	200	D	45.0%	0.0005	0.0008820	0.0022050	0.0152145	0.01	0.02	0.16
Concrete Pump	104	50	G	69.0%	0.0005	0.0214767	0.4365900	0.0105620	0.04	0.78	0.02
Concrete paver	46	250	D	62.0%	0.0005	0.0008820	0.0022050	0.0152145	0.00	0.01	0.05
Hydroseeding	7	50	G	65.0%	0.0005	0.0214767	0.4365900	0.0105620	0.00	0.05	0.00
Crawler Excavator	368	800	D	57.0%	0.0005	0.0009967	0.0037044	0.0165199	0.08	0.31	1.39
Articulated 4 wheel loaders	368	450	D	55.0%	0.0005	0.0006615	0.0022050	0.0130977	0.03	0.10	0.60
Jet Blue-Equipment											
Crane	5465	237	D	43.0%	0.0005	0.0008820	0.0022050	0.0152145	0.12	0.31	2.12
Dozer	2159	285	D	64.0%	0.0005	0.0008820	0.0022050	0.0152145	0.07	0.16	1.12
Loader	4319	80	D	55.0%	0.0005	0.0015435	0.0022050	0.0152145	0.05	0.08	0.54
Fork Lift	3698	70	D	30.0%	0.0005	0.0015435	0.0022050	0.0152145	0.02	0.03	0.22
Excavator	1024	80	D	55.0%	0.0005	0.0015435	0.0022050	0.0152145	0.02	0.02	0.17
Compressor	3257	200	D	60.0%	0.0005	0.0008820	0.0022050	0.0152145	0.06	0.16	1.11
								Total	1.69	18.31	13.29

OnRoad Emissions for 2002

TWA-Equipment	Hours per Year	Fuel Type	Avg. Speed (mi/hr)	Conversion Factor (g to ton)	Emissions Factor (g/mi) VOC / HC	CO	NOx	Emissions per Year HC (ton)	Emissions per Year CO (ton)	Emissions per Year NOx (ton)
Truck	5095	D	19.6	0.0000011025	2.16	11.39	9.98	0.12	0.63	0.55
Manpower Vehicles	7415	G	19.6	0.0000011025	1.93	21.70	1.40	0.15	1.74	0.11
UAL-Equipment										
Trucks (material delivery)	304	D	19.6	0.0000011025	2.16	11.39	9.98	0.01	0.07	0.07
Trucks (debris removal)	55	D	19.6	0.0000011025	2.16	11.39	9.98	0.00	0.01	0.01
Concrete delivery	207	D	19.6	0.0000011025	2.16	11.39	9.98	0.01	0.05	0.04
Dump truck	1858	D	19.6	0.0000011025	2.16	11.39	9.98	0.09	0.46	0.40
Equipment Moving Trucks	356	D	19.6	0.0000011025	2.16	11.39	9.98	0.02	0.09	0.08
Concrete delivery	12	D	19.6	0.0000011025	2.16	11.39	9.98	0.00	0.00	0.00
Trucks (asphalt)	92	D	19.6	0.0000011025	2.16	11.39	9.98	0.00	0.02	0.02
Trucks (material delivery)	299	D	19.6	0.0000011025	2.16	11.39	9.98	0.01	0.07	0.06
Manpower vehicles	9430	G	19.6	0.0000011025	1.93	21.70	1.40	0.39	4.42	0.29
Jet Blue-Equipment										
Truck	9825	D	19.6	0.0000011025	2.16	11.39	9.98	0.23	1.21	1.06
Manpower Vehicles	13735	G	19.6	0.0000011025	1.93	21.70	1.40	0.29	3.22	0.21
							Total	1.33	12.00	2.90

NonRoad Emissions for 2003

UAL-Equipment	Hours per Year	HP	Fuel Type	Load Factor	Conversion Factor (lb to ton)	Emissions Factor HC (lb/hp-hr)	Emissions Factor CO (lb/hp-hr)	Emissions Factor NOx (lb/hp-hr)	Emissions per Year HC (ton)	Emissions per Year CO (ton)	Emissions per Year NOx (ton)
Backhoe	736	80	D	55.0%	0.0005	0.0015435	0.0022050	0.0152145	0.02	0.04	0.25
F.E. Loader	3876	80	D	55.0%	0.0005	0.0015435	0.0022050	0.0152145	0.13	0.19	1.30
Backhoe	1095	60	D	55.0%	0.0005	0.0015435	0.0022050	0.0152145	0.03	0.04	0.27
P.D. Crane	3404	200	D	43.0%	0.0005	0.0008820	0.0022050	0.0141561	0.13	0.32	2.07
Grader	736	80	D	61.0%	0.0005	0.0015435	0.0022050	0.0152145	0.03	0.04	0.27
Paver	166	87	D	62.0%	0.0005	0.0015435	0.0022050	0.0152145	0.01	0.01	0.07
Roller	166	300	D	56.0%	0.0005	0.0008820	0.0022050	0.0141561	0.01	0.03	0.20
Distributor	28	38	D	58.0%	0.0005	0.0017640	0.0055125	0.0121275	0.00	0.00	0.00
Crane	3305	200	D	43.0%	0.0005	0.0008820	0.0022050	0.0141561	0.13	0.31	2.01
Concrete Pump	69	50	G	69.0%	0.0005	0.0214767	0.4365900	0.0105620	0.03	0.52	0.01
Concrete paver	101	250	D	62.0%	0.0005	0.0008820	0.0022050	0.0141561	0.01	0.02	0.11
Crawler Excavator	368	800	D	57.0%	0.0005	0.0008291	0.0029547	0.0158672	0.07	0.25	1.33
Articulated 4 wheel loa	368	450	D	55.0%	0.0005	0.0006615	0.0022050	0.0120393	0.03	0.10	0.55
Striper	46	45	G	70.0%	0.0005	0.0214767	0.4365900	0.0105620	0.02	0.32	0.01
Welding Machines	662	600	D	45.0%	0.0005	0.0006615	0.0022050	0.0120393	0.06	0.20	1.08
Jet Blue-Equipment											
Crane	2983	237	D	43.0%	0.0005	0.0008820	0.0022050	0.0141561	0.07	0.17	1.08
Dozer	689	285	D	50.0%	0.0005	0.0008820	0.0022050	0.0141561	0.02	0.04	0.26
Loader	1379	80	D	55.0%	0.0005	0.0015435	0.0022050	0.0152145	0.02	0.03	0.17
Fork Lift	802	70	D	30.0%	0.0005	0.0015435	0.0022050	0.0152145	0.00	0.01	0.05
Compressor	2983	200	D	60.0%	0.0005	0.0008820	0.0022050	0.0141561	0.06	0.15	0.95
Excavator	384	80	D	55.0%	0.0005	0.0015435	0.0022050	0.0152145	0.01	0.01	0.06
Garage-Equipment											
Dozers	2800	285	D	64.0%	0.0005	0.0008820	0.0022050	0.0141561	0.23	0.56	3.61
Pile Drivers	1440	250	D	43.0%	0.0005	0.0008820	0.0022050	0.0141561	0.07	0.17	1.10
Cement Mixer Trucks	300	200	D	57.0%	0.0005	0.0008820	0.0022050	0.0141561	0.02	0.04	0.24
Cranes	1600	237	D	43.0%	0.0005	0.0008820	0.0022050	0.0141561	0.07	0.18	1.15
								Total	1.25	3.73	18.21

OnRoad Emissions for 2003

UAL-Equipment	Hours per Year	Fuel Type	Avg. Speed (mi/hr)	Conversion Factor (g to ton)	Emissions Factor (g/mi) VOC / HC	CO	NOx	Emissions per Year HC (ton)	Emissions per Year CO (ton)	Emissions per Year NOx (ton)
Trucks (material delivery)	1567	D	19.6	0.0000011025	2.14	11.34	9.45	0.07	0.38	0.32
Concrete delivery	437	D	19.6	0.0000011025	2.14	11.34	9.45	0.02	0.11	0.09
Dump truck	3772	D	19.6	0.0000011025	2.14	11.34	9.45	0.17	0.92	0.77
Equipment Moving Trucks	415	D	19.6	0.0000011025	2.14	11.34	9.45	0.02	0.10	0.08
Trucks (asphalt)	276	D	19.6	0.0000011025	2.14	11.34	9.45	0.01	0.07	0.06
Trucks (material delivery)	607	D	19.6	0.0000011025	2.14	11.34	9.45	0.03	0.15	0.12
Electrician's site vehicles	1633	G	19.6	0.0000011025	2.24	25.11	1.64	0.08	0.89	0.06
Welder's site vehicles	69	G	19.6	0.0000011025	2.24	25.11	1.64	0.00	0.04	0.00
Boom truck	46	G	19.6	0.0000011025	2.24	25.11	1.64	0.00	0.02	0.00
Box van	23	G	19.6	0.0000011025	2.24	25.11	1.64	0.00	0.01	0.00
Rubbish trucks	1104	D	19.6	0.0000011025	2.14	11.34	9.45	0.05	0.27	0.23
Manpower vehicles	18382	G	19.6	0.0000011025	1.90	21.58	1.38	0.75	8.57	0.55
Jet Blue-Equipment										
Truck	5967	D	19.6	0.0000011025	2.14	11.34	9.45	0.14	0.73	0.61
Manpower Vehicles	6358	G	19.6	0.0000011025	1.90	21.58	1.38	0.13	1.48	0.09
Garae-Equipment										
Truck	1200	D	19.6	0.0000011025	2.14	11.34	9.45	0.06	0.29	0.25
Truck - Light Duty	862	D	19.6	0.0000011025	2.24	25.11	1.64	0.04	0.47	0.03
Manpower Vehicles	27421	G	19.6	0.0000011025	1.9	21.58	1.38	1.13	12.79	0.82
							Total	2.71	27.30	4.08

NonRoad Emissions for 2004

UAL-Equipment	Hours per Year	HP	Fuel Type	Load Factor	Conversion Factor (lb to ton)	Emissions Factor HC (lb/hp-hr)	Emissions Factor CO (lb/hp-hr)	Emissions Factor NOx (lb/hp-hr)	Emissions per Year HC (ton)	Emissions per Year CO (ton)	Emissions per Year NOx (ton)
Backhoe	46	80	D	55.0%	0.0005	0.0014112	0.0022650	0.0144648	0.00	0.00	0.01
F.E. Loader	800	80	D	55.0%	0.0005	0.0014112	0.0022650	0.0144648	0.02	0.04	0.25
Backhoe	524	60	D	55.0%	0.0005	0.0014112	0.0022650	0.0144648	0.01	0.02	0.13
Grader	368	80	D	61.0%	0.0005	0.0014112	0.0022650	0.0144648	0.01	0.02	0.13
Paver	166	87	D	62.0%	0.0005	0.0014112	0.0022650	0.0144648	0.01	0.01	0.06
Roller	166	300	D	56.0%	0.0005	0.0008820	0.0022050	0.0130977	0.01	0.03	0.18
Distributor	166	38	D	58.0%	0.0005	0.0016758	0.0055125	0.0130095	0.00	0.01	0.02
Crane	2640	200	D	43.0%	0.0005	0.0008820	0.0022050	0.0130977	0.10	0.25	1.49
Concrete Pump	46	50	G	69.0%	0.0005	0.0214767	0.4365900	0.0105620	0.02	0.35	0.01
Concrete paver	92	250	D	62.0%	0.0005	0.0008820	0.0022050	0.0130977	0.01	0.02	0.09
Welding Machines	331	600	D	45.0%	0.0005	0.0006615	0.0022050	0.0109809	0.03	0.10	0.49
Fork Lift	9936	75	G	30.0%	0.0005	0.0214767	0.4365900	0.0105620	2.40	48.80	1.18
Jet Blue-Equipment											
Crane	5623	237	D	43.0%	0.0005	0.0008820	0.0022050	0.0130977	0.13	0.32	1.88
Dozer	5032	285	D	50.0%	0.0005	0.0008820	0.0022050	0.0130977	0.12	0.30	1.76
Loader	5387	80	D	55.0%	0.0005	0.0014112	0.0022650	0.0144648	0.06	0.10	0.64
Compressor	1943	200	D	60.0%	0.0005	0.0008820	0.0022050	0.0130977	0.04	0.10	0.57
Excavator	584	80	D	55.0%	0.0005	0.0014112	0.0022650	0.0144648	0.01	0.01	0.09
Fork Lift	2694	70	D	30.0%	0.0005	0.0014112	0.0022650	0.0144648	0.01	0.02	0.15
Garage-Equipment											
Dozers	400	285	D	64.0%	0.0005	0.0008820	0.0022050	0.0130977	0.03	0.08	0.48
Cement Mixer Trucks	600	200	D	57.0%	0.0005	0.0008820	0.0022050	0.0130977	0.03	0.08	0.45
Cranes	4800	237	D	43.0%	0.0005	0.0008820	0.0022050	0.0130977	0.22	0.54	3.20
								Total	3.27	51.19	13.28

OnRoad Emissions for 2004

UAL-Equipment	Hours per Year	Fuel Type	Avg. Speed (mi/hr)	Conversion Factor (g to ton)	Emissions Factor (g/mi) VOC / HC	CO	NOx	Emissions per Year HC (ton)	Emissions per Year CO (ton)	Emissions per Year NOx (ton)
Trucks (material delivery)	752	D	19.6	0.0000011025	2.12	11.29	9.10	0.03	0.18	0.15
Concrete delivery	423	D	19.6	0.0000011025	2.12	11.29	9.10	0.02	0.10	0.08
Dump truck	1288	D	19.6	0.0000011025	2.12	11.29	9.10	0.06	0.31	0.25
Equipment Moving Trucks	208	D	19.6	0.0000011025	2.12	11.29	9.10	0.01	0.05	0.04
Trucks (asphalt)	322	D	19.6	0.0000011025	2.12	11.29	9.10	0.01	0.08	0.06
Trucks (material delivery)	902	D	19.6	0.0000011025	2.12	11.29	9.10	0.04	0.22	0.18
Electrician's site vehicles	1104	G	19.6	0.0000011025	2.20	24.99	1.62	0.05	0.60	0.04
Manpower vehicles	4361	G	19.6	0.0000011025	1.88	21.53	1.36	0.18	2.03	0.13
Jet Blue-Equipment										
Truck	12717	D	19.6	0.0000011025	2.12	11.29	9.10	0.29	1.55	1.25
Manpower Vehicles	14660	G	19.6	0.0000011025	1.88	21.53	1.36	0.30	3.41	0.22
Garage-Equipment										
Truck	900	D	19.6	0.0000011025	2.12	11.29	9.10	0.04	0.22	0.18
Truck - Light Duty	1463	D	19.6	0.0000011025	2.20	24.99	1.62	0.07	0.79	0.05
Manpower Vehicles	32951	G	19.6	0.0000011025	1.88	21.53	1.36	1.34	15.33	0.97
							Total	2.45	24.88	3.59

NonRoad Emissions for 2005

TWA-Equipment	Hours per Year	HP	Fuel Type	Load Factor	Conversion Factor (lb to ton)	Emissions Factor HC (lb/hp-hr)	Emissions Factor CO (lb/hp-hr)	Emissions Factor NOx (lb/hp-hr)	Emissions per Year HC (ton)	Emissions per Year CO (ton)	Emissions per Year NOx (ton)
Crane	4036	175	D	43.0%	0.0005	0.0008820	0.0022050	0.0120393	0.09	0.23	1.24
Dozer	5983	175	D	50.0%	0.0005	0.0008820	0.0022050	0.0120393	0.14	0.35	1.92
Loader	6066	50	D	55.0%	0.0005	0.0012789	0.0023250	0.0137151	0.06	0.12	0.69
Fork Lift	3039	50	D	30.0%	0.0005	0.0012789	0.0023250	0.0137151	0.02	0.03	0.16
Compressor	4274	175	D	60.0%	0.0005	0.0008820	0.0022050	0.0120393	0.08	0.21	1.16
Excavator	712	50	D	55.0%	0.0005	0.0012789	0.0023250	0.0137151	0.01	0.02	0.11
UAL-Equipment											
F.E. Loader	1555	80	D	55.0%	0.0005	0.0012789	0.0023250	0.0137151	0.04	0.08	0.47
Backhoe	1095	60	D	55.0%	0.0005	0.0012789	0.0023250	0.0137151	0.02	0.04	0.25
Grader	736	80	D	61.0%	0.0005	0.0012789	0.0023250	0.0137151	0.02	0.04	0.25
Paver	166	87	D	62.0%	0.0005	0.0012789	0.0023250	0.0137151	0.01	0.01	0.06
Roller	166	300	D	56.0%	0.0005	0.0008820	0.0022050	0.0120393	0.01	0.03	0.17
Distributor	166	38	D	58.0%	0.0005	0.0015876	0.0055125	0.0138915	0.00	0.01	0.03
Crane	64	200	D	43.0%	0.0005	0.0008820	0.0022050	0.0120393	0.00	0.01	0.03
Concrete paver	92	250	D	62.0%	0.0005	0.0008820	0.0022050	0.0120393	0.01	0.02	0.09
Welding Machines	662	600	D	45.0%	0.0005	0.0006615	0.0022050	0.0099225	0.06	0.20	0.89
Fork Lift	5152	75	G	30.0%	0.0005	0.0214767	0.4365900	0.0105620	1.24	25.30	0.61
Jet Blue-Equipment											
Crane	6537	237	D	43.0%	0.0005	0.0008820	0.0022050	0.0120393	0.15	0.37	2.01
Dozer	5368	285	D	50.0%	0.0005	0.0008820	0.0022050	0.0120393	0.13	0.32	1.73
Loader	5845	80	D	55.0%	0.0005	0.0012789	0.0023250	0.0137151	0.06	0.11	0.66
Compressor	2857	200	D	60.0%	0.0005	0.0008820	0.0022050	0.0120393	0.06	0.14	0.77
Excavator	952	80	D	55.0%	0.0005	0.0012789	0.0023250	0.0137151	0.01	0.02	0.14
Forklift	2922	70	D	30.0%	0.0005	0.0012789	0.0023250	0.0137151	0.01	0.03	0.16
Garage-Equipment											
Cement Mixer Trucks	100	200	D	57.0%	0.0005	0.0008820	0.0022050	0.0120393	0.01	0.01	0.07
Cranes	800	237	D	43.0%	0.0005	0.0008820	0.0022050	0.0120393	0.04	0.09	0.49
								Total	2.29	27.78	14.14

OnRoad Emissions for 2005

TWA-Equipment	Hours per Year	Fuel Type	Avg. Speed (mi/hr)	Conversion Factor (g to ton)	Emissions Factor (g/mi) VOC / HC	CO	NOx	Emissions per Year HC (ton)	Emissions per Year CO (ton)	Emissions per Year NOx (ton)
Truck	11752	D	19.6	0.0000011025	2.12	11.26	8.87	0.27	1.43	1.13
Manpower Vehicles	17773	G	19.6	0.0000011025	1.86	21.52	1.35	0.36	4.13	0.26
UAL-Equipment										
Trucks (material delivery)	4156	D	19.6	0.0000011025	2.12	11.26	8.87	0.19	1.01	0.80
Concrete delivery	55	D	19.6	0.0000011025	2.12	11.26	8.87	0.00	0.01	0.01
Dump truck	2668	D	19.6	0.0000011025	2.12	11.26	8.87	0.12	0.65	0.51
Equipment Moving Trucks	212	D	19.6	0.0000011025	2.12	11.26	8.87	0.01	0.05	0.04
Trucks (asphalt)	322	D	19.6	0.0000011025	2.12	11.26	8.87	0.01	0.08	0.06
Electrician's site vehicles	1380	G	19.6	0.0000011025	2.17	24.88	1.60	0.06	0.74	0.05
Moving vans	46	G	19.6	0.0000011025	2.12	11.26	8.87	0.00	0.01	0.01
Manpower vehicles	87842	G	19.6	0.0000011025	1.86	21.52	1.35	3.53	40.85	2.56
Jet Blue-Equipment										
Truck	14547	D	19.6	0.0000011025	2.12	11.26	8.87	0.33	1.77	1.39
Manpower Vehicles	16881	G	19.6	0.0000011025	1.86	21.52	1.35	0.34	3.93	0.25
Garage-Equipment										
Truck	100	D	19.6	0.0000011025	2.12	11.26	8.87	0.00	0.02	0.02
Truck - Light Duty	375	D	19.6	0.0000011025	2.17	24.88	1.60	0.02	0.20	0.01
Manpower Vehicles	16438	G	19.6	0.0000011025	1.86	21.52	1.35	0.66	7.64	0.48
							Total	5.92	62.53	7.58

NonRoad Emissions for 2006

TWA-Equipment	Hours per Year	HP	Fuel Type	Load Factor	Conversion Factor (lb to ton)	Emissions Factor HC (lb/hp-hr)	Emissions Factor CO (lb/hp-hr)	Emissions Factor NOx (lb/hp-hr)	Emissions per Year HC (ton)	Emissions per Year CO (ton)	Emissions per Year NOx (ton)
Crane	4274	175	D	43.0%	0.0005	0.0007938	0.0022050	0.0102312	0.09	0.24	1.11
Dozer	1140	175	D	50.0%	0.0005	0.0007938	0.0022050	0.0102312	0.02	0.07	0.31
Loader	2137	50	D	55.0%	0.0005	0.0011466	0.0023850	0.0129654	0.02	0.04	0.23
Fork Lift	1140	50	D	30.0%	0.0005	0.0011466	0.0023850	0.0129654	0.01	0.01	0.06
Compressor	4274	175	D	60.0%	0.0005	0.0007938	0.0022050	0.0102312	0.08	0.21	0.98
Excavator	712	50	D	55.0%	0.0005	0.0011466	0.0023850	0.0129654	0.01	0.02	0.10
Jet Blue-Equipment											
Crane	6624	237	D	43.0%	0.0005	0.0007938	0.0022050	0.0102312	0.13	0.37	1.73
Dozer	2576	285	D	50.0%	0.0005	0.0007938	0.0022050	0.0102312	0.05	0.15	0.70
Loader	4048	80	D	55.0%	0.0005	0.0011466	0.0023850	0.0129654	0.04	0.08	0.43
Compressor	8464	200	D	60.0%	0.0005	0.0007938	0.0022050	0.0102312	0.15	0.42	1.95
Paver	1104	175	D	53.0%	0.0005	0.0007938	0.0022050	0.0102312	0.02	0.04	0.20
Forklift	2208	70	D	30.0%	0.0005	0.0011466	0.0023850	0.0129654	0.01	0.02	0.11
								Total	0.62	1.68	7.92

OnRoad Emissions for 2006

TWA-Equipment	Hours per Year	Fuel Type	Avg. Speed (mi/hr)	Conversion Factor (g to ton)	Emissions Factor (g/mi) VOC / HC	CO	NOx	Emissions per Year HC (ton)	Emissions per Year CO (ton)	Emissions per Year NOx (ton)
Truck	8547	D	19.6	0.0000011025	2.11	11.23	8.65	0.19	1.04	0.80
Manpower Vehicles	12439	G	19.6	0.0000011025	1.85	21.47	1.33	0.25	2.89	0.18
Jet Blue-Equipment										
Truck	21344	D	19.6	0.0000011025	2.11	11.23	8.65	0.49	2.59	1.99
Manpower Vehicles	17254	G	19.6	0.0000011025	1.85	21.47	1.33	0.34	4.00	0.25
							Total	1.27	10.51	3.22

NonRoad Emissions for 2007

TWA-Equipment	Hours per Year	HP	Fuel Type	Load Factor	Conversion Factor (lb to ton)	Emissions Factor HC (lb/hp-hr)	Emissions Factor CO (lb/hp-hr)	Emissions Factor NOx (lb/hp-hr)	Emissions per Year HC (ton)	Emissions per Year CO (ton)	Emissions per Year NOx (ton)
Crane	4274	175	D	43.0%	0.0005	0.0007056	0.0022050	0.0084231	0.08	0.24	0.92
Dozer	1140	175	D	50.0%	0.0005	0.0007056	0.0022050	0.0084231	0.02	0.07	0.26
Loader	2137	50	D	55.0%	0.0005	0.0010143	0.0024450	0.0122157	0.02	0.04	0.22
Fork Lift	1140	50	D	30.0%	0.0005	0.0010143	0.0024450	0.0122157	0.00	0.01	0.05
Compressor	4274	175	D	60.0%	0.0005	0.0007056	0.0022050	0.0084231	0.07	0.21	0.81
Excavator	712	50	D	55.0%	0.0005	0.0010143	0.0024450	0.0122157	0.01	0.02	0.10
								Total	0.20	0.59	2.35

OnRoad Emissions for 2007

TWA-Equipment	Hours per Year	Fuel Type	Avg. Speed (mi/hr)	Conversion Factor (g to ton)	Emissions Factor (g/mi) VOC / HC	CO	NOx	Emissions per Year HC (ton)	Emissions per Year CO (ton)	Emissions per Year NOx (ton)
Truck	8547	D	19.6	0.0000011025	2.11	11.22	8.43	0.19	1.04	0.78
Manpower Vehicles	12439	G	19.6	0.0000011025	1.83	21.45	1.33	0.25	2.88	0.18
							Total	0.44	3.92	0.96

NonRoad Emissions for 2008

TWA-Equipment	Hours per Year	HP	Fuel Type	Load Factor	Conversion Factor (lb to ton)	Emissions Factor HC (lb/hp-hr)	Emissions Factor CO (lb/hp-hr)	Emissions Factor NOx (lb/hp-hr)	Emissions per Year HC (ton)	Emissions per Year CO (ton)	Emissions per Year NOx (ton)
Crane	2137	175	D	43.0%	0.0005	0.0006174	0.0022050	0.0076734	0.03	0.12	0.42
Dozer	570	175	D	50.0%	0.0005	0.0006174	0.0022050	0.0076734	0.01	0.03	0.12
Loader	1068	50	D	55.0%	0.0005	0.0007938	0.0024450	0.0106281	0.01	0.02	0.09
Fork Lift	570	50	D	30.0%	0.0005	0.0007938	0.0024450	0.0106281	0.00	0.01	0.02
Compressor	2137	175	D	60.0%	0.0005	0.0006174	0.0022050	0.0076734	0.03	0.11	0.37
Excavator	356	50	D	55.0%	0.0005	0.0007938	0.0024450	0.0106281	0.00	0.01	0.04
								Total	0.08	0.30	1.06

OnRoad Emissions for 2008

TWA-Equipment	Hours per Year	Fuel Type	Avg. Speed (mi/hr)	Conversion Factor (g to ton)	Emissions Factor (g/mi) VOC / HC	CO	NOx	Emissions per Year HC (ton)	Emissions per Year CO (ton)	Emissions per Year NOx (ton)
Truck	1424.7	D	19.6	0.0000011025	2.1	11.2	8.24	0.10	0.52	0.38
Manpower Vehicles	6219	G	19.6	0.0000011025	1.82	21.43	1.32	0.12	1.44	0.09
							Total	0.22	1.96	0.47

Notes:

1. Load Factor based on information contained in the EPA document Median Life, Annual Activity, and Load Factor Value for Nonroad Engine Emissions Modeling (Reports NR-005a).
2. Emissions factors are determined by fuel type and horsepower in conjunction with Tier 1 standards.
3. Emissions factors are determined using a weighted average of construction vehicles being at most, five years old from the year of construction.
4. NOx emissions factors determined using AP-42 and Tier 1 standards.
5. VOC emissions factors determined using AP-42 and Tier 1 standards for Hydrocarbons (HC).
6. The conversion factor listed for nonroad equipment is used to translate lbs/yr to ton/yr.
7. The conversion factor listed for onroad equipment is used to translate g/yr to ton/yr.
8. Tier 1 standards from Federal Register, October 23, 1998, page 57001, Table 1.

1 Demonstration of a region 2 run - High Altitude
MOBILE5b (14-Sep-96)
0
-M170 Warning:
+ Exhaust emissions for gasoline fueled vehicles
beginning in 1995 have been reduced as a result of
Gasoline Detergent Additive Regulations (1994).
0Scenario title.
Minimum Temp: 55. (F) Maximum Temp: 70. (F)
Period 1 RVP: 11.5 Period 2 RVP: 8.7 Period 2 Yr: 1992
0VOC HC emission factors include evaporative HC emission factors.
0
0Emission factors are as of July 1st of the indicated calendar year.
0Cal. Year: 2001 Region: Low Altitude: 500. Ft.
I/M Program: No Ambient Temp: 66.6 / 66.6 / 66.6 F
Anti-tam. Program: No Operating Mode: 20.6 / 27.3 / 20.6
Reformulated Gas: No

0Veh. Type:	LDGV	LDGT1	LDGT2	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
+										
Veh. Spd.:	19.6	19.6	19.6		19.6	19.6	19.6	19.6	19.6	
VMT Mix:	0.611	0.193	0.086		0.031	0.001	0.001	0.070	0.006	
0Composite Emission Factors (Gm/Mile)										
VOC HC:	1.97	2.31	3.25	2.60	4.00	0.59	0.78	2.19	2.82	2.22
Exhst CO:	21.79	25.41	34.68	28.27	45.38	1.53	1.68	11.45	21.89	23.55
Exhst NOX:	1.42	1.67	2.30	1.87	4.64	1.26	1.38	10.59	0.87	2.29

1 Demonstration of a region 2 run - High Altitude
MOBILE5b (14-Sep-96)

-M170 Warning:
+ Exhaust emissions for gasoline fueled vehicles
beginning in 1995 have been reduced as a result of
Gasoline Detergent Additive Regulations (1994).

Scenario title.

Minimum Temp: 55. (F) Maximum Temp: 70. (F)
Period 1 RVP: 11.5 Period 2 RVP: 8.7 Period 2 Yr: 1992

VOC HC emission factors include evaporative HC emission factors.

Emission factors are as of July 1st of the indicated calendar year.

Cal. Year: 2002 Region: Low Altitude: 500. Ft.
I/M Program: No Ambient Temp: 66.6 / 66.6 / 66.6 F
Anti-tam. Program: No Operating Mode: 20.6 / 27.3 / 20.6
Reformulated Gas: No

Veh. Type:	LDGV	LDGT1	LDGT2	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
Veh. Spd.:	19.6	19.6	19.6		19.6	19.6	19.6	19.6	19.6	
VMT Mix:	0.608	0.194	0.086		0.031	0.001	0.002	0.072	0.006	
Composite Emission Factors (Gm/Mile)										
VOC HC:	1.93	2.27	3.18	2.55	3.73	0.57	0.75	2.16	2.82	2.18
Exhst CO:	21.70	25.24	34.32	28.04	40.09	1.49	1.65	11.39	21.89	23.25
Exhst NOX:	1.40	1.65	2.27	1.84	4.53	1.20	1.33	9.98	0.87	2.23

---

1 Demonstration of a region 2 run - High Altitude
MOBILE5b (14-Sep-96)
0
-M170 Warning:
+ Exhaust emissions for gasoline fueled vehicles
beginning in 1995 have been reduced as a result of
Gasoline Detergent Additive Regulations (1994).
0Scenario title.

Minimum Temp: 55. (F) Maximum Temp: 70. (F)
Period 1 RVP: 11.5 Period 2 RVP: 8.7 Period 2 Yr: 1992

0VOC HC emission factors include evaporative HC emission factors.
0

0Emission factors are as of July 1st of the indicated calendar year.

0Cal. Year: 2003 Region: Low Altitude: 500. Ft.
I/M Program: No Ambient Temp: 66.6 / 66.6 / 66.6 F
Anti-tam. Program: No Operating Mode: 20.6 / 27.3 / 20.6
Reformulated Gas: No

0Veh. Type:	LDGV	LDGT1	LDGT2	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
Veh. Spd.:	19.6	19.6	19.6		19.6	19.6	19.6	19.6	19.6	
VMT Mix:	0.605	0.195	0.087		0.031	0.002	0.002	0.073	0.006	
0Composite Emission Factors (Gm/Mile)										
VOC HC:	1.90	2.24	3.12	2.51	3.49	0.54	0.74	2.14	2.82	2.14
Exhst CO:	21.58	25.11	34.00	27.85	35.31	1.47	1.63	11.34	21.89	22.96
Exhst NOX:	1.38	1.64	2.24	1.83	4.42	1.17	1.30	9.45	0.87	2.18

1 Demonstration of a region 2 run - High Altitude
MOBILE5b (14-Sep-96)
0
-M170 Warning:
+ Exhaust emissions for gasoline fueled vehicles
beginning in 1995 have been reduced as a result of
Gasoline Detergent Additive Regulations (1994).
0Scenario title.
Minimum Temp: 55. (F) Maximum Temp: 70. (F)
Period 1 RVP: 11.5 Period 2 RVP: 8.7 Period 2 Yr: 1992
0VOC HC emission factors include evaporative HC emission factors.
0
0Emission factors are as of July 1st of the indicated calendar year.
0Cal. Year: 2004 Region: Low Altitude: 500. Ft.
I/M Program: No Ambient Temp: 66.6 / 66.6 / 66.6 F
Anti-tam. Program: No Operating Mode: 20.6 / 27.3 / 20.6
Reformulated Gas: No

0Veh. Type:	LDGV	LDGT1	LDGT2	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
Veh. Spd.:	19.6	19.6	19.6		19.6	19.6	19.6	19.6	19.6	
VMT Mix:	0.602	0.196	0.087		0.031	0.002	0.002	0.074	0.006	
0Composite Emission Factors (Gm/Mile)										
VOC HC:	1.88	2.20	3.07	2.47	3.38	0.52	0.72	2.12	2.82	2.11
Exhst CO:	21.53	24.99	33.82	27.70	32.95	1.44	1.61	11.29	21.89	22.80
Exhst NOX:	1.36	1.62	2.23	1.81	4.32	1.15	1.28	9.10	0.87	2.15

1 Demonstration of a region 2 run - High Altitude
MOBILE5b (14-Sep-96)
0
-M170 Warning:
+ Exhaust emissions for gasoline fueled vehicles
beginning in 1995 have been reduced as a result of
Gasoline Detergent Additive Regulations (1994).
0Scenario title.

Minimum Temp: 55. (F) Maximum Temp: 70. (F)
Period 1 RVP: 11.5 Period 2 RVP: 8.7 Period 2 Yr: 1992

0VOC HC emission factors include evaporative HC emission factors.
0
0Emission factors are as of July 1st of the indicated calendar year.
0Cal. Year: 2005 Region: Low Altitude: 500. Ft.
I/M Program: No Ambient Temp: 66.6 / 66.6 / 66.6 F
Anti-tam. Program: No Operating Mode: 20.6 / 27.3 / 20.6
Reformulated Gas: No

0Veh. Type:	LDGV	LDGT1	LDGT2	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
+										
Veh. Spd.:	19.6	19.6	19.6		19.6	19.6	19.6	19.6	19.6	
VMT Mix:	0.600	0.197	0.087		0.031	0.002	0.002	0.075	0.006	
0Composite Emission Factors (Gm/Mile)										
VOC HC:	1.86	2.17	3.02	2.43	3.30	0.51	0.70	2.12	2.82	2.09
Exhst CO:	21.52	24.88	33.66	27.57	31.25	1.43	1.59	11.26	21.89	22.69
Exhst NOX:	1.35	1.60	2.21	1.79	4.24	1.12	1.25	8.87	0.87	2.13

1 Demonstration of a region 2 run - High Altitude
MOBILE5b (14-Sep-96)
0
-M170 Warning:
+ Exhaust emissions for gasoline fueled vehicles
beginning in 1995 have been reduced as a result of
Gasoline Detergent Additive Regulations (1994).
0Scenario title.

Minimum Temp: 55. (F) Maximum Temp: 70. (F)
Period 1 RVP: 11.5 Period 2 RVP: 8.7 Period 2 Yr: 1992

0VOC HC emission factors include evaporative HC emission factors.
0

0Emission factors are as of July 1st of the indicated calendar year.

0Cal. Year: 2006 Region: Low Altitude: 500. Ft.
I/M Program: No Ambient Temp: 66.6 / 66.6 / 66.6 F
Anti-tam. Program: No Operating Mode: 20.6 / 27.3 / 20.6
Reformulated Gas: No

0Veh. Type:	LDGV	LDGT1	LDGT2	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
Veh. Spd.:	19.6	19.6	19.6		19.6	19.6	19.6	19.6	19.6	
VMT Mix:	0.598	0.198	0.087		0.031	0.002	0.002	0.076	0.006	
0Composite Emission Factors (Gm/Mile)										
VOC HC:	1.85	2.16	3.01	2.42	3.24	0.50	0.70	2.11	2.82	2.07
Exhst CO:	21.47	24.88	33.74	27.60	29.90	1.42	1.58	11.23	21.89	22.62
Exhst NOX:	1.33	1.59	2.21	1.78	4.18	1.09	1.24	8.65	0.87	2.11

1 Demonstration of a region 2 run - High Altitude
MOBILE5b (14-Sep-96)
0
-M170 Warning:
+ Exhaust emissions for gasoline fueled vehicles
beginning in 1995 have been reduced as a result of
Gasoline Detergent Additive Regulations (1994).
0Scenario title.

Minimum Temp: 55. (F) Maximum Temp: 70. (F)
Period 1 RVP: 11.5 Period 2 RVP: 8.7 Period 2 Yr: 1992

0VOC HC emission factors include evaporative HC emission factors.
0

0Emission factors are as of July 1st of the indicated calendar year.

0Cal. Year: 2007 Region: Low Altitude: 500. Ft.
I/M Program: No Ambient Temp: 66.6 / 66.6 / 66.6 F
Anti-tam. Program: No Operating Mode: 20.6 / 27.3 / 20.6
Reformulated Gas: No

0Veh. Type:	LDGV	LDGT1	LDGT2	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
Veh. Spd.:	19.6	19.6	19.6		19.6	19.6	19.6	19.6	19.6	
VMT Mix:	0.595	0.199	0.087		0.032	0.002	0.002	0.077	0.005	
0Composite Emission Factors (Gm/Mile)										
VOC HC:	1.83	2.15	3.00	2.41	3.19	0.50	0.69	2.11	2.82	2.06
Exhst CO:	21.45	24.88	33.84	27.62	28.97	1.41	1.57	11.22	21.89	22.58
Exhst NOX:	1.33	1.58	2.20	1.77	4.13	1.08	1.22	8.43	0.87	2.09

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1   Demonstration of a region 2 run - High Altitude
 MOBILE5b (14-Sep-96)
0
-M170 Warning:
+               Exhaust emissions for gasoline fueled vehicles
                beginning in 1995 have been reduced as a result of
                Gasoline Detergent Additive Regulations (1994).
0Scenario title.
                     Minimum Temp: 55. (F)    Maximum Temp: 70. (F)
                     Period 1 RVP: 11.5       Period 2 RVP:  8.7 Period 2 Yr: 1992
0VOC HC emission factors include evaporative HC emission factors.
0_____________________________________________________________________________
0Emission factors are as of July 1st of the indicated calendar year.
0Cal. Year: 2008            Region: Low            Altitude:  500. Ft.
                       I/M Program: No         Ambient Temp:   66.6 / 66.6 / 66.6 F
                  Anti-tam. Program: No       Operating Mode:   20.6 / 27.3 / 20.6
                   Reformulated Gas: No
0Veh. Type:  LDGV  LDGT1  LDGT2   LDGT   HDGV   LDDV   LDDT   HDDV   MC   All Veh
+            ______ ______ ______ ______ ______ ______ ______ ______ ______ ______
 Veh. Spd.: 19.6   19.6   19.6          19.6   19.6   19.6   19.6   19.6
   VMT Mix:  0.593  0.199  0.088         0.032  0.002  0.003  0.078  0.005
0Composite Emission Factors (Gm/Mile)
 VOC    HC:  1.82   2.14   3.00   2.41   3.03   0.50   0.69   2.10   2.82   2.05
 Exhst  CO: 21.43  24.97  34.14  27.77  26.05   1.41   1.57  11.20  21.89  22.51
 Exhst NOX:  1.32   1.57   2.21   1.77   4.05   1.07   1.22   8.24   0.87   2.07
 ____________________________________________________________________________
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Appendix G
State Agency Correspondence

Coastal Zone Management Correspondence

Your coast, your future
NYSCoasts

DEPARTMENT OF STATE

George E. Pataki
Governor
Alexander F. Treadwell
Secretary of State

Division of
Coastal Resources
41 State Street
Albany, NY 12231-0001

December 18, 2000

Bernice R. Malione, Supervisor
Permits and Governmental Approvals
Environmental Engineering Unit
Port Authority of NY & NJ
One World Trade Center
New York, NY 10048

Re: FAA/John F. Kennedy International Airport - Terminal 5 and 6 Redevelopment Project
Modification

Dear Ms. Malione:

The Department of State has reviewed the information you submitted on December 13, 2000 regarding modification to the previously approved JFK Airport Layout Plan.

The project as modified would not cause coastal zone effects substantially different than those originally reviewed by this Department. Therefore, the Department has no objection to the proposed modification.

A copy of this letter is being sent to the Corps of Engineers informing that federal agency of this determination. If you have any questions regarding this matter, please call Steven C. Resler at (518) 473-2470.

Sincerely,

William F. Barton
Assistant Director

WFB:dlb
cc: FAA - Marie Jenet
DEC/Region 2 - Charles deQuillfeldt
NYC LWRP - Wilbur Woods

THE PORT AUTHORITY OF NY & NJ
VIA UNITED PARCEL SERVICE

ONE WORLD TRADE CENTER
NEW YORK, NY 10048

(212) 435-7000
(973) 961-6600

Floor 73 South

November 21, 2000

William F. Barton
Chief, Consistency Review and Analysis
NYS Department of State
Division of Coastal Resources and Waterfront Revitalization
41 State Street, 8th Floor
Albany, NY 12231

Subject: John F. Kennedy International Airport - Terminal 5 and 6 Redevelopment Project

Dear Mr. Barton:

With regard to the subject project, the Port Authority of New York and New Jersey (the Port Authority) requests your determination of the applicability of consistency concurrence review under the Coastal Management Program. The project is a modification of the JFK Airport Layout Plan and is located entirely within the bounds of the existing JFK Airport.

In order to comply fully with the NEPA, the FAA has asked the Port Authority to request a determination of the applicability of coastal zone consistency concurrence for the subject project so that the FAA may complete its environmental determination of the matter. The proposed project site is distant from shoreline areas at JFK Airport and will not require a USACE permit. Enclosed are an Operational Plan and an Overall (project) Site Plan.

The Redevelopment of Terminal 5 and 6 entails the demolition of the existing Terminal 6 and the concourse portions of Terminal 5. The historic main Terminal 5 structure will be preserved and incorporated into the new Terminal 5/6 redevelopment. New vertical circulation at the airside ends of the connector tubes will allow for passage from the new Terminal 5/6complex to the existing TWA Terminal main building. Additional access to the Terminal 5/6 complex will be provided by a connector from either a new parking garage or the new Air Train Station to Terminal 5, with an intermediate stop within the TWA Terminal main building. An intermediate stop within the TWA terminal main building is being considered. The retention and decommissioning of the existing TWA Terminal main building as an airline terminal provides the opportunity to restore and rehabilitate the main terminal structure.

To mitigate the potential for adverse effects on the historic features of this building from the proposed terminal improvements, the Port Authority plans to aggressively pursue the reuse of the building and to make restoration a condition of any reuse plan. The restoration will include the removal of all non-historic additions to buildings and other add-ons since the original

construction in order to restore the facility's original historic and aesthetic characteristics. The proposed action will be constructed within the limits of the current Terminal 5/6 site. Overall the new terminal complex is expected to provide approximately 1.5 million square feet of floor space and accommodate 52 aircraft gate-loading positions. Once the new terminal is constructed, United would discontinue use of Terminal 7.

Thank you for consideration of this matter. If you have any questions, please contact me at 212/435-7289 or Ray Kordish at 212/435-8709.

Very truly yours,

Raymond J. Kordish for BRM

Bernice R. Malione, Supervisor
Permits and Governmental Approvals
Environmental Engineering Unit

Enclosures
cc: Marie Jenet - FAA NYADO

EXEMPTION (4) – DRAWINGS OF NON-PUBLIC AREAS

State Environmental Quality Review

New York State Department of Environmental Conservation

Division of Air Resources

Bureau of Air Quality Planning
625 Broadway, Albany, New York 12233-3251

Phone: (518) 402-8396 · FAX: (518) 402-9035

Website: www.dec.state.ny.us

July 23, 2001

Mr. Edward C. Knoesel
Manager, Environmental Program
Aviation Department
The Port Authority of New York and New Jersey
One World Trade Center
New York, New York 10048

Dear Mr. Knoesel:

The New York State Department of Environmental Conservation (NYSDEC) appreciated the opportunity to review the June 2001 air quality analysis from the Environmental Assessment (EA) of the John F. Kennedy International Airport Terminal 5 and 6 Redevelopment Project. Based on my staff's review of the EA, we would like to obtain the following information:

- A copy of the traffic volumes used for the analysis derived from the Combined Terminals 5 and 6 Preliminary Frontage, Intersection Capacity Analyses Report (Basilio-Avadhani Associates, 2000),
- Mobile5b input file(s) used to determine the on-road vehicle emissions, and
- CAL3QHC input files used to predict the maximum Carbon Monoxide concentration impacts.

Although modeling procedures and assumptions were stated in Section 5.0 *"Environmental Consequences,"* the information being requested were not included in Appendix B *"Air Quality Analysis"* preventing a full review of the EA document. Also, we would like further clarification on the number of new parking garage spaces, and why the proposed 1,500 spaces mentioned in the executive summary page ES-3 does not represent an expansion or addition of airport parking capacity.

Additionally, I would like to bring to your attention the below provision of the State Environmental Quality Review (SEQR) regulation, 6 NYCRR PART 617.15, *Action Involving A Federal Agency* that is applicable to this project and to your agency.

(a) When a draft and final EIS for an action has been duly prepared under the National Environmental Policy Act of 1969, an agency has no obligation to prepare an additional EIS

under this Part, provided that the federal EIS is sufficient to make findings under Section 617.11 of this Part. (b) Where a Finding of No Significant Impact (FNSI) or other written threshold determination that the action will not require a federal impact statement has been prepared under the National Environmental Policy Act of 1969, the determination will not automatically constitute compliance with SEQR. In such cases, state and local agencies remain responsible for compliance with SEQR. (c) In the case of an action involving a federal agency for which either a federal FNSI or a federal draft and final EIS has been prepared, except where otherwise required by law, a final decision by a federal agency will not be controlling on any state or local agency decision on the action, but may be considered by the agency.

The EA conclusion that no potentially significant impacts would occur from the proposed action and that issuance of a finding of any significant impact may be appropriate; however, your agency still needs to document compliance with SEQR especially Sections 617.11, *Decision-Making and Findings Requirements* and 617.12, *Document Preparation, Filing, Publication and Distribution.*

Finally, I would like to commend the Port Authority initiative to reduce emissions from airport ground support equipments in its proposed Inherently Low Emission Airport Vehicle Pilot Program for JFK International and LaGuardia Airports since aircraft and related ground level emissions at airports are a major source of air pollution in the New York Metropolitan area. If you have any question regarding NYSDEC comments, please contact Denny Escarpeta at 914/332-1835 ext 352.

Sincerely,

/s/

Mike Keenan, P.E.
Chief, Mobile Source Section
Bureau of Air Quality Planning

cc: D. Escarpeta

DE:sl

THE PORT AUTHORITY OF NY & NJ

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

February 24, 2003

Mr. Densford Escarpeta
Environmental Engineer II
New York State Department of Environmental Conservation
Division of Air Resources
Bureau of Air Quality Planning/Mobile Sources Planning
200 White Plains Road, 5th Floor
Tarrytown, New York 10591

RE: DEC COMMENTS ON JULY 2001 ENVIRONMENTAL ASSESSMENT FOR JFK AIRPORT TERMINAL 5/6 REDEVELOPMENT PROJECT

Dear Mr. Escarpeta:

I am in receipt of the July 23, 2001 letter from Mike Keenan to me in which he provided comments on the Port Authority's July, 2001 draft Environmental Assessment for the Terminal 5/6 Redevelopment project at JFK Airport. As we discussed in our telephone conversation of Monday, February 10, 2003, you agreed that the materials I sent you in response to the questions posed in the July 23rd letter adequately addressed DEC's concerns regarding the air quality analysis conducted for the subject EA.

Also, your July 23, 2001 letter referred to the State Environmental Quality Review (SEQR) regulations and their possible application to the subject project. In the phone conversation referenced above, we both concurred that because no State or local agency (including DEC) would need to issue a discretionary permit or license, or provide other approval or funding for the Terminal 5/6 redevelopment project, SEQR does not apply.

The extent of State agency involvement in this project is that of the State Historic Preservation Office (SHPO) of the State Office of Parks, Recreation, and Historic Preservation. The SHPO, whose role in this project is to consult in regard to the review under Section 106 of the National Historic Preservation Act of 1966, has determined that the proposed project would cause an adverse affect to the historic TWA Terminal property – namely, demolition of Flight Wing 2. Therefore, SHPO would be a signatory - with the Federal Aviation Administration, the Advisory Council on Historic Preservation, and the Port Authority - to a Memorandum of Agreement (MOA) stipulating measures that will be carried out by the Port Authority to mitigate the adverse affect of the project.

Thank you for your assistance in the Port Authority's request to clarify that SEQR review does not apply for the subject project. As discussed, I would greatly appreciate it if you would provide me with a copy of the letter I sent to you in response to your July 23, 2001 letter – as my copy was destroyed on September 11, 2001. Please feel free to contact me at (212) 435-3747 if you would like to discuss this matter any further.

Sincerely,

Edward C. Knoesel
Supervisor, Environmental Services
Aeronautical and Technical Services Div.

cc: J. Adams, SHPO
R. Kuhn, SHPO
M. Jenet, FAA
M. Keenan, NYSDEC
T. Gerrish, CH^{2}M Hill

EXEMPTION (4) – DRAWINGS OF NON-PUBLIC AREAS

Appendix H
Public and Consulting Party Involvement

Appendix H Public and Consulting Party Involvement

1. Distribution of the *Final Draft Environmental Assessment (EA):* January 18, 2001 and Notice of Availability of the *Final Draft EA:* March 20, 2001, and Notice of Public Hearing: June 14, 2001

2. First Public Hearing: June 27, 2001

3. Comment Letters Received on the June 2001 *Final Draft EA*

4. First Consulting Parties Meeting Attendance Record: October 29, 2001

5. SOI Announcement: November 30, 2001

6. Documentation of FAA, Port Authority, and Municipal Art Society Meeting Attendance: December 18, 2001

7. Distribution of the June 2002 *Final Draft EA & DOT Section 4(f) Evaluation*

8. Second Consulting Parties Meeting Attendance Record: July 31, 2002

9. Distribution of June 2003 *Draft EA & DOT Section 4(f) Evaluation*: June 17, 2003, and Notice of Availability: June 18, 2003 and Public Hearing: July 15, 2003

10. Second Public Hearing: July 15, 2003

11. Third Consulting Parties Meeting Attendance Record: September 18, 2003

12. Comment Letters and Specific Responses to the June 2003 *Draft EA & DOT Section 4(f) Evaluation*

13. Comment Letters and Non-Specific Responses to the June 2003 *Draft EA & DOT Section 4(f) Evaluation*

14. Form Comment Letters to the June 2003 *Draft EA & DOT Section 4(f) Evaluation*

Distribution of the Final Draft Environmental Assessment (EA) and Notice of Availability: March 20, 2001 and Notice of Public Hearing: June 14, 2001

THE PORT AUTHORITY OF NY & NJ

WILLIAM R. DECOTA
DIRECTOR
AVIATION DEPARTMENT

ONE WORLD TRADE CENTER
NEW YORK, NY 10048

(212) 435-2116
(973) 961-6600 X2116

January 18, 2001

Ms. Marie Jenet
Environmental Specialist
New York Airports District Office
Federal Aviation Administration
600 Old Country Rd., Suite 446
Garden City, NY 11530

RE: JFK INT. AIRPORT – TERMINALS 5 & 6 REDEVELOPMENT PROJECT FORM C ENVIRONMENTAL ASSESSMENT, FINAL DRAFT

Dear Ms. Jenet:

Enclosed please find for your review and comment an original signed copy and a duplicate signed copy of the final draft of the Environmental Assessment (EA) Form C for the Terminals 5 & 6 Redevelopment Project at JFK International Airport. This final draft addresses comments you provided in a letter dated November 13, 2000.

The document is intended to comply with all Federal Aviation Administration and Council on Environmental Quality regulations and guidelines regarding the National Environmental Policy Act. The Port Authority, United Airlines and JetBlue are looking forward to moving forward to the next phases of the project, and a receipt of comments from the FAA in the shortest feasible timeframe will be greatly appreciated. Please let me know if you have any questions regarding the EA or other aspects of the project.

Sincerely,

Edward C. Knoese
Supervisor, Environmental Services
Aeronautical and Technical Services Division

Enc.

cc: A. Graser, PANYNJ
T. Kleiner, PANYNJ
K. Bleach, PANYNJ
J. Sumwalt, United Airlines
C. Collins, JetBlue Airlines

THE PORT AUTHORITY OF NY & NJ

RECEIVED
MAY 2 9 2001
By

WILLIAM R. DECOTA
DIRECTOR
AVIATION DEPARTMENT

ONE WORLD TRADE CENTER
NEW YORK, NY 10048

(212) 435-2116
(973) 961-6600 X2116

March 29, 2001

Mr. Thomas Felix, Manager
Planning & Programming Branch
Airports Division
USDOT - Federal Aviation Administration
Fitzgerald Federal Building
JFK Airport
Jamaica, NY 11430

REF: JFK INTERNATIONAL AIRPORT
TERMINALS 5 & 6 REDEVELOPMENT PROJECT
FINAL DRAFT ENVIRONMENTAL ASSESSMENT REPORT

Dear Mr. Felix:

In accordance with the Council on Environmental Quality (regulation 1506.6(b)3(iv)), the Port Authority of New York and New Jersey has made the Final Draft Environmental Assessment for the subject project available for public review. Attached is a copy of the notarized receipt indicating publication of a Local Notice in *Newsday* on March 20, 2001.

Kindly contact me at (212) 435-3675 if you have any questions.

Sincerely,

Michael Guthy
Environmental Engineer
Aeronautical and Technical Services Division

Attachment

NEWSDAY

AFFIDAVIT OF PUBLICATION

MILLER ADVERTISING
71 5TH AVE. FL 5
NEW YORK NY 10003-3004

STATE OF NEW YORK) Legal 10307101
:SS.:
COUNTY OF SUFFOLK)
Madeline Johansen

of Newsday, Inc., Suffolk County, N.Y., being duly sworn, says that such person is, and at the time of publication of the annexed Notice was a duly authorized custodian of records of Newsday, Inc., the publisher of NEWSDAY, a newspaper published in the County of Suffolk, County of Nassau, County of Queens, and elsewhere in the State of New York and other places, and that the Notice of which the annexed is a true copy, was published in the following editions/ counties of said newspaper on the following dates:

TUESDAY MARCH 20 2001 Nassau Suffolk Queens

Sworn To Before Me This
20 day of March , 2001
Notary Public

Guy P. Wasser
Notary Public, State of New York
No. 01WA6045924
Commission Expires 08/07/2002
Qualified in Suffolk County

LOCAL NOTICE OF AVAILABILITY
John F. Kennedy International Airport (JFK)
Terminals 5 & 6 Redevelopment Project
Draft Environmental Assessment

Notice is hereby given that copies of a Draft Environmental Assessment (EA) for the Terminals 5 & 6 Redevelopment Project at John F. Kennedy International Airport, are available for public review and comment at the following locations:

General Manager's Office, Building 14
John F. Kennedy International Airport, Jamaica, NY 11430
Queens Public Library - Central Library
89-11 Merrick Blvd., Jamaica, NY 11432
Queens Public Library - Rosedale Branch
114-20 243rd Street, Rosedale, NY 11422
Queens Public Library - Rochdale Village Branch
169-09 137th Avenue, Jamaica, NY 11434
The Port Authority of New York and New Jersey
Government and Community Relations
One World Trade Center, Room 68E
New York, NY 10048, Attn: Ralph Tregale

In addition, a copy of the document may also be obtained by calling Michael Guthy at (212) 435-3675. The comment period for this document will close at 5:00 p.m., April 6, 2001. All comments must be received by this date. Comments may be submitted to the following address: The Port Authority of New York and New Jersey, One World Trade Center, Room 65E, New York, New York 10048, Attn: Michael Guthy, Aeronautical and Technical Services.

Legal Notice 103071011

LOCAL NOTICE OF AVAILABILITY
John F. Kennedy International Airport (JFK)
Terminals 5 & 6 Redevelopment Project
Draft Environmental Assessment

Notice is hereby given that copies of a Draft Environmental Assessment (EA) for the Terminals 5 & 6 Redevelopment Project at John F. Kennedy International Airport, are available for public review and comment at the following locations:

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In addition, a copy of the document may also be obtained by calling Michael Guthy at (212) 435-3675. The comment period for this document will close at 5:00 p.m., April 6, 2001. All comments must be received by this date. Comments may be submitted to the following address: The Port Authority of New York and New Jersey, One World Trade Center, Room 65E, New York, New York 10048, Attn: Michael Guthy, Aeronautical and Technical Services.

First Public Hearing: June 27, 2001

SHPO Public Hearing – JFK Terminal 5
JFK Ramada
June 27, 2001 @ 2:00 p.m. – 4:00 p.m.

~~Speaker~~ Sign-In Sheet

Name: Joe Dixon Org., if applicable JFK Reddev

Address: Bldg 14 JFKIA Jamaica NY

Tel. #: 718 244 4506

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Tel. #:

Name: Caroline Zaleski Org., if applicable n

Address: (Ex. 1)

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Name: Peter Pyrsdemetriou Org., if applicable New Jersey School of Architecture

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Name: Vicki Weiner Org., if applicable Municipal Art Society

Address: (Ex. 1)

Tel. #:

Name: Ann Friedman Org., if applicable NY Landmarks Conservan

Address: (Ex. 1)

Tel. #:

Name: Chanin French Org., if applicable Landmarks Com.

Address: (Ex. 1)

Tel. #:

SHPO Public Hearing – JFK Terminal 5
JFK Ramada
June 27, 2001 @ 2:00 p.m. – 4:00 p.m.

~~Speaker~~ Sign-In Sheet

Name: Betty Bratton Org., if applicable Community Bd. 10 Qns.
Address: (Ex. 1)
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Name: PHIL JENSEN Org., if applicable Evergreen Aviation
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Tel. #: 718 244-3335

Name: Veronica Rose Org., if applicable Aurora Electric Inc
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Tel. #:

Name: Erica Stempler Org., if applicable A E I
Address:
Tel. #:

Name: WM. N. BODOUVA Org., if applicable WMBTA Architect.
Address: (Ex. 1)
Tel. #:

Name: ~~JOHN~~ JOHN GARRIS Org., if applicable JAmes Const Co.
Address:
Tel. #: (Ex. 1)

Name: Jonathan Glockman Org., if applicable URS Corp
Address: JFK Int'l Airport Bldg 14 3rd fl Jamaica NY
Tel. #: 718 244-4529

SHPO Public Hearing – JFK Terminal 5
JFK Ramada
June 27, 2001 @ 2:00 p.m. – 4:00 p.m.

~~Speaker~~ Sign-In Sheet

Name: Bob Shl (Ex. 1) Org., if applicable

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Tel. #:

Name: EJ MULLINS Org., if applicable

Address: T4. JFK AIRPORT (Ex. 1)

Tel. #:

Name: JIM SUMINALT Org., if applicable UAL

Address: (Ex. 1)

Tel. #:

Name: Ginger Evans Org., if applicable

Address: (Ex. 1)

Tel. #:

Name: Org., if applicable

Address:

Tel. #:

Name: Org., if applicable

Address:

Tel. #:

Name: Org., if applicable

Address:

Tel. #:

SHPO Public Hearing – JFK Terminal 5
JFK Ramada
June 27, 2001 @ 2:00 p.m. – 4:00 p.m.

~~Speaker~~ Sign-In Sheet

Name: Joerg Kwentzschel Org., if applicable Sueddeutsche Zeitung, Germany
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Name: MARK AHASIC Org., if applicable JetBlue
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Name: ROXANNE RYCE-PAUL Org., if applicable
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Name: ALISON GOULD Org., if applicable
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Name: Patricia Connolly Org., if applicable
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Name: CHRIS COLLINS Org., if applicable JETBLUE
(Ex. 1)
Address:
Tel. #:

Name: CHRIS BODOUVA Org., if applicable WN B+A
(Ex. 1)
Address:
Tel. #:

THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY

PUBLIC HEARING

John F. Kennedy International Airport (JFK)
Terminals 5 & 6 Redevelopment Project
New Airline Terminal and Modifications to Existing TWA Structure

Wednesday, June 27, 2001
2PM to 4PM

The Ramada Plaza Hotel at JFK
Van Wyck Expressway, Jamaica, NY 11430
(718) 995-9000

THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY

PUBLIC HEARING

2:00 p.m.

June 27, 2001

MR. TULIS: Thank you all for attending this public hearing on the redevelopment of Terminals 5 and 6 at John F. Kennedy International Airport.

My name is Ron Tulis [phonetic]. I'm a Senior Vice President with Recondo & Associates [phonetic] and along with personnel from CH2M Hill, which is another aviation consulting firm, have provided and prepared a complete environmental documentation called an environmental assessment on the redevelopment of those two terminals.

The document was made available several months ago and was publicly advertised in the newspapers for public comments. It deals specifically with about 25 different environmental categories, including air quality, noise, water quality, and was written in conformance with the National Environmental Protection Act of 1969, which is called NEPA. And any agency

that, public agency that goes through any major construction project is required by the different federal agencies to do an environmental assessment or an environmental impact statement and provide the necessary mitigation if there are any adverse impacts associated with that particular project.

In the case of this particular public hearing, we did receive a comment that the State Historic Preservation Office, SHPO, had requested additional public hearings dealing specifically with the preservation and restoration of the TWA terminal, which was designed by [unintelligible] Saronen [phonetic], the late Fifties, constructed and completed in 1962, and is considered to be a landmark by the New York State Landmarks Commission.

Therefore, there is a federal statute called Section 106 that requires complete documentation of how the

sponsoring agency will deal with maintaining the integrity of an historic monument.

So that is basically the subject of today's public hearing. I'd like to first introduce Ted Kleiner. Ted is with The Port Authority of New York and New Jersey and is the assistant director of the airport capital program.

To my left is Mr. Robert Davidson and he is the chief architect with The Port Authority of New York and New Jersey.

What I would like to do initially is explain the format that we have developed for this public hearing, and we're going to repeat it again tonight for those people that could not make it this afternoon.

Mr. Davidson will be giving a presentation on the project, but basically focusing in on the real subject of this public hearing, and that is what the Port intends to do to maintain and enhance the

integrity of the [unintelligible] Terminal 5.

After the presentation, which will be about 30 minutes, the room to, when you walk out of here, the next room to the right we have work stations set up that deal specifically with items related to Terminal 5 but also items, in case you want additional information, regarding the whole environmental process in case you did not have a chance to review that. There will be consultants and Port people at each of those stations where you can ask questions, get answers, and any subject dealing specifically with this project. We're not entertaining any comments regarding any other part or any other development that's going on at the airport. It's totally restricted to the Terminal 5 renovation and reconstruction.

There will be somebody in that room, if you would like to have private statements made and put into the public

record, it will be videotaped and you may go to that person and say whatever you want to say pro or con in connection, or ask any questions pro and con in connection with the project.

When you came in, you were asked to sign in. And we also asked that if you wish to make a public comment rather than just a private comment, we will reconvene in this room and again it will all be videotaped and put in the public transcript and everybody will get the opportunity to get an answer. The answers at that portion or at the portion where you talk to a representative in the workshop room will not be answered today. They will be answered in writing in the draft final document that goes to the FAA and to the State Historic Preservation Office and the secretary.

So all we would solicit would be comments. Please do not expect us to answer any questions that you have today.

We will limit the comment period, when we reconvene into this room, to three minutes per person. And if you go over three minutes you will be invited to complete your statement after everybody else has had a chance to say their turn so we're sure that everybody who does want to speak gets a chance to speak. And then after that you can come back and conclude any remarks that you may have.

The time that we will come back to this room will depend on how many people have filled out cards stating that they would like to speak at the meeting, and I will try to judge and make an announcement at the workshop when we will reconvene in this room, so that that becomes part of the public record as well.

I've asked Kevin with The Port Authority to read a statement to you regarding the specific legal procedures that we are going to be following today.

MALE VOICE: Today's proceedings

are being video and audio recorded in lieu of stenographic recording by John Denise, a trained professional cinematographer and supervisor of The Port Authority of New York and New Jersey's audiovisual unit. The entire proceedings in their entirety of this date, Wednesday, June 27, 2001, will be recorded. Any exhibits or documents being produced in the hearings will be marked as part of the record.

At the conclusion of the proceedings Mr. Denise will take the necessary steps to authenticate and certify that the videotape is a complete and accurate recording of the proceedings. Any written statement which you may wish to submit for the record after the conclusion of the hearing may be given to Ed Kinesso [phonetic] of The Port Authority or may be transmitted to The Port Authority no later than July 18, 2001, and may be sent to Brenda Scott, Public Affairs, 68 South, One World Trade

Center, New York, New York 10048.

A copy of the videotape and all written statements submitted today will be available for review in the office of the secretary of The Port Authority of New York and New Jersey, One World Trade Center, 67th Floor, approximately July 25, 2001. Thank you.

MR. TULIS: And just to emphasize that written comments will be accepted -- again I just want to make this clear -- until 5 o'clock on July 18. Anything received after that will not be part of the public record. So that if you do want to send a letter or have written comments, please get it to the appropriate people at The Port Authority at the World Trade Center prior to 5 p.m. on July 18. And that way we will have the opportunity to make it all available to all of you by the 25th.

Any questions that are asked will be answered in the final document in

writing that will be made available to the public for complete review before it is transmitted to the Federal Aviation Administration for their final approval of the environmental process and permission for The Port Authority to proceed on this particular project.

With that, I'd like to turn it over to Mr. Davidson, who will give a presentation of what the proposed project is all about.

MR. DAVIDSON: Thank you, Ron. Let's begin.

As mentioned at the beginning by Ron, this is a project presentation of the overall scope of work that encompasses the Site 5 and 6 redevelopment. However, we are going to focus in on the primary issue, which is the disposition of the TWA landmark.

As you can see, what our master plan goal is is to balance the land side terminal building and air side capacity of

the site, just as we would any other site on our airport precinct, but balance those issues with customer service and historic preservation through adaptive reuse strategies.

This will be comprised of four different topics as part of this presentation discussion and then we'll end up with a brief reiteration of where the 106 process states at the moment.

We'll start with historic background. This is an aerial photograph of Idelwild Airport at its very beginning. You're looking at the Terminal City master plan, and as you can see virtually no terminal buildings beyond the construction of the International Arrivals Building exist at this moment.

These are the Quonset huts. This is where the airport operated as the new terminals were in design and design development and eventual construction.

Around 1962 most of the buildings

are now in place. You see the Pan Am terminal, you see Northwest and Eastern, United and American. The others are not here yet, but the TWA building is now in place.

This is JFK today, a vastly different airport. The terminal city master plan which originally allowed vehicles to travel around a ring road where each terminal building would be passed as you traveled on that roadway network to access your building has been replaced by a roadway network that now brings you to your terminal buildings or your terminal building quadrant directly. There's also been a significant amount of new terminal construction and redevelopment that has already taken place and is already operational.

As you can see, Terminal 7 is in construction, nearing completion. Terminal 8 is in construction as we speak. Terminal 1, the first building to open up

at this airport in over 30 years, is now operational as is Terminal 4. And most significantly, in terms of bringing this airport into the next century, the air train guideway is virtually complete within the central terminal area and you can actually see the stations coming out of the ground in all of those locations.

The goal as part of our master plan is to re-establish this building image and also re-establish its land site setting. Our goal is to recreate this land site image, which has necessarily changed over time. And you can see the accretions that have taken place over the last 30-plus years. Recreate this air site image as well, which is not possible as long as the landmark remains an operating airline terminal. And that is the key to the entire discussion.

Customer service is a prime directive within The Port Authority with all of its facilities, but most

specifically within the aviation arena. Airline tenant and Port Authority capital investment is critical to improving our customer service and that's what's taken place over the last decade. It fosters airline tenant investment, because the airlines are in competition with each other, and as new terminal buildings open, other airlines are virtually forced to redevelop their sites.

From an airport planning perspective, and we're looking at the T-5-6 site, that site is extremely unbalanced at this moment in terms of its land site terminal building and air site capacity. The two buildings that occupy the site, the roadway approaches, are not in harmony with the amount of air site space that exists in that quadrant of the airport.

Just in terms of very, very gross square footage comparisons -- this is a graphic of the central terminal area and although it looks a little bit complicated

in the graphic I'll attempt to explain it to you.

What's indicated in gray are terminal buildings that were original buildings that still exist. What you see here are the 8 and 9 terminals, the American terminals, and they are superimposed on top of what is actually in construction as we speak, the new Terminal 8 complex.

Terminal 7 has gone through its redevelopment program. The International Arrivals Terminal has opened up and is operational over the past month. And if you look at the 5-6 site, you're looking at our proposal which we'll be talking about in a moment, and how it relates to the existing landmark and the Terminal 6 zone as well.

If you look at the relative square footages, you see the comparisons versus what exists today in Terminal 5.

To focus directly on the specific

terminal redevelopment, that's the landmark, and, as you can see, there are pieces that have been added to the landmark over time, and this is strictly the United component of the overall 5-6 site. The overall 5-6 site is over 1.5 million square feet. The United component is almost three quarters of a million square feet. The TWA terminal is operating with relatively small square footage of 374,000 square feet.

From a customer service perspective, I'd like to take you through some images now that we think drive the point home by comparing that first new terminal building that opened up on the airport with the existing TWA operation.

If we start from the land site and move through the building, this is a view of Terminal 1 with its dual roadway network. Airline terminals are built with two levels of roadways. The departures level is typically above the arrivals

level because that's where the passengers want to be when they move through the terminal building to the gate positions. The arrivals roading is at grade because that's where the passengers want to be as they come through either federal inspection services or in a domestic fashion move through to the baggage claim device and then eventually out of the building.

TWA operates with grade level roadways, because that's where the roadways were when Terminal City opened in the early Sixties, late Fifties. Their roadways are sequential. Arrivals is behind or beyond departures, and that's simply not the way an airline terminal works in the modern age.

This is the fronting zone, the departure zone for Terminal 1. Very, very deep, 25 to 30 feet, to accommodate peak hour international traffic. You'll note that the entire sidewalk zone is

completely weather protected as a customer service initiative.

TWA. No weather protection. It wasn't part of the original plan. When passengers are dropped off at the departures level roadway network -- here it happens to be a rainy day -- they are not protected. The sidewalk is about ten-plus feet in depth. It's a very, very low level of service.

This is the departures hall of Terminal 1. Note the large numbers of people waiting in queues to approach the ticketing counters.

This is the TWA building at peak hour, and what you're looking at is the queue from the international check-in zone and the queue from the domestic check-in zone crossing each other's path, blocking the main entrance to the terminal building. The zone is not big enough to accommodate the traffic.

This is Terminal 1's concourse, a

wide, open concourse leading to the gate positions. This is the connector tube. Note the wheelchair being pushed up the tube. The tube slopes and curvatures do not meet ADA, so people need to be operationally pushed up the connector tube to the gate positions. Just a small group of people fill the tube up.

This is the gate position at Terminal 1, where people wait to be checked into the airplane. This is the gate position in flight wing one. It simply isn't large enough to deal with the passenger loads.

If you move out to the ramp side, when you design a new terminal building all of the utility, movement of baggage, et cetera, is build into the concourse zones. You see that here. This is what it looks like inside as bags are delivered from the ticketing counters out to the concourse area.

TWA had to build a baggage

building as it moved through the decades to accommodate the baggage operation that's necessary to move planes and people today. This is what it looks like on the air side to move those bags, because there are no accommodations within the connector tube or beyond the connector tube to make that happen.

In an arriving fashion, this is what is commonly called the meeter greeter hall, or the arrivals hall at Terminal 1. This is the exit from customs. Note the depth of the hall as people wait to greet and meet their loved ones.

This is the meeter greeter operation at TWA. What's interesting here is that this is a domestic baggage claim device, and this gentleman is standing here for two reasons. One, to insure that no one who's waiting here for their friends and loved ones to come out of the federal inspection hall, so that they will not pick up one of the bags from the claim

device. But also if the bag should fall, since this frontage is backed up against the existing or original wall of the terminal building, he's there to pick the bag up and put it back on the belt.

This is the exterior of what we were just looking at. Because what happens at peak hours is that meeters and greeters are out on the sidewalk because the space is not big enough. The sidewalk crowds up, making it virtually impossible for the arriving passengers who are coming out of the terminal to cross over to the arriving frontage zone, which is of course sequentially arranged at grade away from the building.

Terminal 1. Four lanes of traffic, completely weather protected. TWA, again passengers crossing through departures, heading to the canopy-covered arrival zone. And if you look at this picture, what's interesting here is that because we're at afternoon peak,

passengers need to get to the arrivals frontage. The departures frontage is virtually empty. And of course the path of travel is not weather protected.

It's all about customer service. This is not meant to be a criticism of the TWA terminal. This is meant to illustrate that that terminal was designed 45 years ago.

In our master plan proposal, we'd like to explain to you how we will integrate that landmark into our overall plan. The complete project scope of the T-5-6 site terminal development, roadway improvements, structural parking, and, most critically, air side improvements.

This was our first blush when we thought about how we could realize new terminal development at this site without completely either demolishing or rendering functionless, if that is a word, the TWA terminal building. If you'll note, the connector tubes are not even in this view.

Because we hadn't figured out yet how we were going to make all this happen. We needed a dialog. And we've been out talking to interested parties now for eight to ten months. And every time we present this project we come away with a new piece or a new idea, a new notion to add into our plan to make it as good as it can be.

The dialog's goal, again, balance that customer service issue with preservation through adaptive reuse.

As we thought it through, we went back to the original building function. You have a maiden terminal, you have a flight wing, and the connector tube's job was to bring passengers from the main terminal building to the flight wing area through the ramp side of the airport.

This is the original building section. Main terminal, connector tube. This happens to be flight wing 2.

The intent is to recapture the

spirit of the original functional diagram within this new master plan concept.

Here's the original building section. Here is our proposed building section. We will continue to utilize the original functional diagram. The main terminal in its new life, which will not be as an airline terminal, it will be as an airport-related function, will utilize the connector tube to bring passengers from that new function into the new terminal building.

Here's the overall plan proposal, just to set some geography. This is the air train guideway. Everything beyond the air train guideway is what we call land side development. You can see the parking structure here. The roadway approaches to the new terminal are here. We've set the new terminal diagram and footprint to insure that the connector tubes are at their full length, and what's superimposed here are the two flight wings and it's the

perfect illustration in terms of explaining why they cannot be retained. The terminal building needs to be here, but we've made sure that the building diagram functionally remains.

The way we've done this is to unstack the roadway network. Typically in an airline terminal development -- you just saw this with Terminal 1 -- the roadways are stacked, arrivals below departures. What we've done here is unstack the roadways. By unstacking the roadways and leaving the arrivals roadway in the position that it has to be in in order to achieve traffic engineering standards and safety, we left that here and we moved the departures roadway behind the arrivals terminal. And what that enables us to do is allow the connector tube to engage the terminal arrivals hall, just as it did in the original building section.

Both tubes remain, without

negatively impacting Terminal 5-6 sites, land side or air side terminal operations. And again, the connector tubes provide the same function as they did in the original building section.

Linking the landmark with T-5 and 6 re-establishes TWA's former air side as a land side public plaza, which is fully accessible. And that's one of the beauties of this plan. By depressing the arrivals roadway and creating clearances necessary to move underneath the connector tubes, because one of our goals was not to physically touch the connector tube elevation or structure, we will be able to run the arrivals roadway underneath the connector tube and leave the tube in its present form.

By depressing the arrivals roadway, the public plaza that is now created is enhanced because of the elevational change between the arrivals roadway and that new public plaza. We

would establish and edge to that plaza both from a safety perspective and a lighting perspective that would do double duty. It would light the roadway network. It would also illuminate the plaza.

The spirit of the historic view that you see here would be recreated in a slightly different fashion. However, this view, which is not realizable today because it's on the ramp side of this building. Unless you're taxi-ing in an airplane, you have no opportunity to spend any time with this view. This view as well as this site view will now be placed in the public realm.

This is a very preliminary perspective view of what that could all look like. We would introduce concrete and stone graphic treatments, recalling TWA's past. This is something that we introduced on our airport roadway approach several years ago. And we think that this would be the perfect vehicle to bring the

exterior land side public plaza development into an overall adaptive reuse strategy with the existing landmark.

Because the land side of the existing landmark would no longer have to accommodate airport capacity issues, because it would no longer be an airport-related or airline-terminal-related frontage zone, we could return it back to its original look. This is what it looked like in the early Sixties. If you'll note, roadway's at grade, it was a separation between the inbound and outbound roadway network that accommodated small VIP parking and a minor amount of landscaping. This is the departing view in its original land side setting.

This is the view that we can create because this is no longer required to meet the demands that the new terminal building will meet in its place. And you can also see the low profile that that terminal building will have in order to

make that land side approach as close to being what it used to be as we can make it.

In its new use again, fully accessible from anywhere within the airport precinct or, for that matter, within the region because of the air train system. So this now becomes not just a site specific development. It's more an airport and regional specific development.

And finally from a customer service perspective, our proposal will improve, again going back to the balance between air side terminal and land side functions within this site, this will now significantly improve the entire zone in terms of our customer service and airline operations perspective. What you're looking at here are plane parking positions, because the existing terminal cannot accommodate all of the planes, so these planes are literally parked out on the ramp side. We do need some plane

parking positions, but they'll be reduced by three in this plan.

In summary, airline terminals are a destination service. If you need to have your shoe repaired, you will find a shoe store. It may not be on your path of travel, but because you need your shoe repaired you will find the shoe store.

It's the same thing with an airlines terminal. Besides the price of a ticket, passengers will seek out the terminal buildings with the highest levels of service.

TWA as an airline terminal can no longer provide that service. However, the historic land side terminal and the connector tubes remain viable in a non-terminal airport-related operation. But, to reiterate, its roadway capacity could not handle the terminal operations today. So, as we've heard our in our presentations, there has been some discussion about why couldn't this remain

as the front door to the new building. Well, I think after we've just gone through our photographic survey you can understand why that would be virtually impossible to do. It's too far away, there are too many deficiencies within the path of travel to make that a real opportunity.

And finally, just to read along with me, this will allow the landmark to have a new lease on life and become the symbolic centerpiece of JFK.

Let's go to the preservation plan. As part of our memorandum of agreement we have agreed to go out and seek interest in the new life of this terminal building in an adaptive re-use strategy. We've internally talked about what the possibilities might be and what we're going to talk to you about now is the focus on the potential for this to be a business or conference center that could provide those services to the airport and

to the region.

We've peeled away the bird roof here just to illustrate the point, and blown it up so we can make the point even stronger. If you look at the TWA main terminal area it is extremely conducive in these zones to creating the conference facilities that would be required, using the main terminal area as the lobby zone between the conference facilities, and using the entry portals to create exhibit displays and other services that would be related to the conference areas. On the second level, these areas are perfect for redevelopment in terms of providing the food services that would relate to the conference facilities.

And what we hope to be able to do within this adaptive re-use strategy is take this view and return it back to this view. Take this air side view and return it back to this view within our plaza development. Take this view, which is one

of the interesting views that's been photographed numerous times, which now has these elements related to it, and return it back to this view because all of the airline terminal accretion that's occurred over time would be removed. Take this view, and this area has been renovated several times, and return it back to this view as the lobby area of a potential new operation.

In our plan, and all of this is in the memorandum of agreement, all of this is documented within the agreement, we will do the necessary [unintelligible] documentation, we will remove all the latter era additions, we'll restore the building exterior, we will restore all of the significant public spaces within the building. We will create an exhibit that illustrates the building. And we will develop a plan to maintain it all.

Briefly, the 106 process. The proposal was reviewed this year by New

York State Office of Historic Preservation. And a memorandum of agreement between The Port Authority, the Federal Aviation Administration, FAA, and SHPO has been drafted to insure that the project includes appropriate measures to take into account the effect of the project on the historic property.

I thank you.

MR. TULIS: It is now about five to 3:00. What I would suggest is that we do our breakout session, which is in the room next door. There will be boards there explaining the various impacts and benefits of this proposed redevelopment project. There will be people that you can talk to and ask questions and get answers to.

Also at the workshop room, which is next door to your right, there will be a table set up where you can provide comments that will be videotaped and then transcribed so that it becomes part of the

public record. The conversations that you have at the individual stations will not be part of the public record. That will be an informal part of this particular process.

I would suggest that we then reconvene in this room at approximately 3:30, which would give us about 30 minutes for people to make comments.

Again, I want to reiterate that the comments should only deal with this particular project, that the comments will be limited to three minutes initially, but you will have the opportunity after everybody has had a chance to speak to come back and finish if you have more than three minutes that you would like to speak.

I ask, and I'll reiterate this before we begin it, that when you come up to speak, please give your name and address so that we have an accurate recording of who is speaking and we'll be

able to respond to you directly if you have any specific questions later on. No questions will be answered during that period, but will be answered in the draft final document along with a transcript of what you have said.

So, with that, why don't we adjourn to the next room, which is to the right, and reconvene here at about 3:30.

[Recess]

MR. TULIS: As I explained earlier, this portion of the public hearing is to give everybody an opportunity to speak and have it recorded on the public record. Any comments or questions that you may have.

I want to reiterate that the time limit will be three minutes but you will be invited to speak after everybody else has had the chance to have their three minutes, and we will continue as long as we need to.

When you come to the mike, when

you do speak, please come to the microphone right here, state your name and address very clearly for the record, and then make your statement. So far four people have requested to make statements: Betty Bratton, Theodore Proudhonne, Vicky Wiener, and Carolyn Zalesky.

If Betty Bratton would please come up and make your statement. Thank you.

MS. BRATTON: Good afternoon. My name is Betty Bratton and I'm the chairperson of Community Board 10 in Queens. The Community Board is located at 115-01 Lefferts Boulevard, South Ozone Park, New York 11420.

Community Board 10 abuts JFK Airport on the west and abuts the air train on the Van Wyck Expressway. The airport is important to us for a number of reasons. It is our neighbor, it is a source of jobs for many members of the community, and it is a source of revenue

for many businesses in our community.

The airport can also be a source of agitation due to aircraft noise and hours of operation. We are currently enjoying a very healthy relationship with the airport thanks in large part to The Port Authority. We are in agreement that an intensive redevelopment effort is necessary to make the airport a world class facility. We concur that we want to see the airport serve more people on less flights. And there is a mutual desire to see that the local community receives benefits from the airport.

The Port Authority briefed the JFK subcommittee of my board on the proposed plans for Terminal 5. There was general consensus that while [unintelligible] TWA terminal may very well be an icon of the airport, its usefulness as a terminal has long since passed. It lacks amenities that are necessary for today's traveling public, it

does not meet the requirements of the Americans with Disabilities Act, it is an unwelcoming space for visitors to our city, and its flight wings were built to accommodate a different era of plane, namely a smaller plane that's noisier.

The briefing provided us with a great deal of detail and analysis about the development of the design. This approach is a signature of the agency and one for which I believe we all benefit. The proposed changes strike a fair balance in paying proper homage to a significant piece of architecture while also properly serving the traveling public. The new terminal will join Terminals 1, 4 and 8 in pronouncing a new era at JFK. The restoration of the TWA terminal as a restaurant or conference center would make the structure more accessible to the general public.

We applaud United Airlines for its commitment to build a new terminal at

our airport and look forward to working with them as they progress the design of their terminal. We commend The Port Authority for dedicating the time and resources to put forth a proposed solution that is both responsible and responsive.

I strongly urge the FAA to accept the proposed changes to Terminal 5 as described by The Port Authority. Thank you.

MR. TULIS: Thank you very much.

The next person is Mr. Proudhonne.

MR. PROUDHONNE: I'm Theodore Proudhonne. I'm an architect and a professor of historic preservation. I'm here as the president of [unintelligible] U.S., an international organization with chapters in 37 countries and a membership across the United States.

We also received a briefing by The Port Authority of the proposed modifications to the TWA terminal. We

would like to certainly compliment The Port Authority and its consultants on the considerable amount of work and effort and the clarity of the presentation that has gone into it.

I think we all recognize that the terminal as a functional airline building has long been obsolete. I think our concerns are really more in the two areas. And one is that the ideas presented in the concept master plan, particularly with regards to the open spaces both in front and back, hopefully can be maintained. I think our experiences of airports is that parking and other facilities have a tendency to grow like weeds out of places we don't want them. That's the first part.

I think the second part is that our concern is that while great discussion takes place about the preservation and also is covered very detailed in the memorandum of agreement, that the timing

of such is all driven by a private finding a private tenant. I think the concern we would like to express is the fact that buildings in New York City once they become empty and have no clear use anymore become victim to both vandalism, which in this case would probably be partially souvenir hunters and other people, thinking that there are things to be had, as well as the fact that it's very hard to maintain such a building.

So I think we would urge you to find ways of speeding the process either by direct involvement of The Port Authority or by finding that tenant who has the resources and the funds to do so, so that the building can continue to function as a building and not as an empty incredible hulk. Thank you.

MR. TULIS: Thank you very much.

Vicky Wiener.

MS. WIENER: Good afternoon. I'm Vicky Wiener, [unintelligible] Historic

Preservation at the Municipal Art Society.

The Society is one of New York's foremost advocacy organizations, founded over a century ago, and seeks to promote excellence in the planning and design of the city's built environment and to preserve the best of the city's past.

We received a briefing in April by The Port Authority and the design team, and we thank you for soliciting our response. The Society finds that The Port Authority's concept master plan for replacing [unintelligible] TWA terminal with a new building and giving the original terminal a new use raises a number of troubling preservation, design and planning issues. We have four main areas of concern.

First, under the concept plan the landmark terminal is isolated rather than integrated into the design of the new terminal. The plan fails to capitalize on this one time opportunity to preserve and

integrate the TWA terminal, including its two satellites, into the new facility in a creative way that both respects [unintelligible] unique design and reflects the terminal's original purpose.

Instead, the current proposal calls for a large new terminal to wrap around the original, threatening to overwhelm it and diminish its architectural integrity.

Second, we're concerned that insufficient attention has been paid to maximizing public access in the terminal's re-use. In exploring adaptive re-use options for the terminal an effort should be made to maximize public access to the terminal's unique interior and to preserve the spirit of flight that the terminal so wonderfully captures. A conference center does not respond to either of these priorities, nor does it maintain an aviation-related use, which we believe would be the most appropriate.

Third, The Port Authority has stated that it plans to demolish the flight wings. The demolition of the flight wings, the first of their kind to be included in an airline terminal, will detract significantly from [unintelligible] overall scheme for the building. Without them it will be impossible to understand fully the architectural innovation of the original design.

And finally, The Port Authority has stated in meetings that we have attended and heard about that it does not intend to appear before the Landmarks Preservation Commission of New York City, despite the fact that it is altering a notable city landmark and it is on city-owned property.

The expertise of the Landmarks Commission and its staff are essential to appropriate planning for this internationally important landmark. The

public too has much to contribute to the discussion of the building's future. The Port Authority should follow the LPC's procedures, and we feel it should pay heed to the informed positions expressed by architects, historians and preservationists.

We appreciate the effort that The Port Authority has made in preparing an extensive presentation that clearly explains the idea. However, we believe that in the entirety of Kennedy Airport there must be a way to accommodate The Port Authority's needs while preserving [unintelligible] masterpiece of expressionistic modernism, not only as a restored work of architecture but as a functional part of the airport travel experience. Thank you.

MR. TULIS: Thank you very much.

Carolyn Zalesky.

MS. ZALESKY: My name is Carolyn Zalesky, as you said. I'm here, I'm

involved with [unintelligible] as is Theo Proudhonne, but I'm here right now to read a letter from the Preservation League of New York State.

The Preservation is the only statewide not-for-profit organization dedicated to preserving our state's incomparable architectural heritage, and this letter is signed by Scott Hyle [phonetic], who is their president. So I will begin:

"While we are grateful that The Port Authority's master plan allows for the restoration and adaptive re-use of the TWA terminal, we strongly urge you to take a more active role to insure that the terminal will most definitely be preserved as a great symbol of New York and the American century.

"Our concern is towards the prospect that this internationally renowned landmark will sit empty and in danger of continued disrepair. Once all

letters of agreement have been signed by the various authorities, The Port Authority should not proceed with the building of an addition to the TWA terminal without a budget and a resolution for the existing TWA building's use.

"Furthermore, if a new tenant does come forward, we're concerned such a tenant might proceed with an inappropriate and deleterious adaptive re-use.

"For these reasons, we strongly urge you to include restoration of the TWA terminal into the budget for the entire project related to TWA. We also urge you to work with the New York City Landmarks Commission to insure that the landmark is restored according to their guidelines. The [unintelligible] building must not sit empty and in a state of neglect while you proceed with its addition.

"The Preservation League is the only state-wide not-for-profit organization dedicated to preserving our

state's incomparable architectural heritage, and we accomplish this work through our public policy, legal, technical and grant programs. In our 26 years of service the League has advocated for and assisted with the preservation of landmarks facing destruction of ill-advised alteration. It is in this spirit that we urge the New York and New Jersey Port Authority to make a stronger commitment to restoring the TWA terminal.

"The Preservation League would be honored to help in any way possible. We look forward to the presentation you will hold before the New York City Landmarks Commission and a commitment from The Port Authority to future collaboration with the New York City Landmarks Commission team of experts. Scott Hyle."

Thank you very much.

MR. TULIS: Could you provide a copy of that letter to The Port Authority?

MS. ZALESKY: Yes.

MR. TULIS: We'd like to include it in the final document.

MS. ZALESKY: Yes, absolutely. I will. I'll do that.

MR. TULIS: Thank you.

That concludes the number of people that have signed up wishing to speak. Is there anybody else who hasn't signed up that would like to make some statement for the public record?

According to the public hearing notice, this public hearing today will last until 4 o'clock. So we will be here until 4 o'clock if you change your mind and wish to say something. But if you wish to leave, do so. But we will be here until 4 o'clock and the session will officially end at that point.

I want to re-emphasize that you still have until July 18 at 5 p.m. to get any other written comments that you want in the public record to The Port Authority and to the FAA. And I sincerely thank you

for your attendance today. I think it's a very important project and we're really grateful for all of your comments.

So, with that, if you'd like to leave, feel free to do so. We will be here until 4 o'clock.

[end transcript]

SHPO Public Hearing – JFK Terminal 5
JFK Ramada
June 27, 2001 @ 6:00 p.m. – 8:00 p.m.

~~Speaker~~ Sign-In Sheet

Name: CRISTINA Ghets Org., if applicable _____
(Ex. 1)
Address: _____
Tel. #: _____

Name: Dieter Berg Org., if applicable _____
(Ex. 1)
Address: _____
Tel. #: _____

Name: Mark AHASIC Org., if applicable JetBlue
(Ex. 1)
Address: _____
Tel. #: _____

Name: RAY SPINELLI Org., if applicable _____
(Ex. 1)
Address: _____
Tel. #: _____

Name: Alexia Kyei-Aboagye Org., if applicable _____
Address: _____
(Ex. 1)
Tel. #: _____

Name: ALEX HIRSIG Org., if applicable _____
Address: _____
(Ex. 1)
Tel. #: _____

Name: Simon Pe Org., if applicable _____
Address: _____
Tel. #: _____

SHPO Public Hearing – JFK Terminal 5
JFK Ramada
June 27, 2001 @ 6:00 p.m. – 8:00 p.m.

~~Speaker~~ Sign-In Sheet

Name: Kathleen Randall Org., if applicable DOCOMOMO/US New York Tri-
Address:
Tel. #: (Ex. 1)

Name: George M. Below Org., if applicable
Address:
Tel. #: (Ex. 1)

Name: ARNOLD SINGLETON Org., if applicable
Address:
Tel. #: (Ex. 1)

Name: CHRIS COLLINS Org., if applicable JETBLUE
Address:
Tel. #: (Ex. 1)

Name: TERRI GERRISH Org., if applicable CH2M HILL
Address: (Ex. 1)
Tel. #:

Name: RONG BARRIOS Org., if applicable CH2M HILL
Address: Same as above/previous
Tel. #:

Name: Kevin Ashton Org., if applicable
Address:
Tel. #: (Ex. 1)

SHPO Public Hearing – JFK Terminal 5
JFK Ramada
June 27, 2001 @ 6:00 p.m. – 8:00 p.m.

Speaker Sign-In Sheet

Name: ANDREW MALYSHEW Org., if applicable WNBC+A

Address: (Ex. 1)

Tel. #:

Name: Org., if applicable

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THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY

PUBLIC HEARING

John F. Kennedy International Airport (JFK)
Terminals 5 & 6 Redevelopment Project
New Airline Terminal and Modifications to
Existing TWA Structure

Wednesday, June 27, 2001
6PM to 8PM

The Ramada Plaza Hotel at JFK
Van Wyck Expressway, Jamaica, NY 11430
(718) 995-9000

THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY

PUBLIC HEARING

6:00 p.m.

June 27, 2001

whether if they're transferring from a domestic flight from Los Angeles or San Francisco, they have to be bussed to another terminal to get an international flight and so forth.

So the purpose of this public hearing is to deal specifically with the re-use and the restoration of Terminal 5, the [unintelligible] building, which is considered to be a major architectural landmark by the City of New York and the State of New York, and The Port Authority as part of the process of redeveloping the site, is committed to restoring the integrity of the original building.

Essentially, because it is now 40 years old and was designed more than 40 years ago, it does not sufficiently accommodate today's air traffic demand, both from a passenger level or the type of aircraft that operate at that airport.

Prior to that, The Port Authority issued an environmental assessment which

is available and has been available for several months, on looking at all of the environmental, potential environmental impacts on the redevelopment of Terminal 5 and 6 here at JFK. There were public notices and there was public comment, and the process of looking at the entire environmental picture has been completed, and it was done in conformance with the National Environmental Protection Act of 1969, of which any public agency that's doing a major project must do, certain projects, environmental assessments or environmental impact statements and there are about 23 categories of impacts that they look at to see if that particular project would cause any adverse effects on the environment.

And one of those adverse effects that's included in -- well, two, and they're interrelated. One is what's called the Department of Transportation Section 4F, which deals with historic

sites. And the other is archaeologic, architectural and cultural resources.

The only comments that were received by The Port Authority and the FAA in connection with the environmental assessment had to do with the specific restoration and preservation of the TWA terminal, Terminal 5, which is, as I said, considered landmark status. And they have gone back and done some redesign and whatever has been necessary to meet the requirements of the State Historic Preservation Office, the New York Landmarks Commission, the FAA, Department of Interior and so forth.

My name is Ron Tulis. I am a Senior Vice President with Recondo & Associates [phonetic]. We are airport consultants and we have been airport consultants to The Port Authority for many years doing a variety of work, including being co-authors of this original environmental assessment, along with

another aviation consulting firm called CH2M Hill.

And the purpose of tonight's hearing -- we had one earlier today. We're doing it twice to give people an opportunity of they didn't have time to come this afternoon -- was to receive comments on the conceptual design of the redevelopment of Terminals 5 and 6. And specifically, because it was asked for by the State Historic Preservation Office and the New York Landmarks Commission and their extreme concern about preserving -- well, I think we all consider a pretty innovative and magnificent building in its time. It's run out of its functional usage. It does not work as an airline terminal anymore. After about 45 years aviation has changed a lot and it just does not function to provide the level of service that The Port Authority wants to give to its customers.

JFK is the international gateway

to the United States, in spite of the fact that other airports do have international flights. It's the first thing that most foreign visitors see. And we think that this is a very important building. The Port Authority does not want to do anything to alter its integrity an its architectural importance.

So tonight's public hearing is primarily focused on the restoration and renovation of the TWA terminal, which will be vacated by TWA now that they have been purchased by American Airlines, and their operations will be part of American Airlines in Terminal 8, and they will no longer occupy Terminal 5. It will be a vacant building.

United Airlines currently operates out of two buildings, 6 and 7, Terminal 6 and 7. And there's a lot of duplication of facilities. It's very inconvenient. People that are coming from Los Angeles or San Francisco have to be

bussed to the other terminal if they're transferring to an international flight. It's just not functional anymore, as well as the fact that the original TWA terminal is...

Before we begin the public hearing, I'd like to introduce two people. Three people, actually. To my right is Ted Kleiner. Ted is the assistant director of the Airports Capital Improvement Program.

To my left is Robert Davidson, who is the chief architect for The Port Authority of New York and New Jersey. And I'd like to also introduce Mr. Kevin Kerstin, who will be making a statement with regard to the process.

What we plan to do tonight is Mr. Davidson will be presenting the first part of the session. He will be presenting about 30 minutes, a presentation about what the current concept plan is. It's not been finalized but it's on its way to

being finalized and will eventually look pretty much what it looks like that you see tonight.

After that, we will break into the adjacent room, where we have boards set up and people available to answer any questions you have related to the entire project, both Terminals 5 and 6 redevelopment and there will be people from The Port Authority and consultants there to answer any questions you have.

There will also be a table set up that if you wish to make a statement that you want on the public record, it will be taped and videotaped so that we can write a transcript and respond to any questions you have. And that will be part of the official record. So you can take as long as you want and say as much as you want at that time in the adjacent room.

After that, probably around 7:30 or so, we will adjourn from that room, move back into this room, and we will open

it up for public comment again that will go into the record. A microphone will be set up. We will ask you to give your name and address and initially you will have three minutes to make a comment. If you need more than three minutes, depending on how many people make comments, I'll be very flexible about that, but if we have a lot of people needing to make comments then you'll be asked to stop after three minutes but you'll be given the opportunity to come back to the podium and finish what you started to say. We just want to make sure that everybody has a chance who wants to speak gets the opportunity to speak and get it into the record.

Kevin will be giving you some specific information in terms of the federal and Port Authority process, which deals with the fact that at 8 o'clock when this particular session ends, it is not the end of the public hearing, period. We

are allowing three additional weeks for people to put into writing any comments or questions that they may have to The Port Authority. The deadline would be July 18 at 5 p.m. Anything received after that will not be accepted and will not necessarily be part of the public record. But all comments that are received either tonight, either verbally or previously received prior to this public hearing, will appear along with a full transcript of everything that is said during the public portions of this public hearing, will appear in the final draft of the environmental assessment and we will provide answers to any questions you have.

During the comment period, the last half hour of this public hearing, we will not be responding to any questions that you may have. You can ask questions, you can make comments, but the responses will be in writing and available within about three weeks, three to four weeks

from now. All we ask is that you provide your comments, whether it's negative or positive, and if you have any questions don't expect us to answer it tonight. We will answer it in writing in the final document and make sure that you get to see it.

With that, I ask Kevin to make a statement.

MALE VOICE: Today's proceedings are being video and audio recorded in lieu of stenographic recording by John Denise, a trained professional cinematographer and supervisor of The Port Authority of New York and New Jersey's audiovisual unit. The entire proceedings in their entirety of this date, Wednesday, June 27, 2001, will be recorded. Any exhibits or documents being produced in the hearings will be marked as part of the record.

At the conclusion of the hearings Mr. Denise will take the necessary steps to authenticate and certify that the

videotape is a complete and accurate recording of the proceedings. Any written statement which you may wish to submit for the record or after the conclusion of the hearing may be transmitted to The Port Authority no later than July 18, 2001, and may be sent to Brenda Scott, Public Affairs Department, 68 South, One World Trade Center, New York, New York 10048.

A copy of the videotape and all written statements submitted today will be available for review in the office of the secretary of The Port Authority of New York and New Jersey, One World Trade Center, 67th Floor, approximately July 25, 2001. Thank you.

MR. TULIS: With that I'd like to ask Mr. Davidson to begin his presentation to show you what the conceptual plans are for the redevelopment of Terminals 5 and 6.

MR. DAVIDSON: Thank you, Ron.

Site 5 and 6. This is our

overall master plan, but clearly what this presentation will be about tonight is the disposition of the TWA landmark.

As you can see from our opening slide, what Site 5 and 6 master plan's goal is is to balance the land side, balance the terminal building and the air side capacity within that site, and we're going to give you some great detail regarding how we will be doing that. But the other side of it is our attempt to balance customer service and historic preservation through adaptive re-use.

This presentation will be broken into four different parts: historic background, customer service, our master plan proposal, our preservation plan, and finally we'll end it with where we are in the 106 process.

Let's jump right into the historic background issue. Idelwild Airport at the beginning. The evolving Terminal C airport master plan. What

you're looking at is an aerial photograph of basically the ring roadway network with only the international arrivals building present on the site, and even that building is in construction as we look at the aerial photograph. All of the other sites or parcels, as they were, that envelop the ring road are still waiting for the terminal buildings to come out of the ground.

The basic premise of the terminal city master plan was to encourage each of the airlines who were developing sites around the ring road to develop individually expressive terminal buildings that would become their corporate identity.

Around 1962 most of the buildings are in place, including the TWA complex. If we walk around the ring roadway network you see the Pan Am facility, the Northwest and the Eastern building, the American and United buildings. The British building and

the National terminal are still not there, but you still see the quonset huts, which were the original airport terminal, temporary airport terminal facilities, and that's how the airport opened up.

Jumping to Kennedy Airport today, you're looking at an aerial photograph that is roughly three weeks ago. And what you see is a very, very different yet very, very similar central terminal area. The difference is we have a brand new roadway network. We could no longer survive with all of the vehicles coming to this airport moving past each one of the terminal buildings to approach the terminal building that was their original destination. So we had to redo the roadway network which began in the late Eighties and was completed in the early Nineties, making it much easier for passengers to arrive at their terminal building within specific terminal area quadrants.

You also see new terminal building development. Terminal building development that's in construction and terminal building development that's nearing completion. Terminal 1, the first terminal building to open up at Kennedy Airport in over 30 years, is operational. Terminal 4, known as the International Air Terminal, is also opened as of last month. Terminal 7 is nearing completion and you're beginning to see the Terminal 8 site in construction on its air side that will eventually become American's mega-terminal.

Up here is Site 5-6, and finally the system that eventually will replace the ring roadway in terms of how people move around the central terminal area, out of the central terminal area, out to the long-term parking areas and out to the region is the air train guideway, which is virtually complete within the CTA.

Our goal as part of our master

plan is to re-establish this building image. And what this building looked like in its original land side setting. Our goal is to recreate this image on the land side, which has changed over time, as you can see evidenced in this photograph, recreate this air side image, which is not possible as long as the landmark remains an active airline terminal.

And what you're looking at is all of the additions or accretions that have been constructed on the air side of this site to allow this building to function over the past 40 years.

Let's jump right into customer service. Airline tenant and Port Authority capital investment, absolutely critical to the customer service issue at Kennedy Airport. We all know the reputation that Kennedy Airport has been given over the past 20 or 30 years. We have actively been attempting to change that perception.

Customer service competition between the airlines fosters airline tenant investment. What's happened over the past several years is that as new terminal development has taken place the other airlines have realized that in order to remain competitive, not only on this airport but beyond, they needed to go into redevelopment as well.

Now, if you look at Site 5-6 from a vertical aerial, what you're looking at is a significant lack of balance between the land side of the terminal buildings that occupy the site, the actual terminal building environment, and the significant air side that sits basically under-utilized and needing desperately to be maximized.

Here's a graphic of the terminal comparisons that we know about. Terminal 1, roughly 700,000 square feet. Terminal 8, the mega-terminal, almost two million square feet. Terminal 4, two million

square feet. The proposed site 5-6, 1.5 million, which encompasses the full buildout of that site. The existing TWA terminal is roughly 370,000 square feet.

If you look at specific comparison to the first phase of our master plan, which is the United Airlines terminal, that is in the 750,000 square foot range.

But what we'd like to do now is take you through a visual comparison between Terminal 1, that first new terminal, and the existing TWA terminal in terms of customer service.

It starts on the land side. What you have in front of Terminal 1 is a typical dual level roadway arrangement. The roadways are stacked. The roadways are placed in the zones that are required based on where the terminal zones are: departures above arrivals, because that's where the passengers want to be when they're being dropped off at that roadway

frontage and moving from ticketing through the gate concourses to the eventual plane. The arrivals level is at grade because, as people arrive at the terminal building and go through customs and immigration, they want to be at the grade level.

TWA, again, one of the first terminals, part of the ring roadway network, has both of its roadways at grade. You have the departures roadway directly up against the building and you have the arrivals frontage beyond that sequentially. And as we witnessed before, that's the canopy that has been built over time that sits in front of the landmark blocking its view.

When you come up to the departures level frontage at Terminal 1, what you're looking at is the significantly deep sidewalk zone that is completely weather protected, the highest level of service that you can arrive at.

TWA. Happens to be raining that

day, but if you'll note, no weather protection, a sidewalk that's probably in the ten to 15 foot range. And this little note up at the top is for me to remind me to explain to you that at times when the airport goes into Level 4 security where passengers are actually checked at the curbside, this is an impossible terminal building to deal with.

As we move into the departures level, you're looking at let's call it an oblique aerial of the Terminal 1 departures area. Note the amount of people waiting in queues to be ticketed and eventually moving through the building.

This is the TWA terminal at peak hour. And what you're looking at is --

[Interruption]

MR. DAVIDSON: What you're looking at is at the TWA terminal the departing international ticketing zone and the departing domestic ticketing zone

criss-crossing with each other, blocking the main terminal entrance.

Here's the Terminal 1 concourse. Very wide, easy to move through, you're moving through retail zones, eventually arriving at your gate position.

This is the connector tube, the landmark connector tube at TWA. If you'll note, there's a person being pushed by wheelchair up the connector tube, because the connector tube slopes and curves do not meet ADA criteria. Just a few people fill up the entire connector.

Here's a gate position at Terminal 1. People waiting to get onto their plane, fly internationally. Here's a gate position in the flight wing. Simply not large enough to accommodate the large aircraft.

As you move out to the ramp side, what typically happens in terminal building development these days is that all of the utility that moves bags from

ticketing out to the plane positions is built within the concourse zone.

This is the entrance to the baggage area. This is what the baggage area looks like. At TWA they had to build a baggage building outboard of the landmark to accommodate their baggage operation. A grade level view from the air side illustrates how bags move through that complex.

If you move to the arrivals function, this is the meeter/greeter hall or arrivals hall at Terminal 1. Note the depth of the arrivals hall. Passengers exit customs at this location. They are met and greeted by their friends and loved ones.

At TWA this is the area where people meet and greet their friends and loved ones. What's interesting about this view is this gentleman who is standing there for two reasons. One, in case the bag falls off of the domestic claim

device, he's there to pick it up because the baggage device is literally hard up against what used to be the original wall of the TWA building. He's also there to make sure nobody reaches over the railing and grabs a bag.

That arrivals function also spills out onto the curbside because the location of the meeter/greeters zone is not large enough to deal with the people who are arriving to meet and greet the people who are coming out of the customs hall. You can see what happens once this occurs. These people are actually blocking the departure zone, the curbside just isn't big enough. And again, no weather protection.

Here's the arrivals curbside and roadway network at Terminal 1. Completely weather protected, four lanes. At TWA the arrivals frontage is again sequentially removed from the departures frontage both at grade, and people literally walk

through a vacant departure zone because of the way the flight arrangements are working to get to the arrivals frontage, and again no weather protection.

This is about customer service. That's the prime directive here. We need to keep all of our airport zones working within the highest customer levels of service that can be provided. And that's what our master plan proposal is attempting to do.

It's really comprised of four different components. You have terminal development, roadway improvements on the land side, structural parking on the land side, and, of course, air side improvements.

Our initial thought regarding this site was to arrive at a scheme that would build a completely holistic terminal environment, land side terminal and air side, on the former air side of the TWA landmark. But as you look at this very

early conceptual notion, what you see is that it's not even showing the connector tubes, because we had just arrived at the idea. And we needed to develop a dialog with the appropriate entities who would help us through this process.

The dialog was to create again that balance between customer service and preservation through adaptive re-use.

As we kicked the idea around, we went back to the original terminal diagram. The original terminal diagram basically used the connector tubes to bring passengers from the main terminal to the flight zones.

Here's the original building section, and you can very clearly see the main terminal, the connector tubes moving over the air side and arriving at the flight wing.

Our intent, once we realized that this was the key to the problem, was to develop a scenario that would recapture

the spirit of how the TWA terminal worked when it first opened up. Here's that original building section again, using the tube to connect one structure to the other, and here's our proposal, to reinvent that diagram. Use the connector tube to bring passengers who are using the newly arrived adaptive re-use function within the TWA landmark in an airport-related function, use those people, move those people through the connector tubes to the main terminal building, thereby recreating the diagram.

These are superimposed, the two flight wings, and it clearly indicates why they need to be removed to make this complete project work. But you can also look at these two points, which are the fully developed connector tubes, and this is what set our geometry in order for us to develop the roadway approaches, the terminal building arrangement, and the gate area arrangement to make this new

terminal environment work. What you're also looking at is the structural parking we were talking about before, and of course all of the roadway approaches that eventually allow passengers and visitors to arrive at this zone, which brings them into the completely holistic terminal environment.

As we looked to Terminal 1, we were looking at a stacked roadway arrangement, which is relatively typical for the way buildings of this type are developed. But if we were to have used a stacked roadway arrangement, we would have been eliminating more than 40 percent of the connector tubes. That just was not going to work.

So what we looked at was a scheme that unstacked the roadways so that the arrivals roadway, which basically had to be in this location, would remain in its location, but the departures roadway would move beyond the connector tube length to

bring passengers to the departures level, therefore allowing us to incorporate the full customer service connector tube into the scheme.

Once we do that, we were able to establish a plan that did not negatively impact the land side or the air side terminal operations for the new building. And, of course, it enabled us to reinvent the connector tubes, allowing them to provide the same function they did in 1962.

Once we create this link and move the roadway networks to the former air side of the TWA landmark, that enables us to create a fully publicly accessible land side plaza that can be utilized by anybody because it's no longer in the secure zone. It's now in the public realm.

We also depressed the arrivals roadway because we were concerned about the connector tube. We did not want to relocate the connector tube vertically.

We did not want to touch any of the existing column arrangement of the connector tube. So the natural approach was to drop the roadway network, to create the vehicular clearances that we need to bring emergency vehicles, buses and the like to the frontage zones. In its original arrangement that was not necessary. So rather than move the connector tube, we are depressing the roadway.

By doing that, in many ways it begins to enhance that new public plaza. We would create lighting and necessary barrier edges to that plaza because we want to manage the pedestrian flows through the roadway networks, just as we would at any terminal building, and use that edge to light not only the plaza but light the roadway network at the arrivals level.

The view, looking air side as you see it in this historic photograph, would

be recaptured in a slightly different way. But this view, which is not accessible to the public and has never been accessible to the public, would now be there for anyone to experience, including this side view, which unless you're in a plane, taxi-ing away from the building, it's not a view that you can experience for any length of time or in any quality fashion.

If you put it all together in this conceptual sketch, you can see the potential that exists here. People will be able to reach out and touch this terminal building on its air side, something that's never been possible before. People will be able to interact between the two buildings because this is all public.

We would utilize a theme that we began on our approach roadways into the airport on the Van Wyck Expressway, to begin to recall TWA's history of flight throughout its long existence. And we

would use that to balance the interface between the existing landmark and the new site.

Because the site no longer has to meet airport roadway capacity criteria on its land side, we can recreate the site in front of the building as it was in its original setting.

Here's a view of the building as if you were moving past the building or departing from the building. And here's what this can look like in a fully developed Site 5-6 master plan. If you look behind the terminal the intentionally developed low profile of the new building allows the approach roadway and the site view of the landmark to return to the way it was back in the early 1960's.

Again, full accessibility, not only from the local site but from within the central terminal area, and the long-term parking areas, and the region through the air train system.

From a customer service perspective, this proposal would significantly improve the land side approaches, including the structural parking, the air side operations, including the ability to reduce the number of plane positions that are simply parked out there because there's no room at the inn. We would still need some parking positions out there to manage the air side, but we are creating more contact gates.

In summary, airline terminals are a destination service. The analogy that I've been using is that if you need your shoes repaired and the shoe store isn't on your way to work, you will find the shoe store because the shoes need to be repaired. It's the same issue with an airline terminal. It's a destination. Besides the price of a ticket, patrons will look for the highest level of service in terms of choosing their flights and

their airlines.

TWA can no longer provide that level of service or work anywhere close to those standards.

The land side terminal and the connector tubes, however, remain viable in a non-terminal airport-related operation. Its roadway network and its dysfunctional circulation environment, however, really preclude it from ever working as the front door to the new terminal, which is something that we've heard as we've gone out to the preservation community and sought advice and opinions about our plan. No one is going to pull up to this frontage with four or five bags, make their way through the multiple level changes and non-compliant ADA connector tubes to arrive at this zone where they would then have to seek out the ticketing zones within the terminal building.

However, in a non-terminal-related environment this could work very

well.

Just a remind. It would be accessible from all airport destinations. You can fly into Terminal 1 and move over to the TWA complex in its new life. You can fly into Terminal 7. You could be in the long-term parking areas. You could be coming from Jamaica Station or Penn Station, for that matter, and still utilize, conveniently utilize and access the TWA terminal in its new life.

And of course this will allow the landmark to have that new lease on life and hopefully become the symbolic centerpiece of Kennedy Airport.

Let's move to the preservation plan. If you read the memorandum of agreement, the agreement states that we will actively move out to the development community and seek interest and ideas regarding what is the best and highest use for the TWA landmark in its new life. As we've discussed it internally, we think

that a business center or conference center of the highest quality, as the iconic focal point within the airport zone, would be a terrific move. We've peeled away the roof so that you can see what the environment below the roof looks like, and we've blown it up to illustrate in a very conceptual way that the way the building is laid out, considering all the restoration that would take place in the public spaces, that conference facilities off of the main lobby with its view out to the plaza zones and the terminal building beyond would work very well as a functional diagram.

As you enter into the building, we fully intend to develop an exhibit space that would illustrate the history of the airline terminal, and we can use these zones for concierge services and high tech, developing a high tech business environment that would work in concert with what is going on on the conference

levels.

The upper levels would provide the ideal food service opportunity that would be part of the business or conference center.

Once we put that in motion -- and again, in the memorandum of agreement it's fully documented -- we hope to be able to turn this view back or forward into this view. We hope to be able to take this view and return it to this view within the public plaza idea. We hope to be able to lead a little detailed vignette view such as this view, which have been disrupted over time or corrupted over time, and return it back to this view.

And of course the main lobby area, which has gone through several renovations over time, can be returned to this view to act as the public focal point within the new life of the terminal.

We have a preservation plan. It's well documented in the MOA, but

here's a summary of it. We will develop all of the formal documentation required. We will remove all of those additions that have been built over time. We will completely and actively restore the building exterior. We will restore all the public spaces of significance within the building. We will create that exhibit that I mentioned before, and we will develop a maintenance plan that will insure that the building remains viable throughout its new life.

Regarding the 106 process, this proposal was reviewed by the New York State Preservation Office, SHPO, and a memorandum of agreement -- I'm going to read this word for word because this is what's in the MOA, a memorandum of agreement between The Port Authority of New York and New Jersey, the Federal Aviation Administration, FAA, and SHPO has been drafted to insure that the project includes appropriate measures to take into

account the effect of the project on this historic property.

That concludes the presentation. Thank you.

MR. TULIS: Thank you, Bob.

The next part, what we have provided for you is in the adjacent room to your right -- to your left, I guess -- we have some boards set up and stations and people from The Port Authority and consultants that will be available for you to ask questions and for them to provide answers to you regarding not only the specific restoration of Terminal 5 but also if you have any questions related to the entire project, which includes the redevelopment of Terminal 5 and 6, they will be available to you to talk to and answer your questions.

Also in this room, as soon as we're able to set it up after we adjourn from this room, we will have a table where, if you wish to have statements made

and do it in the public record, there will be a table available and a video camera and audio to take a complete transcript of whatever comments or questions that you have that you prefer to do in private. But they will be recorded and provided in the public transcript of this public hearing.

At approximately 7:30 I would like to reassemble back in this room, and if anybody has any public statements there will be a microphone set up. If anybody has any public statements that they want put in the public record that they want other people to hear, you will be given that full opportunity. As I mentioned earlier, initially, really depending on how many people want to speak, we have a three-minute limitation so that we can get through everybody. But then at the end of that you may return to the microphone and complete whatever comments you have that you want as part of the public record.

Again, I want to emphasize that this public hearing is not closed until 5 p.m., July 18. And until then you have the opportunity to provide any written comments to The Port Authority either pro or con or questions or whatever in regard to the redevelopment of Terminal 5 in writing to The Port Authority, and/or approximately July 25 the transcript will have been completed and we will do everything possible to answer your questions that you may have that don't get answered tonight.

During this last period from 7:30 to 8:00 we do not intend -- the purpose is to receive public comments. We do not intend to provide answers at that time, but answers to all questions that are either raised tonight or raised in any correspondence that you provide to The Port Authority by the deadline of July 18 will be responded to and provided to you and be placed in the final environmental

assessment that will be submitted to the FAA for approval for this project to begin.

So at this time I would like you to invite you to the adjacent room and there will be boards up there explaining some of the various environmental impacts and issues concerning the entire project, so that you get a better feel for the overall redevelopment of Terminals 5 and 6 and people to answer your questions. That part will not be part of the public record. However, as I said, there will be a table set up where you will be given the opportunity, if you do not wish to speak publicly you can speak privately in a microphone that will be recorded and videotaped and put in an official transcript that will be included in the final environmental document, along with answers to questions that you may have.

I thank you very much and hope to see you back here at 7:30. In the

meantime, have fun next door.

[Recess]

MR. TULIS: Will everybody take their seats, please.

This portion of the public hearing, as I mentioned before, is to give anybody the opportunity to publicly speak and ask questions or provide comments in regard to the Terminal 5 reconstruction and renovation into its original state. When you checked in we asked you to fill out a card if you wanted to speak at this portion of the hearing. That does not restrict you. If you did not fill out a card and something has come up in your mind that you want to speak about, we are more than happy to have you come up to the microphone and provide us with your comments, which will be part of the public record.

Up till now we have only received one card, and that was from Mr. George Bulow. So if Mr. Bulow would please step

up. State your name and, given the fact that we only have one card, I won't limit you to three minutes.

MR. BULOW: I'll be short, anyway.

My name is George Bulow. I live at 290 West End Avenue in New York City. A lifetime New York City resident, long-time TWA flyer. One who loves architecture and one who travels a great deal.

So I think you're first of all to be complimented on the sensitivity of the plan to the existing architectural landmark that's around us, that we're all very proud of and look forward to keeping and seeing in its reused capacity.

The points, having now heard the presentation, that I would urge further consideration on involve more practical aspects of usage on the land around the space both between the existing terminal and the proposed new terminal, as well as

parts of Terminal 6.

For example, the roadway that exists at the present Terminal 6, which as I gather is going to be completely demolished, is just a mess in terms of the way the roads function. And even having looked at the ramp work and other things, I think one can see substantial amounts of tie-ups. I'm sure these are things that traffic engineers and designers of the site can do something to fix and to have flow better to accomplish what you want to do.

My other thought is about the plaza which lies at the back of the terminal. Opening it up so the public can see it is a wonderful idea. What the ultimate design will be and how it will be landscaped strikes me as a very important function of something that will ultimately go into the way this terminal is to be looked at as a public icon, and as something which your plans really are very

rudimentary at this stage. We understand that. Assuming I understand that. I just hope to see a good deal more elaboration of it even in the final plan and subject to other factors obviously that will take place.

As I understand it also, the passenger tubes, the famous part that one goes from the main terminal are to extend about 185 feet, and I think while you've shown a great deal of sensitivity in having this enormous structure behind it slope in a slightly different direction to try and give the greatest degree of effect that one can to the existing concrete shell structure, it's still a very massive piece that's going to be behind it. And the greater the setback it can be, the better.

Now, obviously that affects the side where the airplanes are, and one has to have enough room to have them go. I certainly understand that in the modern

airport one needs as much space as one can, especially in an area like this which is so highly limited in its land use.

There was a design that was rejected, which I thought had the one advantage of having the new terminal be further set back from the existing terminal, and I think that there's some value to that in the sense of having a greater public area behind it. I think the obvious reason for rejection is that there weren't enough airplane gates. So that certainly has to be something that's factored in and why evidently this ultimate design was taken. But I think that needs to go back and perhaps be looked at at some more length.

The final point is the plaza which is between the existing terminal and the proposed new terminal. It's really very spare and I would wonder very much whether it's going to end up being a sterile space, which maybe people will go

and stand out in the back and stare at the building and then walk away, or is it going to be something which people really have a sense of use and a sense of property that it's theirs, that it belongs to us as New Yorkers, allows us to really see and appreciate the icon that we're around. And I think a lot more attention has to be given to that, either in something as simple as landscaping or perhaps in some rather innovative outdoor structures, which would do something to both enhance that and at the same time link it to the new structure.

Thank you.

MR. TULIS: Thank you, Mr. Bulow.

Anybody else would like to speak? Yes, please. State your name first, please.

MS. RANDALL: My name is Kathleen Randall and my address is 33 Convent Avenue, New York. I'm an air traveler and also a member of [unintelligible]. There

was a statement read earlier by someone else from the organization but I just wanted to make one, I think it's more of a request.

Several people I know, and I know quite a few people have requested the concept plan and the IS from The Port Authority and those were sent out very promptly. And after reviewing that plan, it's clear after watching the presentation tonight that quite a bit has changed for the better, for the most part, in the designs and concepts that we looked at tonight.

The structural parking is missing from the circulated plan and that's something that I think it would be good if The Port Authority would circulate, even in a very limited short form mini-packet to anyone that has requested the concept plan and the IS, this more updated plan, so that they can see the improvements and where the parking structure will be.

MR. TULIS: Thank you.

Would anybody else like to make any comments or ask any questions?

Well, according to the public notice, this hearing is open until at least tonight until 8 o'clock. So we will be here until 8 o'clock. If you wish to make a private comment, it will be recorded. If you wish to make a public comment, it will be recorded and made part of the public transcript. We will answer any questions that have been raised tonight or any concerns that you have mentioned and take everything into consideration and will be responded to in the final environmental document, which should be available on and around July 25 at the World Trade Center. We will make every attempt to make it, distribution as widely as possible.

But, in any event, I thank you all for attending. And if you're interested in this project, I think it's a

very important project and one that's going to be a great asset to the City of New York, and not just the City of New York but an international asset. It's a beautiful building and I think The Port Authority has taken great sensitivity in trying to reconstruct and renovate a facility that really is fairly remarkable back into its original state.

And so we will be here until 8 o'clock tonight. And again you have the opportunity of sending written comments in to the Port Authority until the close, the official close of the public hearing will be 5 p.m., July 18. Any comments received after that will not be accepted. So, please, if you have any written comments and thoughts that came up tonight as a result of the presentation or the question and answer period, please get it in by July 18 so that we can consider it and make it part of the public record.

Again, thank you all for being

here and we will remain until 8 o'clock if there's anything you want to have on the public record. Thank you.

[end transcript]

Comment Letters Received

		SUMMARY OF LETTERS RECEIVED AS OF 25 JULY 2001			
AUTHOR	Copies Available	TITLE/AFFILIATION/REMARKS	DATE	ISSUE(S)	DOCOMOMO DERIVED
Addabbo, J	X	Ozone Tudor Civic Assoc.	06/27/2001	J, X	
Anderson, S		Professor of Arch., MIT	No Date	A, B	
Antonelli, P		MOMA, Curator Architecture & Design	No Date	A, C, H	
Bahlman, D		Landmarks Council of Illinois - President	07/06/2001	I, N	
Bargas, S	X	Documentary Film Producer, New York	04/09/2001	A, I	
Bankoff, S		Historic Districts Council, Executive Director, suggests international competition(misconception new blocks view of old)	07/10/2001	C, K, E	
Barwick, K (2nd Ltr)		Municipal Arts Society, President	07/18/2001	N, E, K, A, B	
Beldiman, A		Union International des Architects Romania, misunderstanding: total demolition, petition signed by 70 Architects	No Date	I	
Bender, B		Bender & Associates, Architects - Key West FLA	07/09/2001	A, B, E	X
Bonnette, M		Architect, Quebec	07/03/2001	I	
Breen, P		President, NY Landmarks Conservatory	07/18/2001	K, B	
Breiner, D		Professor, University of Philadelphia	06/28/2001	I	
Caldwell, K		Caldwell Communications	07/02/2001	I	
Chevallier, F		DOCOMOMO - France	No Date	A, B	
Chadwick, M	X	Private Individual, New York	No Date	I	X
Compard, H & F		Compara Furniture Designers	No Date	I	X
Cook, B.H			06/17/2001	C, B, H	
Costa, A	X	Costa Design, PANYNJ, *response*	07/03/2001		
Crocker, E		Crocker LTD - Architect	07/06/2001	A, B	
Cullinane, J	X	Architect (Maryland), submitted to FAA - would like to be a consulting party	07/17/2001	D	
D'Antlas, B		Paris/Design Historian	07/13/2001	I	
David, J		*Friends of the High Line*	06/28/2001	B, I	
Dickey, E		Provost - New School University	07/11/2001	J	
Dolff-Bonekamper, G		Architect	06/14/2001	Needs Info	
Duane, T	X	New York State Senator	06/28/2001	B, C, G, H	
Duane, T (2nd. Ltr)		New York State Senator	04/23/2001	A, E, M	
Duncan, B	X	Lawyer, New Jersey	05/16/2001	A, M	
Froelich, J		Art Director, NYC	No Date	I	X
Fujioka, H		DOCOMOMO - Japan	06/21/2001	I	
Gilmartin, D	X	Locust Grove Civic Association - Statement provide at hearing	06/27/2001	X, I	
Gluckman, R		Architect, NYC	07/17/2001	I	X
Grementieri, F		ICOMOS, Argentina	07/17/2001	A, I	
Hattray, J		Architect, Chicago	07/16/2001	I	
Henket, H	X	DOCOMOMO - Netherlands	08/01/2001	B	
Hernandez-Navarro, I	X	Private Individual, Connecticut	05/21/2001	A, B	
Heyl, S		President, Preservation League of NY	06/27/2001	H, G, K	
Heyl, S (2nd Ltr)	X	President, Preservation League of NY	04/27/2001	C, K, E	
Holl, S		Architect NY, Professor of Arch. Columbia University	07/17/2001	I	
Hortet, L		Mels Fda - Barcelona	No Date	I	
Hosono, M		KOKO Architects, NYC	08/13/2001	I	
Hosono, M		BBB Destroyer Hall of Science	07/16/2001	I	
Jonge, I. W. de		International Org. - DOCOMOMO, Secretary General	06/29/2001	A, C	
Kairamo, M	X	DOCOMOMO - Finland	06/04/2001	A, B	
Kaplan, L		NYC	07/10/2001	I	X
Keenan, M	X	NYSDEC	07/23/2001	X	
Kline, K		Bowdoin College, Director Of Museum of Art	07/18/2001	I	X
Koenan, L		Boston	07/12/2001	B, I	X

AUTHOR	Copies Available	TITLE/AFFILIATION/REMARKS	DATE	ISSUE(S)	DOCOMOMO DERIVED
			No Date	I	X
Kolatan, S		Professor of Arch., Columbia University	07/17/2001	X	
Land, R		Jet Blue - VP, Government Affairs	No Date	D	
Leich, H		Municipal Arts Society, Director of Issues & Advocacy	07/06/2001	A, B, E	
Lipsetz, C		General Contractor, San Francisco	06/27/2001	A	
Lipstadt, H	X	MIT- Professor of Architectural History	07/14/2001	B, N	
Lynn, G		Architect - California	07/13/2001	I	X
Machado, R		Architect, Professor of Arch. - Harvard	07/10/2001	I	X
Magnusson, E		EFM Design	07/16/2001	C, J	
McBurnie, K			07/10/2001	I	X
Michael, L		Architect, Photographer	06/26/2001	I, A	
Miles, J	X	Architect, New York	06/30/2001	B, A, C	
Mohr, P	X	Architectural Historian	No Date		
Moore, J		Municipal Arts Society, Urbanist Subcommittee	07/17/2001	I	
Moore, R		Architect	12/10/2002	J, M	
Newhouse, V	X	The Architectural Hisotry Foundation, Inc.	No Date	I	X
Northrup, C	X	DOCOMOMO	07/12/2001	I	X
O'Brien, L		NYC	06/24/2001	A	
O'Malley, C	X	Private Individual, Virginia	06/27/2001	B	
Papademetriou, P	X	NJIT Director of Graduate Program , Saarinen Archivist - Roche Office	06/29/2001	J	
Pelli, C		Architect, Connecticut, worked with Saarinen on TWA	07/04/2001	A	
Pinto, F		ICOMOS - Portugal	07/17/2001	I	X
Podos, L		Bard Grad Center	07/03/2001	A, B, C	
Polshek, J		Architect NYC	04/16/2001	A, I	
Prudon, T	X	President, DOCOMOMO - US	06/27/2001	C, K, E	
Prudon, T	X	President, DOCOMOMO - US - Statement provided at hearing	07/11/2001	A	
Raguin, V		Professor of Art History - College of Holy Cross	06/27/2001	B, G, L, E	
Randall, K	X	DOCOMOMO/US - Statement read by representative of the New York/Tri-State chapter	04/16/2001	A, I	
Rappaport, N	X	DOCOMOMO - US	07/18/2001	D, A, C, E	X
Rierson, A	X	Assistant General Counsel, National Trust of Historic Preservation	06/29/2001	G, E	X
Roche, K		Architect - worked with Saarinen on TWA	07/17/2001	A, M, E	
Sabini, J		NY City Counsil	No Date	I	
Samuelian, M	X	Architect, HOK (Associate)	07/10/2001	A	
Schmidt - Krager, G		Professor of Arch. - Berlin	07/09/2001	A, I	
Schmidt, L		BTU Brandenburg Tech. University	No Date	I	X
Schwartz, J		Architect NYC	06/27/2001	X	
Schwartz, R	X	General Contractors Association NY - Statement provided at hearing	07/14/2001	A, B, C	
Sekler, E		Professor of Arch. - Havana, Cuba	No Date	I	X
Shears, J		Surface Magazine, Senior Editor	06/29/2001	I, A	
Sikes, A			08/04/2001	A, B	
Sippo, H	X	DOCOMOMO - Finland	06/27/2001	I	
Smith, P	X	Sous-direction de l'Inventaire general	06/25/2001	J	
Smith, V	X	Baruch College - Professor of Arch.	No Date	A, I, C	
Sokol, D		NYC	No Date	A, B, C	
Solomon, S	X	Director of Resources & Research, Arch. History, Princeton Univ.	04/28/2001	C	
Stanojevic, S	X	Filmmaker, with petition: Architects, writers etc., suggests Intl. competition	07/05/2001	A, B	
Stapleton, I		Architect	07/09/2001	I	
Stassen, J		Landmarks Preservation Counsil of Illinois- Chairman	No Date	I	
Sumanov, L		DOCOMOMO - Macedonia	07/08/2001	X	
Sumwalt, J		United Airlines, Director Corporate Real Estate			

AUTHOR	Copies Available	TITLE/AFFILIATION/REMARKS	DATE	ISSUE(S)	DOCOMOMO DERIVED
Suzuki, H		DOCOMOMO - Japan	08/21/2001	I	
Teng, S		Architect, New York	07/14/2001	I, J	
Thomas, R	X	Massachusetts	05/21/2001	A, B	
Tolosa, E		DOCOMOMO - Spain	No Date	I	
Tse, R		Architect NYC, suggests Competition for Reuse	07/10/2001	B	
Tuomi, T		Museum of Finish Architecture	07/15/2001	A	
Udagawa, M		President, Antenna Design	No Date	I	X
Van Lengen, K		Dean, Univ. of Virginia School of Architecture	07/11/2001	B	
Weintraub, A		KOKO Architects, NYC	06/13/2001	I	
Weiner, V	X	Statement from Municipal Arts Society	08/27/2001	A, E, M	
Zaleski, C	X	DOCOMOMO - US	04/16/2001	A, I	
Zaleski, C	X	DOCOMOMO - US	08/27/2001	B, G, L, E	

TWA BUILDING – SITE 5/6 REDEVELOPMENT
JFK INTERNATIONAL AIRPORT

PUBLIC REVIEW LETTERS
RECEIVED AS OFF 25 JULY 2001

Key to Issue Codes

A- No Demolition/No Changes	F- Quality of Plaza	K- Guarantee Stabilization of Building
B- Preserve Existing Terminal w/Viable Adaptive Reuse Scheme	G- Funding Source Unclear/Not Feasible	L- Site Development
C- Overscaled Addition; Design Quality Not Good Enough	H- Vacated Building will Deteriorate	M- Public Access
D- Join Process as Consulting Party	I- General Dissatisfaction w/Project Overall	N- Retain Terminal Use
E- Dissatisfaction w/Process (MOA or Section 106)	J- Preserve Building	X- In Support of Project

Statement By Joseph P. Addabbo, Jr.,
President of the Ozone-Tudor Civic Association,
Ozone Park, N.Y.
To the Public Hearing on Proposed Changes to
The TWA Terminal at John F. Kennedy International Airport
June 27, 2002

I respectfully ask that this statement be read into the record. My name is Joe Addabbo. As President of the Ozone-Civic Association I feel it is necessary to write in support of the changes proposed by the Port Authority to the TWA Terminal at John F. Kennedy International Airport.

Eero Saarinen designed the TWA Terminal in 1962. There is no question that architecturally this structure is significant. It can be argued that it even has historical significance. But it cannot be ignored that the Port Authority were seers. They predicted there would be a day when the terminal could not longer operate in an efficient, customer-friendly and fiscally sound way. They strenuously argued against the City's motion to Landmark the building and its interior.

Currently we are faced with a situation where more people are interested in using Kennedy Airport both as a transfer and origin and destination point than can be served. Terminal 5 cannot accommodate larger planes that carry more passengers. It cannot comfortably process customers through security screening, nor adequately accommodate baggage delivery. It even lacks adequate seating for passengers. United Airlines, on the other hand, would like to serve more passengers and in a style that offers more amenities than their current space in Terminal 6 allows. They are willing to commit significant resources to this project, but it must make economic sense. The existing Terminal 5 building does not meet their needs. Restoration of the building would still not meet their needs. United is even agreeable to having their terminal space dictated by the Saarinen Terminal. And finally some preservationists want the entire complex protected.

The dilemma is how do you balance all of these needs? I believe the Port Authority has done an excellent job of doing just that. What they are proposing is not akin to the razing of Penn Station. They propose to restore Saarinen's masterpiece to its long forgotten elegance. They are seeking public input as to the best public use of the building. Thus making the structure available to the general public. Unavoidably their plans call for the destruction of the Flight Wings, only one of which has landmark status. While the destruction of any historically significant building should not happen lightly, there are times when the long-term public benefit must override. Terminal 5 is such an example.

We all share a feeling of embarrassment when a newspaper headlines talks about the poor quality of our airports. With vast improvements happening all over the airport, fortunately these headlines have been few and far between.

I urge you to accept the proposed changes to Terminal 5 and I also urge you to hold the Port Authority's accountable to accurately and respectfully restore the main terminal to its original beauty.

THE PORT AUTHORITY OF NY & NJ

WILLIAM R. DECOTA
DIRECTOR
AVIATION DEPARTMENT

ONE WORLD TRADE CENTER
NEW YORK, NY 10048

(212) 435-2116
(973) 961-6600 X2116

April 11, 2001

Ms. Stephanie Bargas
(Ex. 1)

Dear Ms. Bargas:

In response to your Fax Memorandum dated April 9th, I welcome the opportunity to discuss our plans for saving Saarinen's main terminal that was home to the great restaurant your grandfather dined in before his flight.

Please contact Fran Martin on (212) 435-2591 to arrange such a briefing.

Very truly yours,

Ted Kleiner AIA
Assistant Director
Aviation Capital Program

April 9, 2001
FAX MEMORANDUM
To: Ted D. Kleiner
From: Stephanie J. Bargas
Re: The T.W.A. Terminal, JFK Airport
Fax:212.435.3897

Dear Mr. Kleiner,

I am so upset about the news in the New York Times Metro Section 4/4/2001, regarding the changes being made to the Saarinen, TWA Terminal. Have you all finally gone mad? In the Race for power and glory, this city has knocked down and destroyed many of the landmarks that make New York City the amazing City it is. Do I need to remind you of the old Pennsylvania Station? It was quoted that during its destruction it looked as if they had knocked down the acropolis and just thrown it away.

Do I need to remind you that in the 70's if it was not for Jackie O we would have lost Grand Central Station? Think about that! I had attended the reopening ball and to this day I visit that landmark while proudly I watch New Yorkers, Tourists and Commuters constantly look up in awe at what the space is and has become. Twenty years ago it was decisions like yours that would have knocked down that station.

Do you honestly think that it is necessary to destroy what is a vision of Architectural marvel? My mother Flew into that terminal when she first came to this country. There used to be a great restaurant there where my grandfather dined before his flight.

I don't understand? Do you have children? Grand children? What if they just knocked down the Pyramids or the Roman Coliseum because it was in the way of growth? At this point you should knock down the Guggenheim or the Natural Museum of History, and put in a new bus station or something.

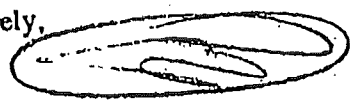
I am totally in awe at the city's decision to even make changes if anything we need to preserve that building and show others that New Yorkers are progressive and cultured.

I would love to come in and meet you to talk to you about what we can do to stop this. I am a documentary film Producer and I hope that you are able to answer this letter and perhaps provide an interview.

We need to make decisions not only on growth and dollar bills but on the basis of respect If we constantly disrespect art as adults then how do we expect our children to have an interest and respect? It is really disturbing and frustrating.

I await your response...

Sincerely,



Stephanie Bargas
Independent Film Producer
(Ex. 1)

THE PORT AUTHORITY OF NY & NJ

WILLIAM R. DECOTA
DIRECTOR
AVIATION DEPARTMENT

ONE WORLD TRADE CENTER
NEW YORK, NY 10048

(212) 435-2116
(973) 961-6600 x2116

July 9, 2001

Mr. March W. Chadwick
(Ex. 1)

Dear Mr. Chadwick:

Thank you for your letter to Neil Levin regarding the TWA Terminal at John F. Kennedy International Airport.

The Port Authority of New York and New Jersey has been progressing in its $10 billion dollar program to redevelop John F. Kennedy International Airport to expand capacity, improve accessibility and assure convenient service to visitors and residents of the New York region whose reliance on that airport fuels our city's competitiveness. Our objective is to provide both the airlines and the traveling public the best possible facilities to meet their needs. In order to advance our program, we worked in partnership with the airlines and terminal operators to renew the aging terminals, which were first constructed in the late 1950's and early 1960's. Although all seven of the original terminals should be completely replaced, our master plan has always recognized the very special consideration which must be given to Eero Saarinen's TWA Terminal. In this regard, we have prepared plans that we believe respect this legacy from the past while moving forward to meet the region's future air travel needs.

We have been reaching out to various interested groups, and I would be happy to arrange a briefing for you. Please feel free to contact me on (212) 435-4031 to arrange a meeting.

Very truly yours,

Ted Kleiner, AIA
Assistant Director
Aviation Capital Program

March W. Chadwick
(Ex. 1)

Neil Levin
Executive Director
The New York and New JerseyPort Authority
1 World Trade Center, 65th Floor
New York, NY 10048

Dear ~~Governor Pataki:~~ NEIL LEVIN

I am writing to communicate my concern and dismay for the impending plans by the Port Authority of New York and New Jersey for one of New York's most internationally recognized icons of 20th Century architecture. I am speaking of Eero Saarinen's TWA Terminal in New York City.

My concern for this building is not only its great architectural value, but its value as a symbol from a time in American history of hope, prosperity, and technological innovation. This building is of a time when we were beginning our space programs, before the Kennedy assassinations; it was a time caught in between the idealism of the 1950's and social turmoil of the 1960's. The terminal was a symbol then of America, so too should the new terminal be a symbol of our future in harmony with the past.

As I understand the preliminary plans for the terminal, these plans in no way come close to a satisfactory over-all design solution for the new terminal, nor does it provide for the adequate preservation of the TWA Terminal. It is sad to me that New York, and a nation which commissioned and produced the masterpiece TWA Terminal, cannot, or is not willing to take an innovative approach to the preservation and re-use of a designated Landmark of the City of New York.

The people of New York, and the people of the world, deserve to see a visionary work indicative of the dynamic New York City I have chosen to live in, and the country in which I was born. I beseech you to support an innovative preservation and adaptive re-use for this great work of international stature.

Sincerely,

March W. Chadwick

THE PORT AUTHORITY OF NY & NJ

WILLIAM R. DECOTA
DIRECTOR
AVIATION DEPARTMENT

ONE WORLD TRADE CENTER
NEW YORK, NY 10048

(212) 435-2116
(973) 961-6600 X2116

July 3, 2001

Mr. Angelo Costa
Costa Design
59-07 175th Pl., Penthouse
Fresh Meadows, NY 11365

Dear Mr. Costa:

Enclosed please find a diskette containing a Microsoft PowerPoint Presentation given at the Public Hearing on the Redevelopment of Terminals 5 and 6 at John F. Kennedy International Airport. I have also enclosed the Notice of Public Hearing that was advertised in The New York Times, Newsday, The Queens Chronicle and The Queens Forum on June 14, 2001.

The Port Authority of New York and New Jersey has been progressing in its $10 billion dollar program to redevelop John F. Kennedy International Airport to expand capacity, improve accessibility and assure convenient service to visitors and residents of the New York region whose reliance on that airport fuels our city's competitiveness. Our objective is to provide both the airlines and the traveling public the best possible facilities to meet their needs. In order to advance our program, we worked in partnership with the airlines and terminal operators to renew the aging terminals, which were first constructed in the late 1950's and early 1960's. Although all seven of the original terminals should be completely replaced, our master plan has always recognized the very special consideration which must be given to Eero Saarinen's TWA Terminal. In this regard, we have prepared plans that we believe respect this legacy from the past while moving forward to meet the region's future air travel needs.

The comment period for this project will end at 5:00 p.m. on Wednesday, July 18, 2001. If you would like to provide a comment for the public record, please submit it to me before the aforementioned closing date. In addition, we have been reaching out to various interested groups, and I would be happy to arrange a briefing for you. Please feel free to contact me on (212) 435-4031 to arrange a meeting.

Very truly yours,

Ted Kaeiner, AIA
Assistant Director
Aviation Capital Program

Encs.

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PA E
MJ

John Cullinane Associates

Architects & Preservation Planners

July 17, 2001

Mr. Philip Brito, Manager
New York Airports District Office
Federal Aviation Administration
600 Old Country Road, Suite 446
Garden City, NY 11530

Re: Terminal 5 and 6 Redevelopment Project
John F. Kennedy International Airport

Dear Mr. Brito:

Pursuant to the regulations of the Advisory Council on Historic Preservation, 36 CFR 800, I would like to be a consulting party on the referenced undertaking.

As the former Senior Architect for the Advisory Council I had the opportunit / to work with FAA on the successful expansion of Dulles Airport in Northern Virginia. This property is of no less architectural significance, as I am sure you agree. No do.ibt there is a design and development solution for the TWA terminal that will meet b(th the airport's functional requirements, and the interest in protecting an internatio.ally significant structure.

When it is available, I would also appreciate receiving a copy of the environ nental assessment for the project, and a copy of the 4f report.

Sincerely

John J. Cullinane, AIA
Principal

222 Severn Avenue
Annapolis, Maryland 21403
410.295.0400
410.295.0402 fax
jcullinane@earthlink.net

THE PORT AUTHORITY OF NY & NJ

NEIL D. LEVIN
EXECUTIVE DIRECTOR

ONE WORLD TRADE CENTER, 67W
NEW YORK, NY 10048

(212) 435-7271
(212) 435-3045 FAX
www.panynj.gov

May 24, 2001

Hon. Thomas K. Duane
State Senator
State of New York
275 7th Avenue, 12th Floor
New York, New York 10001

Dear Senator Duane:

Thank you for your letter of April 23rd and your kind congratulations on my new role as Executive Director of the Port Authority. I am grateful for the opportunity to work with you and other elected officials to accomplish so many things for the common good of the people of this region. In that regard, I want to reassure you that we have no plans to demolish Saarinen's main terminal or connecting walkways at John F. Kennedy International Airport which are the core of this architectural masterpiece.

The Port Authority of New York and New Jersey has been progressing in its $10 billion dollar program to redevelop John F. Kennedy International Airport to expand capacity, improve accessibility and assure convenient service to visitors and residents of the New York region whose reliance on that airport fuels our city's competitiveness. Our objective is to provide both the airlines and the traveling public the best possible facilities to meet their needs. In order to advance our program, we worked in partnership with the airlines and terminal operators to renew the aging terminals, which were first constructed in the late 1950's and early 1960's. Although all seven of the original terminals should be completely replaced, our master plan has always recognized the very special consideration which must be given to Eero Saarinen's TWA Terminal. In this regard, we have prepared plans that we believe respect this legacy from the past while moving forward to meet the region's future air travel needs.

We have been reaching out to various interested groups and would be happy to have our Assistant Director of Aviation, Ted Kleiner, arrange a briefing for you. Please feel free to contact Ted on (212) 435-4031 if you wish to arrange a meeting.

Sincerely,

Neil D. Levin
Executive Director

THE SENATE
STATE OF NEW YORK
ALBANY

THOMAS DUANE
SENATOR, 27TH DISTRICT
RANKING MINORITY MEMBER
INVESTIGATIONS, TAXATION & GOVERNMENT OPERATIONS
ACTING MINORITY MEMBER
CRIME VICTIMS, CRIME & CORRECTION
COMMITTEES:
CIVIL SERVICE & PENSIONS
CODES
ELECTIONS
ENERGY & TELECOMMUNICATIONS
JUDICIARY
TOURISM, RECREATION & SPORTS DEVELOPMENT

PLEASE RESPONI
275 7TH AVENUE, 12
NEW YORK, NEW YOR
PHONE (212) 414-(
FAX (212) 414-21

ROOM 415
LEGISLATIVE OFFICE B
ALBANY, NEW YORK
PHONE (518) 455-2
FAX (518) 426-684

April 23, 2001

Neil Levin, Executive Director
Port Authority of New York and New Jersey
1 World Trade Center, 65th floor
New York, NY 10048

Dear Mr. Levin: Neil

Congratulations on your appointment as Executive Director of the Port Authority of New York and New Jersey. As you know better than anyone, it is an enormous task that you are undertaking, but I know that if anyone is up for it, you are. I look forward to working with you in your new capacity, and am glad that the Port Authority has someone as capable and dedicated as you at the helm.

However, I must raise with you an issue of great concern to me currently before the Port Authority. In 1994, I voted in the New York City Council's Landmarks, Public Siting, and Maritime Uses Subcommittee, in its Land Use Committee, and in the full City Council to designate the TWA Terminal at John F. Kennedy Airport a New York City landmark, in the hopes that this, one of the most prominent of New York's modern architectural monuments, would be preserved for future generations. Now, however, recently published plans indicate that the Port Authority would like to demolish and alter parts of the landmark terminal. I believe that this would be a huge mistake.

The terminal, built between 1956-1962 and designed by eminent modern architect Eero Saarinen, is considered one of the great monuments of 20th century architecture and an icon of the "jet age" which followed the end of World War II. In addition to most of the complex having been designated a landmark by the New York City Landmarks Preservation Commission, it has also been determined eligible for the National Register of Historic Places. In designing this unique complex, Saarinen sought to, in his words, "interpret the sensation of flying" and to create a series of spaces which could "be experienced as a place of movement and transition." By most accounts, he succeed in this effort. The design style for the terminal complex, where every detail is part of what Saarinen called a "family of forms"

creating this single visual theme, embodied an expressionist style which was the first c kind and which influenced countless architects which followed. The complex is an internationally known icon, a symbol of its time and of air travel.

All of which is why the plan to demolish the gate or flight wing structures, including t landmarked eastern satellite, as well as to potentially significantly alter the functioning landmarked flight tubes or walkways connecting them to the main terminal, is so distu Added to this is the fact that this plan was arrived at without any public input or consi in spite of the complex's tremendous significance. While I recognize that there are pra considerations which the Port Authority must respond to regarding the increased volum traffic through Kennedy Airport, there is little evidence that possibilities for more exter preservation of the structure have been thoroughly explored or exhausted.

Once this structure has been lost, it will be lost forever, and take with it a significant p 20th Century New York's history and culture. Thus I urge you not to move any furthe forward with this plan until a full public review has taken place, and alternatives which allow for greater preservation of the structure can be considered.

Sincerely,

Tom

Thomas K. Duane
State Senator

cc: Federal Aeronautics Administration
Commissioner Bernadette Castro, NY State Office of Parks, Recreation, and Histori Preservation
New York City Landmarks Preservation Commission
Queens Borough President Claire Schulman
preservation groups

THE PORT AUTHORITY OF NY & NJ

WILLIAM R. DECOTA
DIRECTOR
AVIATION DEPARTMENT

ONE WORLD TRADE CENTER
NEW YORK, NY 10048

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(973) 961-6600 X2116

June 8, 2001

Mr. Brian M. Duncan, Esq., P.C.
Attorney At Law
1090 Broadway, Suite 202
West Long Branch, NJ 07764

Dear Mr. Duncan:

Thank you for your letter dated May 16, 2001 regarding the TWA Terminal at John F. Kennedy International Airport.

The Port Authority of New York and New Jersey has been progressing in its $10 billion dollar program to redevelop John F. Kennedy International Airport to expand capacity, improve accessibility and assure convenient service to visitors and residents of the New York region whose reliance on that airport fuels our city's competitiveness. Our objective is to provide both the airlines and the traveling public the best possible facilities to meet their needs. In order to advance our program, we worked in partnership with the airlines and terminal operators to renew the aging terminals, which were first constructed in the late 1950's and early 1960's. Although all seven of the original terminals should be completely replaced, our master plan has always recognized the very special consideration which must be given to Eero Saarinen's TWA Terminal. In this regard, we have prepared plans that we believe respect this legacy from the past while moving forward to meet the region's future air travel needs.

We have been reaching out to various interested groups, and I would be happy to arrange a briefing for you. Please feel free to contact me on (212) 435-4031 to arrange a meeting.

Very truly yours,

Ted Kleiner, AIA
Assistant Director
Aviation Capital Program

BRIAN M. DUNCAN, ESQ., P.C.
ATTORNEY AT LAW
1090 Broadway, Suite 202
West Long Branch, New Jersey 07764
ph:(732)222-8255, (732)222-8433
fax:(732)222-5466
e-mail:duncan@bellatlantic.net

May 16, 2001

Ted Kleiner
Assistant Director, Aviation
The Port Authority of New York and New Jersey
1 World Trade Center, 65th Floor
New York, NY 10048

Robert Davidson
Chief Architect
The Port Authority of New York and New Jersey
1 World Trade Center, 73rd Floor
New York, NY 10048

Patty Clark
Public Relations
The Port Authority of New York and New Jersey
1 World Trade Center, 65th Floor
New York, NY 10048

Dear Messers. Kliener, Davidson & Ms. Clark:

I am writing to urge your reconsideration of that aspect of the expansion of Kennedy Airport which would significantly alter Eero Saarinen's 1962 TWA Terminal, which is a New York City landmark and an icon of modern design.

As you know, the Port Authority plans to build a large, U-Shaped terminal around the landmark. The Saarinen terminal will be converted to a non-airport use. While the tubular jetways connecting the original terminal to the "Flight Wings" (the satellite pods where the gates are currently located) will be retained as a passage to the new terminal, the Flight Wings themselves will be demolished.

I appreciate that the Port Authority is under pressure to increase efficiency and gate capacity at JFK. However, this goal should not be pursued at the expense of the landmark TWA Terminal and its significant role in aviation history. The Port Authority should re-examine whether Saarinen's terminal can be integrated into its expansion plans as a functional part of the airport, at least as a gateway to a new terminal building. I urge you to reconsider this action and preserve and integrate the entire landmark, including the Flight Wings, into the new terminal's design. Moreover, I ask you to explore possible flight-related uses for the terminal and maximize public access to the landmark.

Thank you for your consideration to this matter.

Very truly yours,

Brian M. Duncan

BMD:bd
Cc. Sherida Paulsen, Chairman, NYC Landmarks Preservation Commission
Commissioner Bernadette Castro, State Historic Preservation Officer

STATEMENT OF DONNA GILMARTIN,
PRESIDENT OF THE LOCUST GROVE CIVIC ASSOCIATION
SOUTH OZONE PARK, N.Y.
TO THE FEDERAL AVIATION ADMINISTRATION'S HEARING
ON PROPOSED CHANGES TO TERMINAL 5

Good afternoon. My name is Donna Gilmartin and I am the President of the Locust Grove Civic Association, which is located in South Ozone Park. Locust Grove Civic Association has many members who are literally neighbors of Kennedy Airport.

I felt that is was important to make a statement at this hearing today because what happens at the airport affects our community. Similarly, what doesn't happen at the airport also affects our community.

As a member of the JFK Committee of Community Board 10, I have studied the redevelopment of the airport closely. The Port Authority has been very forthcoming about their plans for the various terminals, parking structures, the AirTrain, potential ferry service, cargo facilities and even customer service initatives.

Several months ago the Chief Architect of the Port Authority, Robert Davidson, gave us a detailed briefing on the proposed changes to Terminal 5. These are changes I believe are necessary to keep Kennedy a healthy, vibrant airport. We understand and respect the need to honor cultural assets but we find ourselves in the unlikely position of agreeing with the Commissioner of the NYC Planning Commission, Joseph Rose, who has on occasion opined, "Do we really want to turn New York into a Colonial Williamsburg?"

The fact is that the Port Authority and their consultants and United's architects have spent a great deal of time trying to marry the needs of the traveling public with the goals of the preservationists. I am not an architect, nor am I an historic preservationist. However, I can tell you that my experience working with the Port Authority on the AirTrain project has been a positive one. They do thorough work, architecturally that is very respectful to both the users of a building and those who will simply be observers, and they are also mindful that they are using the public's purse.

I read in the New York Times how some critics of the Port Authority's plan would prefer that a worldwide competition be held to find an architect. I appreciate that the Times did do such a thing when contemplating their new home in Manhattan and I understand their corporate board has every right to decide how their own business profits are spent. It takes a great deal of temerity for a journalist to dictate how the resources of an airline and a public agency should be spent.

The fact is that Terminal 5 no longer serves the needs of air passengers. The fact is that la in the Central Terminal Area is a scarce commodity and must be used wisely and productively The fact is that United Airlines is eager to expand its operations and is willing to make a substantial financial commitment. The fact is that Terminal 5 cannot accommodate larger planes that carry more people and are environmentally more friendly. The fact is the ma terminal can be restored and put to much better public use.

I urge your apporval of the proposed changes to Terminal 5. If this approval is not granted t airport will suffer and so will my neighbors in Locust Grove.

Thank you for your attention to this important matter.

THE PORT AUTHORITY OF NY & NJ

WILLIAM R. DECOTA
DIRECTOR
AVIATION DEPARTMENT

ONE WORLD TRADE CENTER
NEW YORK, NY 10048

(212) 435-2116
(973) 961-6600 X2116

July 3, 2001

Mr. H.A.J. Henket
Chairman
DOCOMOMO the Netherlands
Delft University of Technology
Faculty of Architecture
Berlageweg 1
2628 CR Delft
The Netherlands

Dear Mr. Henket:

Thank you for your letter to Governor Pataki dated June 1, 2001 regarding the TWA Terminal at John F. Kennedy International Airport.

On June 25, 2001, The Port Authority of New York & New Jersey's Chief Architect and I had the opportunity to discuss with Theodore H.M. Prudon, Ph.D., AIA, President – DOCOMOMO-US our efforts to meet the challenge of preservation and future demands for aviation at John F. Kennedy International Airport.

As well, we have had several conversations with representatives of the Schiphol Group, and I hope their cooperation will continue so we can provide an appropriate site for the TWA Terminal, which is adjacent to Terminal 4. Your suggestion that a conference center be considered as reuse for the terminal is in keeping with our own investigations, and we will keep you apprised of our progress.

Should your plans include a visit to New York, please feel free to contact me at (212) 435-4031 to arrange a briefing on this very important project.

Very truly yours,

Ted Kleiner, AIA
Assistant Director
Aviation Capital Program

IMPORTANT DO NOT DETACH TRACKSHEET FROM ORIGINAL DOCUMENT(S)

State of New York
Executive Chamber

TRACKSHEET

GOVERNOR'S CORRESPONDENCE OFFICE
Executive Chamber - State Capitol
Albany, New York 12224
(518) 474-3612 / Fax (518) 474-3767

Professor H. A. J. Henket
Chairman
Docomomo the Netherlands
Delft University of Technology
Berlageweg 1, Netherlands

Corr Num: 1241871C
Date of Corr: 06/01/2001
Issue Code: 78140 Airports
Subject: **preservation of TWA Terminal at JFK Airport**

DELIVER TO	DATE	INSTRUCTIONS	ROUTED BY
PORT	06/21/2001	The attached correspondence has not been acknowledged. Please send letter from Commissioner on behalf of the Governor within 10 days. **FORWARD COPY OF FINAL RESPONSE TO GCO FOR SCANNING** -- Please respond to Pam McFerran	Gco Entry3
CC: Bob Zerrillo; Brad Race	06/21/2001	Please Note: You are copied as FYI only. NO ACTION NECESSARY -	Gco Entry3

Routing History:
06/21/2001 11:49 AM (CC'd By --> Gco Entry3) (CC'd to --> Bob Zerrillo,Brad Race)

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DOCOMOMO the Netherlands
Dutch working party for
documentation and conservation
of buildings, sites and neighbourhoods of the
modern movement

The Honorable George Pataki
The Governor of New York
The Executive Chamber
The State Capitol
Albany, New York 12224
USA

Concerning: TWA Terminal, New York

Delft, 1 June 2001

Dear Governor Pataki,

DOCOMOMO the Netherlands chapter was informed by our colleagues in New York that drastic alterations and the demolition of the "Flight Wing" satellite of the TWA terminal, designed by Eero Saarinen, are contemplated.

We recognize that the airport needs to accommodate air travelers in the most functional and economic way. Yet, the TWA terminal is internationally considered one of the most important icons of 20th century airport architecture in the world. Besides, Eero Saarinen is recognized as one of the leading 20th century architects. It is for those reasons that we mu urge you to reconsider your intention.

We believe that it is possible to change this building from a liability into an asset. More than any other of our physical environments, airports are faced with an extreme need for change both at a small and large scale. In this hyper dynamic environment, users more than ever need a sense of identity and recognition, i.e. existing landmark that help to orientate. The TWA terminal serves this purpose perfectly. The building is well suited for an use like a conference centre - which in turn could help to create the concept of the "Airport City".

In my capacity as the supervisor of architecture and urban design of the Amsterdam Airpor Schiphol, I am experiencing continuously that attention to visual quality creates very significant long term economic benefits. Since the Schiphol group is actively involved in the future of JFK airport, it might be an idea to invite them to investigate re-use possibilities, which are functionally, economically and architecturally satisfactory. The Schiphol Group has several positive experiences with the re-use of historically interesting airport buildings.

Most respectfully yours,

Prof. H.A.J. Henket
Chairman DOCOMOMO the Netherlands

E-mail docomomo-nl@hetnet.nl

DOCOMOMO the Netherlands
Delft University of Technology
Faculty of Architecture
Berlageweg 1
2628 CR Delft
The Netherlands

THE PORT AUTHORITY OF NY & NJ

WILLIAM R. DECOTA
DIRECTOR
AVIATION DEPARTMENT

ONE WORLD TRADE CENTER
NEW YORK, NY 10048

(212) 435-2116
(973) 961-6600 X2116

June 8, 2001

Mr. Hansel A. Hernandez-Navarro
(Ex. 1)

Dear Mr. Hernandez-Navarro:

Thank you for your letter dated May 21, 2001 regarding the TWA Terminal at John F. Kennedy International Airport.

The Port Authority of New York and New Jersey has been progressing in its $10 billion dollar program to redevelop John F. Kennedy International Airport to expand capacity, improve accessibility and assure convenient service to visitors and residents of the New York region whose reliance on that airport fuels our city's competitiveness. Our objective is to provide both the airlines and the traveling public the best possible facilities to meet their needs. In order to advance our program, we worked in partnership with the airlines and terminal operators to renew the aging terminals, which were first constructed in the late 1950's and early 1960's. Although all seven of the original terminals should be completely replaced, our master plan has always recognized the very special consideration which must be given to Eero Saarinen's TWA Terminal. In this regard, we have prepared plans that we believe respect this legacy from the past while moving forward to meet the region's future air travel needs.

We have been reaching out to various interested groups, and I would be happy to arrange a briefing for you. Please feel free to contact me on (212) 435-4031 to arrange a meeting.

Very truly yours,

Ted Kleiner, AIA
Assistant Director
Aviation Capital Program

Hänsel A. Hernandez-Navarro
(Ex. 1)

May 21, 2001.

Neil Levin
Executive Director
The Port Authority of New York and New Jersey
One World Trade Center
New York, NY 10048

Dear Mr. Levin:

This letter expresses my concern and dismay at the fate one of New York's most visible, recognizable, and significant cultural resources. I am referring about Eero Saarinen's TWA Terminal at John F. Kennedy International Airport, in the city of New York.

When finished in 1962, the terminal building was the epitome of modernism and reflected the spirit of prosperity and achievement felt, not only in New York, but in the rest of the country during John F. Kennedy's administration in the early 1960s. Today, the building is instantly recognized by scores of visitors who come to our great state from all corners of globe; it is one of the first things they see as they step off the airplane. Could it be that this symbol of such a memorable period in our state's history, this icon, this city landmark be no more?

New Yorkers are aware of the fact that the Port Authority is working diligently to insure that Kennedy Airport's facilities are expanded to accommodate an ever increasing influx of visitors and travelers. But demolition of this historically and architecturally significant building is not a responsible, nor an efficient way to do it. It is evident the Port Authority is not considering a viable use of this building which I feel, if researched and studied appropriately, the building can have.

I beseech you to reflect on, and communicate to your staff the concern of many New Yorkers regarding the survival of this significant and beloved landmark. A proper solution can be found. Demolition is not one of them.

Respectfully yours,

Hänsel Hernandez-Navarro

THE PORT AUTHORITY OF NY & NJ

WILLIAM R. DECOTA
DIRECTOR
AVIATION DEPARTMENT

ONE WORLD TRADE CENTER
NEW YORK, NY 10048

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(973) 961-6600 X2116

May 14, 2001

Mr. Scott P. Heyl
President
Preservation League of New York State
44 Central Avenue
Albany, NY 12206

Dear Mr. Heyl:

Thank you for your letter of April 27th to Neil D. Levin regarding the TWA Terminal at John F. Kennedy International Airport. The Port Authority of New York and New Jersey has been progressing a $10 billion dollar program to redevelop John F. Kennedy International Airport. Our objective is to provide both the airlines and the traveling public the best possible facilities to meet their needs.

In order to advance our program, we worked in partnership with the airlines and terminal operators to renew the aging terminals, which were first constructed in the late 1950's and early 1960's. Though all seven of the original terminals should be completely replaced, our master plan has always recognized the very special consideration which must be given to Eero Saarinen's TWA Terminal. In this regard, we have prepared plans which we believe respect the past while moving forward.

We have been reaching out to various interested groups and would be happy to arrange a briefing for the Preservation League of New York State. Please contact my office on (212) 435-4031 if you wish to arrange a meeting.

Very truly yours,

Ted Kleiner AIA
Assistant Director
Aviation Capital Program

Preservation League of New York State

44 Central Avenue
Albany, NY 12206
TEL (518) 462-5658
FAX (518) 462-5684
www.preservenys.org

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Scott P. Heyl
President

Friday, April 27, 2001

Neil Levin, Executive Director
The New York and New Jersey Port Authority
1 World Trade Center, 65th Floor
New York, NY 10048

Dear Mr. Levin:

On behalf of the Preservation League of New York State, I am writing to express our organization's concern for the proposed expansion of the TWA Terminal at the John F. Kennedy International Airport. The Preservation League is the only statewide not-for-profit organization dedicated to preserving our state's incomparable architectural heritage. We accomplish this work through our public policy, legal, technical and grant programs. In our 26 years of service, the Preservation League has advocated for and assisted with the preservation of landmarks facing destruction or ill-advised alterations. It is in this spirit that we urge The New York and the New Jersey Port Authority to reconsider the current expansion plan for the TWA Terminal.

Even in a metropolitan area famed for its architecture, the TWA Terminal stands out as a landmark of international importance. The work of famed architect Eero Saarinen, the importance of his innovative, expressionistic design has been recognized since the Terminal's construction (1956 - 1962). More recently, the Terminal's architectural significance was affirmed by its designation as a New York City Landmark and its eligibility for inclusion in the National Register of Historic Places.

The Preservation League calls on the Port Authority to accomplish its goal of serving the needs of a traveling public in a way that does not irreparably harm the landmark Terminal. A world-class building meeting the real needs of national and international travelers deserves a world-class design solution. One possible means of achieving the important goals of improved air travel and preservation is through an international design competition. Such a competition would enhance the prestige of the Port Authority while bringing forth creative design solutions. The landmark TWA Terminal deserves no less.

The Preservation League urges the Port Authority to not proceed with its current plan and instead to seek a design which fulfills its service mission while respecting the architectural integrity of the TWA Terminal. The Preservation League offers its assistance in this important work.

Sincerely,

Scott Heyl

Scott P. Heyl, President
Preservation League of New York State

THE PORT AUTHORITY OF NY & NJ

WILLIAM R. DECOTA
DIRECTOR
AVIATION DEPARTMENT

ONE WORLD TRADE CENTER
NEW YORK, NY 10048

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(973) 961-6600 X2116

July 3, 2001

Mr. Maija Kairamo
Architect SAFA
Chairperson

Mr. Hanni Sippo
Architect SAFA
Member of the Board
DOCOMOMO Finland
Helsinki
Finland

Dear Messrs. Kairamo and Sippo:

Thank you for your letter to Neil Levin dated June 4, 2001 regarding the TWA Terminal at John F. Kennedy International Airport. We have received several letters from DOCOMOMO both in the U.S. and the Netherlands. On Monday, June 25, 2001, we meet with representatives from DOCOMOMO-US and DOCOMOMO-NY Tri-State to review our latest plans for saving the main terminal and connecting walkways (tubes) while building a new terminal. Enclosed is a copy of their written statement at the Public Hearing held on June 27, 2001.

The Port Authority of New York and New Jersey has been progressing in its $10 billion dollar program to redevelop John F. Kennedy International Airport to expand capacity, improve accessibility and assure convenient service to visitors and residents of the New York region whose reliance on that airport fuels our city's competitiveness. Our objective is to provide both the airlines and the traveling public the best possible facilities to meet their needs. In order to advance our program, we worked in partnership with the airlines and terminal operators to renew the aging terminals, which were first constructed in the late 1950's and early 1960's. Although all seven of the original terminals should be completely replaced, our master plan has always recognized the very special consideration which must be given to Eero Saarinen's TWA Terminal. In this regard, we have prepared plans that we believe respect this legacy from the past while moving forward to meet the region's future air travel needs.

Should your plans include a visit to New York, please feel free to contact me at (212) 435-4031 to arrange a briefing on this very important project.

Very truly yours,

T. Kleiner

Ted Kleiner, AIA
Assistant Director
Aviation Capital Program

Enc.

THE PORT AUTHORITY OF NY & NJ

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

February 24, 2003

Mr. Densford Escarpeta
Environmental Engineer II
New York State Department of Environmental Conservation
Division of Air Resources
Bureau of Air Quality Planning/Mobile Sources Planning
200 White Plains Road, 5th Floor
Tarrytown, New York 10591

RE: DEC COMMENTS ON JULY 2001 ENVIRONMENTAL ASSESSMENT FOR JFK AIRPORT TERMINAL 5/6 REDEVELOPMENT PROJECT

Dear Mr. Escarpeta:

I am in receipt of the July 23, 2001 letter from Mike Keenan to me in which he provided comments on the Port Authority's July, 2001 draft Environmental Assessment for the Terminal 5/6 Redevelopment project at JFK Airport. As we discussed in our telephone conversation of Monday, February 10, 2003, you agreed that the materials I sent you in response to the questions posed in the July 23rd letter adequately addressed DEC's concerns regarding the air quality analysis conducted for the subject EA.

Also, your July 23, 2001 letter referred to the State Environmental Quality Review (SEQR) regulations and their possible application to the subject project. In the phone conversation referenced above, we both concurred that because no State or local agency (including DEC) would need to issue a discretionary permit or license, or provide other approval or funding for the Terminal 5/6 redevelopment project, SEQR does not apply.

The extent of State agency involvement in this project is that of the State Historic Preservation Office (SHPO) of the State Office of Parks, Recreation, and Historic Preservation. The SHPO, whose role in this project is to consult in regard to the review under Section 106 of the National Historic Preservation Act of 1966, has determined that the proposed project would cause an adverse affect to the historic TWA Terminal property – namely, demolition of Flight Wing 2. Therefore, SHPO would be a signatory - with the Federal Aviation Administration, the Advisory Council on Historic Preservation, and the Port Authority - to a Memorandum of Agreement (MOA) stipulating measures that will be carried out by the Port Authority to mitigate the adverse affect of the project.

Thank you for your assistance in the Port Authority's request to clarify that SEQR review does not apply for the subject project. As discussed, I would greatly appreciate it if you would provide me with a copy of the letter I sent to you in response to your July 23, 2001 letter – as my copy was destroyed on September 11, 2001. Please feel free to contact me at (212) 435-3747 if you would like to discuss this matter any further.

Sincerely,

Edward C. Knoesel
Supervisor, Environmental Services
Aeronautical and Technical Services Div.

cc: J. Adams, SHPO
R. Kuhn, SHPO
M. Jenet, FAA
M. Keenan, NYSDEC
T. Gerrish, CH^{2}M Hill

New York State Department of Environmental Conservation
Division of Air Resources
Bureau of Air Quality Planning
625 Broadway, Albany, New York 12233-3251
Phone: (518) 402-8396 • **FAX:** (518) 402-9035
Website: www.dec.state.ny.us

Erin M. Crotty
Commissioner

July 23, 2001

Mr. Edward C. Knoesel
Manager, Environmental Program
Aviation Department
The Port Authority of New York and New Jersey
One World Trade Center
New York, New York 10048

Dear Mr. Knoesel:

The New York State Department of Environmental Conservation (NYSDEC) appreciated the opportunity to review the June 2001 air quality analysis from the Environmental Assessment (EA) of the John F. Kennedy International Airport Terminal 5 and 6 Redevelopment Project. Based on my staff's review of the EA, we would like to obtain the following information:

- A copy of the traffic volumes used for the analysis derived from the Combined Terminals 5 and 6 Preliminary Frontage, Intersection Capacity Analyses Report (Basilio-Avadiani Associates, 2000),
- Mobile5b input file(s) used to determine the on-road vehicle emissions, and
- CAL3QHC input files used to predict the maximum Carbon Monoxide concentration impacts.

Although modeling procedures and assumptions were stated in Section 5.0 *"Environmental Consequences,"* the information being requested were not included in Appendix B *"Air Quality Analysis"* preventing a full review of the EA document. Also, we would like further clarification on the number of new parking garage spaces, and why the proposed 1,500 spaces mentioned in the executive summary page ES-3 does not represent an expansion or addition of airport parking capacity.

Additionally, I would like to bring to your attention the below provision of the State Environmental Quality Review (SEQR) regulation, 6 NYCRR PART 617.15, *Action Involving A Federal Agency* that is applicable to this project and to your agency.

> (a) When a draft and final EIS for an action has been duly prepared under the National Environmental Policy Act of 1969, an agency has no obligation to prepare an additional EIS under this Part, provided that the federal EIS is sufficient to make findings under Section 617.11 of this Part. (b) Where a Finding of No Significant Impact (FNSI) or other written threshold determination that the action will not require a federal impact statement has been prepared under the National Environmental Policy Act of 1969, the determination will not automatically constitute compliance with SEQR. In such cases, state and local agencies remain responsible for compliance with SEQR. (c) In the case of an action involving a federal agency for which either

a federal FNSI or a federal draft and final EIS has been prepared, except where otherwise required by law, a final decision by a federal agency will not be controlling on any state or local agency decision on the action, but may be considered by the agency.

The EA conclusion that no potentially significant impacts would occur from the proposed action and that issuance of a finding of any significant impact may be appropriate; however, your agency still needs to document compliance with SEQR especially Sections 617.11, *Decision-Making and Findings Requirements* and 617.12, *Document Preparation, Filing, Publication and Distribution.*

Finally, I would like to commend the Port Authority initiative to reduce emissions from airport ground support equipments in its proposed Inherently Low Emission Airport Vehicle Pilot Program for JFK International and LaGuardia Airports since aircraft and related ground level emissions at airports are a major source of air pollution in the New York Metropolitan area. If you have any question regarding NYSDEC comments, please contact Denny Escarpeta at 914/332-1835 ext 352.

Sincerely,

Mike Keenan, P.E.
Chief, Mobile Source Section
Bureau of Air Quality Planning

cc: D. Escarpeta

THE PORT AUTHORITY OF NY & NJ

WILLIAM R. DECOTA
DIRECTOR
AVIATION DEPARTMENT

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July 9, 2001

Ms. Helene Lipstadt
Visiting Associate Professor/Permanent Visiting Faculty
History Theory Criticism Section
MIT Department of Architecture
3-305 Massachusetts Ave.
Cambridge, MA 02139

Dear Ms. Lipstadt:

Thank you for your letter to Neil Levin dated June 27, 2001 regarding the TWA Terminal at John F. Kennedy International Airport.

The Port Authority of New York and New Jersey has been progressing in its $10 billion dollar program to redevelop John F. Kennedy International Airport to expand capacity, improve accessibility and assure convenient service to visitors and residents of the New York region whose reliance on that airport fuels our city's competitiveness. Our objective is to provide both the airlines and the traveling public the best possible facilities to meet their needs. In order to advance our program, we worked in partnership with the airlines and terminal operators to renew the aging terminals, which were first constructed in the late 1950's and early 1960's. Although all seven of the original terminals should be completely replaced, our master plan has always recognized the very special consideration which must be given to Eero Saarinen's TWA Terminal. In this regard, we have prepared plans that we believe respect this legacy from the past while moving forward to meet the region's future air travel needs.

Should your plans include a visit to New York, please feel free to contact me on (212) 435-4031 to arrange a briefing on this very important project.

Very truly yours,

Ted Kreiner, AIA
Assistant Director
Aviation Capital Program

School of
Architecture and
Planning

Massachusetts
Institute
of Technology

Department
of
Architecture

77 Massachusetts
Avenue
Room 7-337

Cambridge
Massachusetts
02139-4307

Telephone
617-253-7791
FAX 617-253-8993

3-305

June 27, 2001

Neil Levin, Executive Director
Port Authority of New York and New Jersey
1 World Trade Center
New York, NY 10048

Dear Sir:

As a member of the Department of Architecture at MIT and historian of the work of Eero Saarinen, I write to ask you to plead for the protection of his TWA terminal. Not only is it a master work by an important modernist architect, it counts as one of the few modern works that have attained iconic status. It is both as an icon of flight and of New York as the capital of world modernism of the 1950s and 1960s. As such, it is an architectural work that can be equated with other popular icons, like Michael Jordan and the Nike Swoosh.

Many older New Yorkers will remember the terminal's earliest days when it was a destination frequently visited by 'ordinary' citizens. It is they who made it an icon. The status of icon is "conferred by communities of non-architects" and not by "architects...or critics and historians," in fact, "iconic works 'happen", as I have argued in a recent article in the *Harvard Design Magazine* (6/2001). As New Yorkers rediscover that modern heritage in two exhibitions about Mies, Saarinen's contemporary, as younger New Yorkers make that modernism their historic style, and as the restoration of the UN is readied, why are we even contemplating the desecration of a building that ordinary citizens made into a potent and recognizable marker of place, an icon of New Yorkness?

Sincerely yours,

Helene Lipstadt
Visiting Associate Professor/Permanent Visiting Faculty
History Theory Criticism Section
MIT Department of Architecture
3-305 Massachusetts Avenue
Cambridge, MA 02139 USA

Summer: 617 484-7362
Fax: 617 484 7372, or 617 661-2445

THE PORT AUTHORITY OF NY & NJ

WILLIAM R. DECOTA
DIRECTOR
AVIATION DEPARTMENT

ONE WORLD TRADE CENTER
NEW YORK, NY 10048

(212) 435-2116
(973) 961-6600 X2116

July 2, 2001

Mr. Jeffrey P. Miles, AIA
(Ex. 1)

Dear Mr. Miles:

Thank you for your letter to Neil Levin dated June 26, 2001 regarding the TWA Terminal at John F. Kennedy International Airport.

The Port Authority of New York and New Jersey has been progressing in its $10 billion dollar program to redevelop John F. Kennedy International Airport to expand capacity, improve accessibility and assure convenient service to visitors and residents of the New York region whose reliance on that airport fuels our city's competitiveness. Our objective is to provide both the airlines and the traveling public the best possible facilities to meet their needs. In order to advance our program, we worked in partnership with the airlines and terminal operators to renew the aging terminals, which were first constructed in the late 1950's and early 1960's. Although all seven of the original terminals should be completely replaced, our master plan has always recognized the very special consideration which must be given to Eero Saarinen's TWA Terminal. In this regard, we have prepared plans that we believe respect this legacy from the past while moving forward to meet the region's future air travel needs.

We have been reaching out to various interested groups, and I would be happy to arrange a briefing for you. Please feel free to contact me on (212) 435-4031 to arrange a meeting.

Very truly yours,

Ted Kleiner, AIA
Assistant Director
Aviation Capital Program

Jeffrey P. Miles (Ex. 1)

June 26, 2001

Mr. Neil Levin
Executive Director
The Port Authority of New York and New Jersey
One World Trade Center
New York, New York, 10048

Re: TWA Terminal at JFK

To Mr. Neil Levin:

The sculptural TWA Terminal at JFK is perhaps the most significant modern structures in America, which is why it has been honored and protected as a New York City landmark. The new terminal project at JFK will overwhelm this concrete jewel with a large new wrap-around building. The proposed project is architecturally insensitive, destructive and does not provide an integrated design solution that respects or enhanced the original TWA terminal. The loss of the landmark satellite is unacceptable.

I recognize the problems confronting the Port Authority and their architects/planners are difficult. However, as a professional architect, accustomed to integrating place, form and scale, I can state categorically that the proposed design is deficient. TWA is a masterpiece that must not be sacrificed or compromised. I recommend the PA develop a new concept for the entire project.

Sincerely,

Jeffrey P. Miles, AIA

Cc:
George Pataki/ Governor, New York State
John Fowler/Executive Director, Advisory Council for Historic Preservation

THE PORT AUTHORITY OF NY & NJ

WILLIAM R. DECOTA
DIRECTOR
AVIATION DEPARTMENT

ONE WORLD TRADE CENTER
NEW YORK, NY 10048

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July 9, 2001

Ms. Paula Mohr
Architectural Historian
(Ex. 1)

Dear Ms. Mohr:

Thank you for your letter to Neil Levin dated June 30, 2001 regarding the TWA Terminal at John F. Kennedy International Airport.

The Port Authority of New York and New Jersey has been progressing in its $10 billion dollar program to redevelop John F. Kennedy International Airport to expand capacity, improve accessibility and assure convenient service to visitors and residents of the New York region whose reliance on that airport fuels our city's competitiveness. Our objective is to provide both the airlines and the traveling public the best possible facilities to meet their needs. In order to advance our program, we worked in partnership with the airlines and terminal operators to renew the aging terminals, which were first constructed in the late 1950's and early 1960's. Although all seven of the original terminals should be completely replaced, our master plan has always recognized the very special consideration which must be given to Eero Saarinen's TWA Terminal. In this regard, we have prepared plans that we believe respect this legacy from the past while moving forward to meet the region's future air travel needs.

Should your plans include a visit to New York, please feel free to contact me on (212) 435-4031 to arrange a briefing on this very important project.

Very truly yours,

Ted Kleiner, AIA
Assistant Director
Aviation Capital Program

Paula Mohr
Architectural Historian
(Ex. 1)

June 30, 2001

Mr. Neil Levin
Executive Director
The New York and New Jersey Port Authority
1 World Trade Center, 65th Floor
New York, NY 10048

Dear Mr. Levin:

I am writing to express my concern over the proposed plans for a new terminal at the John F. Kennedy Airport (JFK) and the ways in which those plans threaten the integrity of Eero Saarinen's TWA Terminal.

As I am sure you are aware, the TWA terminal has been identified by architectural historians to be one of the most important structures from the 20th century and an extremely significant example of the Neo-Expressionist architectural movement of which Saarinen was a leader. In addition, the TWA Terminal is an icon of American technology and ingenuity that is recognized around the world.

Specifically, my concern is that the new construction must be sympathetic to Saarinen's work. Issues of scale, material, and detailing must be given careful consideration so that the new structure is complimentary to the old. Secondly, the proposal to demolish part of the TWA terminal and gates is an unacceptable treatment for one of the world's most important landmarks. Thirdly, it must be a high priority to find a compatible use for the Terminal so that the public can continue to have access to it and enjoy its space.

We, as a society, will be judged both by what we build and by what we preserve of our past. I urge you to challenge the architectural team working on this project to identify solutions that will both respect the integrity of Saarinen's Terminal and provide for the expansion of airport facilities at JFK.

Sincerely,

Paula Mohr

cc: Edward C. Knoesel, Manager, Environmental Program
Aeronautical and Technical Services Division
Aviation Department
The Port Authority of New York and New Jersey
1 World Trade Center, 65 East
New York, NY 10048

Paula Mohr
Architectural Historian

(Ex. 1)

June 30, 2001

Mr. John Fowler, Executive Director
The Advisory Council for Historic Preservation
The Old Post Office Suite 809
1100 Pennsylvania Avenue NW
Washington, DC 20004

Dear Mr. Fowler:

I am writing to express my concern over the proposed plans for a new terminal at the John F. Kennedy Airport (JFK) and the ways in which those plans threaten the integrity of Eero Saarinen's TWA Terminal.

As I am sure you are aware, the TWA terminal has been identified by architectural historians to be one of the most important structures from the 20th century and an extremely significant example of the Neo-Expressionist architectural movement of which Saarinen was a leader. In addition, the TWA Terminal is an icon of American technology and ingenuity that is recognized around the world.

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We, as a society, will be judged both by what we build and by what we preserve of our past. I urge you to challenge the Port Authority of New York and New Jersey and their architectural team to identify solutions that will both respect the integrity of Saarinen's Terminal and provide for the expansion of airport facilities at JFK.

Sincerely,

<Signed>

Paula Mohr

cc: Edward C. Knoesel, Manager, Environmental Program
Aeronautical and Technical Services Division
Aviation Department
The Port Authority of New York and New Jersey
1 World Trade Center, 65 East
New York, NY 10048

Paula Mohr
Architectural Historian
(Ex. 1)

June 30, 2001

The Honorable George Pataki
The Governor of New York
The Executive Chamber
The State Capitol
Albany, New York 12224

Dear Governor Pataki:

I am writing to express my concern over the proposed plans for a new terminal at the John F. Kennedy Airport (JFK) and the ways in which those plans threaten the integrity of Eero Saarinen's TWA Terminal.

As I am sure you are aware, the TWA terminal has been identified by architectural historians to be one of the most important structures from the 20th century and an extremely significant example of the Neo-Expressionist architectural movement of which Saarinen was a leader. In addition, the TWA Terminal is an icon of American technology and ingenuity that is recognized around the world.

Specifically, my concern is that the new construction must be sympathetic to Saarinen's work. Issues of scale, material, and detailing must be given careful consideration so that the new structure is complimentary to the old. Secondly, the proposal to demolish part of the TWA terminal and gates is an unacceptable treatment for one of the world's most important landmarks. Thirdly, it must be a high priority to find a compatible use for the Terminal so that the public can continue to have access to it and enjoy its space.

We, as a society, will be judged both by what we build and by what we preserve of our past. I urge you to challenge the Port Authority of New York and New Jersey and their architectural team to identify solutions that will both respect the integrity of Saarinen's Terminal and provide for the expansion of airport facilities at JFK.

Sincerely,

<Signed>

Paula Mohr

cc: Edward C. Knoesel, Manager, Environmental Program
Aeronautical and Technical Services Division
Aviation Department
The Port Authority of New York and New Jersey
1 World Trade Center, 65 East
New York, NY 10048

rec'd. 12/12/02

THE ARCHITECTURAL HISTORY FOUNDATION, INC.

4 Times Square, New York, NY 10036 (212) 286-5141, Fax: (212) 286-5143

December 10, 2002

Ms. Marie Jenet
Eastern Region Airports division
Federal Aviation Administration
1 Aviation Plaza AEA-610
Jamaica, NY 11434-4809

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Dear Ms. Jenet,

The editors of the Architectural History Foundation strongly support a solution to preserving Saarinen's TWA Flight Center that will not interfere with views of the principle structure, preferably without an above ground addition attached to it. The Municipal Art Society's proposal comes closer to this ideal than the Port Authority's scheme, which marginalizes the Center by surrounding it with a new terminal.

Sincerely,

Victoria Newhouse

Victoria Newhouse,
President

cc: Mr. Ted Kleiner
Mr. Ed Knoesel
Mr. Kent Barwick
Mr. Frank Sanchez
Mr. Theodore Prudon
AHF Editorial Board

THE PORT AUTHORITY OF NY & NJ

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ONE WORLD TRADE CENTER
NEW YORK, NY 10048

(212) 435-2116
(973) 961-6600 X2116

July 9, 2001

Mr. Christopher T. Northrup
(Ex. 1)

Dear Mr. Northrup:

Thank you for your letter to Neil Levin regarding the TWA Terminal at John F. Kennedy International Airport.

The Port Authority of New York and New Jersey has been progressing in its $10 billion dollar program to redevelop John F. Kennedy International Airport to expand capacity, improve accessibility and assure convenient service to visitors and residents of the New York region whose reliance on that airport fuels our city's competitiveness. Our objective is to provide both the airlines and the traveling public the best possible facilities to meet their needs. In order to advance our program, we worked in partnership with the airlines and terminal operators to renew the aging terminals, which were first constructed in the late 1950's and early 1960's. Although all seven of the original terminals should be completely replaced, our master plan has always recognized the very special consideration which must be given to Eero Saarinen's TWA Terminal. In this regard, we have prepared plans that we believe respect this legacy from the past while moving forward to meet the region's future air travel needs.

We have been reaching out to various interested groups, and I would be happy to arrange a briefing for you. Please feel free to contact me on (212) 435-4031 to arrange a meeting.

Very truly yours,

Ted Kleiner, AIA
Assistant Director
Aviation Capital Program

Christopher T. Northrup
(Ex. 1)

Neil Levin
Executive Director
The New York and New Jersey Port Authority
1 World Trade Center, 65th Floor
New York, NY 10048

Dear Mr. Levin:

I am writing to communicate my concern and dismay for the impending plans by the Port Authority of New York and New Jersey for one of New York's most internationally recognized icons of 20th Century architecture. I am speaking of Eero Saarinen's TWA Terminal in New York City.

My concern for this building is not only its great architectural value, but its value as a symbol from a time in American history of hope, prosperity, and technological innovation. This building is of a time when we were beginning our space programs, before the Kennedy assassinations; it was a time caught in between the idealism of the 1950's and social turmoil of the 1960's. The terminal was a symbol then of America, so too should the new terminal be a symbol of our future in harmony with the past.

As I understand the preliminary plans for the terminal, these plans in no way come close to a satisfactory over-all design solution for the new terminal, nor does it provide for the adequate preservation of the TWA Terminal. It is sad to me that New York, and a nation which commissioned and produced the masterpiece TWA Terminal, cannot, or is not willing to, take an innovative approach to the preservation and re-use of a designated Landmark of the City of New York.

The people of New York, and the people of the world, deserve to see a visionary work indicative of the dynamic New York City I have chosen to live in, and the country in which I was born. I beseech you to support an innovative preservation and adaptive re-use for this great work of international stature.

Sincerely,

Christopher Northrup
DocomomoNY/Tri-State
Executive Committee Member

THE PORT AUTHORITY OF NY & NJ

WILLIAM R. DECOTA
DIRECTOR
AVIATION DEPARTMENT

ONE WORLD TRADE CENTER
NEW YORK, NY 10048

(212) 435-2116
(973) 961-6600 X2116

July 9, 2001

Ms. Christine G. O'Malley
(Ex. 1)

Dear Ms. O'Malley:

Thank you for your letter to Neil Levin dated June 29, 2001 regarding the TWA Terminal at John F. Kennedy International Airport.

The Port Authority of New York and New Jersey has been progressing in its $10 billion dollar program to redevelop John F. Kennedy International Airport to expand capacity, improve accessibility and assure convenient service to visitors and residents of the New York region whose reliance on that airport fuels our city's competitiveness. Our objective is to provide both the airlines and the traveling public the best possible facilities to meet their needs. In order to advance our program, we worked in partnership with the airlines and terminal operators to renew the aging terminals, which were first constructed in the late 1950's and early 1960's. Although all seven of the original terminals should be completely replaced, our master plan has always recognized the very special consideration which must be given to Eero Saarinen's TWA Terminal. In this regard, we have prepared plans that we believe respect this legacy from the past while moving forward to meet the region's future air travel needs.

Should your plans include a visit to New York, please feel free to contact me on (212) 435-4031 to arrange a briefing on this very important project.

Very truly yours,

Ted Kitmer, AIA
Assistant Director
Aviation Capital Program

Christine G. O'Malley
(Ex. 1)

June 29, 2001

Neil Levin
Executive Director
The Port Authority of New York and New Jersey
1 World Trade Center, 65th Floor
New York, NY 10048

Dear Mr. Levin:

I write to you today to express my great concern over the construction of new terminals at John F. Kennedy Airport and the scheduled demolition of portions of the original TWA Terminal designed by renowned architect Eero Saarinen. The TWA Terminal, as you may know, is a landmark building held in great esteem by architectural historians. It has been featured in many publications and textbooks as a key building in the history of modern airport design and in the history of American architecture. The building is truly world famous. For decades, travelers and visitors from around the country and the world have experienced and appreciated this extraordinary and beautifully designed facility. I strongly urge the Port Authority of New York and New Jersey to reconsider their current plans and devise a scheme that will leave the TWA Terminal intact without interfering with its historic structure.

I need only to remind you of the public outcry over the demolition of Pennsylvania Station in New York City to emphasis the careful consideration that must be taken when dealing with any historic building. It is incumbent upon this generation to avoid the mistakes of the past and to promote the preservation of all historic buildings. I hope that you will consider my concerns over this matter and promote a more sensitive adaptive re-use of the TWA Terminal. Thank you.

Sincerely,

Christine O'Malley

Christine G. O'Malley

cc: The Honorable George Pataki, Governor of New York
Edward C. Knoesel, Manager, Environmental Programs, Aeronautical and Technical Service Division, The Port Authority of New York and New Jersey

THE PORT AUTHORITY OF NY & NJ

WILLIAM R. DECOTA
DIRECTOR
AVIATION DEPARTMENT

ONE WORLD TRADE CENTER
NEW YORK, NY 10048

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July 9, 2001

Mr. Peter C. Papademetriou, AIA IDSA
Professor & Graduate Program Director
New Jersey Institute of Technology
The New Jersey School of Architecture
University Heights
Newark, NJ 07102-1982

Dear Mr. Papademetriou:

Thank you for your letter to Neil Levin dated June 27, 2001 regarding the TWA Terminal at John F. Kennedy International Airport.

The Port Authority of New York and New Jersey has been progressing in its $10 billion dollar program to redevelop John F. Kennedy International Airport to expand capacity, improve accessibility and assure convenient service to visitors and residents of the New York region whose reliance on that airport fuels our city's competitiveness. Our objective is to provide both the airlines and the traveling public the best possible facilities to meet their needs. In order to advance our program, we worked in partnership with the airlines and terminal operators to renew the aging terminals, which were first constructed in the late 1950's and early 1960's. Although all seven of the original terminals should be completely replaced, our master plan has always recognized the very special consideration which must be given to Eero Saarinen's TWA Terminal. In this regard, we have prepared plans that we believe respect this legacy from the past while moving forward to meet the region's future air travel needs.

We have been reaching out to various interested groups, and I would be happy to arrange a briefing for you. Please feel free to contact me on (212) 435-4031 to arrange a meeting.

Very truly yours,

Ted Kleiner, AIA
Assistant Director
Aviation Capital Program

THE NEW JERSEY SCHOOL OF ARCHITECTUR

NJIT
New Jersey Institute of Technology

A Public
Research University

27 June, 2001

Mr. Neil Levin, Executive Director
New York and New Jersey Port Authority
65th Floor
1 World Trade Center
New York, NY 10048

Dear Mr. LEVIN:

As one of those who materially supported the successful application for Landmark Status for the **Trans World Airlines Flight Center** (*a.k.a.* TWA Terminal) at JFK (formerly Idlewild) Airport in 1994, which was granted by the City of New York Landmarks Preservation Commission in 1995, I would wish to once again voice support for one of New York City's most distinguished public architectural treasures.

My particular connection to the design by Eero Saarinen is by virtue of being in charge of the Saarinen Archive in the successor firm to his practice, Kevin Roche John Dinkeloo & Associates. I have written and lectured extensively on Saarinen, including two articles on TWA [both in May 1992: 26-page cover feature in **MaMA: Magasin för Modern Arkitektur** (Sweden) Number 2 and "TWA's Influence", one of a three-part appraisal in **Progressive Architecture**].

TWA is a seminal work for Saarinen, formally breaking away from his own refinement of the precise, industrialized "glass box" architecture of the 1950s, raising a new set of possibilities, including the image of a "bird in flight", seemingly labor-intensive forms, and the ghost of Expressionism, if not Futurism, long buried by the International Style. It was this transition which critically catapulted Saarinen to the cover story "Maturing Modern" of **TIME** magazine July 2, 1956. As you are no doubt aware, historians continue to debate its impact, and search for precedents in the work of modernist architects Erich Mendelsohn, Hermann Finsterling and Saarinen's contemporaries such as Jørn Utzon (author of the Sydney Opera House, for which Saarinen sat on the Jury of Award) or Felix Candela, the great Mexican "thin-shell" engineer/architect. The building is included in my own entries on Saarinen in **The Dictionary of Art; International Dictionary of Architects and Architecture; Encyclopedia of Architecture: Design, Engineering, And Construction;** and **Supplement 7 (1949-1961) Dictionary of American Biography**.

Upon its completion, the TWA Terminal received a Special Award, Borough of Queens Chamber of Commerce and the Industry Award, Concrete Industry Board of New York (both in 1962), and the American Institute of Architects Award of Merit in 1963.

Its formal and constructive uniqueness has had a revival of interest, as the design was chosen for inclusion in *"l'art de l'ingénieur: constructeur, entrepreneur, inventeur"* curated by Antoine Picon at the Centre Georges Pompidou, Paris, France, June 25 - September 29, 1997, more recently in the internationally-traveled exhibition *"At the End of the Century: One Hundred Years of Architecture"* curated by Elizabeth Smith at the MOCA/Los Angeles (which also traveled to Tokyo, Mexico City, Cologne, and Chicago), and will be included in the forthcoming exhibition *"Vital Forms"* opening October 10, 2001 at the Brooklyn Museum of Art.

UNIVERSITY HEIGHTS
NEWARK, NJ 07102-1982
973. 596. 3080

TWA as a seemingly cultural icon continues to occupy a public presence; images of it are a part of popular culture, and it is a well-known and recognized part of the New York City landscape, by residents and visitors alike. In fact, a very recent ad announcing the 2002 Mercury Motors "Mountaineer" features the car shot at a dynamic angle, explicitly inspired by the backdrop of the TWA Terminal, with the heading "Beauty lives here.".

Who can disagree?

The terminal building has transcended its use as a terminal facility and is indisputably imbedded in the cultural landscape of New York City. Its physical siting at JFK Airport makes it a prominent element, and with the clear need for its continued presence a foregone conclusion, it is now more a matter of finding a creative adaptation and use which will expand its symbolic intensity. The process of caring for this treasure demands a public trust, and the Port Authority, its planners, architects, engineers and facilities programmers should seize the opportunity to achieve the credit for seeing that this happens. There is clearly interest in the community and at the State level, and the talent to make the challenge one which benefits all parties.

I urge your recognition of this need to maintain this critical treasure as a part of the public landscape of the City of New York, and a jewel for JFK Airport.

Thank you for your consideration,

Yours sincerely,

Peter C. Papademetriou, AIA IDSA
Professor & Graduate Program Director

attach.
cc: Hon. George Pataki
John Fowler
DoCoMoMo/US

THE PORT AUTHORITY OF NY & NJ

WILLIAM R. DECOTA
DIRECTOR
AVIATION DEPARTMENT

ONE WORLD TRADE CENTER
NEW YORK, NY 10048

(212) 435-2116
(973) 961-6600 X2116

July 3, 2001

Mr. Theodore H.M. Prudon, Ph.D., AIA
President
DOCOMOMO-US
P.O. Box 250532
New York, NY 10025

Dear Mr. Prudon:

Enclosed please find a response to Messrs. Kairamo and Sippo from the Finland office of DOCOMOMO. Unfortunately, we did not receive a return address. Would you please be so kind as to forward the enclosed letter.

Very truly yours,

Ted Kleiner, AIA
Assistant Director
Aviation Capital Program

Enc.

Documentation and Conservation
of buildings, sites and neighborhoods of the
Modern Movement

.mo.mo_

United States
New York, Tri-State

250532
NY 10025
@hotmail.com

27 June 2001

STATEMENT FROM DOCOMOMO US

DOCOMOMO US as the United States chapter of the international organization DOCOMOMO which has chapters in some 37 countries has to express its dismay and concern at the plans (or the lack thereof) for the historic TWA Terminal at JFK. This building which is recognized and revered worldwide as an icon of modern architecture and is discussed in all major texts on modern architecture has been incorporated in a concept redevelopment plan without any real and significant provisions for its on-going maintenance and preservation. The building as a result faces an uncertain future.

The present plans have not only astonished our national membership but have also evoked a response of disbelief of many of our international members. It is inconceivable to us that in the planning of and the commitment to the construction of a major new and costly terminal building the original TWA Building would be left empty and allowed to deteriorate in the full view of the world.

Our concerns can be summarized as follows:

1. The scale and quality of the adjacent architecture and the connections to the TWA Building deserves considerably more study to avoid that the historic building is dwarfed and looking forlorn abandoned among the new structures.
2. Because the building will become vacant shortly and no clear strategy for preservation or reuse is in place, the building is at considerable risk of vandalism (either of the souvenir hunting type or sheer destruction) and physical deterioration. Statements in the EIS and the concept master plan, while well intended, are perfunctory. Such an approach all too often has led to significant loss of historic fabric or future arguments for demolition.

Now that the SHPO as the agent of the Advisory Council on Historic Preservation has determined that the proposed plan constitutes an 'adverse effect' on the building, we must insist that the mitigation efforts not be limited to some documentation but be expanded to focus on the long term preservation of the building.

1 The preparation of full HABS/HAER documentation.
2. The preparation of a full and comprehensive historic structures report that not only documents all aspects of the historical and architectural evolution of the building but also documents what currently exists and what condition it is in. Also to be included are guidelines for the re-use of the structure. This is a standard procedure for many Federal agencies such as General Services Administration or the National Park Service.
3. A comprehensive on-going maintenance plan combined with the restoration of the exterior envelop (The concept plan notes the need for significant restoration)
4. A contingent restoration schedule that stipulates that if no suitable tenant is found by a certain date that the agency will undertake a restoration of the building as a safeguard for the future.
5. On-going and meaningful public review and comment by both public agencies and private organizations on any and all plans proposed for the restoration and/or reuse of the building.

We urge you to undertake more positive steps in the active preservation of the building and we are prepared to work closely with you to achieve the restoration of this quintessential international landmark.

Theodore H. M. Prudon Ph.D. AIA
President
DOCOMOMO US

Documentation and Conservation
of buildings, sites and neighborhoods of the
Modern Movement

docomomo
US

United States
New York

27 June 2001

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We urge you to undertake more positive steps in the active preservation of the building and we are prepared to work closely with you to achieve the restoration of this quintessential international landmark.

Theodore H. M. Prudon Ph.D. AIA
President
DOCOMOMO US

Statement read by representative of the New York/Tri-State chapter of DOCOMOMO/US at Public Hearing regarding TWA Terminal and site 5 & 6 Redevelopment.

June 27, 2001

DOCOMOMO is an international organization advocating for the Documentation and Conservation of buildings, sites and neighborhoods of the Modern Movement.

DOCOMOMO/US New York Tri-State includes members and concerned individuals in New York, New Jersey and Connecticut. As an organization specifically concerned with the preservation of important Modern movement architecture in this region we believe that TWA Terminal, designed by Eero Saarinen between 1956 and 1962, is an architectural work of international significance both structurally and aesthetically. Saarinen's graceful concrete forms evoke the decade in which passenger air transportation took flight more convincingly and more beautifully than any terminal at the city's gateway. TWA Terminal has entered the cultural mainstream as an icon of mid-century American architecture—from the sets of *Men in Black* to recent advertising campaigns. TWA Terminal is represented in major architectural history texts worldwide. Its quintessentially "hip" 1960s interior remains one of New York City's truly great public spaces.

Having reviewed the Concept Master Plan for the Redevelopment of Site 5 & 6/TWA Terminal at JFK International Airport (July 2000/February 2001) DOCOMOMO/New York Tri-State would like to express the following concerns:

• A more aggressive, Port Authority-lead effort should be made to find an airport-related use for TWA Terminal so that the building can continue to contribute to visitors' airport experience.

• The concluding summary of the Concept Master Plan states that the plan "...*allows for* the restoration and adaptive reuse of the terminal building." The plan should *include* the restoration as well as ongoing maintenance until a new use/tenant can be secured. To place responsibility for the expense and activity of restoration on an unknown future tenant is tantamount to walking away from the building and a sure way to effect its eventual loss through neglect.

• The restoration of TWA Terminal should be incorporated in the project budget of the new Site 5 & 6 terminal to secure TWA's future now. A large investment of public funds is being spent to build a new terminal on this site. Some of these funds must be used to protect and make viable a structure as valued by the public as TWA Terminal. The airlines being provided the opportunity to engulf Saarinen's terminal in a 52-gate mega-terminal should provide a share of the funding needed for this effort.

• The plans being sent to members of the press and public are deceptive concerning the new parking structure. While the Master Plan text specifies a 1,500 car, 2-story parking garage to be built immediately in front of TWA Terminal, replacing the current surface parking lot, this structure is completely absent from the plans and renderings the Authority has been providing. With a new semi-circle structure wrapping the terminal on the air field side and a parking garage directly fronting it, TWA Terminal's soaring structure will be by all practical measures be obscured from view.

• The pending Memorandum of Agreement between the Port Authority of New York and New Jersey, the Federal Aviation Administration and the New York SHPO does not provide adequate assurances that this building, which is eligible for listing on the National Register of Historic Places and already certified as a New York City Landmark, will be preserved or respected in the final redevelopment plan. The Memorandum should be amended to include the following provisions:

--The Port Authority of NY and NJ will conduct a Historic Structures Report and prepare restoration guidelines immediately following the January 2002 decommissioning of TWA Terminal.

--The Port Authority of NY and NJ will provide ongoing maintenance of the TWA terminal building until a permanent use/tenant is secured and the restoration is completed.

--All final master plans and designs for both the new terminal and the parking garage will undergo full public review, including review by the New York City Landmarks Commission, the NY SHPO and Advisory Council on Historic Preservation.

DOCOMOMO New York Tri-State appreciates the opportunity to comment on the current proposal and anticipates continuing communications with the Port Authority and its architects. We fully recognize that Port Authority operations and the air transportation experience of millions of travelers will be improved by new facilities at JFK airport. We believe this can be accomplished while keeping Saarinen's terminal a focal building at the airport, a symbol of the region and a resonant reminder of what flying was once about and what good architecture is still about.

Respectfully submitted,

Kathleen Randall
Member, Exec Committee
DOCOMOMO NY/Tri-State
docomomo_ny@hotmail.com

Caroline Zaleski
Director of Advocacy
DOCOMOMO NY/Tri-State
docomomo_ny@hotmail.com

THE GENERAL CONTRACTORS ASSOCIATION OF NEW YORK, IN

Statement by the General Contractors Association of New York

For Public Hearing on the Port Authority's Redevelopment Project

for Terminals 5 & 6 at John F. Kennedy International Airport

Wednesday, June 27, 2001

A prior commitment keeps me out of town today and I respectfully request that my statement be included in the record.

I am Rita Schwartz, Director of Government Relations for The General Contractors Association of New York. Since 1909, The GCA has represented the heavy construction industry active in the five boroughs. Our member contractors construct and rehabilitate New York City's vast transportation and utility infrastructure.

Normally we do not get engaged in debates about the architectural merits of a project, and I do not plan to do so now. We do, however, get involved in debates that center on projects that advance much needed improvements to our city's infrastructure.

Air passengers, the media and the mayor have long complained about condition of our airports. Newspaper headlines used phrases like "lags behind", "on the slow track", "last in flight", and boldly screamed, "get the airports off the ground".

This is starting to change. The Port Authority has aggressively spearheaded a massive redevelopment program at the airports, but most visibly at John F. Kennedy International Airport. As a result, we are witnesses to a virtual rebirth of Kennedy Airport. The Co-generation plant, I.M. Pei Control Tower, the elegant Terminal 1, and the opulent Terminal 4 are a few examples of the work that's been completed. American's mega-terminal is under construction and the AirTrain construction is ahead of schedule.

More recent headlines read like this: "Passing with Flying Colors", "A Ray of Hope for Travelers", "Kennedy, LaGuardia Win a Slew of Awards", "AirTrain A Rare Success Story", "From Criticism to Critical Acclaim", and my personal favorite, "My Airport from Hell Is Really Pleasantville".

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But the Port Authority cannot stop here. The message received is they are on the right track. Yet despite all the work that has been done, there's still more. Kennedy's Terminals 5 and 6 are outdated to a point where modernization is not enough. Both were built to serve a different time in air travel. We deserve and air passengers deserve a better level of service.

We are pleased that the Port Authority is so supportive of restoring the Saarinen terminal to its original splendor. Sadly, the original Flight Wing cannot be saved, but we feel that the public need for air travel services and the benefits this brings to the region far outweighs the loss of the Flight Wing.

We urge your approval of the Port Authority's proposed plans to redevelop Terminals 5 and 6.

Thank you.

do_co_mo_mo_ | US

New York Tri-State working party for documentation and conservation of buildings, sites and neighborhoods of the modern movement

Neil Levin, Executive Director
The New York and New Jersey Port Authority
1 World Trade Center, 65 Floor
New York, NY 10048

10 April 2001

Dear Mr. Levin:

DOCOMOMO-US as the US chapter of **DOCOMOMO**, an international organization concerned with documenting and conserving architecture and design of the Modern Movement, must express its concern for the future of the TWA Terminal at John F. Kennedy International Airport. This terminal, designed by the nationally and internationally renowned architect Eero Saarinen between 1956-1962, is truly of international stature and is an icon of 20th Century architecture. It has been determined eligible to the National Register and has been designated a New York City Landmark. Furthermore, the building is represented in all major architectural history texts worldwide.

We have learned that a Memorandum of Agreement between the New York State Historic Preservation Officer, i.e. your office, and the Port Authority of New York and New Jersey has been executed. It is our understanding that this agreement allows for the drastic alteration of the terminal: the complete demolition of the eastern "Flight Wing" satellite and, possibly, a large portion of the Connecting "Flight Tubes" or walkways to the gate structures. In addition, no viable use for the structure has been developed. Furthermore, a disturbing aspect of this agreement is that it was made without any meaningful public review to date.

Saarinen designed this magnificent structure as a sequence of monumental spaces; or, in his own words in 1959, a "family of forms". The experience of movement and transition through a series of spaces is quintessential to the building's architecture. Clearly, the 'amputation' of one of the members would have a devastating impact on the integrity of the original design.

We recognize that the airport needs to accommodate air travelers and the economic interests of the region. Nevertheless, this does not relieve us from the responsibility to protect our heritage including the 20th Century, which is integral to New York as a center of culture and destination for business and tourism. We believe architectural solutions can be found for the terminal and the new adjacent structures to respect the architectural form and integrity of the entire TWA terminal.

We must urge you to re-consider this drastic and ill-advised proposal, which if put into effect will be an embarrassment for New York and a loss of great architecture for future generations. Please explore other options. We look forward to a substantive public review and hearing and how we may work with you on a meaningful future and use for this world famous building, the TWA Terminal at John Fitzgerald Kennedy Airport.

Most respectfully,

Theodore Prudon Nina Rappaport Caroline Zal

Theodore H. M. Prudon Ph.D., AIA
President
DOCOMOMO-US
Tri-State

Nina Rappaport
Coordinator
DOCOMOMO-NY Tri-State

Caroline Zaleski
Director of Advocacy
DOCOMOMO-NY

Cc: Commissioner Bernadette Castro, New York State Office of Parks and Recreation

Documentation and Conservation
of buildings, sites and neighborhoods of the
Modern Movement

docomomo_

16 April 2001

Mr. Ted D. Kleiner
Assistant Director, Capital Programs
The Port Authority of New York and New Jersey
One World Trade Center
New York, New York 10048

Re: TWA Terminal

Dear Mr. Kleiner:

DOCOMOMO-US as the US chapter of **DOCOMOMO**, an international organization concerned with documenting and conserving architecture and design of the Modern Movement, must express its concern for the future of the TWA Terminal at John F. Kennedy International Airport. This terminal, designed by the nationally and internationally renowned architect Eero Saarinen between 1956-1962, is truly of international stature and is an icon of 20th Century architecture. It has been determined eligible to the National Register and has been designated a New York City Landmark. Furthermore, the building is represented in all major architectural history texts worldwide.

We have learned that a Memorandum of Agreement between the New York State Historic Preservation Officer, i.e. your office, and the Port Authority of New York and New Jersey has been executed. It is our understanding that this agreement allows for the drastic alteration of the terminal: the complete demolition of the eastern "Flight Wing" satellite and, possibly, a large portion of the Connecting "Flight Tubes" or walkways to the gate structures. In addition, no viable use for the structure has been developed. It is especially disturbing that this agreement was made without any meaningful public review.

Saarinen designed this magnificent structure as a sequence of monumental spaces or in his own words in 1959, a "family of forms". The experience of movement and transition through a series of spaces is quintessential to the building's architecture. Therefore, the 'amputation' of one of the members has a devastating impact on the integrity of the original design.

We recognize that the airport needs to accommodate air travellers and the economic interests of the region. However, this does not relieve us from the responsibility to protect our heritage including the 20th Century, that is integral to New York as a center of culture and destination for business and tourism. We believe that architectural solutions can be found for the terminal and the new adjacent structures that respect the architectural form and integrity of the entire TWA terminal.

We must urge you to re-consider this drastic and ill-advised proposal. Please explore other options before this project becomes an embarrassment for New York and results in the loss of great architecture for future generations. We look forward to a substantive public review and hearing and we hope that we can work with you on a meaningful future and use for this world famous building, the TWA Terminal at JFK Airport.

Most respectfully,

Theodore H. M. Prudon Ph.D., AIA
President
DOCOMOMO-US

Nina Rappaport
Coordinator
DOCOMOMO-NY Tri-State

Caroline Zaleski
Director of Advocacy
DOCOMOMO-NY Tri-State

NATIONAL TRUST
for HISTORIC PRESERVATION

July 18, 2001

Mr. Philip Brito, Manager
New York Airports District Office
Federal Aviation Administration
600 Old County Road, Suite 446
Garden City, N.Y. 11530

Mr. Neil Levin
Executive Director of the New York and
New Jersey Port Authority
1 World Trade Center, 65th Floor
New York, N.Y. 10048

RE: John F. Kennedy International Airport
Sites 5/6 Redevelopment Program
TWA-Saarinen Terminal

Dear Mr. Brito and Mr. Levin:

The National Trust for Historic Preservation is deeply concerned about the proposed redevelopment of the TWA Terminal building at John F. Kennedy International Airport, and the potential adverse effect of the redevelopment on this New York City Landmark. The TWA Terminal, which is also eligible for listing in the National Register of Historic Places, is one of the greatest architectural achievements of the world-renowned modern architect, Eero Saarinen, and continues to provide inspiration to contemporary architects throughout the world. In our view, the proposed redevelopment of the TWA terminal, which would include the demolition of the building's two "flight wings" and portions of the "connectors," would destroy Saarinen's overall design, and irreparably damage the historic character and context of the landmark terminal itself.

We understand that the Federal Aviation Administration has now initiated consultation under Section 106 of the National Historic Preservation Act ("NHPA"), prior to making a decision as to whether or not to approve the Port Authority's proposed redevelopment as part of the Airport Layout Plan, and that the Advisory Council on Historic Preservation has notified the FAA that the Council intends to be directly involved in the Section 106 review process. The National Trust would like to participate in the review process as well, as a "consulting party" under Section 106, pursuant to 36 C.F.R. § 800.2(c)(6).

The National Trust for Historic Preservation is a private, non-profit organization charted by Congress in 1949 to lead the private historic preservation movement in this country, to

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promote public participation in the preservation of our nation's heritage, and to further the historic preservation policy of the United States. See 16 U.S.C. § 468. With almost 250,000 members nationwide, including over 22,000 in the state of New York alone, the National Trust provides leadership, education, and advocacy to save America's diverse historic places and revitalize our communities. In addition to its headquarters in Washington, D.C., the National Trust has seven regional offices, including its Northeast office in Boston, which is specifically responsive to New York preservation concerns. The National Trust has also been designated by Congress as a member of the Advisory Council on Historic Preservation, 16 U.S.C. § 470i(a)(8), which is responsible for overseeing the implementation of Section 106 of the NHPA.

The National Trust has a strong interest in protecting the historic integrity of the Saarinen Terminal and is concerned that the proposed redevelopment plan would adversely affect this architectural masterpiece. Saarinen's design represents modern architecture at its finest, and is an architectural tribute to the "Jet Age." The potential demolition of the Terminal's two "flight wings" would destroy the overall design concept that Saarinen envisioned. In addition to the adverse effect caused by the demolition, the proposed additions to Kennedy airport would be out of context with the existing Saarinen building. The construction of a new U-shaped Terminal around the existing TWA Terminal would likely overpower and detract from Saarinen's original design, bringing a discordant note to the present harmony of the Terminal. Moreover, Saarinen's vision of representing the utility of the building through architectural means, as evidenced by the Terminal's resemblance to the modern airliners it was meant to serve, would be destroyed by the proposal not to allow the TWA Terminal to retain any airport use.

The National Trust is also concerned about certain inadequacies of the Section 106 process – for example, the premature circulation of a Draft MOA at the public meeting on June 27, 2001, just two days after the agency notified the Advisory Council of its determination of adverse effect. While we can appreciate the desire to have something specific for the public to respond to, circulating a Draft MOA so early sends the wrong message. Rather than encouraging creative ideas for alternatives to avoid or minimize the adverse effects of the project, a premature Draft MOA has the effect of preempting meaningful dialogue, especially since the document failed to indicate that it was a draft. It creates the public perception that consultation is essentially over, but for the rubber stamp -- even if that impression is inaccurate. Perhaps a better approach would be to circulate an outline or summary of ideas for avoidance alternatives and mitigation measures, which would stimulate dialogue, but without conveying the impression of a done deal.

We urge the FAA and the Port Authority to consider alternative design schemes or sites within the airport complex that would preserve the Saarinen Terminal as a whole, in its proper context, and with a continued aviation use. The Draft MOA provides for the demolition of the "flight wings." The Trust believes that any demolition should be an absolute last resort, and that a concerted effort needs to be made to explore alternatives that would allow for the re-use of the *entire* Terminal, thus preserving the integrity of this historic property.

The MOA also lacks specificity with respect to the remaining Terminal's re-use, both in terms of a "re-use plan" and a plan for identifying a new user of the property. The MOA should specify a clear time line for the Port Authority's development of a re-use plan, not just "at an appropriate time" as indicated in Stipulations #2 and #3. Moreover, according to Stipulation #9, further development of the Concept Master Plan will take place in the future, and the Port Authority will consult with the New York State Historic Preservation Office ("SHPO") about those developments. The National Trust believes that the consulting parties should be involved in that on-going consultation, and not just the New York SHPO. The lack of opportunity for ongoing public involvement is extremely important.

Due to the National Trust's expertise and extensive experience with Section 106, as well as our national perspective, we believe that we can provide an important and constructive voice in the Section 106 review process. The National Trust has a strong interest in protecting the historic character and integrity of the Saarinen Terminal and ensuring the Port Authority's meaningful compliance with federal historic preservation laws. Please include the National Trust for Historic Preservation in your distribution list for public notices of any meetings, and for the circulation of any documents for comment. We would appreciate receiving two separate copies of notices at the following addresses:

Marilyn Fennollosa
Senior Program Officer &
Regional Attorney, Northeast Office
National Trust for Historic Preservation
Seven Faneuil Hall Marketplace
Boston, MA 02109
(617) 523-0885

Autumn L. Rierson
Assistant General Counsel
National Trust for Historic Preservation
1785 Massachusetts Avenue, NW
Washington, D.C. 20036
(202) 588-6174

We look forward to participating as the review and consultation process moves forward for the historic TWA Terminal. Thank you for your consideration of our views.

Sincerely,

Autumn L. Rierson
Assistant General Counsel

cc: Don L. Klima, Advisory Council on Historic Preservation
Brenda Scott, Public Affairs, Port Authority of New York and New Jersey
Edward Knoesel, Manager, Environmental Program,
Port Authority of New York and New Jersey
Julian Adams, New York State Historic Preservation Office
Sherida Paulsen, Chairman, NY Landmarks Preservation Commission
Scott Heyl, President, Preservation League of New York State
Frank Sanchis, Executive Director, Municipal Art Society
Theodore Prudon, President, Documentation & Conservation of the Monuments of the
Modern Movement (DoCoMoMo) US
Marilyn Fennollosa, Regional Attorney, Northeast Office,
National Trust for Historic Preservation

THE PORT AUTHORITY OF NY & NJ

WILLIAM R. DECOTA
DIRECTOR
AVIATION DEPARTMENT

ONE WORLD TRADE CENTER
NEW YORK, NY 10048

(212) 435-2116
(973) 961-6600 X2116

July 9, 2001

Mr. Michael M. Samuelian, AIA
Associate
Hellmuth, Obata + Kassabaum, P.C.
620 Avenue of the Americas, 6th Floor
New York, NY 10011

Dear Mr. Samuelian:

Thank you for your letter to Governor Pataki regarding the TWA Terminal at John F. Kennedy International Airport.

The Port Authority of New York and New Jersey has been progressing in its $10 billion dollar program to redevelop John F. Kennedy International Airport to expand capacity, improve accessibility and assure convenient service to visitors and residents of the New York region whose reliance on that airport fuels our city's competitiveness. Our objective is to provide both the airlines and the traveling public the best possible facilities to meet their needs. In order to advance our program, we worked in partnership with the airlines and terminal operators to renew the aging terminals, which were first constructed in the late 1950's and early 1960's. Although all seven of the original terminals should be completely replaced, our master plan has always recognized the very special consideration which must be given to Eero Saarinen's TWA Terminal. In this regard, we have prepared plans that we believe respect this legacy from the past while moving forward to meet the region's future air travel needs.

We have been reaching out to various interested groups, and I would be happy to arrange a briefing for you. Please feel free to contact me on (212) 435-4031 to arrange a meeting.

Very truly yours,

Ted Kleiner, AIA
Assistant Director
Aviation Capital Program

HELLMUTH, OBATA + KASSABAUM, P.C.

ARCHITECTURE, ENGINEERING, PLANNING,
INTERIORS, GRAPHICS, CONSULTING

The Honorable George Pataki
The Governor of New York
The Executive Chamber
The State Capitol
Albany, New York 12224

Dear Governor Pataki:

I am writing to communicate my concern for the impending plans by the Port Authority of New York and New Jersey for one of New York's most internationally recognized icons of 20th Century architecture. I am speaking of Eero Saarinen's TWA Terminal in New York City.

As an architect and Urbanist living and working in New York I am particularly concerned for insensitivity with which this great civic gateway is being treated. As the plans for JFK International Airport progress, this wonderful piece of architecture is not being fully appreciated or developed. The Port Authority has done an admirable job of modernizing JFK, but I do not believe that the necessary care is being taken with this very special piece of architecture. This building is not simply an airline terminal; it is arguably the largest piece of public art in the city! Its great sweeping ceiling, arching upward like a bird taking flight represents an age of civic optimism that I believe we are obliged to respect, remember and preserve.

As I understand the preliminary plans for the terminal, these plans in no way come close to a satisfactory over-all design solution for the new terminal, nor does it provide for the adequate preservation of the TWA Terminal.

This terminal needs to remain a public space, which engages the people of the city, and the people of the world that choose to visit it. For hundreds of years, New York has been a gateway to the rest of the state and the rest of the country for millions of people. The care with which we take to represent that gateway is a direct reflection of the value that we put on both ourselves and the community at large.

It is sad to me that New York, and a nation which commissioned and produced the masterpiece TWA Terminal, cannot, or is not willing to take an innovative approach to the preservation and re-use of a designated Landmark of the City of New York.

The people of New York, and the people of the world, deserve to see, use and appreciate this visionary work or architecture and engineering. This structure is indicative of the dynamism that New York City represents on the world's stage. I strongly urge you to support an innovative preservation and adaptive re-use for this great work of international stature.

Sincerely,

Michael M. Samuelian, AIA
Associate

C:\Documents and Settings\michael.samuelian.HOKNYC\Personal\twa.doc

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New York
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St. Louis
San Francisco
Seattle
Sydney
Tampa
Tokyo
Toronto
Warsaw
Washington, DC

Helsinki 4th June 2001

Mr. Neil Levin
Executive Director
The Port Authority of New York and New Jersey
One World Trade Center
New York, New York 10048

Re: TWA Terminal

Dear Mr. Levin:

The Finnish Working Party of DOCOMOMO (Documentation and Conservation of Buildings, Sites and Neighbourhoods of the Modern Movement) will express its concern for the future of the TWA Terminal at John F. Kennedy International Airport. This terminal, designed by the nationally and internationally renowned architect Eero Saarinen (born in Finland) between 1956-1962, is truly of international stature and is an icon of 20th Century architecture. It has become a symbol of American Aviation. Furthermore, the building is represented in all major architectural history texts worldwide.

We have learned that drastic alterations of the terminal are planned: the complete demolition of the eastern "Flight Wing" satellite and, possibly, a large portion of the Connecting "Flight Tubes" or walkways to the gate structures. In addition, no viable use for the structure has been developed.

Saarinen designed this magnificent structure as a sequence of monumental spaces or in his own words in 1959, a "family of forms". The experience of movement and transition through a series of spaces is quintessential to the building's architecture. Therefore, the 'amputation' of one of the members has a devastating impact on the integrity of the original design.

Demolition or unqualified operations of TWA Terminal will become an embarrassment for New York and results in the loss of great architecture for future generations.

We recognize that the airport needs to accommodate air passengers and the economic interests of the region. However, New York as one of the most important centers of culture and destination for business and tourism deserves that this masterpiece of 20th Century architecture will be preserved. We believe that architectural solutions can be found for the terminal and the new adjacent structures that respect the architectural form and integrity of the entire TWA terminal.

Most respectfully,

Maija Kairamo, Architect SAFA
Chairperson
DOCOMOMO Finland

Hanni Sippo, Architect SAFA
Member of the Board
DOCOMOMO Finland

THE PORT AUTHORITY OF NY & NJ

WILLIAM R. DECOTA
DIRECTOR
AVIATION DEPARTMENT

ONE WORLD TRADE CENTER
NEW YORK, NY 10048

(212) 435-2116
(973) 961-6600 X2116

July 9, 2001

Mr. Paul Smith
Sous-direction de l'Inventaire general
Hotel de Vigny
10, rue du Parc Royal
75003 Paris
FRANCE

Dear Mr. Smith:

Thank you for your letter to Neil Levin dated June 27, 2001 regarding the TWA Terminal at John F. Kennedy International Airport.

The Port Authority of New York and New Jersey has been progressing in its $10 billion dollar program to redevelop John F. Kennedy International Airport to expand capacity, improve accessibility and assure convenient service to visitors and residents of the New York region whose reliance on that airport fuels our city's competitiveness. Our objective is to provide both the airlines and the traveling public the best possible facilities to meet their needs. In order to advance our program, we worked in partnership with the airlines and terminal operators to renew the aging terminals, which were first constructed in the late 1950's and early 1960's. Although all seven of the original terminals should be completely replaced, our master plan has always recognized the very special consideration which must be given to Eero Saarinen's TWA Terminal.' In this regard, we have prepared plans that we believe respect this legacy from the past while moving forward to meet the region's future air travel needs.

Should your plans include a visit to New York, please feel free to contact me on (212) 435-4031 to arrange a briefing on this very important project.

Very truly yours,

Ted Kleiner, AIA
Assistant Director
Aviation Capital Program

Commission européenne

UN PATRIMOINE COMMUN
UNE CAMPAGNE DU CONSEIL DE L'EUROPE

ENGLISH HERITAGE
English Heritage,
23 Savile Row, London,
W1X 1AB, England
Contact: Bob Hawkins
Telephone: 0171 973 3000
e-mail: bob.hawkins@english-heritage.org.uk

Berlin
Landesdenkmalamt Berlin
Landesdenkmalamt Berlin
Krausenstraße 38-39 D-10117
Berlin, Deutschland
Kontakt: Gabi Dolff-Bonekämper
Tel: 030 203 59 576
e-mail:
landesdenkmalamt@senstut.verwaltung-berlin.de

Culture Communication
Ministère
Ministère de la Culture et de la Communication
Direction de l'architecture et du patrimoine
Bureau des actions européennes et internationale
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musée de l'air et de l'espace
Musée de l'Air et de l'Espace
Aéroport du Bourget,
BP 173 - 93352 Le Bourget
Cédex, France
Contact :
Bernard Aignault
Tél : 01 49 92 70 97
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ADP
Aéroports de Paris

Paul Smith
Sous-direction de l'Inventaire général
Hôtel de Vigny
10, rue du Parc Royal
75003 Paris
tél : 00 33 (0) 1 40 15 76 43
e-mail : paul.smith@culture.gouv.fr

Paris, 27 June 2000

Dear Neil Levin,

The « Europe de l'Air » project is a network of specialists concernec with the study and preservation of Europe's built aviation heritage. A its third international conference last week, devoted to the future o the historic airport, a number of delegates signed the enclosec petition, which I am honored to submit to you. Copies of this same petition have also been addressed to the honorable George Pataki Governor of New York, and to Mr. John Fowler, executive director o the Advisory Council for Historic Preservation in Washington.

Yours sincerely,

Paul Smith

Mr Neil Levin
Executive Director
The Port Authority of new York and New Jersey
One World Trade Center
New York, New York 10048
USA

L'Europe de l'air

PARIS 22 JUNE 2001

An international group of specialists on the history of aviation architecture met today in Paris for a workshop on the future of historic airports. These experts, supported by the European Commission, are concerned with the study, preservation and re-use of aviation structures, considered as a vital part of Europe's common heritage. They recognize, however, that the subject requires a global vision and that the survival of exceptional airport buildings outside Europe is of equal concern to them.

This is why we are sending you this petition concerning **Eero Saarinen's TWA terminal at JFK Airport** in New York City. We are led to understand that plans are presently being discussed which threaten the integrity of this uniquely expressive building, one of the most remarkable creations of airport architecture anywhere in the world, and this despite the building's landmark designation a few years ago.

The following experts who have signed this petition ask that these plans be reconsidered in order to avoid the irremediable loss or disfigurement of this architectural masterpiece, emblematic of twentieth-century aviation and one of America's most outstanding contributions to the development of modern architecture.

NAME	SIGNATURE	ORGANIZATION
TOULIER B.	[signature]	Ministère de la Culture DAPA
BELHOSTE J.F	[signature]	Ministère de la Culture DAPA
VARLOOT Denis	[signature]	ciloc
SMITH Paul	[signature]	Ministère de la Culture DAPA
Brolland-Villemot	[signature]	Ministère de la Culture DMF
Charles Schaettel	[signature]	Ministry of Culture
J.C. MORISSEAU	[signature]	Architecte
Jo Bracken	[signature]	Ministerie Vlaamse Gemeenschap Afd Monumenten & Landschappen
Robert Espérou	[signature]	Académie nationale de l'Air et de l'Espace

L'Europe de l'air

NAME	SIGNATURE	ORGANIZATION
LE STUM Sylvain		Architecture
SCHULTAN		Radio France International
Marlene Kuipers		Netherlands Dept for Conservation
Dr. Leonard-R. Ahlbrecht		GBSL Berlin
Jean-Luc KERONANTON		Ministère de la Culture
HARTJE, Hans		Université de Paris
MARTIN CHERRY		English Heritage
KEITH FALCONER		English Heritage
ROD GROW		SPACE CARSTON DEVELOPMENT CO
Bob Hanke		ENGLISH HERITAGE
Corinne BELIER		Ministère Culture
		Cité Architecture
Annie NOE-AUFOUR		Ministère Culture
THOMAS MELLINS		architectural historian
BOWDLER		English Heritage
W. JOCKEIT		ARCH. GERMANY

THE PORT AUTHORITY OF NY & NJ

WILLIAM R. DECOTA
DIRECTOR
AVIATION DEPARTMENT

ONE WORLD TRADE CENTER
NEW YORK, NY 10048

(212) 435-2116
(973) 961-6600 X2116

June 28, 2001

Ms. Virginia Smith
Professor of Art
Baruch College of CUNY
17 Lexington Ave.
New York, NY 10010

Dear Ms. Smith:

Thank you for your letter to Neil Levin dated June 25, 2001 regarding the TWA Terminal at John F. Kennedy International Airport.

The Port Authority of New York and New Jersey has been progressing in its $10 billion dollar program to redevelop John F. Kennedy International Airport to expand capacity, improve accessibility and assure convenient service to visitors and residents of the New York region whose reliance on that airport fuels our city's competitiveness. Our objective is to provide both the airlines and the traveling public the best possible facilities to meet their needs. In order to advance our program, we worked in partnership with the airlines and terminal operators to renew the aging terminals, which were first constructed in the late 1950's and early 1960's. Although all seven of the original terminals should be completely replaced, our master plan has always recognized the very special consideration which must be given to Eero Saarinen's TWA Terminal. In this regard, we have prepared plans that we believe respect this legacy from the past while moving forward to meet the region's future air travel needs.

We have been reaching out to various interested groups, and I would be happy to arrange a briefing for you. Please feel free to contact me on (212) 435-4031 to arrange a meeting.

Very truly yours,

Ted Kleiner, AIA
Assistant Director
Aviation Capital Program

Baruch College

Baruch College
The City University of New York
17 Lexington Avenue
New York, New York 10010

June 25, 2001

Neil Levin, Executive Director of the Port Authority
The New York and New Jersey Port Authority
1 World Trade Center, 65 th Floor
NY 10048

Dear Mr. Levin:

I am writing to express my concern for the proposed new construction around the TWA terminal designed by Saarinen at the JFK airport. My hope is that you will find a way to continue to preserve and maintain this landmark architectural structure for years to come, while accomplishing your own very legitimate needs to renovate the airport terminal for changing times.

I am currently in the process of writing a book under contract on the relations between various applied arts of design. A major area of design is architecture. I draw parallels between architecture, printed design and typography of the same period to express the Modernist belief expressed by Le Corbusier, Gropius, Behrens and many others that all art and form of a period express that epoch uniquely.

As a researcher and scholar I value the status of this building and trust it will be kept in your trust for future scholars and designers to study.

With thanks,

Virginia Smith

Virginia Smith
Professor of Art
Baruch College of CUNY

THE PORT AUTHORITY OF NY & NJ

WILLIAM R. DECOTA
DIRECTOR
AVIATION DEPARTMENT

ONE WORLD TRADE CENTER
NEW YORK, NY 10048

(212) 435-2116
(973) 961-6600 X2116

June 8, 2001

Ms. Susan G. Solomon, Ph.D.
President
Curatorial Resources & Research
47 Hardy Dr.
Princeton, NJ 08540

Dear Ms. Solomon:

Thank you for your letter regarding the TWA Terminal at John F. Kennedy International Airport.

The Port Authority of New York and New Jersey has been progressing in its $10 billion dollar program to redevelop John F. Kennedy International Airport to expand capacity, improve accessibility and assure convenient service to visitors and residents of the New York region whose reliance on that airport fuels our city's competitiveness. Our objective is to provide both the airlines and the traveling public the best possible facilities to meet their needs. In order to advance our program, we worked in partnership with the airlines and terminal operators to renew the aging terminals, which were first constructed in the late 1950's and early 1960's. Although all seven of the original terminals should be completely replaced, our master plan has always recognized the very special consideration which must be given to Eero Saarinen's TWA Terminal. In this regard, we have prepared plans that we believe respect this legacy from the past while moving forward to meet the region's future air travel needs.

As well, the Port Authority has begun the process of identifying alternative uses for the main terminal and welcomes your suggestions. In this regard, please feel free to contact me on (212) 435-4031 to arrange any further discussions you may wish to have regarding the Port Authority's plans for this very special building.

Very truly yours,

Ted Kleiner, AIA
Assistant Director
Aviation Capital Program

Curatorial Resources & Research
SUSAN G.SOLOMON, Ph.D.
PRESIDENT

47 HARDY DRIVE
PRINCETON, NEW JERSEY 08540

Mr. Neil Levin, Executive Director
Port Authority of New York and New Jersey
One World Trade Center
New York, NY 10048

Dear Mr. Levin:

As an architectural historian and frequent traveler, I am very concerned about the fate of the TWA building at JFK airport. I urge you to keep this terminal intact, saving even those appurtenances that have not been landmarked by New York City. It is essential that all parts of the building be retained in order to capture fully the form and spirit of one of the most important American buildings of the mid-twentieth century. It is also imperative to make sure that United Airlines honors its commitment to "preserving the integrity of the Main [TWA] terminal..." (from the Port Authority press release, 8/30/2000).

The TWA building is an extraordinary structure. It is considered one of architect Eero Saarinen's finest designs. This terminal, long recognized as the embodiment of modern faith in air transportation, also remains a superb example of a corporation's enlightened patronage of the arts.

This monument needs to be given ample surrounding space and a new purposeful function, such as museum or visitor's center. I implore you to use your position on the Port Authority to retain all parts of this building; to make sure that it is not dwarfted by surrounding construction; and to designate it for a new, appropriate use.
Everything should be done to make certain that the TWA building can continue to be the bold and inspiring symbol that it has been for over five decades.

Sincerely yours,

Susan G. Solomon

Curatorial Resources & Research
SUSAN G.SOLOMON, Ph.D.
PRESIDENT

47 HARDY DRIVE
PRINCETON, NEW JERSEY 08540

The Honorable George Pataki
The Governor of New York
The Executive Chamber
The State Captiol
Albany, New York 12224

Dear Governor Pataki:

As an architectural historian and frequent traveler, I am very concerned about the fate of the TWA building at JFK airport. I urge you to keep this terminal intact, saving even those appurtenances that have not been landmarked by New York City. It is essential that all parts of the building be retained in order to capture fully the form and spirit of one of the most important American buildings of the mid-twentieth century. It is also imperative to make sure that United Airlines honors its commitment to "preserving the integrity of the Main [TWA] terminal..." (from the Port Authority press release, 8/30/2000).

The TWA building is an extraordinary structure. It is considered one of architect Eero Saarinen's finest designs. This terminal, long recognized as the embodiment of modern faith in air transportation, also remains a superb example of a corporation's enlightened patronage of the arts.

This monument needs to be given ample surrounding space and a new purposeful function, such as museum or visitor's center. I implore you to use your position on the Port Authority to retain all parts of this building; to make sure that it is not dwarfted by surrounding construction; and to designate it for a new, appropriate use. Everything should be done to make certain that the TWA building can continue to be the bold and inspiring symbol that it has been for over five decades.

Sincerely yours,

Susan G. Solomon

THE PORT AUTHORITY OF NY & NJ

WILLIAM R. DECOTA
DIRECTOR
AVIATION DEPARTMENT

ONE WORLD TRADE CENTER
NEW YORK, NY 10048

(212) 435-2116
(973) 961-6600 X2116

May 14, 2001

Mr. Stanislav Stanojevic
19, square de Clignancourt
75018 Paris
FRANCE

Dear Mr. Stanojevic:

Thank you for your letter of April 28th regarding the TWA Terminal at John F. Kennedy International Airport. The Port Authority of New York and New Jersey has been progressing a $10 billion dollar program to redevelop John F. Kennedy International Airport. Our objective is to provide both the airlines and the traveling public the best possible facilities to meet their needs.

In order to advance our program, we worked in partnership with the airlines and terminal operators to renew the aging terminals, which were first constructed in the late 1950's and early 1960's. Though all seven of the original terminals should be completely replaced, our master plan has always recognized the very special consideration which must be given to Eero Saarinen's TWA Terminal. In this regard, we have prepared plans which we believe respect the past while moving forward.

We have been reaching out to various interested groups and would be glad to discuss this matter with you. Please contact my office on (212) 435-4031, and I will be more than happy to speak to you.

Very truly yours,

Ted Kleiner AIA
Assistant Director
Aviation Capital Program

STANISLAV STANOJEVIC

(Ex. 1)

Mr. Neil Levin, Executive Director
The New York and New Jersey Port Authority
1 World Trade Center, 65 Floor New York, NY 10048

Paris, April 28, 2001

Dear Mr. Neil Levin,

A few weeks ago, I discoverd an article in *The New York Times* concerning a possible transformation of Eero Saarinen's TWA terminal. As the author of a 1988 book, published in Paris, about Saarinen's TWA terminal, I was very disturbed by this news coming from New York.

Here you will find an enclosed petition, which I drafted and organized. The first signatures arrived over the past few days. The petitioners are well known persons in French cultural life, including the director of the Picasso Museum, the President of La Cinematheque Francaise and an Oscar award winning filmmaker. The main signatures come from leading French architects of international reputation and stature.

I hope you will read this petition with interest and a concern.

We would not like to see the terminal surrounded by another building as an altered and framed set piece. Furthermore, we urge you to consider running an international competition so that this icon of world architecture can be imaginatively dealt with by an architect of our time of the same stature as Saarinen was to his.

Most sincerely yours,

Stanislav Stanojevic

TERMINAL DE LA TWA DE SAARINEN EN DANGER

Le 4 avril 2001, The New York Times *a publié un article alarmant. Un des joyaux de l'architecture du 20ème siècle, le terminal de la TWA à l'aéroport Kennedy à New York risque d'être détérioré. Les besoins de transport aérien toujours grandissants ont rendu l'œuvre d'Eero Saarinen sous-dimensionné et d'importants travaux sont envisagés, susceptibles de dénaturer l'ensemble.*

Or la réalisation de Saarinen est une des réussites emblématiques du siècle dernier, comparable aux chefs-d'œuvre de Wright ou Le Corbusier, de Gaudi ou Utzon. Toute atteinte à l'intégralité de la prouesse de Saarinen peut être considérée comme agression contre le patrimoine artistique appartenant non seulement aux Etats-Unis mais au monde entier.

Artistes français ou étrangers, architectes ou tout simplement amateurs d'art, nous lançons cet appel en direction des autorités locales et fédérales des Etats-Unis pour trouver une solution garantissant le maintien en l'état du terminal de la TWA à l'aéroport Kennedy à New York, un des rares qui a eu l'honneur d'être reconnu, à titre exceptionnel, par le classement en 1994 comme city landmark.

SAARINEN'S TWA TERMINAL IN DANGER

April 4th, 2001, *The New York Times* published an alarming article. One of the jewels of 20th century architecture the TWA Terminal at J.F. Kennedy Airport in New York City is likely to be seriously damaged. The continually growing needs of air transport rendered Eero Saarinen's building too small and now significant transformations are anticipated which will disturb the architectural integrity of the terminal.

This masterpiece of Saarinen is one of the exemplary successes of the last century, comparable to the great works of Wright or Corbusier, of Gaudi or Utzon. The alteration of Saarinen's feat is to be regarded as aggression against the artistic inheritance that belongs not only to the United States but to the world as a whole.

Artists of French and foreign origin, architects and art lovers, we call upon the local and federal authorities to find a solution that will guarantee the preservation and maintenance of the TWA Terminal at J.F. Kennedy Airport in New York City. We urge them to respect the exceptional honor already placed on this masterpiece by designating it as a *city landmark* in 1994.

premiers signataires
first signatures

FREDERIC BOREL
architecte / architect

HENRI CIRIANI
architecte / architect

JEAN CLAIR
écrivain, critique d'art / writer, art critic

HENRI GAUDIN
architecte / architect

WILLIAM KLEIN
photographe / photographer

FRANCK HAMMOUTENE
architecte / architect

JEAN NOUVEL
architecte / architect

FEDERICA MATTA
peintre, sculpteur / peinter, scumlptor

DOMINIQUE PERRAULT
architecte / architect

JEAN ROUCH
cinéaste / filmmaker

FRANCIS SOLER
architecte / architect

STANISLAV STANOJEVIC
cinéaste, écrivain / filmmaker, writer

JEAN-CHARLES TACCHELLA
cinéaste / filmmaker

JEAN-MICHEL WILMOTTE
architecte / architect

PARIS
AVRIL / APRIL 2001

contact

STANISLAV STANOJEVIC
19, square de Clignancourt
75018 Paris, France
tél. 33.1.42.57.61.74
portable 33.6.62.21.55.52
fax 33.1.42.58.55.52
e-mail: solelifert@aol.com

THE PORT AUTHORITY OF NY & NJ

WILLIAM R. DECOTA
DIRECTOR
AVIATION DEPARTMENT

ONE WORLD TRADE CENTER
NEW YORK, NY 10048

(212) 435-2116
(973) 961-6600 X2116

June 8, 2001

Mr. Robert McKean Thomas
(Ex. 1)

Dear Mr. Thomas:

Thank you for your letter dated May 21, 2001 regarding the TWA Terminal at John F. Kennedy International Airport.

The Port Authority of New York and New Jersey has been progressing in its $10 billion dollar program to redevelop John F. Kennedy International Airport to expand capacity, improve accessibility and assure convenient service to visitors and residents of the New York region whose reliance on that airport fuels our city's competitiveness. Our objective is to provide both the airlines and the traveling public the best possible facilities to meet their needs. In order to advance our program, we worked in partnership with the airlines and terminal operators to renew the aging terminals, which were first constructed in the late 1950's and early 1960's. Although all seven of the original terminals should be completely replaced, our master plan has always recognized the very special consideration which must be given to Eero Saarinen's TWA Terminal. In this regard, we have prepared plans that we believe respect this legacy from the past while moving forward to meet the region's future air travel needs.

We have been reaching out to various interested groups, and I would be happy to arrange a briefing for you. Please feel free to contact me on (212) 435-4031 to arrange a meeting.

Very truly yours,

Ted Kleiner, AIA
Assistant Director
Aviation Capital Program

May 21, 2001

Mr. Neil Levin
Executive Director
The Port Authority of New York and New Jersey
One World Trade Center
New York, New York 10048

Dear Mr. Levin:

I am writing to express my concern regarding current plans for the former TWA Terminal at Kennedy Airport designed by Eero Saarinen. This lyrical, soaring building may be the greatest and most widely loved piece of airport architecture in the world. Its thrilling design perfectly captures the aspirations and romance of the golden age of air travel. As such, this building should be treated with the utmost regard for its future preservation.

With the progress of time many our culture's greatest built monuments may arrive at a point where their utility is questioned and their destruction, either complete or incremental, becomes a possibility. History has shown clearly, though, that when we allow our great monuments to be destroyed, our cultural heritage is irreparably damaged (think of Pennsylvania Station), while those which are preserved invariably, with time, patience, and hard work, are reborn in a culturally invigorating way (think of Grand Central Terminal).

I respectfully urge you to fight for the former TWA Terminal's complete preservation so that an appropriate reuse may be found, and it may retain its rightful place as a jewel in New York's crown of great cultural and architectural masterpieces.

Sincerely,

Robert McKean Thomas

THE MUNICIPAL ART SOCIETY OF NEW YORK

Hearing before the Port Authority of New York & New Jersey
TWA Terminal Building
June 27, 2001

Good afternoon. I'm Vicki Weiner, Kress Fellow for Historic Preservation at the Municipal Art Society. The Municipal Art Society is one of New York City's foremost civic advocacy organizations. Founded over a century ago, the Society seeks to promote excellence in the planning and design of the city's built environment and to preserve the best of the city's past.

The Society finds that the Port Authority's concept master plan for replacing Eero Saarinen's TWA Terminal with a new building, and giving the original Terminal a new use, raises a number of troubling preservation, design and planning issues. We have four main areas of concern:

1) **Under the concept plan, the landmark terminal is isolated rather than integrated into the design of the new terminal.** The plan fails to capitalize on this one-time opportunity to preserve and integrate the TWA Terminal, including its two satellites, into a new facility in a creative way that respects Saarinen's unique design and reflects the terminal's original purpose. Instead, the current proposal calls for a large new terminal to wrap around the original, overwhelming it and diminishing its architectural integrity.

2) **Insufficient attention has been paid to maximizing public access in the terminal's re-use.** In exploring adaptive re-use options for the terminal, an effort should be made to maximize public access to the terminal's unique interior, and to preserve the spirit of flight that the terminal so wonderfully captures. A conference center does not respond to either of these priorities, nor does it maintain an aviation use.

3) **The Port Authority has stated that it plans to demolish the Flight Wings.** The demolition of the Flight Wings – the first of their kind to be included in an airline terminal – will detract significantly from Saarinen's overall scheme for the

building. Without them it will be impossible to understand fully the architectural innovation of the original design.

4) **The Port Authority has stated that it does not need to appear before the Landmarks Preservation Commission, despite the fact that it is altering a notable city landmark.** The expertise of the Commission and its staff are essential to appropriate planning for this internationally important landmark. The public, too, has much to contribute to the discussion of the building's future. The Port Authority should follow the LPC's procedures, and it should pay heed to the informed positions expressed by architects, historians and preservationists.

We appreciate the effort the Port Authority has made in preparing an extensive presentation that clearly explains the idea. However, we believe that in the entirety of Kennedy Airport, there must be a way to accommodate the Port Authority's needs while preserving Eero Saarinen's masterpiece of expressionistic modernism – not only as a restored work of architecture, but as a functional part of the airport travel experience.

The Society asks the Port Authority to devise a different approach to dealing with this internationally important aviation landmark.

THE PORT AUTHORITY OF NY & NJ

WILLIAM R. DECOTA
DIRECTOR
AVIATION DEPARTMENT

ONE WORLD TRADE CENTER
NEW YORK, NY 10048

(212) 435-2116
(973) 961-6600 X2116

April 25, 2001

Mr. Theodore H.M. Prudon PhD., AIA
President
DOCOMOMO-US

Ms. Nina Rappaport
Coordinator
DOCOMOMO-NY Tri-State

Ms. Caroline Zaleski
Director of Advocacy
DOCOMOMO-NY Tri-State
P.O. Box 250532
New York, NY 10025

Re: TWA Terminal

Dear Mr. Prudon, Ms. Rappaport and Ms. Zaleski:

Thank you for your letter of April 16th regarding the TWA Terminal at John F. Kennedy International Airport. The Port Authority of New York and New Jersey has been progressing a $10 billion dollar program to redevelop John F. Kennedy International Airport. Our objective is to provide both the airlines and the traveling public the best possible facilities to meet their needs.

In order to advance our program, we worked in partnership with the airlines and terminal operators to renew the aging terminals, which were first constructed in the late 1950's and early 1960's. Though all seven of the original terminals should be completely replaced, our master plan has always recognized the very special consideration which must be given to Eero Saarinen's TWA Terminal. In this regard, we have prepared plans which we believe respect the past while moving forward.

We have been reaching out to various interested groups and in response to your request to discuss this project, would be happy to arrange a briefing similar to that which we provided to the Municipal Art Society, which was attended by Ms. Zaleski. Please contact my office on (212) 435-4031, and we will be happy to arrange a meeting.

Very truly yours,

Ted Kleiner AIA
Assistant Director
Aviation Capital Program

Documentation and Conservation
of buildings, sites and neighborhoods of the
Modern Movement

,mo,mo_

United States
New York/Tri-State

P.O Box 250532
New York, NY 10025
docomomo_ny@hotmail.com
www.docomomo-us.org

16 April 2001

Dear Robert:

As you may recall some years ago we worked together when was a partner at Swanke Hayden Connell. This note is about my interest in the preservation of modern architecture and I thought was maybe of general interest to you. To let you know a little more about the organization, I have included a copy of our (US) most recent newsletter.

Please find also attached for your information a copy of a letter we just wrote to Ted Kleiner with regard to the TWA terminal.

With my regards,

Theodore H. M. Prudon Ph.D., AIA

In the event you need to reach me, aside from the DoCoMoMo Address, is 135 West 70th Street, New York, New York 10023, Tel (212) 874 9423, Fax 212 874 2843 or theo_prudon@hotmail.com

Documentation and Conservation
of buildings, sites and neighborhoods of the
Modern Movement

docomomo_

16 April 2001

Mr. Ted D. Kleiner
Assistant Director, Capital Programs
The Port Authority of New York and New Jersey
One World Trade Center
New York, New York 10048

Re: TWA Terminal

Dear Mr. Kleiner:

DOCOMOMO-US as the US chapter of **DOCOMOMO**, an international organization concerned with documenting and conserving architecture and design of the Modern Movement, must express its concern for the future of the TWA Terminal at John F. Kennedy International Airport. This terminal, designed by the nationally and internationally renowned architect Eero Saarinen between 1956-1962, is truly of international stature and is an icon of 20th Century architecture. It has been determined eligible to the National Register and has been designated a New York City Landmark. Furthermore, the building is represented in all major architectural history texts worldwide.

We have learned that a Memorandum of Agreement between the New York State Historic Preservation Officer, i.e. your office, and the Port Authority of New York and New Jersey has been executed. It is our understanding that this agreement allows for the drastic alteration of the terminal: the complete demolition of the eastern "Flight Wing" satellite and, possibly, a large portion of the Connecting "Flight Tubes" or walkways to the gate structures. In addition, no viable use for the structure has been developed. It is especially disturbing that this agreement was made without any meaningful public review.

Saarinen designed this magnificent structure as a sequence of monumental spaces or in his own words in 1959, a "family of forms". The experience of movement and transition through a series of spaces is quintessential to the building's architecture. Therefore, the 'amputation' of one of the members has a devastating impact on the integrity of the original design.

We recognize that the airport needs to accommodate air travellers and the economic interests of the region. However, this does not relieve us from the responsibility to protect our heritage including the 20th Century, that is integral to New York as a center of culture and destination for business and tourism. We believe that architectural solutions can be found for the terminal and the new adjacent structures that respect the architectural form and integrity of the entire TWA terminal.

We must urge you to re-consider this drastic and ill-advised proposal. Please explore other options before this project becomes an embarrassment for New York and results in the loss of great architecture for future generations. We look forward to a substantive public review and hearing and we hope that we can work with you on a meaningful future and use for this world famous building, the TWA Terminal at JFK Airport.

Most respectfully,

Theodore H. M. Prudon Ph.D., AIA
President
DOCOMOMO-US

Nina Rappaport
Coordinator
DOCOMOMO-NY Tri-State

Caroline Zaleski
Director of Advocacy
DOCOMOMO-NY Tri-State

Documentation of Meeting Attendance:
October 29, 2001

jew

U.S. Department
of Transportation
Federal Aviation
Administration

Eastern Region
1 Aviation Plaza
AEA-600
Jamaica, New York 11434-4809

September 27, 2001

Ms. Peg Breen, President
New York Landmarks Conservancy
141 Fifth Avenue
New York, NY 10010

Dear Ms. Breen:

The meeting of the consulting parties for the Terminals 5 and 6 Redevelopment Project at John F. Kennedy International Airport, New York, which was originally scheduled for September 17th, has been **rescheduled for Monday October 29th 2001, 11:30am – 3:30pm.** The location will remain the same: JFK International Airport Building 14 -- the Port Authority Building. A map of the area is enclosed.

During the meeting we are planning a tour of the TWA Terminal (Saarinen Building), a briefing on the project status, a discussion of the role and functions of the consulting parties, and a discussion of issues by all the involved parties.

If you or your representative are unable to attend this meeting, or if you have any questions or need additional information, please call me at (718) 553-2511.

Sincerely,

Daisy Mather
Environmental Team Leader
Airports Division

Enclosure

cc: E. Knoesel, PANYNJ
B. Castro, NYSOPRHP
A. Rierson, NTHP
J. Cullinane, JCA
K. Wylde, NYCP – COC
A. Feldman, FAA AEA-1
G. Butler, FAA AEA-7
M. Stanco, FAA NYADO
T. Felix, FAA AEA-610
K. Bleach, PANYNJ
J. Adams, NYSOPRHP
H. Leicht, MASNY
T. Prudon, DCBSNMM
D. Null, ACHP
M. Weiss, FAA AEA-3
P. Brito, FAA NYADO
R. Mendez, FAA AEA-600
J. Peters, FAA AEA-5

9/6//01

JFK Terminal 5/6 Redevelopment Project – Section 106 - Consulting Parties

Ms. Peg Breen, President
New York Landmarks Conservancy
141 Fifth Avenue
New York, New York 10010
212-995-5260

Ms. Autumn Rierson, Assistant General Counsel (Marilyn Fenollosa)
National Trust for Historic Preservation
1785 Massachusetts Ave., NW
Washington, D.C. 20036
202-588-6174

Ms. Holly Leicht, Esq., Director of Issues and Advocacy
The Municipal Art Society of New York
457 Madison Avenue
New York, New York 10022
212-935-3960 x236

Mr. John Cullinane, Principal
John Culinane Associates
222 Severn Avenue
Annapolis, Maryland 21403
410-295-0400

Mr. Theodore Prudon, President
Documentation and Conservation of Buildings, Sites, and
Neighborhoods of the Modern Movement
P.O. Box 250532
New York, New York 10025
?

Kathryn S. Wylde, President & CEO
New York City Partnership
One Battery Park Plaza
New York, New York 10004-1479
212-493-7400 (or 7551)

JFK INTERNATIONAL AIRPORT
TERMINAL 5

MEETING OF THE CONSULTING PARTIES
NATIONAL HISTORIC PRESERVATION ACT – SECTION 106
MONDAY, OCTOBER 29, 2001

NAME	AFFILIATION	TELE. #	E MAIL
Robert Davidson	PA	(Ex. 1)	rdavidso@panynj.gov
TED KLEINER	PA		TKleiner@panyny.gov
Steve Sosotenski	PA	718-244-4502	S.Sosotenski@panynj.gov
Kevin Bleach	PA		KBleach@PANYNJ.GO
Marilyn Fewlloss	National Trust		
AUTUMN RIERSON	NATIONAL TRUST		
Bob Kuhn	NY SHPO		
Bernadette Castro	NY SHPO		
WINT ALDRICH	NYS DEP. COMMIR FOR HP.		
Julian Adams	NY SHPO		
THEO PRUDON	DOCOMOMO		
ERNEST TOLLERSON	THE NYC PARTNERSHIP		
Patty Noonan	NYC Partnership		
JARI SINKARI	CONSULATE GENERAL OF FINLAND, NEW YORK		
EDWARD KNOESEL	PANYNJ		eknoesel@panynj

JFK INTERNATIONAL AIRPORT
TERMINAL 5

MEETING OF THE CONSULTING PARTIES
NATIONAL HISTORIC PRESERVATION ACT – SECTION 106
MONDAY, OCTOBER 29, 2001

NAME	AFFILIATION	TELE. #	E MAIL
		(Ex. 1)	
DAISY MATHER	FAA		daisy.mather@faa.gov
GAIL H. BUTLER	FAA		gail.butler@faa.gov
John R. Dermody	FAA		John.Dermody@faa.g
Maria Stanco	FAA		Maria.Stanco@faa.gov
MANNY WEISS	FAA		MANNY.WEISS@FAA.G
Jane Rudofsky	MAS		
Vicki WEINER	MAS		
FRANK SANCHIS	MAS		
Druscilla Null	ACHP		dnull@achp.gov
Don Klima	ACHP		dklima@achp.gov
RICHARD SOUTHWICK	BBB		
Alex Herrera	NYLC		
Paul Pietropaolo	PAWYNJ		PPIETROP@PAWYNJ.GOV
Carlene McIntyre	PANYNJ		CMCINTY@PANYNJ.
Elizabeth Merritt	National Trust		betsy_merritt@NTHP.org

10/29/01 Term 5 Consulting Meeting Attendees:

Port Authority
1. Robert Davidson
2. Ted Kleiner
3. Steven Smolenski
4. Kevin Bleach
5. Edward Knoesel
6. Carlene McIntyre
7. Paul Pietropaolo

FAA
8. Arlene Feldman
9. Robert Mendez
10. John Dermody
11. Maria Stanco
12. Daisy Mather
13. Gail Butler

ACHP
14. Drucilla Null
15. John Klema

NYS/SHPO
16. Bernadette Castro
17. Winthrop Aldrich
18. Robert Kuhn
19. Julian Adams

Nat. Trust for Hist. Pres.
20. Autumn Rierson
21. Elizabeth Merritt
22. Marilyn Fenollosa

DOCOMOMO
23. Theo Prudon
24. Nina Rappaport

Municipal Arts Society
25. Vicki Weiner
26. Frank Sanchis
27. Jane Rudossky

NYC Landmarks Conservancy
28. Alex Herrera

NYC Partnership/COC
29. Katheryn Wilde
30. Ernest Talerson

Finnish Consulate
31. Jari Sinkari

THE PORT AUTHORITY OF NY & NJ

Bldg. 111
JFK International Airport
Jamaica, NY 11430

November 15, 2001

Ms. Druscilla Null
Program Analyst
Advisory Council on Historic Preservation
Old Post Office Building
1100 Pennsylvania Avenue, NW, Suite 809
Washington, D.C.

RE: JFK TERMINAL 5/6 REDEVELOPMENT PROJECT

Dear Ms. Null:

Thank you for attending the meeting of the Consulting Parties for the Section 106 process at JFK on October 29th 2001. Enclosed please find a compact disk that contains the PowerPoint files of the presentation given at the meeting by Mr. Robert Davis, Chief Architect for the Port Authority. Also on the disk are two videos concerning the Master Plan.

As discussed at the meeting of the Consulting Parties, the Port Authority is preparing to publish Solicitation of Interest (SOI) advertisements in order to get a list of those entities that may be interested in the adaptive reuse of the TWA Terminal at JFK. We are planning to have the advertisements appear before the end of the year. We would appreciate your input on entities or publications that you would like the SOI to reach. I can be reached via email at eknoesel@panynj.gov , or by telephone at (718) 751-8403. Thank you again for your input concerning this project.

Sincerely,

Edward C. Knoesel
Supervisor, Environmental Services
Aviation Department

Enc.

THE PORT AUTHORITY OF NY & NJ

Bldg. 111
JFK International Airport
Jamaica, NY 11430

November 14, 2001

Mr. Theo Prudon
President
DOCOMOMO/US
P.O. Box 250532
New York, New York 10025

RE: JFK TERMINAL 5/6 REDEVELOPMENT PROJECT

Dear Mr. Prudon:

Thank you for attending the meeting of the Consulting Parties for the Section 106 process at JFK on October 29th 2001. Enclosed please find a compact disk that contains the PowerPoint files of the presentation given at the meeting by Mr. Robert Davis, Chief Architect for the Port Authority. Also on the disk are two videos concerning the Master Plan.

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Sincerely,

Edward C. Knoesel
Supervisor, Environmental Services
Aviation Department

Enc.

THE PORT AUTHORITY OF NY & NJ

Bldg. 111
JFK International Airport
Jamaica, NY 11430

November 15, 2001

Ms. Daisy Mather
Environmental Team Leader
Federal Aviation Administration, Eastern Region
Airports Division, AEA-610
1 Aviation Plaza
Jamaica, NY 11434-4809

RE: JFK TERMINAL 5/6 REDEVELOPMENT PROJECT

Dear Ms. Mather:

Enclosed please find a compact disk that contains the PowerPoint files of the presentation given at the meeting by Mr. Robert Davis, Chief Architect for the Port Authority. Also on the disk are two videos concerning the Master Plan.

As discussed at the meeting of the Consulting Parties, the Port Authority is preparing to publish Solicitation of Interest (SOI) advertisements in order to get a list of those entities that may be interested in the adaptive reuse of the TWA Terminal at JFK. We are planning to have the advertisements appear before the end of the year. We would appreciate your input on entities or publications that you would like the SOI to reach. I can be reached via email at eknoesel@panynj.gov , or by telephone at (718) 751-8403.

Sincerely,

Edward C. Knoesel
Supervisor, Environmental Services
Aviation Department

Enc.

THE PORT AUTHORITY OF NY & NJ

Bldg. 111
JFK International Airport
Jamaica, NY 11430

November 14, 2001

Mr. Frank Sanchis
Executive Director
The Municipal Arts Society of NY
475 Madison Avenue
New York, New York 10022

RE: JFK TERMINAL 5/6 REDEVELOPMENT PROJECT

Dear Mr. Sanchis:

Thank you for attending the meeting of the Consulting Parties for the Section 106 process at JFK on October 29th 2001. Enclosed please find a compact disk that contains the PowerPoint files of the presentation given at the meeting by Mr. Robert Davis, Chief Architect for the Port Authority. Also on the disk are two videos concerning the Master Plan.

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Sincerely,

Edward C. Knoesel
Supervisor, Environmental Services
Aviation Department

Enc.

THE PORT AUTHORITY OF NY & NJ

Bldg. 111
JFK International Airport
Jamaica, NY 11430

November 14, 2001

Ms. Autumn Rierson, Esq.
Asst. General Counsel to the Legal Defense Fund
National Trust for Historic Preservation
1785 Massachusetts Ave, NW
Washington, DC 20036

RE: JFK TERMINAL 5/6 REDEVELOPMENT PROJECT

Dear Ms. Rierson:

Thank you for attending the meeting of the Consulting Parties for the Section 106 process at JFK on October 29th 2001. Enclosed please find a compact disk that contains the PowerPoint files of the presentation given at the meeting by Mr. Robert Davis, Chief Architect for the Port Authority. Also on the disk are two videos concerning the Master Plan.

As discussed at the meeting of the Consulting Parties, the Port Authority is preparing to publish Solicitation of Interest (SOI) advertisements in order to get a list of those entities that may be interested in the adaptive reuse of the TWA Terminal at JFK. We are planning to have the advertisements appear before the end of the year. We would appreciate your input on entities or publications that you would like the SOI to reach. I can be reached via email at eknoesel@panynj.gov , or by telephone at (718) 751-8403. Thank you again for your interest and input concerning this project.

Sincerely,

Edward C. Knoesel
Supervisor, Environmental Services
Aviation Department

Enc.

THE PORT AUTHORITY OF NY & NJ

Bldg. 111
JFK International Airport
Jamaica, NY 11430

November 14, 2001

Mr. Ernest Tollerson
Senior Vice President
The New York City Partnership
One Battery Park Plaza
5th Floor
New York, NY 10004

RE: JFK TERMINAL 5/6 REDEVELOPMENT PROJECT

Dear Mr. Tollerson:

Thank you for attending the meeting of the Consulting Parties for the Section 106 process at JFK on October 29th 2001. Enclosed please find a compact disk that contains the PowerPoint files of the presentation given at the meeting by Mr. Robert Davis, Chief Architect for the Port Authority. Also on the disk are two videos concerning the Master Plan.

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Sincerely,

Edward C. Knoesel
Supervisor, Environmental Services
Aviation Department

Enc.

THE PORT AUTHORITY OF NY & NJ

Bldg. 111
JFK International Airport
Jamaica, NY 11430

November 14, 2001

Mr. Alex Herrera
Director, Technical Services Center
New York Landmarks Conservancy
141 5th Avenue
New York, New York 10010

RE: JFK TERMINAL 5/6 REDEVELOPMENT PROJECT

Dear Mr. Herrera:

Thank you for attending the meeting of the Consulting Parties for the Section 106 process at JFK on October 29th 2001. Enclosed please find a compact disk that contains the PowerPoint files of the presentation given at the meeting by Mr. Robert Davis, Chief Architect for the Port Authority. Also on the disk are two videos concerning the Master Plan.

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Sincerely,

Edward C. Knoesel
Supervisor, Environmental Services
Aviation Department

Enc.

THE PORT AUTHORITY OF NY & NJ

Bldg. 111
JFK International Airport
Jamaica, NY 11430

December 6, 2001

Mr. Julian Adams
Program Coordinator
NYS Dept. Parks, Recreation, and Historic Preservation
Peebles Island State Park
Delaware Avenue
Cohoes, NY 12047

RE: JFK TERMINAL 5/6 REDEVELOPMENT PROJECT

Dear Mr. Adams:

Enclosed please find a compact disk that contains the PowerPoint files of the presentation given at the meeting by Mr. Robert Davis, Chief Architect for the Port Authority. Also on the disk are two videos concerning the Master Plan.

As discussed at the meeting of the Consulting Parties, the Port Authority is preparing to publish Solicitation of Interest (SOI) advertisements in order to get a list of those entities that may be interested in the adaptive reuse of the TWA Terminal at JFK. We are planning to have the advertisements appear before the end of the year. We would appreciate your input on entities or publications that you would like the SOI to reach. I have also enclosed a draft list of publications we are targeting for your information. Beginning Monday, December 10, 2001 I can be reached via email at eknoesel@panynj.gov , or by telephone at (212) 435-3747.

Sincerely,

Edward C. Knoesel
Supervisor, Environmental Services
Aviation Department

Enc.

SOI Announcement:
November 30, 2001

THE PORT AUTHORITY OF NY & NJ

Bldg. 111
JFK International Airport
Jamaica, NY 11430

November 15, 2001

Mr. Julian Adams
Program Coordinator
NYS Dept. Parks, Recreation, and Historic Preservation
Peebles Island State Park
Delaware Avenue
Cohoes, NY 12047

RE: JFK TERMINAL 5/6 REDEVELOPMENT PROJECT

Dear Mr. Adams:

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Sincerely,

Edward C. Knoesel
Supervisor, Environmental Services
Aviation Department

Enc.

c: MOA Signatories - Consulting Parties

File: Final

TWA Flight Center at Terminal 5
SOI Advertisement

Periodical	Edition	Cost per Appearance	Number of Appearances	Total Cost	Issue Deadline	Issue Date(s)
Daily Newpapers						
NY Times	National	$5,061	2	$10,122		Dec. 18, Jan. 8
Wall Street Journal	Global	$7,449	2	$14,898		Dec. 18, Jan. 8
Newark Star Ledger		$149	2	$298		Dec. 18, Jan. 8
Bergen Record		$107	2	$214		Dec. 18, Jan. 8
London Financial Times		$2,340	2	$4,680		Dec. 18, Jan. 8
Other Periodicals						
Airports		$741	1	$741		January 8
Architecture		$3,500	1	$3,500	Dec. 3	January
Architectural Record		$3,560	1	$3,560	Dec. 3	January
Architectural Review		$1,280	1	$1,280	Dec. 10	January
Aviation Daily		$918	1	$918		January 7
Commercial Property News		$2,160	1	$2,160	Dec. 14	January 15
Crain's NY Business		$1,314	1	$1,314		January 7
ENR		$4,050	1	$4,050		January 7
Grid		$2,495	1	$2,495	Dec. 14	Jan/Feb
Metropolis		$1,055	1	$1,055	Dec. 3	February
National Real Estate Investor		$1,775	1	$1,775	Dec. 3	January
Nation's Restaurant News		$1,620	1	$1,620		January 7
Passenger Terminal World		$2,480	1	$2,480		February
Urban Land Magazine		$1,495	1	$1,495	Dec. 3	January
	Total			$58,655		

Job # 20615
PAUTH
Achitecture
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3 3/4 x 4 7/8"
11.30.01
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THE PORT AUTHORITY OF NY & NJ

SOLICITATION OF INTEREST

JFK International Airport - Building #60 Landmark Structure

(Formerly known as the TWA Flight Center at Terminal 5)

The Port Authority of NY&NJ hereby invites expressions of interest in the adaptive re-use of Building #60, also known as the TWA Flight Center at Terminal 5, a landmark structure designed by Eero Saarinen, located at John F. Kennedy International Airport in New York City.

Parties wishing to receive a Solicitation of Interest must send a written request identifying the individual or firm name, address, type of business and telephone number to the address or fax below. The Solicitation of Interest package will be available on or about *January 2*, 2002. Interested parties must submit the Expression of Interest form that will be provided in the Solicitation of Interest package no later than *January 31*, 2002.

JFK Redevelopment Program
The Port Authority of NY & NJ
JFK International Airport
Building 14, Third Floor
Jamaica, NY 11430 USA
Attn: Joseph Dixon
Fax: 718 244-4595

Documentation of Meeting Attendance:
December 18, 2001

12/18/01 Meeting at MAS

Name	Affiliation	Phone	Email
Vicki Weiner	MAS	(Ex. 1)	
PAUL FERNANDEZ	PA/JFK REDEVELOPMENT	718 244 4503	PFERNANDE@PANYNJ.GOV
Jane Rudofsky	MAS	(Ex. 1)	
Carlene McIntyre	PA NY NJ	435-3503	cmcintyr@panyn
Ted Kleiner	PA JFK	435-3707	TKLEINER@PANYNJ.GOV
Robert Davidson	PA/Arch.	(Ex. 1)	RDavidso@PANYNJ.g
Daisy Mather	FAA		daisy.mather@faa.g
Steve Simeonski	PA - JFK Redevelopment	718-244-4572	SSimeonskepanynj.g
Richard Southwick	Beyer Blinder Belle	(Ex. 1)	
ED KNOESEL	PA	212 435-3747	eknoesel@PANYNJ.
Fran Sanchez	MAS		
HAL HAYES	H3 ARCHITECTURE	(Ex. 1)	

Distribution of the June 2002 Final Draft EA & DOT Section 4(f) Evaluation

THE PORT AUTHORITY OF NY & NJ

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

July 11, 2002

Autumn Rierson, Esq.
Asst. General Counsel to the Legal Defense Fund
National Trust for Historic Preservation
1785 Massachusetts Avenue, NW
Washington, DC 20036

RE: JFK INTERNATIONAL AIRPORT TERMINALS 5/6 REDEVELOPMENT PROJECT

Dear Ms. Rierson:

Enclosed please find for your review and comment is the final draft of the Environmental Assessment prepared by the Port Authority of New York and New Jersey for the referenced project. This document contains the revised DOT Section 4(f) Evaluation and the Memorandum of Agreement for the Rehabilitation and Adaptive Reuse for TWA Terminal 5, and is being transmitted in anticipation of the next meeting of the consulting parties to the Section 106 process. The meeting has been confirmed by the FAA for Wednesday, July 31 at 11:00AM at the Environmental Protection Agency's offices at 290 Broadway (NYC), 30th Floor, Room 3. You will be receiving an invitation to this meeting from FAA within the next few days. The availability of this document for public comment will be advertised in local newspapers and the official comment period will extend beyond July 31st.

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I will call your office within the next few days to confirm your attendance to the July 31 meeting. Please feel free to contact me at (212) 435-3747, or by e-mail at eknoesel@panynj.gov if you have any questions or concerns regarding the Environmental Assessment or the July 31st meeting of the consulting parties.

Sincerely,

Edward C. Knoesel
Supervisor, Environmental Services
Aeronautical and Technical Services Division

Enc.

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- State and Local Preservation Contacts
- Preservation Web Sites
- Information Sheets

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Contact Us

Please use the E-mail form below to ask any questions or to share your thoughts on our web site. You can also call or write using the information at the bottom of the page.

Because of the volume of mail we receive, you may be able to find the information you want more quickly through our Search Engine or our Site Map.

*Required Fields

***First Name:**	Edward
***Last Name:**	Knoesel
***E-mail:**	eknoesel@panynj.gov
***State:**	New York
Trust member:	○ Yes ◉ No
***Topic**	Other Topics

If you would like to join the National Trust's Advocacy mailing list, visit our **Legislation Action Center.**

Your comments:

I'd like to inform you that the final draft Environmental Assessment for the Redevelopment of Terminals 5 and 6 at JFK is available for review and comment.

This document details steps taken to comply with Section 106 of the National Historic Pres. Act concerning the proposed project as it relates to the Saarinen TWA Terminal at JFK. Please inform interested parties through your website of the availablity of the

Submit Reset

THE PORT AUTHORITY OF NY & NJ

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

July 11, 2002

Mr. Frank Sanchis
Executive Director
The Municipal Arts Society of NY
475 Madison Avenue
New York, NY 10022

RE: JFK INTERNATIONAL AIRPORT TERMINALS 5/6 REDEVELOPMENT PROJECT

Dear Mr. Sanchis:

Enclosed please find for your review and comment is the final draft of the Environmental Assessment prepared by the Port Authority of New York and New Jersey for the referenced project. This document contains the revised DOT Section 4(f) Evaluation and the Memorandum of Agreement for the Rehabilitation and Adaptive Reuse for TWA Terminal 5, and is being transmitted in anticipation of the next meeting of the consulting parties to the Section 106 process. The meeting has been confirmed by the FAA for Wednesday, July 31 at 11:00AM at the Environmental Protection Agency's offices at 290 Broadway (NYC), 30th Floor, Room 3. You will be receiving an invitation to this meeting from FAA within the next few days. The availability of this document for public comment will be advertised in local newspapers and the official comment period will extend beyond July 31st.

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Sincerely,

Edward C. Knoesel
Supervisor, Environmental Services
Aeronautical and Technical Services Division

Enc.

THE PORT AUTHORITY OF NY & NJ

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

July 11, 2002

Consulate General Jukka Leino
Consulate General of Finland, New York
866 United Nations Plaza, Ste. 250
New York, NY 10017

RE: JFK INTERNATIONAL AIRPORT TERMINALS 5/6 REDEVELOPMENT PROJECT

Dear Consulate General Leino:

Enclosed please find for your review and comment is the final draft of the Environmental Assessment prepared by the Port Authority of New York and New Jersey for the referenced project. This document contains the revised DOT Section 4(f) Evaluation and the Memorandum of Agreement for the Rehabilitation and Adaptive Reuse for TWA Terminal 5, and is being transmitted in anticipation of the next meeting of the consulting parties to the Section 106 process. The meeting has been confirmed by the FAA for Wednesday, July 31 at 11:00AM at the Environmental Protection Agency's offices at 290 Broadway (NYC), 30th Floor, Room 3. You will be receiving an invitation to this meeting from FAA within the next few days. The availability of this document for public comment will be advertised in local newspapers and the official comment period will extend beyond July 31st.

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Sincerely,

Edward C. Knoesel
Supervisor, Environmental Services
Aeronautical and Technical Services Division

Enc.

THE PORT AUTHORITY OF NY & NJ

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

July 11, 2002

Mr. Theo Prudon
President
DOCOMOMO/US
135 W 70th St
New York, NY 10023-4458

RE: **JFK INTERNATIONAL AIRPORT TERMINALS 5/6 REDEVELOPMENT PROJECT**

Dear Mr. Prudon:

Enclosed please find for your review and comment is the final draft of the Environmental Assessment prepared by the Port Authority of New York and New Jersey for the referenced project. This document contains the revised DOT Section 4(f) Evaluation and the Memorandum of Agreement for the Rehabilitation and Adaptive Reuse for TWA Terminal 5, and is being transmitted in anticipation of the next meeting of the consulting parties to the Section 106 process. The meeting has been confirmed by the FAA for Wednesday, July 31 at 11:00AM at the Environmental Protection Agency's offices at 290 Broadway (NYC), 30th Floor, Room 3. You will be receiving an invitation to this meeting from FAA within the next few days. The availability of this document for public comment will be advertised in local newspapers and the official comment period will extend beyond July 31st.

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Sincerely,

Edward C. Knoesel
Supervisor, Environmental Services
Aeronautical and Technical Services Division

Enc.

THE PORT AUTHORITY OF NY & NJ

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

July 11, 2002

John Cullinane Associates

RE: JFK INTERNATIONAL AIRPORT TERMINALS 5/6 REDEVELOPMENT PROJECT

Dear Mr. Cullinane:

Enclosed please find for your review and comment is the final draft of the Environmental Assessment prepared by the Port Authority of New York and New Jersey for the referenced project. This document contains the revised DOT Section 4(f) Evaluation and the Memorandum of Agreement for the Rehabilitation and Adaptive Reuse for TWA Terminal 5, and is being transmitted in anticipation of the next meeting of the consulting parties to the Section 106 process. The meeting has been confirmed by the FAA for Wednesday, July 31 at 11:00AM at the Environmental Protection Agency's offices at 290 Broadway (NYC), 30th Floor, Room 3. You will be receiving an invitation to this meeting from FAA within the next few days. The availability of this document for public comment will be advertised in local newspapers and the official comment period will extend beyond July 31st.

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Sincerely,

Edward C. Knoesel
Supervisor, Environmental Services
Aeronautical and Technical Services Division

Enc.

THE PORT AUTHORITY OF NY & NJ

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

July 11, 2002

Ms. Drucilla Null
Program Analyst
Advisory Council on Historic Preservation
Old Post Office Building
1100 Pennsylvania Avenue, NW, Suite 809
Washington, D.C.

RE: JFK INTERNATIONAL AIRPORT TERMINALS 5/6 REDEVELOPMENT PROJECT

Dear Ms. Null:

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Sincerely,

Edward C. Knoesel
Supervisor, Environmental Services
Aeronautical and Technical Services Division

Enc.

THE PORT AUTHORITY OF NY & NJ

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

July 11, 2002

Mr. Julian Adams
Program Coordinator
NYS Dept. Parks, Recreation, & Historic Preservation
Peebles Island State Park
Delaware Avenue
Cohoes, NY 12047

RE: JFK INTERNATIONAL AIRPORT TERMINALS 5/6 REDEVELOPMENT PROJECT

Dear Mr. Adams:

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Sincerely,

Edward C. Knoesel
Supervisor, Environmental Services
Aeronautical and Technical Services Division

Enc.

THE PORT AUTHORITY OF NY & NJ

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

July 11, 2002

Mr. Alex Herrera
Director, Technical Services Center
New York Landmarks Conservancy
141 Fifth Avenue
New York, NY 10010

RE: **JFK INTERNATIONAL AIRPORT TERMINALS 5/6 REDEVELOPMENT PROJECT**

Dear Mr. Herrera:

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Sincerely,

Edward C. Knoesel
Supervisor, Environmental Services
Aeronautical and Technical Services Division

Enc.

THE PORT AUTHORITY OF NY & NJ

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

July 11, 2002

Mr. Ernest Tollerson
Senior Vice President
The New York City Partnership
One Battery Park Plaza, 5th Floor
New York, NY 10004

RE: JFK INTERNATIONAL AIRPORT TERMINALS 5/6 REDEVELOPMENT PROJECT

Dear Mr. Tollerson:

Enclosed please find for your review and comment is the final draft of the Environmental Assessment prepared by the Port Authority of New York and New Jersey for the referenced project. This document contains the revised DOT Section 4(f) Evaluation and the Memorandum of Agreement for the Rehabilitation and Adaptive Reuse for TWA Terminal 5, and is being transmitted in anticipation of the next meeting of the consulting parties to the Section 106 process. The meeting has been confirmed by the FAA for Wednesday, July 31 at 11:00AM at the Environmental Protection Agency's offices at 290 Broadway (NYC), 30th Floor, Room 3. You will be receiving an invitation to this meeting from FAA within the next few days. The availability of this document for public comment will be advertised in local newspapers and the official comment period will extend beyond July 31st.

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Sincerely,

Edward C. Knoesel
Supervisor, Environmental Services
Aeronautical and Technical Services Division

Enc.

Documentation of Meeting Attendance:
July 31, 2002

U.S. Department
of Transportation

**Federal Aviation
Administration**

Eastern Region
1 Aviation Plaza
AEA-610
Jamaica, New York 11434-4809

July 11, 2002

Dear Consulting Party Member:

The Federal Aviation Administration is pleased to invite you to the next meeting of the Consulting Parties for the JFK International Airport TWA/Saarinen Terminal 5&6 Redevelopment Project on Wednesday July 31st at 11:00am. It will be held at 290 Broadway on the 30th floor, Room 3. Please be aware that this is a federal building with strict security requirements. Those of you without Federal ID must go through a metal detector, and the security policy is that pocket knives or similar objects will be confiscated and not returned, so please do not bring any items you do not wish to lose.

The proposed agenda includes the following:

1. Discussion of comments on revised MOU
2. Discussion of 4(f) analysis
3. Discussion of EA
4. SOI process and status
5. Discussion of post-September 11 airport economics
6. Next steps

For discussion at the meeting, enclosed for your review and comment is a revised Memorandum of Agreement (MOA) for the Port Authority of NY & NJ's (PANYNJ) adaptive reuse proposal for the TWA/Saarinen Terminal Building. The MOA was revised to reflect the changes the consulting parties recommended at last October's consulting party meeting, including the PANYNJ's maintenance of the entire building complex with a budget commitment for the maintenance; and that no demolition of any portion of the flightwings would occur until a final development plan and an agreement with future tenants are in place. It was also revised to reflect earlier comments from the State Historic Preservation Office (SHPO) regarding the building's restoration and rehabilitation process. See Stipulations Nos. 6, 10 & 11 for these changes.

I also wish to take this opportunity to tell you of the events that have occurred since we last met and what you can expect with regard to this project over the next few months. In addition to the FAA and PANYNJ working on the MOA, the PANYNJ and its consultant Beyer Blinder and Belle have prepared a draft Section 4(f) analysis. As you may recall, Section 4(f) of the Department of Transportation Act of 1966 (49 U.S.C. §303 (c)) requires that an analysis be conducted that evaluates and analyzes a proposed federal action that may have impacts to, in this case, an historic structure. This requirement is separate from, and in addition to, the impact analyses required under the National Historic Preservation Act (NHPA) (16 U.S.C. §470 *et seq.*) and the National Environmental Policy Act (NEPA) (42 U.S.C. §4321 *et seq.*), discussed below.

The FAA recently had an opportunity to review and comment on the 4(f) document, and the PANYNJ revised it accordingly. The 4(f) document has now been placed in the Environmental Assessment, which the PANYNJ and its consultant CH2MHill have revised. The EA also addresses the requirements of the NHPA and NEPA noted above, in addition to many other environmental resource areas. The EA/4(f) statement has been mailed to you directly by the PANYNJ for your review and consideration prior to our next meeting.

The PANYNJ has advised me that it received over one hundred responses to its Solicitation of Interest (SOI), issued in January 2002, for the adaptive reuse of the TWA/Saarinen Terminal. The responses indicate interest in receiving the Request for Proposals (RFP) package that the PANYNJ is currently developing.

With regard to post-September 11 interest in the proposed new terminal, the PANYNJ has advised the FAA that JetBlue Airlines, which currently operates out of Terminal 6, will still need a new terminal as its business continues to grow. United Airlines, on the other hand, has informed the PANYNJ that it has deferred all development plans at this time. The PANYNJ has reaffirmed to FAA the need for the terminal redevelopment remains, because it forecasts that business will return to pre 9/11 levels in the near future. Accordingly, the PANYNJ continues to seek NEPA approval of the Concept Master Plan as outlined in the EA and other documents.

In order to move ahead with the consultation process, would you please provide written comments on the MOA to me by July 25th so that we may discuss them at the meeting? At the meeting, we would like to incorporate into the MOA the additional comments you provide and finalize it for signature for incorporation into the EA.

Please RSVP to me by July 25th to let me know whether you will be attending the meeting and/or if you have any comments on the MOA. In the meantime, if you have any questions about this matter, please do not hesitate to call me at (718) 553-2511, or email me at daisy.mather@faa.gov. If you have specific comments about any of the PANYNJ activities discussed in this letter, you may call Mr. Ed Knoesel directly at (212) 435-3747, or email him at eknoesel@panynj.gov.

Sincerely,

Daisy Mather
Environmental Team Leader
Airports Division

Enclosure

cc: Consulting Party Addressee List
M. Weiss, AEA-3
G. Butler, AEA-7
E. Knoesel, PANYNJ
M. Jenet, NYADO

AGENDA
JFK Airport Terminals 5&6/Saarinen Terminal Redevelopment Project
Consulting Party Meeting No. 2

July 31, 2002
290 Broadway, New York City
30th Floor Room 3
11:00am

1. Welcome and sign in
2. PANYNJ update since last meeting (Nov. 2001)
3. PANYNJ discussion of TWA building maintenance
4. Discussion of comments on revised MOU - MAS
5. MAS presentation of proposed alternatives
6. Discussion of 4(f) analysis
7. Discussion of EA
8. SOI process and status
9. Discussion of post-September 11 airport economics
10. Next steps

July 31, 2002 290 Broadway, NY NY

TWA Consulting Party Meeting No. 2

NAME	AGENCY	Phone	Email
Daisy Mather	FAA		
Erin M Tobin	NY Landmarks Conservancy		
Alex Herrera	LANDMARKS CONSERV.		
GAIL F. BUTLER	FAA - LEGIONAL COUNSEL OFFICE		
Carlene McIntyre	Port Authority Law Dept		
Marie Jenet	FAA - NYADU		
JULKA LEINO	CONSULATE OF FINLAND		
julka.leino@formin.fi			
Don Klima	Advisory Council on Historic Preservation		
JEFFREY NESBIT	JETBLUE		
Bob Kuhn	NY SHPO		
Julian Adams	"		
Wint Aldrich	NYSHPO		
Kevin Blenda	PANYNJ		
Terri Gerrish	CH2M HILL		
Mary Manto	Env. Excellence		
MANNY WEISS	FAA		
RICHARD SOUTHWICK	Beyer Blinder Belle		
STEPHEN SMOLENSKI	PA - JFK Redevelopment		
Robert Davidson	PA		
Ted Kleiner	PA - Aviation Asst Dir		
THEO PRUDON	DOCOMOMO, US		
ED KNOESEL	PANYNJ AVIATION		

(Ex. 1)

Jane Rudofsky - Municipal Art Society
Frank Sanchis "
Vicki Weiner "
HAL HAYES H3 ARCHITECTURE

AUTUMN RIERSON NATIONAL TRUST FOR HIST. PRESERVATION
AUTUMN_RIERSON@NTHP.ORG

U.S. Department
of Transportation
**Federal Aviation
Administration**

Eastern Region
1 Aviation Plaza
AEA-610
Jamaica, New York 11434-4809

August 7, 2002

Dear Consulting Party Member:

It was a pleasure seeing many of you at the second JFK Airport TWA/Saarinen Terminal 5&6 Reuse Project consulting party meeting on July 31st. As promised, I am sending you a copy of the meeting's attendance record.

I look forward to receiving your comments on the memorandum of understanding (MOU) that we discussed at the meeting. For those of you who have not already done so, would you please send your comments to me by August 16th? It would be helpful if you would copy the Advisory Council and the State Historic Preservation Office on your comments, which each of these agencies requested during the meeting.

With regard to a next step for this project, I recently discussed with the Port Authority the possibility of having a meeting to go over in detail additional terminal reuse alternatives. This was in response to a request from the Municipal Art Society, which would like to better understand the Port Authority's planning and design concepts for the reuse of the terminal that preserved its function as a terminal, and were dismissed earlier in the planning process. We would like to schedule this meeting for mid-September. All consulting parties will be invited, and additional information will be sent to you once plans are made.

In the meantime, I hope to hear from you shortly with your comments on the MOU. If you have any questions about this matter, please call Ms. Marie Jenet, Project Manager, at (516) 227-3811, or email her at marie.jenet@faa.gov.

Sincerely,

Daisy Mather
Environmental Team Leader
Airports Division

Enclosure

cc: Addressee List

FAA
M. Weiss, AEA-3
G. Butler, AEA-7
M. Jenet, NYADO

Addressees
Mr. Alex Herrera
New York Landmarks Conservancy
141 Fifth Avenue
New York, NY 10010

Mr. Julian Adams
New York State Office of Parks, Recreation and Historic Preservation
Agency Building 1, Empire State Plaza
Albany, NY 12238

Mr. Bob Kuhn
New York State Office of Parks, Recreation and Historic Preservation
Agency Building 1, Empire State Plaza
Albany, NY 12238

Mr. Wint Aldrich
New York State Office of Parks, Recreation and Historic Preservation
Agency Building 1, Empire State Plaza
Albany, NY 12238

Mr. John Cullinane, Principal
John Culinane Associates
222 Severn Ave.
Annapolis, Maryland 21403

Mr. Frank Sanchis
The Municipal Art Society of New York
457 Madison Ave.
New York, NY 10022

Ms. Vicki Weiner
The Municipal Art Society of New York
457 Madison Ave.
New York, NY 10022

Ms. Jane Rudofsky
The Municipal Art Society of New York
457 Madison Ave.
New York, NY 10022

Mr. Theodore Prudon, President
Documentation and Conservation of Buildings, Sites and
Neighborhoods of the Modern Movement
PO Box 250532
New York, NY 10025

Ms. Autumn Rierson, Assistant General Counsel
National Trust for Historic Preservation
1785 Massachusetts Ave., NY
Washington DC 20036

Distribution of the June 2003 Draft EA &
DOT Section 4(f) Evaluation: June 17, 2003, and
Notice of Availability: June 18, 2003 and
Public Hearing: July 15, 2003

U. S. Department
of Transportation

**Federal Aviation
Administration**

New York Airports District Office
600 Old Country Rd, Suite 446
Garden City, New York 11530
Telephone: 516-227-3800
Fax: 516-227-3813

July 10, 2003

<See Addressees>

Re: Terminal 5 and 6 Redevelopment Project
John F. Kennedy International Airport (JFK)

Dear M_____:

The revised draft Environmental Assessment and DOT Section 4(f) Evaluation (EA/4(f) Evaluation) for the Terminal 5 and 6 Redevelopment Project at John F. Kennedy International Airport has been issued. A Public Hearing has been scheduled for July 15, 2003 with the pubic comment period continuing through July 30, 2003.

A meeting of the consulting parties has been scheduled for September 18, 2003 at 1:30pm at John F. Kennedy Airport, Building 14. We will be discussing next steps and any comments that you may have pursuant to the Section 106 consulting process.

All the comments received during the public comment period will be compiled and summarized prior to this meeting and distributed to the consulting parties. The amount of time between the close of the public comment period and the consulting parties meeting is necessary to allow for the compilation of the comments and the preparation, distribution, and review of the summary. With this in mind, please submit your comments on the EA/4(f) Evaluation by July 30, 2003.

A draft agenda for the consulting parties meeting and directions to the meeting will be sent to you with the comment summary.

If you or your representative are unable to attend the consulting parties meeting, please call Ms. Marie Jenet of my staff at (516) 227-3811.

Sincerely,

Philip Brito, Manager
New York Airports District Office

cc: E. Knoesel, PA NY&NJ
D. Null, Program Analyst, Office of Planning and Review, Advisory Council on Historic Preservation, 110 Pennsylvania Ave, NW #809, Washington, DC 20004

FAA
M. Weiss, AEA-3
G. Butler, AEA-7
M. Jenet, NYADO

Addressees
Mr. Alex Herrera
New York Landmarks Conservancy
141 Fifth Avenue
New York, NY 10010

Mr. Julian Adams
New York State Office of Parks, Recreation and Historic Preservation
Agency Building 1, Empire State Plaza
Albany, NY 12238

Mr. Bob Kuhn
New York State Office of Parks, Recreation and Historic Preservation
Agency Building 1, Empire State Plaza
Albany, NY 12238

Mr. Wint Aldrich
New York State Office of Parks, Recreation and Historic Preservation
Agency Building 1, Empire State Plaza
Albany, NY 12238

Mr. John Cullinane, Principal
John Cullinane Associates
222 Severn Ave.
Annapolis, Maryland 21403

Mr. Frank Sanchis
The Municipal Art Society of New York
457 Madison Ave.
New York, NY 10022

Ms. Vicki Weiner
The Municipal Art Society of New York
457 Madison Ave.
New York, NY 10022

Ms. Jane Rudofsky
The Municipal Art Society of New York
457 Madison Ave.
New York, NY 10022

Mr. Theodore Prudon, President
Documentation and Conservation of Buildings, Sites and
Neighborhoods of the Modern Movement
PO Box 250532
New York, NY 10025

Ms. Autumn Rierson, Assistant General Counsel
National Trust for Historic Preservation
1785 Massachusetts Ave., NY
Washington DC 20036

Ambassador Jukka Valtasaari
Embassy of Finland
3301 Massachusetts Avenue, N.W.
Washington D.C. 20008

Ms. Kathryn S. Wylde, President and CEO
New York City Partnership and Chamber of Commerce
One Battery Park Plaza
New York, NY 10004-1479

Mr. Ed Knoesel
Supervisor, Environmental Services
The Port Authority of NY and NJ
225 Park Avenue South, 9th Floor
New York, NY 10003

Mr. Ted Kleiner
The Port Authority of NY and NJ
225 Park Avenue South, 9th Floor
New York, NY 10003

Ms. Carlene McIntyre
Counsel's Office
The Port Authority of NY and NJ
225 Park Avenue South, 9th Floor
New York, NY 10003

Mr. Don Klima
Advisory Council on Historic Preservation
Old Post Office Building
1100 Pennsylvania Ave. NW, Suite 809
Washington D.C. 20004

Mr. Jeffrey Nesbit, PE
Director of Redevelopment
JetBlue Airways
80-02 Kew Gardens Road
Kew Gardens, NY 11415

Mr. Richard Southwick
Beyer Blinder Belle
41 E. 11th St.
NY, NY 10003

Mr. Hal Hayes
H3 Architecture
c/o Sayville Ferry
41 River Road
Sayville, NY 11782

NOTICE OF AVAILABILITY
And
NOTICE OF PUBLIC HEARING

Revised Draft Environmental Assessment and
Revised Draft DOT Section 4(f) Analysis
Terminals 5 & 6 Redevelopment Project
John F. Kennedy International Airport (JFK)
(Inc. former TWA Terminal designed by E. Saarinen)

In accordance with the National Environmental Policy Act and the National Historic Preservation Act, notice is hereby given that copies of a Revised Draft Environmental Assessment (EA), including a Revised Draft Department of Transportation Section 4(f) Analysis for the Terminals 5 & 6 Redevelopment Project at John F. Kennedy International Airport, including the existing TWA Terminal Building, are available for public review at the following locations:

Queens Borough Public Library
Central Library
89-11 Merrick Blvd., Jamaica, NY 11432

Queens Borough Public Library
Howard Beach Branch
92-06 156th Ave., Howard Beach NY, 11414

Queens Borough Public Library
Rochdale Village Branch
169-09 137th Ave., Jamaica, NY 11434

Brooklyn Public Library - Central Library
Grand Army Plaza, Brooklyn, NY 11238

The Port Authority of New York and New Jersey
Aviation Department
225 Park Avenue South, 9th Floor
New York, NY 10003
-or-
JFK Redevelopment Program Office
Building 14, 3nd Floor
John F. Kennedy International Airport
Jamaica, NY 11430
(call Edward Knoesel at 212-435-3747 to arrange for access)

In addition a copy of this document may also be obtained by calling Edward Knoesel at 212-435-3747.

PUBLIC HEARING AND INFORMATION SESSION

Additional information regarding this project, an opportunity to ask questions about the project, and an opportunity to comment on the project for the official record will be available through two Public Hearing/Information Sessions. Details of the times and location are listed below. Comments on the project may be submitted in writing, or verbally at the Public Hearing. **The comment period will close at 5:00 PM on July 30, 2003.**

DATE:	Tuesday, July 15, 2003
TIMES:	Session 1 - 3:00PM - 5:00PM Session 2 - 7:00PM - 9:00PM
LOCATION:	John F. Kennedy Airport Port Authority Administration Building Building 14, 3rd Floor, Main Conference Room (Visitor parking available. Call 212-435-3781 for directions).

The comment period for this Environmental Assessment and Section 4(f) Analysis will close at 5:00 PM on July 30, 2003.

All comments on this Environmental Assessment and Section 4(f) Analysis should be sent to: **The Port Authority of New York and New Jersey, Aviation Department, 225 Park Avenue South, 9th Floor, New York, NY 10003, Attn: Edward Knoesel.**

Second Public Hearing: July 15, 2003

Summary of Comments For Which There Is No Specific Responses

STATEMENT/COMMENT NUMBER	PUBLIC HEARING SESSION	NAME AND ORGANIZATION OF COMMENTOR
COMMENT PH 1	3:00 - 5:00 p.m.	Frank Emile Sanchis III, Executive Director The Municipal Art Society of New York 457 Madison Avenue New York, NY 10022
COMMENT PH 2	3:00 - 5:00 p.m.	Patty Noonan Vice President, Research & Policy Partnership for New York City
COMMENT PH 3 COMMENT PH 10	3:00 - 5:00 p.m. 7:00 - 9:00 p.m.	Richard Smyth Vice President Redevelopment JetBlue Airways Corporation 118-29 Queens Blvd. Forest Hills, NY 11375
COMMENT PH 4	3:00 - 5:00 p.m.	Bill Hulsman Director Aviation Development Council 141-07 20th Ave., Suite 404 Whiteston, NY
COMMENT PH 5	3:00 - 5:00 p.m.	Jane Merkle Art Historian and Architecture Critic 60 Gramercy Park North New York, NY 10010
COMMENT PH 6	3:00 - 5:00 p.m.	Dolores M. Hoffman Program Manager Queens Air Services Development Office Blg 80 / JFK International Airport Jamaica, NY 11430
COMMENT PH 7	3:00 - 5:00 p.m.	Betty Braton Chairperson Queens Community Board Number 10 159-54 95th Street Howard Beach, NY 11414
COMMENT PH 8	3:00 - 5:00 p.m.	Donna Gilmartin Locust Grove Civic Association of South Ozone Park 149-55 114th Street South Ozone Park, NY 11420
COMMENT PH 9	3:00 - 5:00 p.m.	Seri Worden *President* DOCOMOMO P.O. Box 250532 New York, NY 10025
COMMENT PH 11	7:00 - 9:00 p.m.	Kyle Normandin DOCOMOMO P.O. Box 250532 New York, NY 10025
COMMENT PH 12	7:00 - 9:00 p.m.	Autumn L. Rierson Assistant General Counsel National Trust for Historic Preservation 1785 Massachusetts Avenue NW Washington, DC 20036

Terminal 5/6 Redevelopment Project
John F. Kennedy International Airport
Revised Draft Environmental Assessment/Section 4(f) Evaluation

Public Hearing Sign-in Sheet (PUBLIC)

PANYNJ Admin. Bldg. 14
July 15, 2003 3:00 PM – 5:00 PM

Name: PATTY NOONAN
Address:
Telephone:
Org. / Affiliation: New York City Partnership

Name: Betty Braton
Address: (Ex. 1)
Telephone:
Org. / Affiliation: Community Bd. 10 Qns.

Name: Donna Gilmartin
Address: (Ex. 1)
Telephone:
Org. / Affiliation: Locust Grove Civic

Name: Frank Sanchis
Address: Municipal Art Society 457 Madison Ave
Telephone: NYC 10022 212 935 3960
Org. / Affiliation:

Terminal 5/6 Redevelopment Project
John F. Kennedy International Airport
Revised Draft Environmental Assessment/Section 4(f) Evaluation

Public Hearing Sign-in Sheet (PUBLIC)

PANYNJ Admin. Bldg. 14
July 15, 2003 3:00 PM – 5:00 PM

Name: HAL HAYES

Address: [redacted] (Ex. 1)

Telephone: [redacted]

Org. / Affiliation: H3 ARCHITECTURE

Name: VICKI WEINER

Address: [redacted] (Ex. 1)

Telephone: [redacted]

Org. / Affiliation: Municipal Art Society

Name: Jayne Merkel

Address: [redacted] (Ex. 1)

Telephone: [redacted]

Org. / Affiliation: self (author for Phaidon Press)

Name: Suzanne G. Berman

Address: [redacted] (Ex. 1)

Telephone: [redacted]

Org. / Affiliation: JetBlue Airways

Terminal 5/6 Redevelopment Project
John F. Kennedy International Airport
Revised Draft Environmental Assessment/Section 4(f) Evaluation

Public Hearing Sign-in Sheet (PUBLIC)

PANYNJ Admin. Bldg. 14
July 15, 2003 3:00 PM – 5:00 PM

Name: Dolores M. Hofman
Address: Bldg. 80 / JFK Int'l Airport, Jamaica, NY 11430
Telephone: 718-244-6852
Org. / Affiliation: Queens Air Services Development Office

Name: WILLIAM L HUISMAN
Address: (Ex. 1)
Telephone: 718 746 0212
Org. / Affiliation: AVIATION DEVELOPMENT COUNCIL

Name: TOM FELIX - FAA
Address: ONE AVIATION PLAZA
Telephone: (718) 553-3335
Org. / Affiliation: FAA

Name: FIONA MORRISSON
Address: (Ex. 1)
Telephone:
Org. / Affiliation: JetBlue Airways

Terminal 5/6 Redevelopment Project
John F. Kennedy International Airport
Revised Draft Environmental Assessment/Section 4(f) Evaluation

Public Hearing Sign-in Sheet (PUBLIC)

PANYNJ Admin. Bldg. 14
July 15, 2003 3:00 PM – 5:00 PM

Name: Richard Smyth (Ex. 1)
Address:
Telephone:
Org. / Affiliation: Jet Blue Airways

Name: Robert Land
Address:
Telephone: (Ex. 1)
Org. / Affiliation: JetBlue

Name: Raymond Smyth
Address:
Telephone: (Ex. 1)
Org. / Affiliation: JetBlue

Name: Evan Goldman
Address: (Ex. 1)
Telephone:
Org. / Affiliation: JetBlue Airways

Terminal 5/6 Redevelopment Project
John F. Kennedy International Airport
Revised Draft Environmental Assessment/Section 4(f) Evaluation

Public Hearing Sign-in Sheet (PUBLIC)

PANYNJ Admin. Bldg. 14
July 15, 2003 3:00 PM – 5:00 PM

Name: Seri Worden

Address: ~~EB~~ (Ex. 1)

Telephone:

Org. / Affiliation: DOCOMOMO

Name: Marie Jent

Address: (Ex. 1)

Telephone:

Org. / Affiliation: FAA-NYADO

Name: GAIL F BUTLER

Address: [redacted]

Telephone: (718) 553-3247

Org. / Affiliation: FAA - LEGAL

Name: JEFFREY ABBIS

Address: 118-29 Queens Blvd

Telephone: 718-709-3093

Org. / Affiliation: JetBlue

Terminal 5/6 Redevelopment Project
John F. Kennedy International Airport
Revised Draft Environmental Assessment/Section 4(f) Evaluation

Public Hearing Sign-in Sheet (PUBLIC)

PANYNJ Admin. Bldg. 14
July 15, 2003 3:00 PM – 5:00 PM

Name: Wm. N. Boddouva

Address: (Ex. 1)

Telephone:

Org. / Affiliation: WNB+A Architects

Name: Terri Gerrish

Address: (Ex. 1)

Telephone:

Org. / Affiliation: CH2M HILL

Name: Corlen McIntyre

Address: 225 Park Ave So. - P.A.

Telephone:

Org. / Affiliation:

Name:

Address:

Telephone:

Org. / Affiliation:

Terminal 5/6 Redevelopment Project
John F. Kennedy International Airport
Revised Draft Environmental Assessment/Section 4(f) Evaluation

Public Hearing Sign-in Sheet

PRESS

PANYNJ Admin. Bldg. 14
July 15, 2003 3:00 PM – 5:00 PM

Name: DAN SFORZA

Address: _____

Telephone: _____

Org. / Affiliation: THE RECORD

Name: ~~GAIL T. BUTLER~~

Address: _____

Telephone: _____

Org. / Affiliation: _____

Name: _____

Address: _____

Telephone: _____

Org. / Affiliation: _____

Name: _____

Address: _____

Telephone: _____

Org. / Affiliation: _____

ORIGINAL

THE PORT AUTHORITY of NEW YORK AND NEW JERSEY

PUBLIC HEARING

TERMINALS 5 & 6 REDEVELOPMENT PROJECT

JOHN F. KENNEDY INTERNATIONAL AIRPORT (JFK)

TUESDAY, JULY 15, 2003

3PM TO 5PM

BUILDING 14

JFK INTERNATIONAL AIRPORT

VAN WYCK EXPRESSWAY, JAMAICA, N.Y. 11430

P-R-O-C-E-E-D-I-N-G-S

MR. BLOCK: Before we get to the terminals, I want to remind you if you should sign in at the front of the entrance here and particularly if you want to be a speaker, we please ask you to do that as well.

Thank you for coming and attending this public hearing on the redevelopment of Terminals 5 and 6 at JFK International Airport. My name is Arnie Bloch. I'm a principal with the firm Howard, Stein and Hudson Associates, and I'll be acting as hearing officer during these proceedings.

Also, in attendance, I wanted to introduce a few people from the Port Authority. Ted Kleiner, the Assistant Director for Capital Programs for the Aviation Department of Port of Authority of New York and New Jersey, and Robert Davidson, the Chief Architect of the Port Authority. You will be hearing from him a little later.

The Port Authority proposed project consists of the construction of a new multi-airline terminal on the combined site of the existing Terminals 5 and 6. The original historic

P-R-O-C-E-E-D-I-N-G-S

TransWorld Airlines, known as TWA Terminal and its connector tubes, would be retained, rehabilitated and/or restored as part of an adaptive reuse program. Flight wings one and two would be demolished. A new bi-level access roadway system, a new parking structure, connections to the Air Train system and new site improvements, both air side and land side, are, also, planned and are described in the revised draft Environmental Assessment.

The Port Authority has received extensive public comments and input regarding this project, and that is reflected in the revised draft environmental assessment which is the focus of this public hearing. The Environmental Assessment document was first made available in March 2001 and was publicly advertised in the newspapers for public comment. The draft was revised to reflect current needs and to respond to comments received on the early draft.

The revised draft Environmental Assessment deals specifically with about 25 different environmental categories, including air quality, noise, water quality and others.

P-R-O-C-E-E-D-I-N-G-S

It was written in conformance with the National Environmental Policy Act of 1969, which is commonly known by the acronym NEPA, any airport operator, such as the Port Authority, that proposes a construction project meeting federal approval is required, under NEPA, to assess environmental impacts and provide the necessary mitigation if there are any adverse impacts associated with that particular project.

In this case, because a historic resource is involved, the revised draft Environmental Assessment also includes the required revised draft U.S. Department of Transportation 4F analysis.

For this proposed project, federal approval would come as an approval of the Port Authority airport layout plan and possibly the provision of federal funding.

The TWA Terminal, Terminal 5 was designed by Eero Saarinen in the late 1950s, and it was completed in 1962. In 1994, the New York City Landmarks Commission designated the main TWA Terminal building, two connector tubes and flight wing two a New York City landmark.

P-R-O-C-E-E-D-I-N-G-S

In addition, the Terminal 5 site has been deemed eligible for listing on the national and state registers of historic places by the New York State Historic Preservation Office.

As per the requirements of the National Historic Preservation Act, federal agencies are required to consider the impacts and the effects of their undertakings on historic sites. Pursuant to regulations implementing Section 106 of the Act, the Federal Aviation Administration, the Advisory Council for Historic Preservation, the Port Authority and the New York City State Historic Preservation Office have been involved in a consultation process to address the effects of redevelopment at the site on the historic property. In addition, eight entities have been identified as consulting parties to this Section 106 process.

To reiterate, the purpose of this meeting is to solicit public input and comment consistent with NEPA, the US Department of Transportation 4F analysis, as well as the regulations implementing Section 106 of the National Historic Preservation Act.

P-R-O-C-E-E-D-I-N-G-S

What I'd like to do now is explain the format that we have developed for this public hearing, and which we are going to repeat tonight at seven o'clock for those people who cannot make it this afternoon.

Following this introduction, Bob Davidson will be giving a presentation about the project. The presentation will include all aspects of this airline terminal redevelopment project.

After the presentation which will last about 30 minutes, you may adjourn to the room across the hall -- some of you may have already been in there briefly -- where we have set up work stations that deal with various aspects of the project. There will be Port Authority staff and/or consultant at each of the stations that you see in there where you can ask informal questions on any subject dealing specifically with this project.

There will, also, be an opportunity, during that break, for you to give individual statements for the record with the court reporter in another room, and I have already forgotten it,

P-R-O-C-E-E-D-I-N-G-S

Conference Room A, and if you would like to know where that is and you want to go in there, ask someone with one of these tags on and we will tell you where that is.

We will reconvene in this room, after enough time has lapsed for questions and answers in the room across the hall, and at that time public comments will be taken and recorded for the official record.

However, if you care to, and I'll ask you this in a moment, immediately following Mr. Davidson's presentation, you will be provided time, anywhere from three minutes, three to five minutes immediately after his presentation to make a public comment for the record in this room. As just mentioned, we have an additional opportunity to provide a public comment in the room when time is available after the question-and-answer session that will take place across the hall.

So, in effect, there are many ways to make public comments tonight. You can make a public comment after the presentation, or when we reconvene following the question-and-answer period, or in the other conference room where you

P-R-O-C-E-E-D-I-N-G-S

can give an individual comment to a court reporter.

At this public hearing, we are not entertaining any comments regarding any other development that's going on at this airport. This hearing concerns only the Terminal 5 and 6 redevelopment project.

The informal questions and/or answers from the workshop that we do across the hall will not be answered in writing in the draft final document that goes to the Federal Aviation Administration for review and decision. However, statements made for the record during this hearing, as well as written comments received during this hearing and during the public comment period on the revised draft Environmental Assessment, will be included in the final Environmental Assessment for public review.

We are going to limit time allowed for comments following the presentation, and when we reconvene back in this room, to around three minutes per person. We can go a little bit over, but we already have a number of speakers around. We want to make sure people have the opportunity

P-R-O-C-E-E-D-I-N-G-S

to speak. If you feel you need to exceed that time, you will be invited to complete your statement after everybody else has had a chance to have his or her turn so we're sure that everybody who wants to speak gets a chance to do so.

After that, if time permits, you can come back and conclude any remarks that you have. The time that we will come back to this room will depend on how many people have filled out a card, stating that they would like to speak at the meeting. I will try to judge and make an announcement at the workshop when we will be reconvening in this room.

And just to emphasize that written comments will be accepted. I want to make it clear that you can submit such comments until five o'clock on Wednesday, July 30th, 2003. Anything received after that will not be part of the public record. So that if you do want to send a letter of written comments, please get it to the following address by Wednesday, July 30, 2003 at five p.m. and that's the Port Authority of New York and New Jersey, The Aviation Department, 225 Park Avenue South, 9th floor, New

P-R-O-C-E-E-D-I-N-G-S

York, New York 10003, and attention a Mr. Edward Knoesel. It's the same name and address given in the hearing notice.

With that, and actually before I turn it over to Mr. Davidson -- well, why don't we do this, the presentation first and then decide if what we want to do is a breakout room or have public comments immediately following.

So let me turn it over to Mr. Davidson who will give a presentation on the Port Authority's plan to redevelop Terminals 5 and 6 at JFK.

MR. DAVIDSON: Thanks, Arnie.

Good afternoon, everybody. Many of you have probably seen this presentation before and we're going to go through it again, obviously, but I think one thing that you'll see, as we do go through this presentation, is that it remains consistent because we remain consistent in terms of how we have been approaching this project and, I believe, how we approach historic preservation within our facility site. So why don't we get going, Sheila.

Master plan goal. It's always been the

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same and that is to balance all of the issues, whether it is land site capacity, terminal capacity, air site capacity; all three obviously needing to work together, all of those revolve around a singular theme and that is customer service. And then, finally, how do we do all this by balancing historic -- the historic preservation issue through adaptive reuse.

You're looking at a project that was recently completed at Newark Airport and you can see, by the description there, this is an award-winning project but, more importantly, this demonstrates the Port Authority's commitment to historic preservation when it's appropriate and necessary.

If you are familiar with this project, I'm sure most of you are, in fact the man responsible for it is sitting in the audience, Richard Southwick. This building was the original administration building at Newark Airport, and we literally cut these building into three pieces and moved it across the airport to provide it with a new home and actually a similar function but in a new location. So when we see that the commitment

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is necessary, we will go to no limit to make it happen.

Presentation overview. It's basically divided into the five categories or six categories -- actually five that you see here. We are going to go right into the historic background component of it.

You're looking at Kennedy Airport at its beginning, the terminal city master plan as it began to evolve. You notice that most of the airline terminals aren't there, but you are beginning to see the first terminal in construction which was the original international arrivals building.

Now you're beginning to see the terminal evolve, and particularly the terminal that we will be talking about today, the TWA Terminal. This is Kennedy Airport around 2003, circa 2003, a new environment, new airline terminals, a new light rail system, the Air Train system well under construction, new roadway system, a very, very different airport precinct than it was back in the early '50s, late '60s.

What we are intending to do. We would

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like to reestablish, to the greatest extent possible, this image in a completely new arrangement. We would like to establish its land site approach similar to the approach that one saw back in the early '60s. We'd like to establish the look of this building, as you approach the terminal, as it appeared in the early '60s. We'd like to eliminate the accretions that have occurred over time because, almost from the very moment that this building opened, it needed to improve itself. It needed to improve its level of service. So by reviewing those accretions, we think we can achieve.

We would like to reestablish this air site image which, unfortunately, is not possible, as long as this building remains an active airline terminal.

We would like to liberate this building from the function that has been strangling it now for decades.

But first let's talk about customer service because that's really where this issue revolves.

Customer service fosters competition

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among the airlines. As you can see, the airport has evolved yet again. This is our latest aerial. We have new terminals at Terminal 1. We have the IAT recently opened, both functioning very well; as I mentioned before, Air Train about to open in the fall. We have the complete redevelopment of the British site. We have the American site well into construction.

Just in terms of passenger forecasting, there are two images. Let's go to the next one. As we can see, whether it's FAA's projection or the Port Authority's projection, we're about in the same place in terms of where we see this airport growing to in its maximum air passenger state.

But this site is a problem site for us right now. It's extremely unbalanced on its land site and its air site. Look at that air site relative to the air site that exists, as we know it to be today, and, clearly, there's an unbalance with respect to the amount of square footage required to run an active airline terminal.

If you look at the site, you see, as a combined 5/6 site, we are roughly carrying 750,000

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square feet of terminal space to accommodate that air site. Our proposed terminal doubles the size of square footage, basically because it requires it to balance the land site and air site along with the terminal environment.

What you're looking at here is a comparison between those two, both the future development and what currently existed, and I use the word "existed" because if you will notice there are no planes around the terminal because that terminal hasn't been functioning for well over a year.

What I would like to do now is quickly take you through a comparison between this site, particularly this terminal (indicating), the landmark in question, and the first new building that appeared on the airport in many decades, and that would be Terminal 1.

If we start at the land site approach, what you're seeing is clearly the state of all airline terminal development today. You see a dual level roadway arrangement, departures elevated, arrivals at grade.

If we go to TWA, TWA had been

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functioning with all of its roadway arrangement at grade, both arrivals and departures. This is what you typically see at a departure frontage, not only is it a generous 25-feet deep, but it's, also, completely weather protected. This is what was happening at TWA as it ended its life as an airline terminal recently.

This is the departures hall at Terminal 1. As you can see it's sized to accommodate large numbers of passengers. This is what was occurring at TWA towards the end and really throughout -- almost throughout its life. What you're looking at here are the queue lines going to the departures, ticketing areas as they criss-cross with each other right in front of the main entrance to the building. And I might add that all of these photographs were taken pre 9/11.

Here's the concourse view, Terminal 1. This is what was happening at TWA. That's a connector view, which didn't meet ADA, by the way, and became extremely congested with a very few amount of people. And if you also factor in that the domestic wing was carrying in-board and out-board, or arriving and departing passengers

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through the same connector tubes, that's another issue.

Here's the typical gate position at Terminal 1 and the flight wing at TWA. Clearly undersized to deal with what it had to deal with.

If you go to the ramp site operations what typically happens is that all of those operations are completely integrated with the fingers or concourses coming out of the terminal. There's a typical ramp site operation with respect to baggage. If you go inside, all of this is completely integrated with the rest of the ramp site function.

This is what had to happen at TWA over time. What you're looking at here is a building that had to be constructed on its air site in order to accommodate the sizes of planes and just the overall passenger volumes that occurred throughout the decades as it ended its life.

You also had conveyance systems moving on the air site because there was no place to put them on the ramp site or within the building environment.

If we go to the arrival site of the

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equation, this is what the arrivals hall of Terminal 1 looks like. As you can see, this is how the meeters and greeters, as they are called, waited for their passengers to come out of the customs hall.

This is what was happening at TWA. This was the meeter and greeter hall at TWA. This was the baggage collection, at least at one point at TWA, and if you will notice the gentleman standing there, he was there for two reasons: One, to not only act as the security guard but, also, to make sure that if a bag fell off the belt, that he could be there to pick it up.

That arrivals hall spilled out to the land site of the terminal building. And as you can see, that became extremely congested with meeters and greeters waiting for their passengers to come off their plane. That function was occurring right here (indicating). That function is also the departures pick-up -- excuse me, the departures drop-off zone. So all this was happening within this zone.

If you go out to the arrivals frontage at Terminal 1, what you're looking at, aside from

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the significant number of lanes and its complete weather protection because it sits underneath the departures, the elevated departures roadway, the deep sidewalk, and you can see the length and configurations.

What was happening at TWA is, as passengers came out, they needed to cross over to a secondary frontage zone because it was all at grade and that's where the arrivals pick up zone occurred. And as you can see, it was extremely congested.

Another issue which has really now come into focus, as we all know, after 9/11, and that is security. Just a brief encapsulation of what might have occurred at this building. If we would have chosen to put the security check points which are significantly larger than they used to be at the throats of the connectors, we would have eaten up the space in the main waiting area. Similarly to the way space was eaten up in the ticketing zones.

If we would have chosen to put the security check point at the end of the connectors, we would have been faced with this. So that would

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have been an enormous issue to tackle, if this building were still active and functioning.

So what it all came down to us for customer service and the ability for us to achieve our goals within the T-5/T-6 site.

Let's go right to the master plan proposal. Basically it's comprised of four different pieces: Of scope, terminal development, the roadway improvements, structural parking, as I already mentioned, and the air site improvements.

When we first undertook this effort, the primary issue was to see if we could construct a terminal on the air site of the landmark that would work as a functioning terminal in terms of balance, whether it would be a roadway network, the actual terminal itself, or the gate positions leading all the way back to that maximized air site zone.

We had not considered at that point how to deal with the landmark issue. But we wanted to go back and look at it very carefully, and we did.

First thing we did was look at the function. And what we realized, in a very simplistic way, was that the connector tubes

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provided the physical link between the land site building and the air site flight wing.

In a simple diagram, this is what that looked like. This being the signature structure that people are most familiar with, the connector tube; and, as you can see, it elevates slightly to arrive at either one of the flight wings.

But the spirit is what we were looking to achieve. Could we make that work in its new development? And what you're looking at here is a response to that idea. If we could physically link the signature structure -- retain the connector tubes and physically link those connector tubes to a new terminal environment, we would essentially be providing the same function although the signature structure would have a new life.

And, as you can see, in its overall arrangement, we would use those connector tubes to connect up between the existing landmark and the new terminal environment.

How would we do that? We looked at Terminal 1 and we saw that the roadways were typically stacked one on top of the other. What

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we propose to do, and there is a significant expense to do this, is unstack the roadway network so that we can retain the full length of the connector tube and physically engage both buildings.

As you can see, that would allow us to retain the function that was there before within its new environment. Now when that happens, clearly the air site of the existing landmark becomes a different environment.

And what we found intriguing, and we find to be a positive about this, is that this now becomes the public realm. As far as that plaza goes, we would be depressing the roadway environment to achieve the clearances under the connector tubes that are required to move not only emergency vehicles to the site but, also, HOVs, high occupancy vehicles, to the site as well.

Now the way we would be doing that, by depressing this roadway network, we would achieving or we would not be impacting at all the structure that holds up the connector tubes. And by depressing that roadway and appearing to elevate that plaza, we are creating a different

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kind of public realm and one that we think can work very successfully with whatever the new environment or function or operation that happens to occur within the landmark. We would be reestablishing views.

Now I know that one of the issues is that those views may not be out to an air site, but those views aren't out to the air site today, if you walk out to that ramp site.

There are building blocking those views as we sit here. But we think reestablishing views within the public realm, not only from the interior out to what used to be its air site, but also to views such as this which were never part of the public realm and could be. Views such as this that would make a new kind of experience for this terminal.

International theme, always part of this airport, the probably the most renowned international airport. We think that theme could be carried through as an idea into that plaza in some fashion.

TWA was one of the first international carriers. All of those destinations could be

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represented somehow within this active new vibrant plaza.

As far as the land site is concerned, as we have seen, throughout this presentation, as accretions occurred more frontage was required, more activity was demanded. By eliminating the airline function, we could return the land site of this building to in a similar fashion to the way it appeared when it was first constructed and opened.

We could get back as close as possible to this view. Or to this view. Now this is a perspective that also illustrates how sensitive we intend to be with respect to the terminal as it relates to the landmark.

We look to be creating the lowest profile new facility that we can possibly create so that land site approach and the view of the signature structure remains intact.

As far as accessibility goes, sometime in the fall Air Train will open. When we were at the last public hearing, we were two years away from Air Train. It almost seemed unreal. Well, it's very much a reality today, and not only will

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you be able to access this new facility from off airport, but also from anywhere within the airport. And clearly by establishing the new terminal, we would be approaching or improving, I should say, all of the land site approaches to that new facility, balancing its land site, balancing the terminal and balancing the air site operations.

In terms of the direct movements, the passenger or pedestrian paths of travel, this graphic simply indicates that there will be many ways to approach this terminal building, and it's all about choices, as far as we're concerned. Whether you're coming from the new structure where you will be able to cross over the connector tubes into the signature landmark or from the arrivals level where you will be able to cross onto the plaza and then we will, within that study, for its new life, looking to create entrances into the terminal from the public realm within the plaza.

There's the Air Train circulation, as we suggested. There's, also, the new parking structure which is on the land side of the Air Train guideway, and you will see that view in a

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moment, but there will also be places to cross from the Air Train station into the terminal building both at grade and -- you have to excuse me, but my pointer has died -- not only elevated but also at grade. So there will be many ways to approach this building.

This is a view hovering over the signature landmark, and you're looking at the new land site approach. The Air Train station to the right, the garage beyond the Air Train guideway which, at this stage of the game, is the defining edge of the land site of this site.

Here's an eye level view of what this could all look like.

And just to summarize a little bit, we all know that airline terminals are destination services. Aside from the price of a ticket, people go to the terminals that they think will provide them with the best level of customer service. That can no longer occur in the TWA Terminal. As I mentioned before, we hope to and we believe we will and cannot only restore the signature structure, but retain the connector tubes as an overall part of the diagram.

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And we will also, what does this one say, we will achieve roadway capacity in the new terminal, but we could never achieve it in the existing landmark, and that's one of the reasons why we're moving forward with this master plan.

In its new airport-related operation, as I mentioned before, it would be accessible from all aspects or sites within the airport and off the airport through Air Train and our roadway network. And this, we think, will allow this landmark to have an active and vibrant new life and hopefully become the centerpiece or one of the centerpieces of JFK. Not only as in terms of its landmark status, but its ability to unite the past and the future.

Now in terms of our preservation plan, the reuse possibilities have been explored in a peripheral way. One that we've seem to focus in on is the possibility of that terminal becoming a conference center. And here's just a series of diagrams that represent feasibility, and feasibility only, with respect to this building and an adaptive reuse strategy.

If you were to create the conference

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facilities, we would restore all of the public spaces, use all of the backup to house spaces to provide the physical conference functions. We would have an exhibit area which is part of the preservation process that we're going through.

And as we move up to the second level, we would, again, restore those public spaces and take advantage of whatever zones that would be available for back-of-the-house operations.

So this is actually the past, even though this was several years ago. This is our goal, to get closer to this. Similarly, on the air side, what's past could become all the way back to restoration and adaptive reuse providing a way, I guess I should say, to put this building in its best light.

Accretions that blocked very, very key views would be removed. Views out to the air site would be reestablished. And as far as our 106 process as Arnie mentioned in the NEPA status, we're still in the process. That's why we're all here. And as far as NEPA status is concerned, we have a revised draft at the ESDA, which is another reason we are here, and our comment period closes

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July 30th.

And that concludes the presentation. Thank you.

Mr. BLOCH: Thank you, Bob.

What I wanted to do now is give you the option of either continuing now and have you come up and give comments, or to take a break and go out into the workshop area across from this hall for up to a half hour or less and just have informal question-and-answer comments, and then we would reconvene and give you the opportunity to speak.

So let me just do it by a show of hands. Who would feel they want to make a comment right now and not go to the workshop? A number of people would like to do that. So I think that we will do that. And then when we finish that, we can still have time, perhaps, to do a breakout workshop.

Let me get the first cards and we will start calling you up. I will call your name, but if I could ask you, when you get up here, to give your name and any organization that you do represent, that would be very helpful.

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We'd like to ask you to keep it to about three minutes. I will be he sitting here with a watch, but if you're just about finishing up, we will let you go. Again, if you would like to have a longer presentation, maybe you can let us know and we will bring you back after everybody has an opportunity to speak.

Why don't we start with Frank Sanchis -- if I misspelled it, mispronounced it, I apologize -- from Municipal Arts Society.

MR. SANCHIS: I wasn't expecting the opportunity to address you all quite in this way.

I don't know if you saw the New York Times this morning, but there was an article in it about the conservation of Michelangelo's David statue in Florence, and it struck me that in many ways this building is to aviation architecture what David is to sculpture. It's an icon of it. There is nothing like it. There never will be anything like it.

So all of the discussion and the thought that is being given to this building, it richly deserves.

I want to say that the Municipal Arts

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Society is planning to submit extensive point-by-point comments on the commentary that the Port Authority made and the environmental impact statement on our proposed scheme. And for those of you who are not familiar with it, the Municipal Arts Society has developed an alternative scheme which preserves the TWA Terminal in its entirety and which we believe renders it entirely functional for continuing aviation use.

We very much appreciate all of the work that the Port Authority has put into this and all of the other agencies, but I want to say that the Municipal Arts Society continues respectfully to thoroughly disagree with the conclusions that have been received. PH 1a

I want to mention three points, in particular, and those will be expanded upon in our written comments.

The first point is that we don't think that the goal of finding of feasible and prudent alternative which preserves the TWA Terminal has been reached. We feel this for four reasons. PH 1b

We think that the plan still continues -- Bob mentioned the consistent

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approach. We agree there has been a very consistent approach by the Port, but we don't think there has been open-minded enough. It still calls for demolishing the terminal satellite flight wings. These were completely innovative parts of this terminal. This is not a building that will live or survive without all of its parts. And the way to preserve it is not to dismember it. PH 1b

We believe that the proposal includes a massive new structure that is going to overwhelm the TWA Terminal, and you will never understand its original context and how its design was so integral to its function as a terminal. PH 1c

We think that the design abandons the terminal by cutting it off from the airfield. Without a viable use, a conference center may be a use. There are very few other uses that have really been suggested and that's far from decided for this major building. PH 1d

And we think that the final -- that the proposal does not provide adequate access to the terminal for the public. If it's used for something other than aviation, it's questionable PH 1e

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how much it will be used, and we think the future of this building is threatened if it does not continue to be a place where you go to get on an airline because it will be a secondary use. PH 1e

The second point is that we feel that the alternatives as stated in the environmental impact statement have not been thoroughly analyzed or refined.

We have proposed an alternative. We are a non-profit organization. We are not the Port Authority. We don't have the resources of the Port Authority. We propose the conceptual alternative, thanks to the generosity of a pro bono consultant and his team who did it for nothing, it's a concept. It is not a worked-out alternative. It is not refined. PH 1f

The purpose of our submitting it was to try to get the Port to refine it, to work on it, to approach it with a positive point of view and to figure out how this could work, because we thoroughly do believe it works as opposed to figuring out why it doesn't work. So we do not agree that these proposals have been refined and that based on that refinement, that you can judge

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something inadequate. Our proposal has not been refined and studied enough to be found to be inadequate. PH 1f

We also think that from the outset the process has been prejudiced against the preservation of this terminal because the solicitation of interest that was put out by the Port Authority was put out with the preconception that this building would be adaptive use, not used for its original function, and it was also put out with the conclusion the flight wings would be removed. PH 1g

So there was not an opportunity for anyone to respond to that solicitation of interest with a scheme that would take off on the idea that you might want to preserve the whole terminal. Nevertheless, we are aware, and we had to use the Freedom of Information Act to find this out, that one of the proposals that was submitted back in response to the solicitation of interest, in fact, was to continue the TWA Terminal in airline use. But it was predisposed against it, and we feel that was inappropriate, and we feel a solicitation of interest should be made for keeping it in

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airline use and keeping all of its parts and see what comes back. PH 1g

Finally, I would like to say, just to keep this short, that we do plan to submit a detailed response on the 30th. PH 1h We are convinced that the conceptual scheme that we propose works. We are convinced that you can preserve this terminal in its entirety and make it functional for current airline use. PH 1i We are not suggesting that the way that it was being used at the end of this life, as Bob put it, was appropriate in any way. That the accretions that went on it were any good. We certainly applaud the idea of restoring it, but we believe it can be restored, expanded and reworked so it can be a modern, functional terminal going forward, and that is what's in the best interests for the public, and that that is the idea of going through a 106 procedure to preserve buildings like this, unmistakable, this remarkable, this unrepeatable landmark. PH 1j

Thank you very much.

MR. BLOCH: If I could ask you to turn your phones on to vibrate or off, to honor those that are speaking.

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Also, when you come up, please tell us your name and your organization, and if I butchered your name, tell me that as well.

MR. SANCHIS: I'm Frank Sanchis. I'm the Executive Director of the Municipal Arts Society of New York.

MR. BLOCH: Next speaker is Patty Noonan.

MS. NOONAN: Hi, my name is Patty Noonan. I'm the Vice President at the Partnership For New York City. The Partnership For New York City, representing the leadership of the City's business community, supports the plan of the Port Authority of New York-New Jersey to develop a new Terminal 5 at John F. Kennedy International Airport.

The redevelopment of Terminal 5 site is part of the overall master plan that will provide new and expanded facilities for Jet Blue areas and other airlines as well.

Although the Port Authority's plan calls for preserving the vast majority of the percentage of the landmark TWA Terminal building and connecting structures designed by Eero

PH 2a

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Saarinen, some groups are interested that the buildings not only be preserved but their original uses maintained.

This strikes us as an impractical position, given that air travel has changed significantly since the TWA Terminal was built in 1962. The needs of today's passengers and the volume of projected activity and the constraints of post 9/11 security procedures are inconsistent with the size and layout of the original terminal. PH2a

Opposition plans fail to take into account post-September 11th security concerns and regulations. For example, current Transportation Security Administration, the TSA guidelines for checkpoint security, require large area that could not be housed in this current terminal. PH2b

Some groups such as the Municipal Arts Society, with whom we have agreed on other things in the past, call for underground development as a way to enlarge the capacity of the existing terminal. This would require below grade and below water table excavation and structural work. This would be expensive, time consuming and would necessitate relocation of all utilities in the PH2c

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area.

The MSA plan would also require passengers to make several changes in levels and walk long distances with limited opportunity for moving walkways. The plan indicates no readily apparent solution for meeting the Americans With Disabilities Act requirements which the current terminal is not compatible with.

PH 2c

The existing terminal and alternative plans proposed by MSA and some other groups would also not provide adequate roadway, curbside, weather protection or queuing space at the departure level that could handle the capacity of the proposed number of gates.

And, finally, the proposed baggage system would require significant and costly tunnel construction to handle arriving baggage.

The Port Authority estimates that opposition to its own development plan has caused delay of more than one year in construction of a new facility that will improve air service at JFK.

We feel that in order for New York City to maintain its position of a global center of commerce and culture, our airports must match

PH 2d

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those that business and leisure travelers have come to expect from other world cities.

The Port Authority should be commended for saving this important architectural achievement, while accommodating the transportation needs of New York City in the 21st Century. The Partnership For New York City supports the Port Authority's plan for redevelopment. PH2d

Thank you for the opportunity to speak this afternoon.

MR. BLOCH: Thank you. I want to reiterate that if you had written comments or letter or anything written, testimony that you're giving today, you can feel free to give it to any one of the people who are wearing one of these. Ted Knoesel, in particular, might be most willing to collect that. But see any one of us and we will happy to take it from you.

Our next speaker is Richard Smyth.

MR. SMYTH: Hello. My name is Richard Smyth. I'm the Vice President of Redevelopment for Jet Blue Airways.

We brought in a statement today in the PH3a

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form of a letter, which we left with Ted at the front table. PH3a

About three years ago, Jet Blue Airways started flying out of Terminal 6 at JFK with one aircraft, a fleet of one. Today we have a fleet of about 43 aircraft, and we're occupying 10 gates out of the 13 gates in Terminal 6 and flying about 75 flights a day out of JFK.

JFK has been very successful for us. We like it here. We like it in New York. We're a hometown airline. We are the only airline that is based and headquartered in New York City, and we want to stay here, and we want to grow here. PH3b

If anyone has followed press releases recently, we have significant commitments for aircraft orders. And we expect to be, by the end of the decade, to about 250 aircraft and probably close to 300 by the year 2011. So a significant growth from the 43 aircraft we have today.

Our 75 flights a day at JFK we would like to grow to over 200 and perhaps closer to 225 flights a day.

We expect where we are today, we will grow out of Terminal 6, we will occupy all 13

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gates soon; and we, within the next two years, expect that we will be outgrowing what Terminal 6 has to provide us. So we're faced with a decision right now.

We have to factor in the time it takes to plan and develop new facilities and we would like that to happen here.

We have looked at previous plans that the Port Authority has shared with us for development at the site. We feel the only area that is viable for us to grow is in the Terminal 5/6 area, in particular the Terminal 5. And we have looked at those facilities and they just didn't suit our needs. PH 3c

Our success here for Jet Blue has been our ability to maintain low fares and keep our service levels high, and we do that with a very high efficient operation. Our aeronautical movements are very important to us. Quick turns, very efficient operation, both inside the terminal, outside the terminal, in terms of roadways, getting our customers to and from the building.

We feel very strongly that we do see PH 3d

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the historical importance of the Saarinen building, and we think the Port Authority's plan, as Mr. Davidson presents, establishes that balance between what today's airline in today's market, in particular post 9/11, needs today and particularly an airline such as Jet Blue that relies on an efficient operation; and we think tied into the Saarinen building will provide that balance of today's airline with the history and historic significance of the Saarinen building. So we are in support of plan presented today. PH3d

Thank you.

MR. BLOCH: Thank you.

Our next speaker is Hal Hays.

MR. HAYS: Hello. I'm Hal Hayes. I am an architect and airport planner, and I am a consultant to the Municipal Arts Society.

First, I just wanted to start by saying that I'm very encouraged to see the Port's response in the most recent iteration of their plan. It was the first serious response we have seen in regards to our concept, and we're hopeful it could be the beginning of a dialogue that will lead to a better plan that we will all be happy PH3e

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with.

To that end, the first thing that we do need is, we do still need some more information so that we can be fully comparable to the Port plan. We're looking for some basic program data and planning criteria that the Port scheme is based upon so that we will be able to adhere more closely to their guidelines. PH 3f

Second, I'd like to say to Bob's comparison of Newark and the original terminal salvation there and what the proposal is at T-5. That the Port's heart is certainly in the right place, however, I think that the significance of the building at Newark is far less than the significance of T-5 and it requires a commensurately greater commitment to reuse. PH 3g

A better example, I would think, is Dulles where the Metropolitan Washington Airport's Authority went to great length and great expense to reuse actually another Saarinen terminal that is of similar quality to the TWA Terminal. PH 3h

Third, I also wanted to address the imbalance of air site and land site capacity. Certainly anyone can look at the plan of the PH 3i

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terminal, the central terminal area and see the land site is much smaller on the T-5/6 site than the air site, and one of the other alternatives that we proposed, which is certainly a feasible alternative, although it is indicated in the analysis that it is not, which is the Municipal Arts Society's alternative two which is the Port's alternative 10 which shifts a significant amount of air site capacity to Terminal 4 which has surplus land site capacity. We feel that alternative is also worth additional study. PH3i

Four, I would also like to say that the analyses that the Port has prepared have shown some very interesting early findings, and we would like to see those analyses made on a side-by-side basis. It was done so for walking distances only, however, those were just a simple gross analyses of walking distances.

We would like to see those studied in a weighted average so we're actually looking at where passengers in larger aircraft are walking and what overall passenger walking distances are by the average. We have calculated those distances and find our scheme to be comparable to PH3j

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the Port's schemes in terms of the average passenger walking distance.

This is not the case, however, when you take into account the distance to the Air Train and parking which also provides access to the rental car in the City where the walking distances on the Port scheme are actually greater.

Other side-by-side analyses, the jet blast is something we would certainly like to see a comparable analysis of. There seem to be a number of potential problem areas in the Port's scheme, as the one that you identified in ours, and that's something that's certainly worthy of further study.

PH3j

Also on the side-by-side analysis, the phasing and economic feasibility, actually you've gotten much further along with the study of phasing of our concept than we have, however, we are glad to see it was as viable as it appears from your analysis. However, we would like to see the phasing analysis of the Port Authority's scheme side-by-side.

It would certainly seem that the great bulk of the Port Authority's scheme which is the

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large international processor for large-scale heavy-gauge aircraft in the international market must be built first before the narrow-body Jet Blue operation which seems to be concentrated on the Terminal 6 site can be completed.

So we're very interested to see how that project could be phased and how Jet Blue would move during those phases and how many moves they would be required to have. PH3k

Finally, I just want to thank you for your constructive criticism. It was very effective and comprehensive value planning exercise which all large terminal projects must go through before they are defined to be an ideal solution. PH3l

Thank you.

MR. BLOCH: Thank you.

Our next speaker is Bill Huisman.

MR. HUISMAN: Good afternoon. My name is Bill Huisman and I am currently the Director of the Aviation Development Council based right here in Whitestone, Queens.

The Aviation Development Council, acronym ADC, is a bridge organization between the

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regional aviation industry and the community it serves. We act as liaison group between the aviation community and the local businesses and neighborhoods served by La Guardia, Kennedy, Newark and Teterboro airports. We focus on business opportunities for local businesses and quality of life issues in the neighborhoods served by our areas four metropolitan airports.

I am here today to support the Port Authority's plan for making the historic Terminal 5 building at JFK, with some modifications, the centerpiece of its redevelopment of JFK International Airport.

In our opinion this compromise plan enables the Port Authority to preserve a vast majority of the historic portions of the Saarinen building satisfying many people in the community that want to maintain the heritage of New York's architectural history while allowing JFK airport to evolve into one of the world's finest international airports in the 21st century.

PH 4a

As many you in this room today are certainly aware, the aviation industry in Queens County, which of course would include both La

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Guardia and Kennedy airports, which is one of the county's largest industry sectors accounting for over 33,000 jobs. This fact makes the continued success of the industry sector, with its tens of thousands of jobs and its value as a tremendous source of regional revenue, of primary importance not only to the County of Queens but to the surrounding New York metropolitan area.

Therefore, it is imperative for us to find a path that will not only guarantee the historic preservation of some of our region's important buildings, but will also guarantee that our region will have a viable and economically sound future.

Keeping this ~~treatment~~ premise in mind, we believe that the Port Authority's plan for Terminal 5 at JFK will do just that. It will strike a balanced approach between preserving a significant example of our areas's historic architecture, while permitting JFK International airport to develop into a world class facility for the future travel needs and economic needs of this region.

PH 4b

The Port Authority has briefed ADC on

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its plans for redeveloping Terminal 5 here at Kennedy, and it appears to us that the plan reaches an effective compromise between the desire to preserve and the need to progress.

We agree that the current deficiencies of the existing terminal building which include the lack of appropriate space for federally-mandated security screening equipment, the insufficient availability of curbside frontage, the inability to accommodate new technology aircraft on the air site portion of the building and the significant reduction of overall passenger space, resulting from the need to comply with current ADA standards, make the agency's plan to readapt, renovate and redevelop the building both appropriate and necessary.

PH 4c

We believe that the Port Authority plan for the adaptive reuse of Terminal 5 will permit preservation and progress to reside side-by-side. Since the current building cannot possibly provide today's aviation businesses and customers with an efficient, effective and customer-friendly facility, the construction of a brand new state-of-the-art terminal facility behind the

PH 4d

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historically-preserved major portion of the original TWA Terminal building can represent a concrete and creative compromise between preservation and progress.

PH 4d

Furthermore, we argue that the Port Authority already has a good history of balancing preservation with progress, examples of which you have seen already here in one presentation, which are the effective balance seen in the preservation successes at Building 1 at New York Liberty International and, additionally, at the Marine Air Terminal at La Guardia Airport which is currently going through a thorough preservation right at this moment.

PH 4e

Taking into further consideration the tremendous economic burdens now facing the aviation industry, as a result of 9/11, the downturn of the global economy, the results of the Iran war and SARS, we believe that the current plan to preserve and restore most of Terminal 5, while making it a centerpiece of an imperative redevelopment of JFK International Airport, will help to ensure that the New York region will remain a safe haven for both historic preservation

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and innovative progress.

In closing, we urge this committee to accept the Port Authority's plan for the adaptive reuse and redevelopment of JFK Terminal 5, and our position is that this plan will help the New York region to secure the future of one of its most important industry sectors, namely the air transportation, by approving this much needed redevelopment of the JFK, thus promoting the industry's growth and yet preserving much of the unique historic associated with the original TWA Terminal 5. PH 4f

Thank you very much for your time.

MR. BLOCH: Thank you. Next speaker is Jane Merkle.

MS. MERKLE: My name is Jane Merkle. I'm an art historian and architecture critic.

I first became aware of architecture specifically Eero Saarinen as a college freshman in order to get to my college, which was in Boston, from my home, which is was a national city, I had to come through the TWA Terminal. You couldn't take a direct flight from Cincinnati to Boston in those days. So that was one of the

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first things I encountered.

And then I spent a lot of time in those years at MIT's Kresge's Auditorium, which Eero Saarinen also designed and little bit of time at the MIT chapel. It was really because of the influences of those buildings that I became an art historian. So even though I was English major, I went to graduate school in art history and became a critic particular and a professor of art history.

Last year I stopped being an editor and a critic to work on a book for Phaidon Press on Eero Saarinen. I thought he was important enough to devote several of years of my life to.

I still do a little built of free-lance work and, in the process of that, I have talked to dozens, probably hundreds, of architects; and, for one reason another, the book comes up and every one of them says to me, this architect was the key figure in my work. This is the key person. And one of the reasons he is a key is because every work is different and every work is different because the works evolves out of his premise, its function.

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I am here today to urge you to explore every possible way to keep the TWA Terminal in operation for passengers, not solely in and of by itself, but you have a plan now, a really intelligent plan that I think is really worth exploring further. PH 5a

Its purpose and its image are all one thing. They aren't separate things. You can't take it away. It isn't the TWA Terminal anymore, if it's over there. This is not just a piece of concrete that lends itself to business as usual in the backyard.

What it has to offer is not usual. I'm certain that the people at Jet Blue and the people at the Port Authority, with this kind of plan, you guys are really bright people and you're innovative, and I can't believe that you can't do better than what you're suggesting to do here for this amazing building.

You're talking about customer service and wanting to bring people to this region and wanting to give something special when they come to New York. All over the world today people are building very important buildings, specifically to

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draw people there. You know the story of Frank Gehry's museum in Bilbao, you know the story of Calatrava, Santiago Calatrava's railroad station. In the first one, at least, in Lisbon. The Herzog and deMeuron's Prada store in Tokyo, $85 million in order to sell shoes. This is how people get people places these days. Renzo Piano's Kansai International Airport in Osaka.

We have a masterpiece of that caliber right here, and it's one that has a history. It can't be duplicated. Everybody else is running around trying to get Frank Gehry to come and Calatrava, you can't get a moment today -- we cannot build an airport with the character of this today because that building represents a moment when flight was an adventure, when flight was exciting, when flight was not just the every-day horrible thing that were we all have to endure.

It's already here. It seems to me that it would be insane to destroy it. It really is worth working a little bit harder to take this plan which gives you something you didn't have two years ago, to push a little bit farther to preserve the one thing that we really do have that

PH 5b

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no other airport in the world has.

MR. BLOCH: Thank you.

Our next speaker is Dolores Hoffman.

MS. HOFFMAN: Good afternoon. My name is Dolores Hoffman, and I'm the Program Manager of the Queens Air Services Development Office. Our acronym is ASDO and we are located at Building 80 right here at JFK International Airport.

ASDO is a nonprofit organization designed to match the aviation purchasing needs of Kennedy and La Guardia Airports with Queens-based businesses. In doing so, the program promotes economic development for the local community surrounding both airports. The aviation industry at these airports contributes almost $30 billion in economic activity to the region annually.

I thought it was very important to be here today to make this statement as what happens at this airport directly impacts the surrounding community.

I started working for Pan American World Airways here at Kennedy Airport in 1966, and I can't imagine the airport without the Saarinen terminal with its soaring, graceful, gold

P-R-O-C-E-E-D-I-N-G-S

wing shell.

However, Terminal 5, as it stands today, just doesn't function. It was designed in 1962 to accommodate much smaller aircraft. The terminal, as designed, is inadequate to meet present and future projected passenger demands. We must accommodate the growing aviation industry.

PH 6a

Terminal 5 is not being threatened by neglect, insufficient funds, inappropriate development or insensitive public policy, like many other historic buildings that have been landmarked. The Port Authority of New York and New Jersey's proposed project addresses the needs of the airport while also achieving historic preservation goals.

PH 6b

Millions of dollars will be invested in saving and refurbishing the head house. The main portions of the terminal will be preserved forever. Air site capabilities, however, are defunct. The existing terminal's design is unable to handle the current fleet mix. Present security standards for passenger and baggage screening are radically different than those just a few years ago, let alone 40 years ago.

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None of the 70-plus airlines have shown an interest in using Terminal 5, since it was decommissioned one and a half years ago. Although in some cases these same very same airlines have expressed interest in seeking additional terminal space. This further demonstrates just how obsolete Terminal 5 is as a working terminal. This is especially sad, since Eero Saarinen himself designed it to be specific for its use.

PH 6c

The Port Authority of New York and New Jersey have come were you present a plan to reuse this area and make it functional again. The contract and jobs that this project will create will play a part in bringing back the economy in this community.

New York City and the rest of the metropolitan area will have an airport that provides a level of service on par with the best airports in the world.

In closing, you urge your approval of the Port Authority's proposed changes to Terminal 5. Without these changes Terminal 5 will be a defunct historical landmark and, with them, a functioning historical landmark. Thank you.

PH 6d

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MR. BLOCH: The next speaker is Betty Braton.

MS. BRATON: Good afternoon. My name is Betty Braton, and I am the Chairperson of Queens Community Board Number 10. Our community board abuts the airport on the west and abuts the Air Train on the Van Wyck Expressway.

The airport is important to us for a number of reasons. It is our neighbor, it is a source of jobs for many members of our community, and it's a source of revenue for many businesses in our community. The airport can also be a source of agitation due to airport noise in hours of operation.

Community Board 10 has a very healthy working relationship with the airport operator Port Authority New York-New Jersey. We are in agreement with them that the intensive redevelopment effort is necessary and must continue to make JFK a world class facility, particularly in light of the deleterious impacts the terrorist acts of 9/11 have had on the airline industry on which many in our community depend for their livelihood.

PH 7a

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We concur with them that we want to see the airport serve more people on less flights which will serve to lessen its negative impacts on our community. There is a mutual desire to see the local community receive benefits from the airport.

PH 7b

The Port Authority has briefed the JFK subcommittee of my board of the proposed plans for Terminal 5, and it did so prior to the 2001 hearing and has kept us informed since then. There is general consensus that, while the Eero Saarinen TWA Terminal may very well be an icon of the airport, its usefulness as a terminal has long since passed. It lacks the amenities that are necessary that are necessary for today's traveling public. It doesn't meet the requirements of the Americans With Disabilities Act. It's an unwelcome space for visitors to our city. The flight wings were built to accommodate a different era of plane, namely smaller ones that are noisy that we want to see gone.

PH 7c

We have been provided with a great deal of detail and analysis about the development of the design. The approach is the signature of the

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agency, and it is one from which I believe we all benefit. The proposed changes strike a fair balance in our opinion in paying proper homage to a significant piece of architecture while also properly serving the traveling public. The new terminal will join Terminals 1, 4 and 8 in pronouncing the new era at JFK. PH7d

We look forward to working with all involved as new redevelopment progresses, and we fully support the presentation as presented by the Port Authority.

Thank you.

MR. BLOCH: Thank you.

Our next speaker is Donna Gilmartin.

MS. GILMARTIN: Hello, my name is Donna Gilmartin. I am the President of the Locust Grove Civic Association in South Ozone Park. I am also a member of Community Board 10.

I do have a statement to submit. You have heard most of what's in here already. We had worked with the Port Authority over the past few years. They have proven to us that they are sensitive to our community's needs, and we here to totally support their redevelopment of this PH8a PH8b

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terminal so that JFK can be a viable productive international airport as it should be.

Thank you.

MR. BLOCH: Our last speaker is so far is Seri Worden.

MS. WARDEN: Hi, my name is Seri Worden and I am here on behalf of DOCOMOMO US which stands for the Documentation and Conservation of the Modern Movement.

The master plan for sites five and six at JFK Airport was developed several years ago and since that time has been the subject of several public hearings. Pursuant to both Section 106 and now 4F. The particular sites include the world renowned TWA Terminal designed by Eero Saarinen and the former National Airlines Terminal, the so-called Sundrome, by the internationally known architect I.M. Pei.

Despite vigorous objections from many worldwide, the plan from its very beginning has called for the complete demolition of the National Airlines Terminal and demolition of sections of the TWA Terminal. Instead, a new 750,000 square feet terminal proposed on the site with tenuous

PH 9a

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connections to the TWA Terminal and, as yet, undetermined tenants from a changing, shrinking and financially troubled airline industry.

Subsequent to the issuance of the master plan and series of public hearings, the various consulting parties, including DOCOMOMO US, has convened under Section 106 discussed the current scheme, various alternatives issued by the Municipal Arts Society and draft text Memorandi of Agreement.

Reviewing the current amendments, we would like to offer the following comments and objections, many of which remain the same as offered earlier and which are in two parts. Comments on the master plan as it and comments on the alternatives developed by the Municipal Arts Society.

The master plan as is, first comment, the TWA Terminal is separated from the field thereby eliminating the quintessential features of the original design.

Second, sections of the tubes and the lounges are demolished and the building s tenuously and arbitrarily connected to the new

PH 9b

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terminal without any clear use or relevancy.

No active provisions are made for the preservation of the building and the responsibility is entirely left to an unidentified private developer who will have to identify its use, proper or not, and have complete responsibility for the proper restoration of the TWA Terminal; an unlikely proposition in this weak economy. PH 9c

Four, the requirements and earlier Memorandi of Agreement were vague and sufficiently open-ended to offer little or no assurance that any responsible restoration and adaptive use will take place in the future and will not be subject to political expediency. PH 9d

Five, the TWA Terminal is, as a result, to be left empty and unused for years and subject to the hazards so common in New York City with only minimal maintenance provided for. PH 9e

Six, the National Airlines Terminal, a currently functioning terminal, is scheduled for complete demolition without any discussion, regardless of its architectural merit and the significance of its architect, I.M. Pei. PH 9f

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And the Municipal Arts Society alternatives.

One, criteria stated for the preparation of the master plan were developed prior to 9/11. Significant changes in the size and operation of the airline industry have taken place since then and are not reflected in any form in the current master plan. PH9g

Two, more troublesome, the alternatives developed by consultants to the Municipal Arts Society are dismissed using the very same outdated criteria. PH9h

Three the Municipal Arts Society's alternatives, prepared as a suggestion as to what different options may look like, are dismissed out of hand without any further exploration. Expecting these alternatives to have the same level of completion as the current master plan after its three years of study and thousands of dollars of staff time and consultant fees would seem disingenuous at best. PH9i

For a conclusion, as DOCOMOMO US we remain opposed to the currently proposed master plan. The treatment of TWA Terminal both long PH9j

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term and short term remains inadequate for a cultural resource of in national and international significance.

Two, the demolition of the National Airlines Building without any further study or evaluation seems arbitrary and unnecessary. PH 9k

Three, the planning and construction of a new terminal the size as currently proposed is in the economic climate we operate in would appear foolhardy. PH 9l

Four, given this long-range time frame and the lack of any real urgency, except for the meaningful preservation of the TWA Terminal, makes the search for other viable alternatives not only possible but prudent and responsible. PH 9m

Thank you.

MR. BLOCH: If you have that in writing, you can submit that.

Are there any other speakers at this time? We've got about a few minutes left. We will here till five, and if you'd like to, you can go across the hall; and if anybody else decides that they would like to speak, come back in here and we will sign you up. And then we will be

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adjourning at five o'clock only to reconvene at seven o'clock for our evening session. I just wanted to offer the opportunity if you wanted to make a comment in private, there is a separate court reporter in another room. If you'd like that, let us know and we will bring you there.

Okay. If we do get other speakers who want to speak, come to the front desk here and I will come in and tell everybody that we are reconvening.

(Adjourned.)

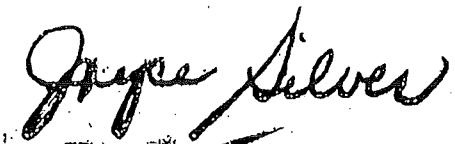
MR. BLOCH: At this point, there are no other speakers so we will be adjourning the meeting and reconvening at seven p.m., thank you.

(Timed noted five p.m.)

CERTIFICATE

I, JOYCE SILVER, a Notary Public and Certified Shorthand Reporter of the State of New York, do hereby certify that the foregoing is a true and accurate transcript of the testimony as taken stenographically by and before me at the time, place and on the date hereinbefore set forth.

I DO FURTHER CERTIFY that I am neither a relative nor employee nor attorney nor counsel of any of the parties to this action, and that I am neither a relative nor employee of such attorney or counsel, and that I am not financially interested in the action.



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Dated: July 25, 2003

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PUBLIC HEARING
07/15/03 session 1

PH 1

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July 15, 2003

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Dear Sirs and Madam:

We are writing on behalf of the Municipal Art Society to respond to the latest draft of the Environmental Assessment and DOT Section 4(f) Analysis for the Port Authority's proposal to redevelop the Terminal 5/6 site at JFK International Airport.

As decision makers in this matter, you have been active participants in the dialogue between the Port Authority and the Section 106 Consulting Parties regarding the best way to preserve Eero Saarinen's masterpiece, the TWA Terminal Building. We know that your agencies are as anxious as we are to arrive at a solution that treats the Terminal with the respect it deserves as a world-class landmark, while at the same time meeting the Port Authority's needs as an airport operator.

With all due respect, we do not feel that this important goal has yet been achieved. While work continues on the Draft EA and 4(f) Analysis, the Port's Concept Master Plan hasn't changed since the beginning of this process more than two years ago, and we feel it still contains four fatal flaws that prevent it from providing a feasible and prudent alternative for the TWA Terminal building:

1. The Port's plan calls for demolishing the Terminal building's gate satellites, the innovative "flight wings" that marked one of the greatest changes in airport terminal design to occur during the 20th century;
2. It proposes a massive new structure that overwhelms the Terminal and drastically alters the context that gives it meaning as an icon of Modernism and the jet-age;
3. It abandons the historic resource by cutting it off from the airfield without a viable new use, or a committed new user;

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4. It fails to provide adequate access to the landmark Terminal for the public.

The alternative concept plan that the Society submitted to the Port Authority in October of 2002 directly addresses and eliminates each of these flaws. While the Port has provided a detailed criticism of our proposed alternative in the 4(f) Analysis under review today, it certainly cannot be said that the agency looked at our submission with an eye toward making it work. Section 3-1 of the 4(f) states that "the alternatives were refined until an alternative was identified that would satisfy the project purpose and each of the project needs, and would be feasible and prudent." This is simply not the case. Because of our limited resources, the alternative we were able to offer was conceptual in nature, and while our pro-bono airport planning team strongly believes it to be feasible and prudent, we stated upon its submission that it needed further development before its merits could truly be evaluated. Instead of "refining" the MAS alternative as the text of the 4(f) states, the alternative was superficially judged as inadequate by the Port Authority without full investigation. Our team of airport architects and planners is preparing a detailed response that we plan to submit before July 30th, and will offer ideas for its further development.

In addition to the inadequacy of the investigation of alternatives in the DOT Section 4(f), we note that the Port Authority has gotten no further in its search for a new user of the TWA Terminal building should its Concept Master Plan gain final approvals. The Port states its promise to send a Request for Proposals to the 41 firms that responded to the Solicitation of Interest, however this does not in any way assure that a viable use can be found. We viewed the SOI responses, and noted that more than half of them were from various types of contractors – including architects, engineers, information technology firms, and electricians – who state their interest in being hired to design and build the proposed new terminal. Fewer than half of the responses are from developers who may be qualified to find an appropriate new use for the Terminal and develop the project successfully.

It should be noted that despite the fact that the SOI asked for ideas about adaptive reuse as opposed to expansion of the TWA Terminal, one of the developer-respondents proposed expanding the TWA Terminal and retaining its original function. If the Port were to more aggressively solicit ideas for retaining the Terminal's aviation use, it is likely that other aviation developers would come forward to express interest in expanding Eero Saarinen's masterpiece terminal. Such a Solicitation of Interest framed around the preservation of the Terminal *and* its use would seem more in keeping with the spirit of the Section 106 process.

Because the Port still plans to hold the prospective developer of the TWA Terminal responsible for its restoration, its effort to solicit ideas and attract proposals for the future use of the Terminal is key to the building's survival. So far, there are no guarantees that an appropriate party will want the building or have the resources to restore it sufficiently. The Port's efforts seem inadequate to assure the public of anything other than that it intends to build a new terminal behind the historic one.

We hope our comments on the revised Draft EA and DOT Section 4(f) Analysis will be helpful to the Port, the Federal Aviation Administration, the State Historic Preservation Office, and the Advisory Council on Historic Preservation. Before your agencies can enter into a Memorandum of Agreement that would allow the Port's plans to move forward, we believe these issues must be addressed and resolved. The Municipal Art Society maintains its position that Saarinen's TWA Terminal will be best preserved through an expansion plan that allows it

to continue as an airline terminal. We will do what we can, with our limited resources, to demonstrate the feasibility and prudence of our alternative plan. And we hope that the Port Authority will look at expansion proposals – ours, and others it should solicit from the aviation industry – with an open mind.

Thank you for this opportunity to express the Society's views.

Sincerely,

Frank Emile Sanchis III
Executive Director

Vicki Weiner
Director of Historic Preservation
& Kress Fellow

Draft Environmental Impact Assessment & DOT section 4(f) Evaluation for Terminal 5/6 Redevelopment Project at John F. Kennedy International Airport
Public Hearing: July 15, 2003
Statement of Patty Noonan, Vice President, Research & Policy
Partnership for New York City

- The Partnership for New York City, representing the leadership of the city's business community, supports the plan of the Port Authority of New York and New Jersey to develop a new Terminal Five at John F. Kennedy International Airport.

- The redevelopment of the Terminal Five site is part of an overall master plan that would provide new and expanded facilities for JetBlue Airways as well as other airlines.

- Although the Port Authority's plan calls for preservation of 90 percent of the landmark TWA main terminal building and connecting walkway structures, designed by Eero Saarinen, some groups are insisting that the buildings not only be preserved, but that their original uses be maintained.

- This is an impractical position, given that air travel has changed significantly since the TWA terminal was built in 1962.

- The needs of today's passengers, the volume of projected activity and the constraints of post 9/11 security procedures are inconsistent with the size and layout of the original terminal.

- Opposition plans fail to take into account post-September 11th security concerns and regulations. Current Transportation Security Administration guidelines for checkpoint security require large areas that could not be housed in the current terminal.

- Some groups, including the Municipal Art Society, call for underground development as a way to enlarge the capacity of the existing terminal. This would require below-grade (and water table) excavation and structural work. This would be expensive, time consuming, and would necessitate relocation of all utilities in the area.

- The MAS plan would also require passengers to make several changes in levels and walk long distances with limited opportunity for moving walkways. The plan indicates no readily apparent solution for meeting the Americans with Disabilities Act requirements.

- The existing terminal and the alternative plans proposed by MAS and other groups would not provide adequate roadway, curbside, weather protection, or queuing space at the departures level to handle the capacity of the proposed number of gates.

- Finally, the proposed baggage system would require significant and costly tunneling construction to handle arriving baggage.

- The Port Authority estimates that opposition to its own development plan has caused a delay of more than one year in construction of a new facility that will improve air service at JFK.

- In order for New York City to maintain its position as a global center of commerce and culture, our airports must match those that business and leisure travelers have come to expect from world cities.

- The Port Authority should be commended for saving this important architectural achievement while accommodating the transportation needs of New York City in the 21st Century.

- The Partnership for New York City supports the Port Authority plan for redevelopment.

jetBlue
AIRWAYS

July 15, 2003

Mr. Edward Knoesel
The Port Authority of New York and New Jersey
Aviation Department
225 Park Avenue South, 9th Floor
New York, NY 10003

Dear Mr. Knoesel:

On behalf of more that 5,400 crew members of JetBlue Airways, I submit this letter in support of the Revised Draft Environmental Assessment of the Terminal 5 and 6 Redevelopment Project, now under review by the Federal Aviation Administration (FAA).

JetBlue Airways launched commercial air operations from our home base at New York City's John F. Kennedy International Airport (JFK) with just one new A320 aircraft on February 11, 2000. A little more than three and a half years later, we are now the largest carrier at JFK, operating approximately 188 daily flights across the country and carrying almost 30,000 customers each day, and we've now brought our low fares and award winning service to more than 14 million customers. Not only do we operate in many major markets to and from New York City, but we have established a frequent, low fare link between New York City and the upstate cities of Buffalo, Rochester, and Syracuse.

JetBlue's growth has created some 3,000 new jobs in New York alone and we expect this number to double within the next two or three years. By the end of this year, we'll operate a fleet of 53 A320s and, based on firm orders, we expect our fleet to grow to 91 aircraft by the end of 2005 and 290 by 2011. With JetBlue's controlled growth, unmatched in the current economic environment by any other US airline, we are committed to a comprehensive evaluation of our current home at JFK's Terminal 6.

At Terminal 6, JetBlue currently utilizes ten of the 13 gates. With our projected growth, and assuming the use of all gates at Terminal 6 at their most efficient level, we are less than three years away from either establishing a larger home base at JFK or allocating our new aircraft to other cities. Having reviewed all available options at JFK, including the expansion of our current terminal as well as all other available terminals, JetBlue has concluded that the space currently housing the Terminal 5 complex is ideal for our growth, as it isituated on a large, mostly open parcel of land, between all four runways.

JetBlue truly understands and appreciates the historical relevance of the Saarinen Terminal and acknowledges its important place in aviation history. Unfortunately, however, the Saarinen Terminal does not offer the infrastructure and space necessary to allow a large domestic airline such as JetBlue to operate efficiently, especially in this post-9/11 environment for airline operations. That said, our goal would always be to ensure that any future development of the site preserves this structure while allowing for JetBlue's continued controlled growth.

.../2

At the request of the Municipal Art Society of New York (MAS), JetBlue studied an October 2002 Redevelopment Plan that outlined various alternative uses for the Saarinen Terminal. After extensive review, we responded to the MAS with the following key points:

- The new terminal will need to handle at least 45,000 customers daily. In its current configuration, the building does not allow sufficient space for this volume of traffic, especially at security checkpoints and the baggage screening, processing and arrival halls.

- With air travel already perceived by many as a "hassle," JetBlue has sought to dispel the perception of long lines and delays by making flying convenient and enjoyable for our customers. Thus, the long distances of the connector tubes cause us great concern, added to the already tight space conditions noted above. Further, replacing these tubes with subterranean walkways would not be a comfortable environment for our customers and crewmembers.

- More than 80 percent of JetBlue's customers either originate from or arrive at JFK, generating substantial vehicle traffic at Terminal 6. We believe the cost and phasing of underground construction proposed for the front of the Saarinen building would significantly disrupt our existing operations and customer experience. This disruption is simply not acceptable.

- A key to JetBlue's success to date has been our ability to productively and quickly turn aircraft from their arrival to the next departure. This integral component of our business model has aircraft on the ground for 35 to 50 minutes. Our goal is to achieve 10 such turns daily at each gate, whereas most domestic carriers only achieve 5 to 6 turns. The MAS design reviewed by JetBlue does not allow for quick and unrestricted access to the gates and taxiways necessary for us to maintain this important component of our business.

JetBlue Airways is committed to providing affordable fares and high quality to all New Yorkers. To maintain this commitment, we must ensure that our growth at JFK is consistent with the requirements of our business model. The current Port Authority proposal under review by the FAA achieves the necessary balance between accommodating our growth and preserving a significant piece of aviation history. For the reasons outlined above, JetBlue fully supports the Port Authority conceptual plan for redevelopment.

Sincerely,

Dave Barger
President and Chief Operating Officer

ADC

PH 4

Draft of Testimony for JFK Terminal 5 Meeting – July 15, 2003

Good afternoon. My name is Bill Huisman. I am currently the Director of the Aviation Development Council, based in Whitestone, Queens. The Aviation Development Council (ADC) is a bridge organization between the regional aviation industry and the communities it serves. We act as a liaison group between the aviation community and the local businesses and neighborhoods served by LGA, JFK, EWR, and TEB airports. We focus on business opportunities for local businesses and quality of life issues in the neighborhoods served by our area's four metropolitan airports.

I am here today to support the Port Authority's plan for making the historic Terminal 5 Building at JFK, with some modifications, the centerpiece of its redevelopment of JFK International Airport. In my opinion, this compromise plan enables the Port Authority to preserve a vast majority of the historic portions of the Saarinen building (satisfying many people in the community who want to maintain the heritage of New York's architectural history), while allowing JFK Airport to evolve into one of the world's finest international airports in the 21st century.

As many of you in this room today are aware, the aviation industry in Queens County (including LaGuardia and John F Kennedy International Airports) is one of the county's largest industry sectors – accounting for over 33,000 jobs. This fact makes the continued success of this industry sector (with its tens of thousands of jobs and its value as a tremendous source of regional revenue) of primary importance to Queens County and the surrounding region. Therefore, it is imperative for us to find a path that will not only guarantee the historic preservation of some our region's important buildings, but will also guarantee that our region will have a viable and economically-sound future.

Keeping this premise in mind, I believe that the Port Authority's plan for Terminal 5 at JFK will do just that – it will strike a balanced approach between preserving a significant example of our area's historic architecture while permitting JFK International Airport to develop into a world-class facility for the future travel needs and economic needs of this region.

The Port Authority has briefed ADC on its plans for redeveloping Terminal 5 (JFK) and it appears to us that the plan reaches an effective compromise between the desire to preserve and the need to progress. We agree that the

current deficiencies of the existing terminal building – which include, (1) the lack of appropriate space for federally-mandated security screening equipment; (2) the insufficient availability of curbside frontage; (3) the inability to accommodate new technology aircraft on the airside portion of the terminal; and (5) the significant reduction of overall passenger space resulting from the need to comply with current ADA standards, make the agency's plan to re-adapt, renovate, and redevelop the building both appropriate and necessary.

We believe that the Port Authority plan for the adaptive reuse of Terminal 5 will permit preservation & progress to reside side-by-side. Since the current building cannot possibly provide today's aviation businesses and customers with an efficient, effective, and customer-friendly facility, the construction of a brand new, state-of-the-art terminal facility behind the historically-preserved major portion of the original TWA Terminal Building can represent a concrete & creative compromise between preservation and progress.

Furthermore, we argue that the Port Authority already has a good history of balancing preservation with progress. Examples of this effective balance are seen in the preservation successes at Building One at Newark Liberty International Airport (where the nation's first passenger terminal was moved to another location at the airport & adapted for administrative use; and at the Marine Air Terminal at LaGuardia Airport - where a very thorough preservation is being undertaken right now.

Taking into further consideration the tremendous economic burdens now facing the aviation industry (as a result of 9-11; the downturn of the global economy; the Iran War; and SARS) we believe that the current plan to preserve and restore most of Terminal 5, while making it the centerpiece of the imperative redevelopment of JFK International Airport, will help to ensure that the New York region will remain a safe haven for both historic preservation and innovative progress.

In closing, we urge this committee to accept the Port Authority's plan for the adaptive reuse and redevelopment of JFK Terminal 5. Our position is that this plan will help the New York region to secure the future of one of it's most important industry sectors (namely, air transportation) by approving this much-needed redevelopment at JFK – thus promoting the industry's

growth, and yet preserving much of the unique history associated with TWA's Terminal 5.

I thank you for your time and your patience.

QUEENS AIR SERVICES DEVELOPMENT OFFICE

Airports Mean Business

PH 6

TESTIMONY GIVEN 7/15/03 @ PA HEARING BLDG 14/JFK

Good afternoon. My name is Dolores Hofman and I am the Program Manager of the Queens Air Services Development Office (ASDO) located in Building #80 at John F. Kennedy International Airport, Jamaica, New York 11430.

ASDO is a nonprofit organization designed to match the aviation purchasing needs of Kennedy & LaGuardia airports with Queens-based businesses. In doing so, the program promotes economic development for the local communities surrounding both airports. The aviation industry at these airports contributes almost $30 billion in economic activity to the region annually.

I thought it was important to make a statement here today because what happens at this airport directly impacts the surrounding community.

I started working for Pan American World Airways at Kennedy Airport in 1966; I can't imagine this airport without the Saarinen Terminal with its soaring, graceful, gull-winged shell. However, Terminal 5, as it stands today, doesn't function anymore. It was designed in 1962 to accommodate much smaller aircraft. The terminal, as designed, is inadequate to meet present and future projected passenger demands. We MUST accommodate the growing aviation industry.

Terminal 5 is not being threatened by neglect, insufficient funds, inappropriate development or insensitive public policy...like many other historic buildings that have been land marked.

The Port Authority of NY & NJ's proposed project addresses the needs of the airport, while also achieving historic preservation goals. Millions of dollars will be invested in saving and refurbishing the "head house." The main portions of the terminal will be preserved FOREVER. Airside capabilities, however, are DEFUNCT. The existing terminal's design is unable to handle the current fleet mix. Present security standards for passenger and baggage screening are radically different than those of a few years ago, let alone 40 years ago!

None of the 70 + airlines have shown an interest in using Terminal 5 since it was decommissioned one and a half years ago. Although in some cases, these same airlines have expressed interest in seeking additional terminal space. This further demonstrates just how obsolete Terminal 5 is as a working terminal. This is especially sad since Eero Saarinen himself designed it to be SPECIFIC FOR ITS USE.

Queens Air Services Development Office • John F. Kennedy International Airport
Building #80, First Floor, South Service Court • Jamaica, New York 11430-1718 • Phone: 718.244.6852 • Fax: 718.244.7371

The Air Services Development Office is funded by the Port Authority of NY and NJ, and administered by the Aviation Development Council.

The Port Authority of NY & NJ has come up with a plan to re-use this area and make it functional again. The contracts and jobs that this project will create will play a part in bringing back the economy in this community. New York City and the rest of the metropolitan area will have an airport that provides a level of service on par with the best airports in the world.

In closing, I urge your approval of the Port Authority's proposed changes to Terminal 5. Without these changes Terminal 5 will be a *DEFUNCT* historical land mark and with them it will be a *FUNCTIONING* historical land mark!

Dolores M. Hofman

Dolores M. Hofman
Program Manager
E-mail: dolores.hofman@ASDOonline.com

Locust Grove Civic Association
of
South Ozone Park
149-55 114th Street
South Ozone Park, New York 11420

Good afternoon. My name is Donna Gilmartin and I am the President of the Locust Grove Civic Association, which is located in South Ozone Park. The Locust Grove Civic Association has numerous members who are literally neighbors of Kennedy Airport.I felt that is was important to make a statement at this hearing today because what happens at the airport affects our community. Similarly, what doesn't happen at the airport also affects our community. As Chairperson of the Community Board 10 Port Authority subcommittee of its JFK Committee, I have studied the redevelopment of the airport closely.

The Port Authority has been very forthcoming about their plans for the various terminals, parking structures, the AirTrain, potential ferry service, cargo facilities and even customer service initiatives. Prior to the 2001 FAA Section 10 hearing, regarding Terminal 5, the Chief Architect of the Port Authority, Robert Davidson, gave us a detailed briefing on the proposed changes to Terminal 5. Since then we have been kept apprised by the Port Authority. These are changes we believe are necessary to keep Kennedy a healthy, vibrant airport. We understand and respect the need to honor cultural assets. But we find ourselves in the unlikely position of agreeing with the former Chairman of the NYC Planning Commission, Joseph Rose, who has on occasion opined, "Do we want to turn New York into a Colonial Williamsburg?"

The fact is the Port Authority has spent a great deal of time and effort trying to marry the needs of the traveling public with the goals of preservationists. While I am not an architect, nor a historic preservationist, I can tell you that my experience working with the Port Authority on the AirTrain project has been that they do thorough work, architecturally, that is very respectful to both the users of a project and those who will simply observe it, and they are also mindful that they are using the public's purse. At present, the fact is that Terminal 5 no longer serves the needs of the traveling public. The fact is that land in JFK's Central Terminal Area is a scarce commodity and must be used wisely and productively. The fact is that Terminal 5 cannot accommodate larger planes that carry more people and are environmentally friendlier. The fact is the Flight Center can be restored and put to much better public use.

Thank you for your attention to this important matter.

Documentation and Conservation
of buildings, sites and neighborhoods of the
Modern Movement

do_co_mo_mo_us

P.O. Box 230977
New York, NY
www.docomomo-us.org

PH 9

Statement by DOCOMOMO US, read and entered into the record July 15, 2003
Sites 5 and 6 at John F. Kennedy International Airport

The masterplan for sites 5 and 6 at JFK Airport was developed several years ago and since that time has been the subject of several public hearings – surprisingly always in July – pursuant to both Section 106 and now 4F. The particular sites include the world renowned TWA Terminal designed by Eero Saarinen and the former National Airlines Terminal, the so-called Sundrome, by the internationally known architect I.M. Pei.

Despite vigorous objections from many worldwide, the plan from its very beginning has called for the complete demolition of the National Airlines Terminal and the demolition of sections of the TWA Terminal. Instead a new 750,000 square feet terminal is proposed on the site with tenuous connections to the TWA Terminal and as yet undetermined tenants from a changing, shrinking and financially troubled airline industry.

Subsequent to the issuance of the masterplan and series of public hearings, the various consulting parties, including DOCOMOMO US, as convened under Section 106 discussed the current scheme, various alternatives issued by the Municipal Arts Society and draft texts of Memorandi of Agreement.

Reviewing the current amendments we would like to offer the following comments and objections (many of which remain the same as offered earlier) and which are in two parts, comments on the masterplan as is and comments on the alternatives developed by the Municipal Arts Society.

The masterplan as is:

1. The TWA Terminal is separated from the field thereby eliminating one of the quintessential features of the original design.
2. Sections of the tubes and the lounges are demolished and the building is tenuously and arbitrarily connected to the new terminal without any clear use or relevancy.
3. No active provisions are made for the preservation of the building and the responsibility is entirely left to an unidentified private developer, who will have to identify its use (proper or not) and have complete responsibility for the proper restoration of the TWA Terminal: an unlikely proposition in this weak economy.
4. The requirements in earlier Memorandi of Agreement were vague and sufficiently open ended to offer little or no assurance that any responsible restoration and adaptive use will take place in the future and will not be subject to political expediency.

5. The TWA Terminal is, as a result, to be left empty and unused for years and subject to the hazards so common in New York City with only minimal maintenance provided for.
6. The National Airlines Terminal, a currently functioning terminal, is scheduled for complete demolition without any discussion, regardless of its architectural merit and the significance of its architect, I. M. Pei.

The Municipal Arts Society Alternatives:

1. Criteria stated for the preparation of the masterplan were developed prior to 9/11. Significant changes in the size and operation of the airline industry have taken place since then and are not reflected in any form in the current masterplan.
2. More troublesome, the alternatives developed by consultants to the Municipal Arts Society are dismissed using the very same outdated criteria.
3. The Municipal Art Society's alternatives, prepared as a suggestion as to what different options may look like, are dismissed out of hand without any further exploration. Expecting these alternatives to have the same level of completion as the current masterplan after its three years of study and thousands of dollars of staff time and consultant fees would seem disingenuous at best.

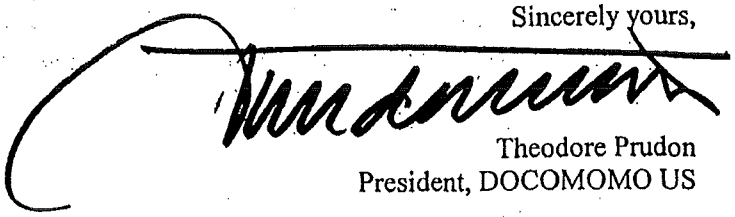
Conclusion:

As DOCOMOMO US we remain opposed to the currently proposed masterplan:

1. The treatment of the TWA Terminal both long term and short term remains inadequate for a cultural resource of this national and international significance.
2. The demolition of the National Airlines Building without any further study or evaluation seems arbitrary and unnecessary.
3. The planning and construction of a new terminal the size as currently proposed in the economic climate we operate in would appear foolhardy.
4. Given this long range time frame and the lack of any real urgency, except for the meaningful preservation of the TWA Terminal, makes the search for other viable alternatives not only possible but prudent and responsible.

We urge you to revise the current plan.

Sincerely yours,



Theodore Prudon
President, DOCOMOMO US

It should be noted that these comments were submitted prior to the third consulting parties meeting of September 18, 2003 and subsequent meetings held as a continuation of the Section 106 consultation process on the redevelopment of Terminals 5/6 at JFK. Those meetings resulted in a report dated October 10, 2003. This report (Appendix B *Revised Concept Master Plan* and Appendix D *Memorandum of Agreement*) was submitted by the Port Authority to the FAA, with copies forwarded to the consulting parties. The understandings and conclusions in the report resulted in what is now the Preferred Alternative, which is described in the *EA* and reflected in the *Revised Concept Master Plan* (Appendix B *Revised Concept Master Plan* and Appendix D *Memorandum of Agreement*).

Response to Document PH1

Frank Emile Sanchis III, Executive Director
The Municipal Art Society of New York
457 Madison Avenue
New York, NY 10022

Comment	Response
PH 1a	A solution was formulated following three final meetings held in September 2003. The Preferred Alternative makes the most efficient use of aviation capacity and, with its flexible terminal design, can accommodate a variety of aircraft. It best promotes airline competition and complies with the Americans with Disabilities Act (ADA). It would be built in a shorter timeframe to suit airline tenants. It would cost less to build and operate than other alternatives and it provides the amount of landside access required by a modern terminal. The Preferred Alternative would allow for an adaptive reuse of the TWA terminal including operation of ticketing kiosks for passengers not checking baggage. The Port Authority considered more than 15 alternatives including construction of terminal facilities at another location, the no action alternative, and the refined Preferred Alternative (Alternative 7A). It was determined that of all the alternatives evaluated, the Preferred Alternative would least harm the resource and is the only feasible and prudent alternative besides Alternative 7.
PH 1b	Alternatives that would retain the flight wings were analyzed in depth. During meetings in September 2003, the Port Authority and consulting parties discussed that retention of the flight wings is not feasible and prudent as it would not serve the needs of the airport and airlines. The *Revised Concept Master Plan* reflects this. Per the Memorandum of Agreement (MOA), reuse of select interior portions of the flight wings in the new terminal will be evaluated. The Redevelopment Advisory Committee will have the ability to comment on this.
PH 1c	The new terminal will be designed to minimize visual impacts to the TWA terminal building. The Port Authority has been very sensitive to the visual impact of the new terminal structure on the graceful design of the TWA Terminal. Per the MOA, the Redevelopment Advisory Committee will have the ability to comment on the design. All alternatives will impact the historic

Response to Document PH1

Frank Emile Sanchis III, Executive Director
The Municipal Art Society of New York
457 Madison Avenue
New York, NY 10022

Comment	Response
PH 1c (con't)	aesthetic qualities of Saarinen's design. Only Alternative 7 and the Preferred Alternative (Alternative 7A) were found to be prudent and feasible (Appendix A Section 4(f) Evaluation). Alternative 7A was developed with the consulting parties, with the purpose of minimizing harm to the resource and preserving the building for use an integral part of JFK's future, while at the same time meeting the future needs of the airport, its customers and tenants. The views of the airside are currently obstructed and have been comprised over the past decades by the addition of elevated baggage handling equipment and other structures that were installed to keep the terminal functioning. The reduced views of the airside from the TWA terminal that remained after addition of these necessary structures are no longer experienced by anyone because the terminal is obsolete, as evidenced by the lack of air carriers using the terminal for their operations because it cannot accommodate their modern aircraft. Views of the TWA Terminal from the landside are currently obstructed by walkway covers that would be removed with the Preferred Alternative.
PH 1d	The historic resource will not be abandoned, but restored and rehabilitated for an adaptive reuse. The Preferred Alternative would allow for an adaptive reuse of the TWA terminal, including operation of ticketing kiosks for passengers not checking baggage. Airlines have indicated to the Port Authority that the TWA terminal cannot meet their operational needs or accommodate modern aircraft fleets.
PH 1e	The *Revised Concept Master Plan* provides enhanced public access from the roadways and the Air Train system. The Preferred Alternative will also offer the public at large an opportunity to view the back of the building from a vantage point that was not previously available. Parking will be available directly adjacent to the main TWA Saarinen terminal building and from a parking garage located approximately 2 blocks away from the terminal. The *Revised Concept Master Plan* provides public access to the main TWA Saarinen terminal building for anyone who has an interest in viewing the interior of the Saarinen building and connector tubes, or utilizing the adaptive reuse function.

Response to Document PH1

Frank Emile Sanchis III, Executive Director
The Municipal Art Society of New York
457 Madison Avenue
New York, NY 10022

Comment	Response
PH 1f	The alternative concept master plan that MAS submitted in October 2002 was modified several times by MAS. Meetings to find agreement on a Preferred Alternative were held following the third consulting parties meeting of September 18, 2003. A *Revised Concept Master Plan* allowing for public access was developed as a result of those meetings.
PH 1g	The Port Authority will publish its Request for Proposals for the adaptive reuse only after it receives approval to move forward with the *Revised Concept Master Plan*..
PH 1h	Airlines have indicated to the Port Authority that the TWA terminal cannot meet their operational needs or accommodate modern aircraft fleets. No airline has expressed interest in using the terminal for its operations. Aviation developers may express interest, but it is the airlines that must operate out of the terminal.
PH 1i	The *Revised Concept Master Plan* includes adaptive reuse as the main function of the main TWA terminal building. The Memorandum of Agreement (Appendix D) provides stipulations that will be adhered to. JetBlue projects that up to four million passengers a year will utilize the new terminal. This forecasted influx of passengers, combined with adding passenger traffic from the other terminals, is anticipated to make an adaptive reuse an attractive business opportunity and allow travelers access to this resource.
PH 1j	As indicated in the above responses, the Port Authority has worked with MAS and other entities to resolve issues of concern on this project. Through the series of meetings over the past four years, culminating in three meetings held during a 15-day process period in September 2003, the Port Authority and consulting parties, which included the MAS, developed a Preferred Alternative that best meets the project purpose and need, that minimizes harm to the TWA terminal, and that promotes the reuse of the building.

Response to Public Hearing Comment PH 2

Patty Noonan
Vice President, Research & Policy
Partnership for New York City

Comment	Response
PH 2a	Comment Noted
PH 2b	Comment Noted
PH 2c	Comment Noted
PH 2d	Comment Noted

Response to Public Hearing Comment PH 3 and PH 10

Richard Smyth
Vice President Redevelopment
Jet Blue Airways
118-29 Queens Blvd.
Forest Hills, NY 11375

Comment	Response
PH 3a	Comment Noted
PH 3b	Comment Noted
PH 3c	Comment Noted
PH 3d	Comment Noted
PH 3e	Comment Noted
PH 3f	Comment Noted
PH 3g	Comment Noted
PH 3h	Comment Noted
PH 3i	Comment Noted
PH 3j	Comment Noted
PH 3k	Comment Noted
PH 3l	Comment Noted
PH 10a	Comment Noted

Response to Public Hearing Comment PH 4

William Huisman
Director
Aviation Development Council
141-07 20th Ave. Suite 404
Whitestone, NY

Comment	Response
PH 4a	Comment Noted
PH 4b	Comment Noted
PH 4c	Comment Noted
PH 4d	Comment Noted
PH 4e	Comment Noted
PH 4f	Comment Noted

Response to Public Hearing Comment PH 5

Jane Merkle
Art Historian and Architecture Critic
60 Gramercy Park North
New York, NY 10010

Comment	Response
PH 5a	Comment Noted
PH 5b	Comment Noted

Response to Public Hearing Comment PH 6

Delores M. Hoffman
Program Manager
Queens Air Services Development Office
Bldg. 80 / JFK International Airport
Jamaica, NY 11430

Comment	Response
PH 6a	Comment Noted
PH 6b	Comment Noted
PH 6c	Comment Noted
PH 6d	Comment Noted
PH 6e	Comment Noted

Response to Public Hearing Comment PH 7

Betty Braton
Chairperson
Queens Community Board Number 10
159-54 95th Street
Howard Beach, NY 11414

Comment	Response
PH 7a	Comment Noted
PH 7b	Comment Noted
PH 7c	Comment Noted
PH 7d	Comment Noted

Response to Public Hearing Comment PH 8

Donna Gilmartin
Locust Grove Civic Association of South Ozone Park
149-55 114 Street
South Ozone Park, NY 11420

Comment	Response
PH 8a	Comment Noted
PH 8b	Comment Noted

It should be noted that these comments were submitted prior to the third consulting parties meeting of September 18, 2003 and subsequent meetings held as a continuation of the Section 106 consultation process on the redevelopment of Terminals 5/6 at JFK. Those meetings resulted in a report dated October 10, 2003. This report (Appendix B *Revised Concept Master Plan* and Appendix D *Memorandum of Agreement*) was submitted by the Port Authority to the FAA, with copies forwarded to the consulting parties. The understandings and conclusions in the report resulted in what is now the Preferred Alternative, which is described in the *EA* and reflected in the *Revised Concept Master Plan* (Appendix B *Revised Concept Master Plan* and Appendix D *Memorandum of Agreement*).

Response to Public Hearing Comment PH9

Seri Worden for Theodor Prudon
President
DOCOMOMO
P.O. Box 250532
New York, NY 10025

Comment	Response
PH 9a	The need to modernize and upgrade airline terminal facilities at JFK is acute. JetBlue is seeing substantial growth and will need additional gates in the coming years.
PH 9b	The *Revised Concept Master Plan* retains the full length of the connector tubes. Their specific use will be public access between the TWA terminal and the new terminal. Efforts will be made to relocate portions of the interiors of the flight wings for reuse in the new terminal.
PH 9c	Provisions for the restoration/rehabilitation of the TWA Terminal and the East Tube are in place. A Request for Proposals for the adaptive reuse will include these requirements.
PH 9d	The Memorandum of Agreement (Appendix B *Memorandum of Agreement*) designates a mechanism for the restoration. If it does not occur within a set time frame, the MOA could be revisited.
PH 9e	Without the Proposed Project, it is highly unlikely any use of the TWA Terminal would occur. The Port Authority has always been committed to maintaining the building.
PH 9f	Terminal 6 is not eligible for listing on the State or National Registers of Historic Places, and, as such, its demolition can proceed.
PH 9g	JetBlue is the largest airline at JFK and will need new expanded facilities in order to be able to keep their hub operation and headquarters in New York City.
PH 9h	See Section 3 of the EA and the Appendix A *Section 4(f) Evaluation* for a discussion of the MAS's proposed alternatives.

Response to Public Hearing Comment PH9

Seri Worden for Theodor Prudon
President
DOCOMOMO
P.O. Box 250532
New York, NY 10025

Comment	Response
PH 9i	The MAS alternatives were not dismissed out of hand but were carefully analyzed. See reply to comment 9i
PH 9j	Comment noted.
PH 9k	Comment noted. Demolition of this outdated terminal is required to bring JFK into the modern era of airport terminal operation.
PH 9l	This comment is no longer valid given current passenger loads that match pre-September 11, 2001.
PH 9m	An exhaustive search for other viable alternatives was done in conjunction with consulting parties to the Section 106 process. See reply to comment 9i above.

Terminal 5/6 Redevelopment Project
John F. Kennedy International Airport
Revised Draft Environmental Assessment/Section 4(f) Evaluation

Public Hearing Sign-in Sheet

PANYNJ Admin. Bldg. 14
July 15, 2003 7:00 PM – 9:00 PM

Name: GAIL F. BUTLER
Address:
Telephone: (718) 553-3267
Org. / Affiliation: FAA - LEGAL

Name: Carlene McIntyre
Address: 225 Park Avenue So
Telephone: (212) 435-3503
Org. / Affiliation: Port Authority

Name: Suzanne G Berman
Address: 118-29 Queens Blvd Forest Hills NY 11375
Telephone: 718 709 3042
Org. / Affiliation: JetBlue

Name: Robert LAND
(Ex. 1)
Address:
Telephone:
Org. / Affiliation: JetBlue

Terminal 5/6 Redevelopment Project
John F. Kennedy International Airport
Revised Draft Environmental Assessment/Section 4(f) Evaluation

Public Hearing Sign-in Sheet

PANYNJ Admin. Bldg. 14
July 15, 2003 7:00 PM – 9:00 PM

Name: Richard Smyth
Address: 118-29 Queens Blvd
Telephone: 718 709 3099
Org. / Affiliation:

Name: Gerry Sacco
Address: 118-29 Queens Blvd
Telephone: 718 709 3100
Org. / Affiliation: JetBlue

Name: Jeffrey Nesbit
Address: 118-29 Queens Blvd
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Name: Autumn Trierson
Address: National Trust for Hist. Preservation
Telephone: 202.588.6174
Org. / Affiliation:

Terminal 5/6 Redevelopment Project
John F. Kennedy International Airport
Revised Draft Environmental Assessment/Section 4(f) Evaluation

Public Hearing Sign-in Sheet

PANYNJ Admin. Bldg. 14
July 15, 2003 7:00 PM – 9:00 PM

Name: Kyle Normandin
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Org. / Affiliation: WTE

Name: Marie Jenet
Address:
Telephone: 516-227-3811
Org. / Affiliation: FAA

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JOHN F. KENNEDY
TERMINAL 5\6
REDEVELOPMENT INCLUDING THE
TWA LANDMARK

ORIGINAL

Port Authority
John F. Kennedy Airport
Building 14
2nd Floor

July 15, 2003
3 p.m.- 5 p.m.
7 p.m.- 9 p.m.

MR. BLOCK: Thank you for attending the hearing on the redevelopment of Terminal Five and Six at John F. Kennedy International Airport.

My name is Arnie Block. I am a principal with the Firm Howard, Stein, Loudson Associates. And I will be acting as Hearing Officer during these proceeding.

In attendance is Ted Kliner, Director for Aviation Department of Port Authority in New Jersey and Robert Davidson, Port Authority New York.

The Port Authorities proposed project consists of new multi airline terminals on the existing site of Terminal Five and Six, TWA Terminal and connector tubes would be retained, rehabilitated and

restored and or restore as part of an adaptive re-use program.

Flight wings One and Two would be demolished, a new bi-level access roadway, a new parking structure connection to the air train system and new site improvements both air site and land site are both also planned and described in the revised draft environmental assessment Port Authority received expensive comments regarding the project and are reflected in the environmental assessment, which is the focus of hearing.

The environmental assessment document was first made able in March 2001 and publicly advertised in the newpapers for public comments. The draft was revised to

reflect current needs and to respond to comments received on the early draft. The revised draft environment assessment deals specifically with about twenty-five environmental catagories including air quality, noise, water quality and others.

It was written in conformance with the National Environmental Policy Act of 1969, which is commonly known by the acronym N.E.P.A. any air operator such as Port Authority that proposed a construction project needing Federal approval is required under N.E.P.A. to assess environmental impact and provide necessary mitigation if there are any adverse impacts associated with that particular project. In this

case because a historic resource is involved. The revised draft environmental assessment also includes the required revised U.S. Department of Transportation for an analysis for this proposed project. Federal approval would come as an approval of the Port Authority Airport lay out plan and possibly the provision of Federal funding.

The TWA Terminal Five was designed by Eero Saarinen in the late 1950s and completed in 1962. In 1994, the New York City Landmarks Commission designated the main TWA terminal building, the two connector tubes and Flight Wing Two a New York City landmark.

In addition, the Terminal

Five site has been deemed eligible for listing on the national and state registers of historic places by the New York State Historic Preservation Office. As per the requirements of the National Historic Preservation Act. Federal agencies are required to consider the impact and effects of the undertaking of historic sites pursuant to implimenting Section 106 of the Act.

Federal Aviation Administration, Historic Counsel, Port Authority of New York and the New York State Historic Preservation Office have been involved in a consultation process to address the effects of redevelopment at the site on

the historic property.

In addition, eight entities have been identified as consulting partys to this Section 106 process.

To reiterate, the purpose of this meeting is to solicit public input and comment consistent with N.E.P.A.. The U.S Department of Transportation 4F analysis as well as the regulations implimenting Section 106 of the National Historic Preservation Act.

What I would like to do now is to explain the formats that we have developed for this public hearing in which we are -- in which we are repeating right now what we did earlier at three o'clock. Following this introduction, Mr. Davidson will be giving a

presentation about the project. The presentation will include all aspects of this redevelopment project. It will be about thirty minutes. You may adjourn to the room across the room where we have set up a work station that deals with various aspects of the project. There will be Port Authority staff and or consultant staff at each station where you can schedule informal questions on any subject dealing specifically with this project. We will reconvene in this room after enough time has elapsed for questions and answers that were held in the room across the hall.

At that time, public comments will be taken and recorded for the official

record. However, if you care to -- as we did this afternoon, immediately following Mr. Davidson's presentation, you will be provided about five minutes each to provide a public comment for the record in this room. It's just mentioned we will have the additional opportunity provide a public comment in this room when time is available after the question and answer session that will take place across the hall. So in effect, you can make a public comment after the presentation or when we reconvene following the question and answer period.

At this public hearing, we are not entertaining any comments regarding any other development that's going on in

the airport. This hearing concerns only the Terminal Five, Six redevelopment project and the informal questions and answers from the workshop across the hall will not be answered in writing in the draft final document that gomes to the Federal Avialtion Administration for preview and decision.

However, statements made for the record during this hearing as well as any written comments received during this hearing and during the public comment hearing on the revised draft evnironmental assessment will be include in the final environmental assessment for public review.

We will limit time available for comments following the presentation and

when we reconvene back in the room to about five minutes per person. If you need to exceed five minutes you will be invited to complete your statement after everybody else has had a chance to have his or her turn. So we are sure that everybody who wants to speak gets a chance to do so. And then after that, if time permits, you can come back and conclude any remarks that you have. The time that we will come back to this room will depend on how many people have filled out cards stating they would like to speak at the meeting. I'll try to judge and make an announcement at the workshop when we can reconvene in this room just to emphasize, written cimments will be accepted. I want to

make it clear you can submit such comments until five o'clock on Wednesday July 30th, 2003 anything received after that will not be part of the public record. So if you want to send a letter or have written comments, please get it to the following address by Wednesday, July 30th, 2003, at 5 p.m.. That's the Port Authority of New York and New Jersey Aviation Department, 225 Park Avenue South, 19th Floor, New York, New York, 10003 and the attention of Mr. Edward Knoesel. Also, if you have any documents you have with you tonight and want to drop them off, Ed will be glad to take them.

With that, I'll wait to turn it over to Bob Davidson and we will give a

presentation at that point on the plan to redevelop Terminal Five and Six site at JFK.

In lieu of having a presentation right now, there maybe one or more people who would like to make a statement. We would ask you to come up and tell us your name and affilliation and make a statement, if yo would like to do so.

(exiting the podium.)

PUBLIC SPEAKER: Hello, my name is Richard Smith. I am the Vice President of Redevelopment for JetBlue Airways here in New York. I'll keep this brief. We spoke earlier this afternoon and we left a document stating our position with Ed earlier this afternoon. And we are in support of this project.

PH 10a

JetBlue Airways began flying at JFK about three years ago with one plane. Today, we have over forty-three aircrafts and are continuing to grow at a controled growth rate. We fly about seventy-five flights a day today out of Terminal Six at JFK. We occupy about ten of the thirteen gates. We may not be the largest airline at J T K but pretty close, the busiest domestic carrier. And by the end of the year, the busiest carrier at JFK Airport. We are at the point where we were faced with significant growth. Our aircraft fleet we expect to grow from forty-three aircraft to close to three-hundred aircraft by the year 2011. We can put those aircraft

anywhere and I would like to do it at JFK, here it's worked very well for us, our hometown is here in New York and we would like our growth in New York.

The only area in JFK we see that affords us the area to grow is the Terminal Five and Six site.

We been working with the Port Authority and looking at some of those development options and we have looked at some plan alternatives to try to re-use that facility and unsuccessful in terms of aviation industry and the demand of security, baggage and particular airbag needs, it has to be a very efficient operation for us to be successes. We very much rely on good passenger service and

very good air\field operation and quick turnover of our aircraft.

The plan presented by the Port Authority, the master plan, the piece that JetBlue will fit into, works very well for us. We see we can grow from our seventy-five flights to north of two-hundred, probably, to two-hundred and twenty to two-hundred and forty flights a day range significant growth today and we see this project the only way we can get that here in New York.

Thank you.

MR. BLOCK: Are there any other speakers?

(No response)

If not, we will be here. We will be here until nine o'clock. And so if you want

to get up and talk or go into the other room and talk with others, that's fine. I am not sure whether we should temporarly adjourn or keep it open for -- we will keep this open.

(Whereupon, a short recess was taken.)

MR. BLOCK: We are open now to any additional speakers who would like to speak, come up and tell us your name and any organization you might be affiliated with and we are asking for comments to be about five minutes.

C5 PUBLIC SPEAKER: Good evening, my name is Kyle Normandin. I am here on behalf of DOCOMOMO, which is an international preservation organization for protection of buildings constructed during

the moderate movement. I would like to read a letter that has been prepared by our organization that was meant to be presentesd to all of you. This is very short, probably won't take the full five minutes.

DOCOMOMO New York Tri-state is a local chapter of DOCOMOMO International, an international non-profit organization dedicated to the documentation and conservation of buidlings constructed during the Modern Movement.

As we have testified in the past, DOCOMOMO advocates that the former TWA Terminal, designed by the prominent architect Eero Saarinen, be preserved in a useful and viable way for future

PH 11a

generations. It is a New York City Landmark and it is listed on the State and National Registers. As one of the most innovative buildings of the 20th century, both in form and structure, it hazs influenced architecture worldwide. PH 11

We strongly believe that the Port Authority's proposal for the new terminal will strangle and cut-off the TWA Terminal, both preventing views of the building, which is small compared to the new terminal, and impede its safeguarding because it will be stuck between a parking garage and a mammoth terminal. PH 11b

We are also concerned that the limited open space adjacent to the existing T W A Terminal may evolve and develope into more parking. PH 11c

In addition, your proposal continues to recommend the demolition of the satellite gates and portions of the boarding tubes which were integral components of Saarinen's scheme in that he was able to increase passenger access and provide continuous circulation by adding gates to create an integral and elegant structure. PH 11d

It's our understand the Port Authority proposes to demolish Terminal Six Terminal also part of the original terminals city, is significant for its use of structural glass, its transparency and the way the building allowed for a double curbside access. PH 11e

We believe this building has it's own merit as an important ~~moderate~~ Modern landmark PH 11f

and that its main structure should be intergrated with main terminal. PH 11f

As such, the building has successfully been reintergrated with by the innovative commercial airline JetBlue and continues to function smoothly. PH 11g

As advocates for the preservation of Modern architecture, we also support the ideas presented in the Municipal Art Society's alternate plan for Terminal Six. We urge the Port Authority to renovate and intergrate these two buildings rather than propose to demolish or drastically alter them. PH 11h

Of all the impressive airline terminals constructed at JFK, these two two

buildings have been and can continue to be the most significant for air travel, spatial flow and their architectureal innovation and inspiration. we strongly urge you to protect these structures and consider their fyll rehabilitation through integral design and their continuous use.

Thank you for your consideration in this matter sincerely yours, DOCOMOMO International.

MR. BLOCK: Thank you. Is that something you want to submit today.

Anymore speakers?

(No response.)

At this time, if not, we will, as I mentioned before, we will stay convened and not adjourn until nine o'clock;

but you are free to walk around or go into the other room or have something to eat and drink.

So, we will call you back if there are other speakers who re asking to present.

Thank you.

(Time 9 p.m.)

MR. BLOCK: It's nine o'clock and we are going to officially adjourn the second session of the public hearing.

Good night.

Time end: 9 p.m.

* * *

CERTIFICATION

STATE OF NEW YORK)
) ss
COUNTY OF SUFFOLK)

I, LESLEY SIMPSON, a Stenotype reporter and Notary Public within and for the State of New York, do hereby certify, that:

The speakers whose statements are hereinbefore set forth, was duly sworn by me, and that such Examination Before Trial is a true and accurate record of the testimony given by said witness; and I further certify that I am not related to any of the parties to this action by blood or marriage and that I am in no way interested in the outcome of this matter.

IN WITNESS WHEREOF, I have hereunto set my hand this day of 2003.

Lesley Simpson

LESLEY SIMPSON

LAWYERS NOTES

Page Line

Summary of Comments For Which There Is No Specific Responses

STATEMENT/COMMENT NUMBER	PUBLIC HEARING SESSION	NAME AND ORGANIZATION OF COMMENTOR
COMMENT PH 1	3:00 - 5:00 p.m.	Frank Emile Sanchis III, Executive Director The Municipal Art Society of New York 457 Madison Avenue New York, NY 10022
COMMENT PH 2	3:00 - 5:00 p.m.	Patty Noonan Vice President, Research & Policy Partnership for New York City
COMMENT PH 3 COMMENT PH 10	3:00 - 5:00 p.m. 7:00 - 9:00 p.m.	Richard Smyth Vice President Redevelopment JetBlue Airways Corporation 118-29 Queens Blvd. Forest Hills, NY 11375
COMMENT PH 4	3:00 - 5:00 p.m.	Bill Huisman Director Aviation Development Council 141-07 20th Ave., Suite 404 Whiteston, NY
COMMENT PH 5	3:00 - 5:00 p.m.	Jane Merkle Art Historian and Architecture Critic 60 Gramercy Park North New York, NY 10010
COMMENT PH 6	3:00 - 5:00 p.m.	Dolores M. Hoffman Program Manager Queens Air Services Development Office Blg 80 / JFK International Airport Jamaica, NY 11430
COMMENT PH 7	3:00 - 5:00 p.m.	Betty Braton Chairperson Queens Community Board Number 10 159-54 95th Street Howard Beach, NY 11414
COMMENT PH 8	3:00 - 5:00 p.m.	Donna Gilmartin Locust Grove Civic Association of South Ozone Park 149-55 114th Street South Ozone Park, NY 11420
COMMENT PH 9	3:00 - 5:00 p.m.	Seri Worden President DOCOMOMO P.O. Box 250532 New York, NY 10025
COMMENT PH 11	7:00 - 9:00 p.m.	Kyle Normandin DOCOMOMO P.O. Box 250532 New York, NY 10025
COMMENT PH 12	7:00 - 9:00 p.m.	Autumn L. Rierson Assistant General Counsel National Trust for Historic Preservation 1785 Massachusetts Avenue NW Washington, DC 20036

PUBLIC HEARING
07/15/03

Documentation and Conservation
of buildings, sites and neighborhoods of the
Modern Movement

docomomo

United States
New York/Tri-State

P.O. Box 250532
New York, NY 10025
docomomo_ny@hotmail.com
www.docomomo-us.org

PH 11

July 15, 2003

Mr. Ed Knoesel
Port Authority of NY & NJ
Aviation Department
225 Park Avenue South, 9th floor
New York, NY 10003

Dear Mr. Knoesel,

DOCOMOMO New York/Tri-State is the local chapter of DOCOMOMO, an international non-profit organization dedicated to the documentation and conservation of buildings constructed during the Modern Movement. As we have testified in the past, DOCOMOMO advocates that the former TWA Terminal, designed by the prominent architect Eero Saarinen, be preserved in a useful and viable way for future generations. It is a New York City Landmark and it is listed on the State and National Registers. As one of the most innovative buildings of the 20th century, both in form and structure, it has influenced architecture worldwide.

We strongly believe that the Port Authority's proposal for the new terminal will strangle and cut-off the TWA Terminal, both preventing views of the building, which is small compared to the new terminal, and impede its safeguarding because it will be stuck between a parking garage and a mammoth terminal. We are also concerned that the limited open space adjacent to the existing TWA Terminal may evolve and develop into more parking. In addition, your proposal continues to recommend the demolition of the satellite gates and portions of the boarding tubes which were integral components of

Documentation and Conservation
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docomomo

United States
New York/Tri-State

Saarinen's scheme in that he was able to increase passenger access and provide continuous circulation by adding gates to create an integral and undeniably elegant structure.

It is also our understanding that the Port Authority proposes to demolish Terminal 6, National Airlines "Sundrome," designed by the well-known architect, I.M. Pei. Terminal 6, also part of the original Terminal city, is significant for its use of structural glass, its transparency and the way the building allowed for a double curbside access. We believe this building has its own merit as an important Modern landmark and that its main structure should be integrated with the new terminal. As such, the building has successfully been reintegrated with by the innovative commercial airline JetBlue and continues to function smoothly.

As advocates for the preservation of Modern architecture, we also support the ideas presented in the Municipal Art Society's alternate plan for Terminal 6 . We urge the Port Authority to renovate and integrate these two buildings, rather than propose to demolish or drastically alter them. Of all the impressive airline terminals constructed at JFK, these two buildings have been and can continue to be the most significant for air travel, spatial flow and their architectural innovation and inspiration. We strongly urge you to protect these structures and consider their full rehabilitation through integral design and their continuous use.

Thank you for your consideration in this matter.

Documentation and Conservation
of buildings, sites and neighborhoods of the
Modern Movement

docomomo

United States
New York/Tri-State

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Yours Sincerely,

Kathleen Randall

Nina Rappaport

Kyle Normandin

For DOCOMOMONewYork/Tri-State

NATIONAL TRUST
for HISTORIC PRESERVATION

Statement of Autumn L. Rierson
Assistant General Counsel
National Trust for Historic Preservation

TWA TERMINAL, KENNEDY AIRPORT, NEW YORK
15 July 2003

Good evening. My name is Autumn Rierson, and I am speaking on behalf of the National Trust for Historic Preservation in Washington, D.C. We appreciate the opportunity to appear this evening to comment on the revised Environmental Assessment and 4(f) Evaluation for the redevelopment of Terminals 5 and 6 at the John F. Kennedy Airport. The following will be a brief testimony for the record; more extensive comments on the project and EA will follow prior to the official end of the comment period on July 30, 2003.

The National Trust for Historic Preservation is a private, non-profit organization chartered by Congress in 1949 to lead the private historic preservation movement in this country, to promote public participation in the preservation of our nation's heritage, and to further the historic preservation policy of the United States. See 16 U.S.C. § 468. With almost 250,000 members nationwide, including over 22,000 in the State of New York alone, the National Trust provides leadership, education and advocacy to save America's diverse historic places and revitalize our communities. In addition to its headquarters in Washington, D.C., the National Trust has seven regional offices, including its Northeast office in Boston, which is specifically responsive to New York preservation concerns. The National Trust has also been designated by Congress as a member of the Advisory Council on Historic Preservation, 16 U.S.C. § 470i(a)(8), which is responsible for overseeing the implementation of Section 106 of the National Historic Preservation Act.

The National Trust for Historic Preservation continues to be concerned about the proposed redevelopment of Terminals 5 and 6, particularly as it relates to adverse effects on the historic Eero Saarinen TWA terminal (Terminal 5). We have been involved with the 4(f) and PH 12a

Section 106 processes since 2001 as a formal "consulting party," and we maintain our position that the proposed redevelopment of the TWA terminal would destroy the integrity of Saarinen's design and irreparably damage the historic character and context of the building. Our concern about the adverse effects of the Port Authority and FAA's redevelopment plan led us to place the TWA terminal on our 2003 11 Most Endangered Historic Places in the United States List, as many of you may have seen this weekend on the History Channel. This New York City Landmark, which is also eligible for the National Register of Historic Places, is one of the greatest architectural achievements of Eero Saarinen and stands as a tribute to the power, excitement, and dynamism of the 1960s "Jet Age." We urge the Port Authority and the FAA to consider alternatives to their preferred plan that will minimize the adverse effects on the integrity of this historic site.

PH 12a

PH 12b

The National Trust has four major areas of concern about the Port Authority and FAA's proposed redevelopment plan (Alternative 7). First, although we acknowledge the need for redevelopment of the TWA terminal in order to provide JetBlue with a modern facility, we believe that the redevelopment plan unnecessarily compromises key components of the historic site. We appreciate the Port Authority and FAA's revision of the plan to preserve the entire length of the connectors; however, we believe that other portions of the site can be preserved and adapted for continued use. The Trust also continues to question the need for the demolition of one of Terminal 5's "flight wings." Flight Wing 2 is a historic part of the TWA terminal and should be retained in redevelopment plans. Second, we believe that the terminal building itself can successfully be adapted for use as a modern aviation terminal, thus preserving its historic function. We applaud the FAA and Port Authority's decision to preserve the historic terminal, but we disagree with the determination that it can only be adaptively re-used for a non-aviation use, such as a conference center or restaurant. Such a change in use denies the purpose of Saarinen's design and reduces the terminal to a secondary building in the aviation complex. The 750,000 square foot terminal that will be built behind the Saarinen terminal will reinforce this devolution in use. The National Trust opposes the plan to build a structure that will physically overwhelm the graceful Saarinen building and effectively turn Saarinen's design inside-out by forcing the TWA terminal's rear to relate to it. This proposed terminal will also have a negative aesthetic impact on views from Saarinen's terminal, for it will entirely block the current

PH 12c

PH 12d

sweeping views of the airfield that figure prominently in Saarinen's bird-like design. And of course, the proposed public plaza is no replacement for the historic airfield view. PH 12d

Third, the National Trust believes that the decline in status of the TWA terminal will be reinforced by the redevelopment's transportation access plans. Taking the TWA terminal off of an access line such as the AirTrain (which will go directly to the new terminal) and removing parking from the immediate landside of the terminal will serve only to reinforce the isolation and secondary status of Saarinen's terminal. Lack of access will reduce the TWA terminal from the grand center of the Terminal 5 site to a minor, forgotten appendage in the new terminal complex. PH 12e

Finally, the National Trust strongly encourages the Port Authority and the FAA to consider other redevelopment alternatives as part of the 4(f) and Section 106 processes. As you know, the language of 4(f) mandates that federal agencies consider all "prudent and feasible alternative[s]" to their projects or plans. We believe that alternatives exist which are both "prudent and feasible" and which will minimize the adverse effects on the historic TWA terminal. Examples of these feasible and prudent alternatives include, but are not limited to, the MAS alternative and the LCOR response to the Port's Statement of Interest. Otherwise, the proposed redevelopment plan denies the historic and aesthetic elements of Saarinen's design and thus robs the public of a cultural icon that serves as a tangible reminder of the optimistic spirit of the "Jet Age." Minimizing impacts through another alternative, not only is possible, but imperative. PH 12f

Thank you for the opportunity this evening to speak on behalf of the National Trust.

Response to Public Hearing Comment PH 3 and PH 10

Richard Smyth
Vice President Redevelopment
Jet Blue Airways
118-29 Queens Blvd.
Forest Hills, NY 11375

Comment	Response
PH 3a	Comment Noted
PH 3b	Comment Noted
PH 3c	Comment Noted
PH 3d	Comment Noted
PH 3e	Comment Noted
PH 3f	Comment Noted
PH 3g	Comment Noted
PH 3h	Comment Noted
PH 3i	Comment Noted
PH 3j	Comment Noted
PH 3k	Comment Noted
PH 3l	Comment Noted
PH 10a	Comment Noted

It should be noted that these comments were submitted prior to the third consulting parties meeting of September 18, 2003 and subsequent meetings held as a continuation of the Section 106 consultation process on the redevelopment of Terminals 5/6 at JFK. Those meetings resulted in a report dated October 10, 2003. This report (Appendix B *Revised Concept Master Plan* and Appendix D *Memorandum of Agreement*) was submitted by the Port Authority to the FAA, with copies forwarded to the consulting parties. The understandings and conclusions in the report resulted in what is now the Preferred Alternative, which is described in the *EA* and reflected in the *Revised Concept Master Plan* (Appendix B *Revised Concept Master Plan* and Appendix D *Memorandum of Agreement*).

Response to Public Hearing Comment PH 11

Kyle Normandin
DOCOMOMO
P.O. Box 250532
New York, NY 10025

Comment	Response
PH 11a	The need to modernize and upgrade airline terminal facilities at JFK is acute. JetBlue is seeing substantial growth and will need additional gates in the coming years.
PH 11b	The Preferred Alternative is designed to provide for enhanced public access to the building. Specific access is detailed in the signed Memorandum of Agreement (Appendix D *Memorandum of Agreement*) and the *Revised Concept Master Plan.*
PH 11c	Open space adjacent to the terminal will be restored to as near as original configuration as possible. Parking will be done in a new nearby garage to be constructed as part of the *Concept Master Plan.*
PH 11d	The *Concept Master Plan* was amended in 2001 to retain the full lengths of the connector tubes. The possibility of incorporating the flight wings into a new terminal was examined at length during the 15-day working process meetings held in September 2003. The MAS alternative that would allow the flight wings to be retained was determined to be unfeasible as it would not serve the needs of the airport and airlines. The feasibility of incorporating interior elements of the flight wings into the new terminal will be explored.
PH 11e	Terminal 6 has been deemed not to be eligible for listing on the State and National Registers for Historic Places. The double curbside access causes significant traffic problems at this portion of the central terminal area of the airport. The building does not function smoothly and JetBlue is seeking a new modern terminal for its operations.
PH 11f	Comment noted. See the response to PH 9i regarding the comment about the MAS alternatives.

Response to Public Hearing Comment PH 11

Kyle Normandin
DOCOMOMO
P.O. Box 250532
New York, NY 10025

Comment	Response
PH 11g	JetBlue seeks to move out of Terminal 6 due to its inherent inadequacies. No airline has indicated a desire to operate out of the TWA Terminal.
PH 11h	The MAS alternatives were reviewed and determined to be not prudent or feasible, as described in the EA. Also, see responses to the MAS comment letter S1 and public hearing statement PH 1.
PH 9i	The MAS alternatives were not dismissed out of hand but were carefully analyzed. See reply to comment 9i
PH 9j	Comment noted.
PH 9k	Comment noted. Demolition of this outdated terminal is required to bring JFK into the modern era of airport terminal operation.
PH 9l	This comment is no longer valid given current passenger loads that match pre-September 11, 2001.
PH 9m	An exhaustive search for other viable alternatives was done in conjunction with consulting parties to the Section 106 process. See reply to comment 9i above.

It should be noted that these comments were submitted prior to the third consulting parties meeting of September 18, 2003 and subsequent meetings held as a continuation of the Section 106 consultation process on the redevelopment of Terminals 5/6 at JFK. Those meetings resulted in a report dated October 10, 2003. This report (Appendix B *Revised Concept Master Plan* and Appendix D *Memorandum of Agreement*) was submitted by the Port Authority to the FAA, with copies forwarded to the consulting parties. The understandings and conclusions in the report resulted in what is now the Preferred Alternative, which is described in the *EA* and reflected in the *Revised Concept Master Plan* (Appendix B *Revised Concept Master Plan* and Appendix D *Memorandum of Agreement*).

Response to Document PH 12

Autumn L. Rierson
Assistant General Counsel
National Trust for Historic Preservation
1785 Massachusetts Avenue NW
Washington, DC 20036

Comment	Response
PH 12a	The Preferred Alternative provides the best solution that serves the needs of the public, the airlines, the Port Authority and the historic resource. The *Revised Concept Master Plan* is the culmination of a long series of discussions on alternatives by the Port Authority and consulting parties to develop a Preferred Alternative that minimizes the effects to the terminal.
PH 12b	The Port Authority has considered 15 alternatives to the Concept Master Plan. All of the alternatives, except the no action alternative, would entail some degree of adverse effect to the historic resource. It was determined that of the alternatives considered, the Preferred Alternative would least harm the resource and is the only feasible and prudent alternative besides Alternative 7.
PH 12c	The redevelopment plan strikes a balance between the need for a new terminal and the need to preserve to the greatest extent possible, the historic resource. The possibility of incorporating the flight wings into a new terminal was examined at length during the September 2003 15-day process meetings that occurred after the third consulting parties meeting. The MAS alternative that would allow the flight wings to be retained was determined to be unfeasible as it would not serve the needs of the airport and airlines. However, reuse of select interior pieces in the new terminal will be evaluated.

Response to Document PH 12

Autumn L. Rierson
Assistant General Counsel
National Trust for Historic Preservation
1785 Massachusetts Avenue NW
Washington, DC 20036

Comment	Response
PH 12d	Adaptive reuse is common accepted practice for historic structures that have outlived their original function. The terminal has been relegated to an unused building in the aviation complex by the fact that no airline wants to use it for its operations. No airline has indicated to the Port Authority that the terminal building itself can successfully be adapted for use as a modern aviation terminal. JetBlue has stated unequivocally that it would move its hub operation out of JFK if it was required to use the TWA terminal. The new terminal will be designed and situated in such a manner as to minimize its impact on the adjacent TWA terminal. The restoration and rehabilitation and adaptive reuse that are major components of the Preferred Alternative will inject new life into the dormant building by recreating it into a focal point of the central terminal area. The signed Memorandum of Agreement (Appendix D *Memorandum of Agreement*) calls for ticketing kiosks in the terminal for use by airline customers who do not need to check baggage. The proposed plaza will offer the public at large an opportunity to view the back of the building from a vantage point that had been obstructed over time and was not previously available to the public at large.
PH 12e	The implementation of the *Revised Concept Master Plan* of October 2003 will reverse the decline in the status of the TWA terminal.The Preferred Alternative will enhance public access in a number of ways. A new connection from the Air Train to the terminal will be provided. Parking will be available directly adjacent to the terminal and from a parking garage located approximately 2 blocks away from the terminal. The *Revised Concept Master Plan* provides public access to the front door of the terminal for anyone who has an interest in viewing the interior of the terminal and connector tubes, or utilizing the adaptive reuse function.

Response to Document PH 12

Autumn L. Rierson
Assistant General Counsel
National Trust for Historic Preservation
1785 Massachusetts Avenue NW
Washington, DC 20036

Comment
PH 12f

Response
The *Revised Concept Master Plan* balances the need to provide state-of –the art public transportation facilities with historic preservation. It also would mitigate the adverse effects through a restoration/ rehabilitation and adaptive reuse plan for the terminal. The alternatives presented by MAS do not "minimize harm" to the historic site. Significant adverse effects to the terminal would result from the implementation of any of the alternatives previously presented by MAS and LCOR.

The Port Authority has done a thorough analysis of alternatives presented and have made clear and concise statements as to why the alternatives are not prudent and feasible. Neither the MAS alternatives nor the LCOR alternatives would provide the level of customer service required by the airlines and the passengers they serve. The MAS alternative submitted prior to September 2003 is not prudent based on increased cost, disruption to the airport in terms of added construction difficulties, and economic considerations on the fact that no airline has embraced their alternatives and have considered adopting their plans for their use. Expressly, JetBlue Airways informed the MAS in writing that it is not interested in pursuing the MAS alternatives submitted prior to September 2003 because of deficiencies associated with the TWA Terminal building and the fact that the MAS alternative does not work for the unique JetBlue business plan.

There are numerous reasons why the *Revised Concept Master Plan* of October 2003 is the Preferred Alternative. It makes the most efficient use of aviation capacity and, with its flexible design, can accommodate a variety of aircraft. It best promotes airline competition and complies with the Americans with Disabilities Act (ADA). It would be built in a shorter timeframe to suit airline tenants. It would cost less to build and operate than other alternatives. Alternative 7 provides the amount of landside access required by a modern terminal, whereas the other alternatives considered do not.

Third Consulting Parties Meeting Attendance Record: September 18, 2003

JFK Terminal 5 and 6 Redevelopment
Consulting Party Meeting
September 18, 2003
JFK Building 14, Main Conference Room
1:30pm – 4:00pm

AGENDA

Introductions and Welcome

Summary of Comments Received During the Public Comment Period

Additional Comments from the Consulting Parties Pursuant to 106

Discussion of Alternatives

Feasibility of Alternatives

Next Steps

THE PORT AUTHORITY OF NY & NJ
JFK REDEVELOPMENT PROGRAM
ATTENDANCE SHEET

DATE: 9/18/03 LOCATION: Bldg 14-3rd fl SUBJECT: T5/6 3rd Party Consulting

NAME	ORGANIZATION	PHONE NUMBER	E-MAIL ADDRESS
Patty Noonan	Partnership for NYC	(Ex. 1)	pnoonan@pfnyc.org
Bob Kuhn	NY SHPO		Robert.Kuhn@OPRHP.STATE.NY.US
Hal Hayes	H³ ARCHITECTURE		HAL.HAYES@H3ARCHITECTURE.COM.
Frank Sanchis	Municipal Art Society		fsanchis@mas.org
Vicki Weiner	"	"	vweiner@mas.org
Chris Rizzo	" "	"	crizzo@mas.org
Marilyn Fenollosa	National Trust for H.P.		Marilyn_Fenollosa@nthp.org
Julian Adams	NYSHPO		Julian.Adams@oprhp.state.ny.us
Ted Kleiner	Port Authority NY NJ	212 435 3707	tkleiner@panynj.gov
Robert Davidson	PA	212 435 5603	rdavidso@panynj.gov
Steve Smolenski	PANYNJ	718-244-4502	ssmolens@panynj.gov
Alex Herrera	NY LANDMARKS CONSERVANCY		alexherrera@NYLandmarks
Richard Southwick	BEYER BLINDER BELLE ARCHITECTS		RSOUTHWICK@BBBARCH.COM
JARI SINKARI	CONSULATE GENERAL OF FINLAND, NY	212-750-4400	jari.sinkari@formin.fi
Kevin Bleach	PORT AUTHORITY OF NY/NJ	212 435-3727	KBleach@PANYNJ.GOV
RAY SPINELLI	" "	718-244-4075	RSPINELL@PANYNJ.GOV.
JEFFREY NESBITT	JETBLUE AIRWAYS	718-709-3093	JEFF.NESBIT@JETBLUE.COM
MARK AHASIC	JETBLUE	718 709 3352	MARK.AHASIC@JETBLUE.COM
RICHARD SMYTH	JETBLUE AIRWAYS	718 709 3099	RICHARD.SMYTH@JETBLUE.COM

NAME	ORGANIZATION	PHONE NUMBER	E-MAIL ADDRESS-
ED KNOESEL	PANYNJ	(212) 435-3747	eknoesel@panynj.gov
Carlene McIntyre	PA NY NJ	(212) 435-3503	CMcIntyr@panynj.gov
patty clark	"	212.435.3731	pclark@panynj.g
MANNY WEISS	FAA	718-553-3001	MANNY.WEISS@FAA.G
GAIL F. BUTLER	FAA	(718) 553-3267	gail.butler@faa.gov
Wayne T. Heibeck	FAA	(718) 553-3380	wayne.heibeck@faa.gov
Marie Jenet	FAA	516-227-3811	marie.jenet@faa.gov
John R. Dermody	FAA	516 227-3869	john.dermody@faa.g
Terri Gerrish	CH2M HILL	(Ex. 1)	
Richard T. Anderson	NY Bldg. Congress		
Carlisle Towery	Greater Jamaica Dev Corp	718 291-0282	ctowery@gjdc.org
Margaret Giugliano	The Wicks Group		

Telcon dial in - 718-995-5600 code 9865

Record of Attendees

MEETING / LOCATION: Consulting Parties Meeting - JFK Terminals 5/6 Redevelopment — JFK airport - Building 14

DATE: 9/18/03

	NAME	ORGANIZATION	PHONE
1.	John R. Dermody	FAA - NYADO	(516) 227-3869
2.	Terri Gerrish	CH2M HILL	973-316-9300
3.	Richard T. Anderson	New York Building Congress	212-481-9230
4.	Charlotte Fawcett	Greater Jamaica Dev't Corp	718 291-0282
5.	Margaret Gingliano	The Wilks Group repping Municipal Arts Soc.	(212) 868-6980
6.	Christopher Rizzo	Municipal Art Soc.	212-935-3960
7.	Bob Kuhn	NY SHPO	518-237-8643 x3255
8.	Julian Adams	NY SHPO	518 237 8643 x3271
9.	Frank Sanchez	MAS	212 935 3960
10.	Dan Klima	ACHP	via teleconference
11.	Dru Null	ACHP	via teleconference
12.	Autumn Floras	Nat'l Trust	via teleconference 202 588-6174
13.	Bob Merritt	Nat'l Trust	via teleconference 202 588-6026
14.			
15.			
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Comment Letters and Specific Responses to the June 2003 Draft EA & DOT Section 4(f) Evaluation

The Port Authority of New York and New Jersey
Revised Draft EA, Redevelopment of Terms. 5/6 at JFK, June 2003

Summary of Comments For Which a Specific Response is Provided

DOCUMENT NUMBER	NAME AND ORGANIZATION OF COMMENTOR
DOCUMENT S1	Fredric Bell, F.A.I.A. Executive Director AIA New York Chapter 200 Lexington Avenue New York, NY 10016
DOCUMENT S2	Gladys Blundin, President TWA Clipped Wings International, Inc. 85 Carriage Road Wilton, CT 06897-1604
DOCUMENT S3	Scott P. Heyl, President Preservation League of New York State 44 Central Avenue Albany, NY 12206
DOCUMENT S4	Jeffrey A. Kroessler, President The Queensborough Preservation League 20-48 33rd Street Astoria, NY 11105
DOCUMENT S5	Elizabeth S. Merritt, Deputy General Counsel Marrilyn Fenollosa, Regional Counsel, Northeast Office National Trust for Historic Preservation 1785 Massachusetts Avenue, NW Washington, DC 20036
DOCUMENT S6	Victoria Newhouse, President[1] The Architectural History Foundation, Inc. 4 Times Square New York, NY 10036
DOCUMENT S7	Antonio Roman, Architect, PhD. (Ex. 1)
DOCUMENT S8	Frank Sanchis, Executive Director Vicki Weiner, Director of Historic Preservation & Kress Fellow The Municipal Art Society of New York 457 Madison Avenue New York, NY 10022
DOCUMENT S9 -- May 22, 2003 letter	Frank Emile Sanchis III[1] Executive Director The Municipal Art Society of New York 457 Madison Avenue New York, NY 10022

[1] Received prior to distribution of June 2003 draft

AIA New York Chapter

The Founding Chapter of
The American Institute of Architects

July 30, 2003

Mr. Ed Knoesel
Port Authority of New York & New Jersey
Aviation Department
225 Park Avenue South, 9th floor
New York, NY 10003

Re: Draft Environmental Assessment and DOT Section 4(f) Evaluation of the Redevelopment of Terminals 5 & 6 at JFK Airport

PRESIDENT
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Claire Weisz, , AIA
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ASSOCIATE DIRECTOR
Emily Eastman, Assoc. AIA
PUBLIC DIRECTOR/
CO-DIRECTOR FOR PUBLIC OUTREACH
Richard Schaffer
EXECUTIVE DIRECTOR
Fredric Bell, FAIA

Dear Mr. Knoesel:

On behalf of the New York Chapter of the American Institute of Architects New York Chapter and its 3,400 architects and public members, I would like to join with other professional and civic organizations that oppose the proposed disposition of Terminals 5 & 6 at JFK Airport.

While we support the preservation and ongoing use of the former TWA Terminal building, we question the necessity of truncating the building in such manner that it has no remaining connection to the runways and active areas of airport use. A proposed solution should be identified that utilizes the TWA terminal for transportation purposes and assures the future of this internationally significant icon. S 1a

In addition, we question the decision to demolish Terminal 6, the former National Airlines Terminal building designed by renowned architect, I. M. Pei. We had hoped and expected that there would be a way to re-use the main structure of the National building. It is not too late to change course and re-use this important and historic structure. S 1b

Yours truly,

Fredric Bell

Fredric Bell, FAIA
Executive Director

200 Lexington Avenue
New York, New York 10016
212.683.0023
212.696.5022 fax
e-mail: info@aiany.org
web site: www.aiany.org

It should be noted that these comments were submitted prior to the third consulting parties meeting of September 18, 2003 and subsequent meetings held as a continuation of the Section 106 consultation process on the redevelopment of Terminals 5/6 at JFK. Those meetings resulted in a report dated October 10, 2003. This report (Appendix B *Revised Concept Master Plan* and Appendix D *Memorandum of Agreement*) was submitted by the Port Authority to the FAA, with copies forwarded to the consulting parties. The understandings and conclusions in the report resulted in what is now the Preferred Alternative, which is described in the *EA* and reflected in the *Revised Concept Master Plan* (Appendix B *Revised Concept Master Plan* and Appendix D *Memorandum of Agreement*).

Response to Document S1

Fredric Bell, FAIA
Executive Director
The American Institute of Architects (AIA)
New York Chapter
200 Lexington Avenue
New York, New York 10016
July 30, 2003

Comment	Response
S 1a	The TWA Terminal has shown itself to be inadequate for current airline needs. American Airlines, which took over TWA assets in 2001, removed all airline operations out of the building in December, 2001. While solutions to retain the building as a terminal have been proposed and analyzed, JetBlue has needs to expand its operations due to the growth of the airline. It has stated that it the TWA building does not provide the level of service required for their operation and they would not operate out of the terminal. They will, however, install ticketing kiosks in the terminal for those passengers that wish to access the new terminal through the TWA terminal as reflected in the *Revised Concept Master Plan* of October 2003. No other airline has expressed any interest in using the TWA terminal for its operations.
S 1b	The Terminal 6 site has 13 gates, all of which are currently utilized by Jet Blue. This airline will need additional gates to accommodate its growth. It will not operate out of two terminals because of innate inefficiencies associated with this type of setup. The Terminal 6 site is needed to accommodate growth for JFK Airport predicted by the FAA and the Port Authority.

TWA Clipped Wings International Inc.

Mr. Ed Knoesel
Port Authority of NY & NJ
Aviation Department
225 Park Avenue South, 9th Floor
New York, NY 10003

Mr. Philip Brito, Manager
NY Airports District Office
Federal Aviation Administration
600 Old County Rd, Suite 446
Garden City, NY 11530

July 18, 2003

Dear Mr. Knoesel and Mr. Brito,

The Eero Saarinen TWA Terminal 'Birds of Flight' is a focal point of JFK and I wholeheartedly encourage you to preserve the entire innovative building, preserve its feeling of flight, restore it and use it in all its glory. Its innovative grandeur and historic status entitle it to be preserved in its undivided entirety with eye-flow space to lead one's fancies up, up and away. What a wonderful opportunity for JFK to remember the architecturally beautiful & exciting airport it once was! How well I remember!!

Preserve the unobstructed views that capture its swooping flight – from the roadway as one approaches, from other structures, from passing airplanes. Revitalize this awesome inner space into a museum to remember the great US airlines of the past – a pod for Trans World Airlines and a pod for Pan American Airlines, the only two US international carriers who served Idlewild/JFK so successfully during the mid-century. Open convention space, coffee shops and restaurants with grand views – people will come! S 2a

Do it for us – the people of NY, NJ & CT and, indeed, the world. Do it for our memories and for the education of the youth of today and tomorrow. Thank you.

Sincerely,

Gladys Blundin, President
TWA Clipped Wings International Inc.
85 Carriage Rd.
Wilton, CT 06897-1604
Tel: 203-762-5601
Fax: 203-834-2053
Email: twaclippedwings@yahoo.com

PS: We, our organization of former TWA hostesses and flight attendants, have already set aside a collection of our best authentic vintage uniforms earmarked for a display commemorating TWA's history in your future **TWA Terminal Museum**. Call me! S 2b

Encl: Business card
Cc: Bernadette Castro, Commissioner, NY State Office of Parks, Recreation & Historic Preservation, Albany, NY
Don Klima, Executive. Director, Advisory Council on Historic Preservation, Washington, DC

It should be noted that these comments were submitted prior to the third consulting parties meeting of September 18, 2003 and subsequent meetings held as a continuation of the Section 106 consultation process on the redevelopment of Terminals 5/6 at JFK. Those meetings resulted in a report dated October 10, 2003. This report (Appendix B *Revised Concept Master Plan* and Appendix D *Memorandum of Agreement*) was submitted by the Port Authority to the FAA, with copies forwarded to the consulting parties. The understandings and conclusions in the report resulted in what is now the Preferred Alternative, which is described in the *EA* and reflected in the *Revised Concept Master Plan* (Appendix B *Revised Concept Master Plan* and Appendix D *Memorandum of Agreement*).

Response to Document S2

Gladys Blundin, President
TWA Clipped Wings International, Inc
85 Carriage Road
Wilton, CT 06897-1604
July 18, 2003

Comment	Response
S 2a	With implementation of the Preferred Alternative, as described in a Report to the FAA dated October 10, 2003, many views of the TWA main terminal building and the connecting tubes will be preserved. Also, the interior of the TWA main terminal building is proposed to be rehabilitated, restored, and redeveloped to include kiosks for check-in by JetBlue passengers who wish to travel through the Saarinen main building and connector tubes on their way to their gates. Other supplemental redevelopment options are also being considered.
S 2b	The offer of vintage TWA uniforms for display within the terminal is appreciated and will be considered.

Preservation League of New York State

44 Central Avenue
Albany, NY 12206
TEL (518) 462-5658
FAX (518) 462-5684
www.preservenys.org

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Scott P. Heyl
President

July 29, 2003

Ed Knoesel
Port Authority of New York & New Jersey
Aviation Department
225 Park Avenue South, 9th Floor
New York, NY 10003

RE: Draft Environmental Assessment and DOT Section 4(f) Evaluation Terminal 5/6 Redevelopment Project: John F. Kennedy International Airport Assessment

Dear Mr. Knoesel:

On behalf of the Preservation League of New York State, I am writing in response to the June 2003 draft of the Environmental Assessment and DOT Section 4(f) Evaluation for the above referenced project, also known as the TWA Terminal.

The Preservation League is New York's statewide, not-for-profit organization dedicated to preserving the Empire State's incomparable architectural heritage. During the past two years we have been engaged in the on-going effort to preserve Eero Saarinen's masterpiece, the TWA Terminal, and ensure its continued public function as part of the JFK International Airport. We have written on two previous occasions regarding our concerns for the review process and the ultimate design of the overall project. We are writing once again to urge in the strongest possible terms that all feasible and prudent alternatives be explored to ensure that the building's integrity is preserved and that an appropriate function is identified as part of the planning. S 3a

In particular, we request that the Concept Master Plan developed and submitted by the Municipal Art Society (MAS) be seriously considered as a means of meeting the needs of the traveling public while integrating and preserving the landmark TWA Terminal. To date, there seems to be little evidence that these alternatives have been adequately considered. S 3b

Trustees Council

Kent L. Barwick
George H. Beane
David W. Beer FAIA
Adriana Scalamandre Bitter FASID
Robert F. Bristol FASLA
Charles B. Buchanan
Nancy N. Campbell
William Clarkson
Henry S.F. Cooper
Randall T. Crawford
Susan J. Cummings
Steven C. Engelhart
Wendy E. Feuer
Dorothy Twining Globus
Charles L. Granquist
Roberta Brandes Gratz
Carolyn Grimstead
John v.H. Halsey
Walter J. Handelman
Anne A. Hubbard
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Dudley D. Johnson
William B. Johnston
Susan Henshaw Jones
Marilynn G. Karp
Francis R. Kowsky
Robert J. Kresse
Alexia Lalli
Edgar A. Lampert
Stephen S. Lash
Richard J. Lippes
Robert B. MacKay
Paul Malo
Caroline B. Mason
Anne L. Millard
Dorothy Marie Miner
Norman M. Mintz
Rev. Thomas Phelan
Karen A. Phillips
Joseph A. Pierson
Carole Rifkind
Robert A.M. Stern FAIA
John B. Stetson, PE
Gilbert T. Vincent

While we are pleased to see that "a condition of the redevelopment of the terminal will be a restoration of the TWA Terminal building" (ES-3), we can not support a plan that calls for 1) the demolition of the Terminal's gate satellites and 2) new construction of a design and scale that overwhelms and obscures the original historic building. The design concepts developed by MAS address these and other negative aspects of the current proposal in ways that appear to answer the fundamental needs of all stakeholders. In addition, the Preservation League remains concerned that any future use of the historic terminal allow for public access. We urge that, in addition to restoration, such access be a condition of any development project.

S 3c

S 3d

S 3e

The Preservation League most recently expressed our concern for the fate of this international landmark by its inclusion in our endangered properties program, "Seven to Save," in 2001. Given the findings of the draft Environmental Assessment, we can not remove the property from our list nor concur with the airport sponsor's Preferred Alternative (Alternative 7). Sadly, this alternative falls short of respecting the landmark qualities of the historic building and its setting. It also does not take advantage of the MAS alternative ideas presented to help fulfill the mandatory requirements to fully explore all prudent and feasible alternatives. The landmark TWA Terminal is worthy of no less.

S 3f

Sincerely,

Scott P. Heyl, President
Preservation League of New York State

It should be noted that these comments were submitted prior to the third consulting parties meeting of September 18, 2003 and subsequent meetings held as a continuation of the Section 106 consultation process on the redevelopment of Terminals 5/6 at JFK. Those meetings resulted in a report dated October 10, 2003. This report (Appendix B *Revised Concept Master Plan* and Appendix D *Memorandum of Agreement*) was submitted by the Port Authority to the FAA, with copies forwarded to the consulting parties. The understandings and conclusions in the report resulted in what is now the Preferred Alternative, which is described in the *EA* and reflected in the *Revised Concept Master Plan* (Appendix B *Revised Concept Master Plan* and Appendix D *Memorandum of Agreement*).

Response to Document S3

Scott P. Heyl, President
Preservation League of New York State
44 Central Avenue
Albany, NY 12206 10016
July 29, 2003

Comment	Response
S 3a	As many as 15 alternatives were explored. The *Revised Concept Master Plan* of October 2003 is the culmination of a three meetings held at the request of the FAA to come to an agreement on a Preferred Alternative. The airport sponsor will issue a Request for Proposals to identify an appropriate adaptive reuse of the terminal.
S 3b	Several alternatives submitted by MAS have been seriously considered but have been deemed not to be prudent. Five MAS alternatives were adequately considered in the Revised Draft EA of June 2003, and others submitted by MAS are considered in the final EA. The *Revised Concept Master Plan* of October 2003 had input from MAS.
S 3c	Comment noted
S 3d	The design concepts developed by MAS prior to September 2003 were found to be inadequate to answer the fundamental needs of all stakeholders, including airlines and the airport sponsor. JetBlue has informed MAS in writing that those alternatives do not suit their needs and they would have no interest in pursuing operating out of the TWA terminal. The *Revised Concept Master Plan* of October 2003 serves the needs of the airlines and was developed with input from stakeholders.
S 3e	Public access shall be a condition of any development project as stipulated in the Memorandum of Agreement. The *Revised Concept Master Plan* of October 2003 contains enhanced public access from the Air Train and roadway system.

Response to Document S3

Scott P. Heyl, President
Preservation League of New York State
44 Central Avenue
Albany, NY 12206 10016
July 29, 2003

Comment	Response
S 3f	The PA's Preferred Alternative seeks to strike a balance between meeting the needs of a modern airport and historic preservation. If the pre-September 2003 MAS alternatives had been found to be prudent in terms of levels of service required for a modern terminal, they would be incorporated into the PA's Preferred Alternative. MAS had considerable input in developing the *Revised Concept Master Plan* of September 2003.

The Queensborough Preservation League
20-48 33rd Street, Astoria, NY 11105 (718) 204-8457

July 28, 2003

Ed Knoesel
Port Authority of NY & NJ
Aviation Department
225 Park Avenue South, 9th Floor
New York, NY 10003

Dear Mr. Knoesel:

The Queensborough Preservation League is quite concerned about the proposal to alter Eero Saarinen's landmarked TWA Terminal at JFK Airport. Surely one of the monuments of modernism in this city, indeed the nation, deserves a better fate than to be preserved in bureaucratic aspic.

Current plans for the new terminal, the very plans which compelled the National Trust for Historic Preservation for include it on their 11 most endangered list, would render Saarinen's original conception irrelevant. S4a

Even granting the new needs for security and greater capacity, it is still possible to embrace a different solution. I flew out of that terminal on my honeymoon to Lisbon, and it was an ideal prelude to our flight. Why deny others such an inspiring gateway? New designs are nothing but glorified bus depots. This terminal – and, I must add, the doomed National Airlines Sundrome by I.M. Pei, one of the finest terminals ever built there – demonstrate a respect for the traveler which has been sorely lacking in recent designs. S4b

At this point, I fear that the struggle over the proposed alterations is nothing but a power play. It will be altered beyond use because no one can stop it. Well, it is not too late to change direction and protect the best of the architecture under the Port Authority's stewardship. The citizens of our city will thank you.

Yours truly,

Jeffrey A. Kroessler
President

Astoria, Sunnyside Gardens, Jackson Heights, Flushing, Douglaston and Little Neck, Richmond Hill, Woodhaven, Rigdewood, Kew Gardens, Parkway Village, Boulevard Gardens, Hunters Point, Rockaway

It should be noted that these comments were submitted prior to the third consulting parties meeting of September 18, 2003 and subsequent meetings held as a continuation of the Section 106 consultation process on the redevelopment of Terminals 5/6 at JFK. Those meetings resulted in a report dated October 10, 2003. This report (Appendix B *Revised Concept Master Plan* and Appendix D *Memorandum of Agreement*) was submitted by the Port Authority to the FAA, with copies forwarded to the consulting parties. The understandings and conclusions in the report resulted in what is now the Preferred Alternative, which is described in the *EA* and reflected in the *Revised Concept Master Plan* (Appendix B *Revised Concept Master Plan* and Appendix D *Memorandum of Agreement*).

Response to Document S4

Jeffrey A. Kroessler, President
The Queensborough Preservation League
20-48 33rd Street
Astoria, New York 11105
July 28, 2003

Comment	Response
S 4a	The National Trust for Historic Preservation is a consulting party to the environmental assessment process. The consultation process culminated in the Report that was submitted by the Port Authority to the FAA on October 10, 2003, and in the *Revised Concept Master Plan.*
S 4b	The October 10, 2003 Report provides JetBlue passengers with kiosks for check-in within the Saarinen terminal, so passengers will not be denied this choice.

July 30, 2003

Mr. Edward Knoesel
The Port Authority of New York and New Jersey
Aviation Department
225 Park Avenue South, 9th Floor
New York, NY 10003
Fax: (212) 435-3825

Mr. Philip Brito
Manager, New York Airports District Office
Federal Aviation Administration
600 Old Country Road, Suite 446
Garden City, NY 11530
Fax: (516) 227-3813

Dear Mr. Knoesel and Mr. Brito:

The National Trust for Historic Preservation appreciates the opportunity to comment on the Draft Environmental Assessment and Section 4(f) Evaluation ("Draft EA") for the proposed Terminal 5/6 Redevelopment Project at the John F. Kennedy International Airport.

The National Trust for Historic Preservation is a private, non-profit organization chartered by Congress in 1949 to lead the private historic preservation movement in this country, to promote public participation in the preservation of our nation's heritage, and to further the historic preservation policy of the United States.[1] With almost 250,000 members nationwide, including over 22,000 in the state of New York alone, the National Trust provides leadership, education, and advocacy to save America's diverse historic places and revitalize our communities. In addition to its headquarters in Washington, D.C., the National Trust has seven regional offices, including its Northeast office in Boston, which is specifically responsive to New York preservation concerns. The National Trust has also been designated by Congress as a member of the Advisory Council on Historic Preservation, which is responsible for overseeing the implementation of Section 106 of the National Historic Preservation Act.[2]

The National Trust for Historic Preservation continues to be concerned about the proposed redevelopment of Terminals 5 and 6, particularly as it relates to adverse effects on the historic Eero Saarinen TWA terminal (Terminal 5). Although we acknowledge the need for redevelopment of the TWA terminal in order to provide JetBlue with a modern facility, we believe that the redevelopment plan unnecessarily compromises key components of the historic site. We have been involved with the 4(f) and Section 106 processes since 2001 as a formal "consulting party," and we maintain our position that the proposed redevelopment of the TWA

[1] See 16 U.S.C. § 468.
[2] Id. § 470i(a)(8).

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terminal would destroy the integrity of Saarinen's design and irreparably damage the historic character and context of the building. Our concern about the adverse effects of the Port Authority and FAA's redevelopment plan led us to place the TWA terminal on our 2003 List of America's 11 Most Endangered Historic Places. This New York City Landmark, which is also eligible for the National Register of Historic Places, is one of the greatest architectural achievements of Eero Saarinen and stands as a tribute to the power, excitement, and dynamism of the 1960s "Jet Age." We urge the Port Authority and the FAA to consider alternatives to the preferred plan that will minimize negative impacts on the integrity of this historic site. S 5a

Draft EA Discussion

A. The Draft EA Proposes the Unnecessary Demolition of Historic Flight Wing 2.

Under the Port Authority and FAA's preferred alternative (Alternative 7), Flight Wing 2 would be demolished in order to provide space for the proposed terminal addition. We appreciate the Port Authority and FAA's revision of the original plan in order to preserve the entire length of the connecting tubes to the "flight wings"; however, we believe that Flight Wing 2 can be preserved and adapted for continued use. Flight Wing 2 is a key component of Saarinen's original plan and is part of the site's New York City Landmark designation. As such, it is a historic resource that falls under the purview of Section 4(f). Section 4(f) mandates that the proposed project "include all possible planning to minimize harm to the . . . historic site resulting from the use" of the site.[3] In addition, Section 4(f) requires that historic sites "be given paramount importance when evaluating a project."[4] We do not believe that demolition of Flight Wing 2 constitutes "minimiz[ing] harm" to the historic terminal site. Rather, demolition of Flight Wing 2 would cause a significant amount of harm to the site. Not only would a historic portion of the TWA terminal be lost, but the destruction of Flight Wing 2 would rob the TWA terminal of its gates and thus prevent it from retaining its historic aviation use in the future. Therefore, the preservation of historic Flight Wing 2 should be a component of the redevelopment plan, as it helps maintain the integrity of Saarinen's design and minimizes harm to the historic site. S 5b

B. The Draft EA Fails to Explore Adaptive Re-Use of the TWA Terminal That Would Preserve the Terminal's Historic Function.

The National Trust believes that the Port Authority and the FAA should further explore the possibility of adaptive re-use that would preserve the historic aviation function of Saarinen's terminal. The Port Authority's Solicitation of Interest (SOI) for redevelopment proposals effectively precludes the possibility of adaptive re-use. The SOI leaves no room for consideration of an aviation function: the attached PANYNJ/FAA redevelopment plan clearly shows the destruction of the TWA flight wings and the positioning of a new semi-circular S 5c

[3] 49 U.S.C. § 303(c)(2).
[4] Druid Hills Civic Ass'n v. Federal Highway Admin., 772 F.2d 700, 713 (11th Cir. 1985).

terminal between Saarinen's terminal and the runway. This "Master Plan" configuration strongly suggests that responses to the SOI should be confined to adaptive re-use ideas that will address Saarinen's terminal only as a secondary building in the new Terminal 5/6 complex.

The response to the SOI submitted by LCOR/Schipol, however, demonstrates the potential for adaptive re-use that would preserve the historic aviation function of Saarinen's terminal. We believe that the Port Authority and the FAA should pursue this approach in greater detail before determining that the traditional function of the TWA terminal must be abandoned. Other parties may have creative alternatives that could be explored, if the Port Authority and the FAA did not accept and publicly advertise as a "given" the loss of the TWA terminal's aviation function. If Saarinen's terminal is no longer the gate through which travelers pass and is assigned to an unspecified tenant, the terminal faces the prospect of inaccessibility to the public and an uncertain future as an independent commercial venture. This does not constitute "all possible planning to minimize harm" to the TWA terminal.[5] S 5c

C. <u>The Draft EA Proposes a Preferred Alternative that Will Negatively Impact the Historic Aesthetic Qualities of Saarinen's Design.</u>

The preferred alternative (Alternative 7) proposes the construction of a new 750,000-square-foot terminal that will wrap around the airside of the TWA terminal and dominate the Terminal 5/6 site. The National Trust opposes the plan to build a structure that will physically overwhelm the graceful Saarinen building and effectively turn Saarinen's design inside-out by forcing the TWA terminal's air side to relate to the new building. Although Alternative 7 places this new terminal at a reasonable distance from Saarinen's terminal, there is no doubt that the new terminal will tower over its elder and frustrate a key element of Saarinen's design. This design dominance will alter the configuration of the TWA terminal by forcing the original air side to become the public entrance from the proposed plaza. Instead of relating to the airfield, Saarinen's terminal will have to relate to the new terminal in a subordinate posture that would belie its design history. In addition, placing a new terminal on the air side of the TWA terminal would block the view of the airfield from the interior of the TWA terminal, and would place the interior in shadow by blocking the sunlight; thus, Saarinen's intent to have the air traveler experience the excitement of jet travel on the runway before his or her eyes will be lost. The sweeping views of the airfield that figure so prominently in Saarinen's bird-like design will be destroyed. Instead of viewing arriving and departing planes, an individual in the TWA terminal will be treated to a mundane view of cars on the interior roadway and the air side of the new terminal. The proposed public plaza is no replacement for the historic airfield view. Under the preferred alternative (Alternative 7), any sense of entering a gateway to the dynamism of air travel will vanish. S 5d

The Draft EA pointedly notes that Alternatives 8-12 will each "cause adverse impacts to historic resources, since views of the TWA terminal would be affected by the [proposed] large

[5] 49 U.S.C. § 303(c)(2).

new terminal structure that would be located near its north side, and airside views from the TWA terminal would be blocked by the new terminal and departures roadway."[6] However, Alternative 7 is not placed under the same analysis. No mention is made of how the proposed landside parking garage and roadway and airside terminal will significantly obscure views of the TWA terminal. In addition, negative impacts on the historic view *from the interior* of the TWA terminal are only cursorily discussed in evaluating Alternative 7. The airfield view adds significant meaning to Saarinen's design, for it is a viewshed that figures into the historic importance of the TWA terminal. Thus, "all possible planning to minimize harm" should be undertaken to avoid loss of the historic airfield view.[7] The evaluation of Alternative 7, which would essentially smother the TWA terminal and render it a secondary structure, ignores the significance of the viewshed and thus fails adequately to provide for the preservation of historic resources. S 5d

The National Trust believes that the Port Authority and the FAA should consider alternatives that will minimize the negative aesthetic impact of redevelopment on the TWA terminal. Alternative 7 does not provide an acceptable "minimiz[ation of] harm" to the historic design or context of Saarinen's terminal.[8]

D. The Draft EA's Transportation Access Plans Pose a Significant Threat to the Viability of the TWA Terminal.

The National Trust is concerned that the decline in the status of the TWA terminal will be reinforced by the redevelopment's transportation access plans. Under Alternative 7, the TWA terminal will be removed from an access line, and landside parking immediately adjacent to the terminal will vanish. Instead, the AirTrain will connect directly to the new terminal, and a parking garage that leads into the new terminal will replace ground parking. Removing the TWA terminal from these connections will serve only to reinforce the isolation and secondary status of Saarinen's terminal. The public will no longer enter the terminal through its designed entrance; rather, general access will be only from the new terminal through the connector tubes and the public plaza. Depending on the selected adaptive re-use, many members of the public may no longer have a reason to enter Saarinen's terminal. This alteration will reduce the TWA terminal from its current status as the focal point of the Terminal 5 site to a minor, forgotten appendage in the new terminal complex. S 5e

E. The Draft EA Fails Adequately to Address Preservation Measures that Will Be Taken as the TWA Terminal Awaits Redevelopment.

The National Trust fears that the diminution in use that would occur under Alternative 7 will lead to preservation shortcomings. Although we applaud the Port Authority and FAA's S 5f

[6] Draft EA, § 3.2.3.2, p. 3-15.
[7] 49 U.S.C. § 303(c)(2).
[8] Id.

decision to preserve the terminal itself, we are concerned that current plans may fail to ensure future viability. Decreasing passenger traffic in the terminal by removing transportation access and failing to secure a tenant for the terminal could easily lead to the building's decline. Structures of secondary importance receive less maintenance, and the Draft EA does not explain what preservation measures will be taken in the absence of a tenant to protect the building from deterioration and neglect. The SOI advertised by the Port Authority states that the tenant will be responsible for the rehabilitation of the TWA terminal. Thus, the terminal could sit in its present abandoned state for a significant period of time until the tenant is selected and begins work. The National Trust fears that the fate of the Saarinen terminal will be to suffer substantial deterioration. S 5f

The National Trust would like to see a preservation plan in place for this interim period. Another alternative would be for the Port Authority and the FAA to assume direct responsibility for the rehabilitation of the TWA terminal at the same time the rest of the redevelopment proceeds. The terminal could be rehabilitated and then leased to an appropriate tenant, no matter whether the design plan for Alternative 7 or another alternative receives final approval. Planning to "minimize harm" to the terminal must take into consideration the negative effects that will occur while the terminal sits abandoned.

F. The Port Authority and the FAA Must Consider Other Redevelopment Strategies.

The National Trust strongly encourages the Port Authority and the FAA to consider other redevelopment alternatives as part of the Section 4(f) and Section 106 reviews. We do not believe that Alternative 7 fulfills the mandate of Section 4(f) to "minimize harm" to historic sites.[9] We believe other possibilities exist that are both "feasible and prudent" alternatives to the preferred plan.[10] As such, the alternatives must be weighed and a determination must be made as to "which feasible and prudent alternative minimizes harm to th[e] site."[11] S 5g

Under Section 4(f), "an alternative is 'feasible' if it can be accomplished as a matter of sound engineering."[12] A "prudent" alternative that is less harmful to historic properties can not be rejected unless it "involv[es] uniquely difficult problems" or costs or community disruption of "extraordinary magnitudes."[13] The Draft EA cites Alternative 7 as the only "feasible and prudent" alternative for the redevelopment project. A primary reason given for its selection is that it "would fully meet the purpose and needs for which the project was established."[14] This may be true, but it fails to assign "paramount importance" to the historic site that will be "used" by the redevelopment.[15] The Port Authority and the FAA summarize the harm that will occur to S 5h

[9] Id.
[10] Id.
[11] Citizens Council of Delaware County v. Dole, 619 F. Supp. 52, 62 (E.D. Pa. 1985).
[12] Id. at 60.
[13] Id. at 61.
[14] Draft EA, § 3.2.3.2., p. 3-13.
[15] Druid Hills Civic Ass'n, 772 F.2d at 713.

the historic TWA terminal in one understated sentence: "[Alternative 7] would cause adverse impacts to historic resources since views of the airfield from the TWA terminal would be eliminated, Flight Wing 2 would be demolished, and the original use of this land would be discontinued."[16] These are not minor impacts. We disagree with the Draft EA statement that "due to the mitigation described in Section 5.8, the impact is not considered significant."[17]

The Draft EA spends little time discussing Alternatives 8-11. Instead, the only detailed discussion of outside alternatives is offered with Alternative 12. The Port Authority and FAA's rejection of Alternative 12 (offered by the Municipal Art Society of New York) hinges on cost, time, and failure to maximize the capacity of the terminal site. According to the analysis in the Draft EA, "Alternative 12 would cost significantly more than the Proposed Project."[18] However, at no point does the Draft EA suggest that the costs will reach the "extraordinary magnitude" required for "imprudence" under Section 4(f).[19] In addition, the Draft EA suggests that modifications could be made to Alternative 12 that would render it "feasible."[20] The discussion of Alternative 12 makes the conclusory statement that "Alternative 12 would not meet the purpose and needs for which the project was established." The alternatives offered in the Draft EA, however, cannot accurately be rejected on the basis of failing to meet the purposes of the project. Alternative 12 would both minimize harm to historic resources and maximize the transportation capacity of the site. S 5i S 5j

The National Trust believes that Alternative 7, in its quest to utilize the Terminal 5 site as fully as possible, fails to satisfy the mandate of Section 4(f). At many points throughout the Draft EA, the language becomes that of "adverse effects" and "significant impacts."[21] It is important to keep in mind that Section 4(f) requires more than the Section 106 process, in which unavoidable adverse effects must simply be considered.[22] We do not believe that Alternative 7 satisfies the more stringent standards of Section 4(f); other alternatives exist that merit consideration as "feasible and prudent" alternatives under Section 4(f). S 5k

Conclusion

The National Trust urges the Port Authority and the FAA to consider other redevelopment alternatives as part of the Section 4(f) process. The language of Section 4(f) mandates that the FAA consider all "prudent and feasible alternative[s]" to their projects or plans. We believe alternatives exist that are both "prudent and feasible" and will minimize harm to the TWA terminal. Examples of these feasible and prudent alternatives include, but are not S 5l

[16] Draft EA, § 3.2.3.2., p. 3-13.
[17] The mitigation discussed in Section 5.8 involves the adaptive re-use of the TWA terminal.
[18] Draft EA, p. 3-22.
[19] Citizens Council of Delaware County, 619 F. Supp. at 61.
[20] The Draft EA states "The scheme either is infeasible, *or* spaces would need to be downsized . . . ." (emphasis added).
[21] See, e.g., Draft EA, § 5.12.2.
[22] Draft EA, § 5.12.2, p. 5-31.

limited to, the Municipal Art Society alternatives and the LCOR response to the Port Authority's SOI. Otherwise, the proposed redevelopment plan denies the historic and aesthetic elements of Saarinen's design, and thus robs the public of a cultural icon that serves as a tangible reminder of the optimistic spirit of the "Jet Age." Minimizing impacts through another alternative is not only possible, but imperative. S 51

Sincerely,

Marilyn Fenollosa
Regional Counsel, Northeast Office

Elizabeth S. Merritt

Elizabeth S. Merritt
Deputy General Counsel

cc: Don L. Klima, Advisory Council on Historic Preservation
Bernadette Castro, New York State Historic Preservation Officer
Ruth Pierpont, New York State Historic Preservation Office
Robert Tierney, Chairman, New York Landmarks Preservation Commission
Scott Heyl, President, Preservation League of New York State
Frank Sanchis, Executive Director, Municipal Art Society
Theodore Prudon, President, Documentation & Conservation of Buildings, Sites, and Neighborhoods of the Modern Movement (DoCoMoMo) US
Autumn Rierson, Assistant General Counsel, National Trust for Historic Preservation

It should be noted that these comments were submitted prior to the third consulting parties meeting of September 18, 2003 and subsequent meetings held as a continuation of the Section 106 consultation process on the redevelopment of Terminals 5/6 at JFK. Those meetings resulted in a report dated October 10, 2003. This report (Appendix B *Revised Concept Master Plan* and Appendix D *Memorandum of Agreement*) was submitted by the Port Authority to the FAA, with copies forwarded to the consulting parties. The understandings and conclusions in the report resulted in what is now the Preferred Alternative, which is described in the *EA* and reflected in the *Revised Concept Master Plan* (Appendix B *Revised Concept Master Plan* and Appendix D *Memorandum of Agreement*).

Response to Document S5

Elizabeth S. Merritt,
Deputy General Counsel
Marrilyn Fenollosa, Regional Counsel,
Northeast Office
National Trust for Historic Preservation
1785 Massachusetts Avenue, NW
Washington, DC 20036

Comment	Response
S 5a	The Port Authority has considered more than 15 alternatives to the *Concept Master Plan*. The *Revised Concept Master Plan* (Port Authority, 2003), including the Port Authority's October 10, 2003 consultation report to the FAA, is the culmination of a long series of discussion on alternatives with interested and consulting parties.
S 5b	Flight Wing 2 was designed to accommodate aircraft from another era. The hold rooms, connector tube, and passenger walkways are undersized for modern aircraft and passenger demand. The lack of space, customer service sacrifices, increased costs and customer disruptions triggered by schemes which retain this flight wing are of the scale to deter any potential airline developer from seriously considering a design that includes this flight wing. The uniquely difficult problems associated with retention of Flight Wing 2 prevent it from being included within the Preferred Alternative for redevelopment of this site. The Port Authority considered the alternatives proposed by any party to the EA process. As indicated in the evaluation of Alternative 12 and some of the other alternatives proposed, implementation of these alternatives would change the flight wing as to make it unrecognizable from its original form and would harm the historic nature of Flight Wing 2. The *Revised Concept Master Plan*, including the Port Authority's October 10, 2003 consultation report to the FAA is the culmination of a long series of discussions on alternatives with interested and consulting parties. Alternatives to retain the flight wings were explored during the 15-day process meetings following the 3rd consulting parties meeting of September 18, 2003. Reuse of select interior portions of the flight wings within the new terminal will be evaluated.

Response to Document S5

Elizabeth S. Merritt,
Deputy General Counsel
Marrilyn Fenollosa, Regional Counsel,
Northeast Office
National Trust for Historic Preservation
1785 Massachusetts Avenue, NW
Washington, DC 20036

Comment	Response
S 5c	The Port Authority has made a through evaluation of alternative ways to reuse the Saarinen building and the proposed plan preserves the Saarinen building in a manner that will assure the integrity of the design and the building's vitality, as an example of the spirit and adventure of the early stages of the "Jet Age." It includes provision of electronic ticketing machines (kiosks) to be placed within the Saarinen building for airline passengers with carry-on luggage. The LCOR submittal to the Port Authority was a brief summary of generic concepts very similar to alternatives evaluated in the EA, and found not to meet the redevelopment needs of the airport. The Preferred Alternative is well-defined, implementable, and balances the needs of the airport and historic preservation concerns in a manner that results in a viable marketable structure.
S 5d	The Port Authority has been very sensitive to the visual impact of the new terminal structure on the graceful design of the TWA Terminal. The new terminal will be designed to minimize the it's visual impact on the Saarinen building. Per the MOA, the Redevelopment Advisory Committee will have the ability to comment on the new design. All alternatives will impact the historic aesthetic qualities of Saarinen's design. Only Alternative 7 and the Preferred Alternative (Alternative 7A) were found to be prudent and feasible (Appendix A *Section 4(f) Evaluation*). Alternative 7A was developed with the consulting parties, with the purpose of minimizing harm to the resource and preserving the building for use an integral part of JFK's future, while at the same time meeting the future needs of the airport, its customers and tenants. The views of the airside are currently obstructed and had been comprised over the past decades by the addition of elevated baggage handling equipment and other structures that were installed to keep the terminal functioning. The reduced views of the airside from the TWA terminal that remained after addition of these necessary structures are no longer experienced by anyone because the terminal is obsolete, as evidenced by the lack of air carriers using the terminal for their operations because it cannot accommodate their modern aircraft. Views of the TWA Terminal from the landside are currently obstructed by walkway covers that would be removed with the Preferred Alternative.

Response to Document S5

Elizabeth S. Merritt,
Deputy General Counsel
Marrilyn Fenollosa, Regional Counsel,
Northeast Office
National Trust for Historic Preservation
1785 Massachusetts Avenue, NW
Washington, DC 20036

Comment	Response
S 5e	The Preferred Alternative provides access to the front door of the Saarinen Building for any member of the public with an interest in viewing the interior of the terminal and connector tubes (or utilizing the adaptive reuse function). The *Revised Concept Master Plan* and signed Memorandum of Agreement (Appendix D *Memorandum of Agreement*) contain an enhanced public access plan, including Air Train access, roadway access, and close proximity to parking. The implementation of the Preferred Alternative will reverse the decline in the status of the TWA terminal.
S 5f	The Memorandum of Agreement (MOA) for the restoration and rehabilitation of the TWA terminal contains stipulations for the ongoing maintenance of the building in the interim time prior to when an adaptive reuse entity is selected. The Port Authority will maintain the existing structure in a manner that will prevent deterioration of the building.
S 5g	The Port Authority, Jet Blue, the Municipal Art Society (MAS), NY Landmarks Conservancy, and other consulting parties held three meetings in September, 2003 to come to agreement on a project alternative. The NTHP was invited to participate in these meetings. This approach was at the request of the FAA and with the support of the Advisory Council for Historic Preservation and the SHPO. The *Revised Concept Master Plan*, including the Port Authority's October 10, 2003 consultation report to the FAA, is the culmination of these meetings and of a long series of discussions on alternatives with interested and consulting parties. The Port Authority has thoroughly reviewed and considered other redevelopment alternatives proposed by both the Port Authority and other interested parties. The Preferred Alternative (Alternative 7A) balances the need to provide air transportation facilities that meet existing and future passenger demand with historic preservation. It also would mitigate the adverse effect through a restoration/rehabilitation and adaptive reuse plan for the building, thus minimizing harm.

Response to Document S5

Elizabeth S. Merritt,
Deputy General Counsel
Marrilyn Fenollosa, Regional Counsel,
Northeast Office
National Trust for Historic Preservation
1785 Massachusetts Avenue, NW
Washington, DC 20036

Response	Comments
S 5g (con't)	The Port Authority thoroughly analyzed the alternatives presented. The Port Authority has made clear and concise statements in the EA, in the Section 4(f) Evaluation found as Appendix B and the response to the MAS July 29, 2003 comment as to why the alternatives evaluated are not prudent and feasible, except for Alternative 7 and Alternative 7A. These evaluations were also discussed in the three September 2003 consultation meetings that culminated in the *Revised Concept Master Plan.* Jet Blue Airways has informed the MAS in writing that it is not interested in pursuing the MAS alternatives because of deficiencies associated with the TWA Terminal building and the fact that the MAS alternative could not work for the unique Jet Blue business plan.
S 5h	Alternative 7A is the Preferred Alternative because it makes the most efficient use of aviation capacity, can accommodate a variety of aircraft with flexible design, best promotes airline competition, complies with the Americans with Disabilities Act (ADA), and preserves the Saarinen building including an aviation use. It could be built in a shorter timeframe to suit airline tenants. It would be less costly to build and to operate than other alternatives. Alternative 7A provides the amount of landside access required by a modern terminal, whereas other alternatives do not.
S 5i	Alternatives 8 through 11 were submitted by the MAS, and were discussed in the Revised Draft EA of June, 2003 Section 3 and in the Section 4 (f) Analysis in Appendix B of the same document. These alternatives were presented to the Port Authority by MAS in December 2001. The MAS then presented these alternatives to the consulting parties at the second consulting parties meeting in July 2002. The reason that Alternative 12 was discussed in more detail is because it is the latest alternative and a synthesis of all the previous MAS alternatives. The Port Authority's analysis of all the MAS alternatives indicates that they have many constraints. Alternative 12 would be overly costly to construct and maintain due to extensive utility relocation and underground construction in an area with a very shallow water table. In addition, Alternative 12 does not provide the level of customer service required by the airlines and the passengers they serve. Alternative 12 causes harm to the TWA Terminal, and requires substantial changes and additions to it. A more detailed analysis of cost is contained in the response to the June 29, 2003 MAS comment letter found in this Appendix as Document S8. .

Response to Document S5

Elizabeth S. Merritt,
Deputy General Counsel
Marrilyn Fenollosa, Regional Counsel,
Northeast Office
National Trust for Historic Preservation
1785 Massachusetts Avenue, NW
Washington, DC 20036

Response	Comments
S 5j	The EA states "Alternative 12 would not meet the project purpose and need, and would not be prudent or feasible." The document also states that "The scheme either is infeasible, or spaces would need to be downsized and contoured to fit the site at the expense of a functional layout, adequate facilities, and a high level of passenger service." There is no suggestion stated in the EA that modifications could be made to Alternative 12 that would render it "feasible".
S 5k	The Port Authority has considered 14 alternatives to the Concept Master Plan. As part of the Section 4(f) analysis, the FAA determined that no other feasible and prudent alternative exists for the proposed action and that Alternative 7A causes the least harm of the alternatives considered.
S 5l	Among the alternatives evaluated, the Port Authority considered the MAS and LCOR's two unsolicited alternatives. These alternatives are not feasible and prudent as evidenced in the EA and the Section 4(f) Evaluation Regarding the LCOR response to the Port Authority's SOI, one of the alternatives would add a Hyatt Regency hotel at the site of the Preferred Alternative's proposed public plaza (i.e. the area between the TWA Terminal and the new terminal). This would completely obstruct views of the Saarinen terminal, instead of preserving those views. LCOR's other option recognized that the TWA terminal is inadequate: "The former TWA Flight Center in its current shape is too small for modern use of departure and arrival activities and its technical state has become out of date." This alternative is similar to Alternative 12 in that it would split arrivals and departures functions. Arriving passengers would not experience any part of the landmark, but be shunted to underground facilities. For the same reasons as detailed in the analysis of Alternative 12 in the Section 4(f) Evaluation, this alternative is not prudent or feasible.

rec'd. 12/12/02

THE ARCHITECTURAL HISTORY FOUNDATION, INC.

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December 10, 2002

Ms. Marie Jenet
Eastern Region Airports division
Federal Aviation Administration
1 Aviation Plaza AEA-610
Jamaica, NY 11434-4809

Dear Ms. Jenet,

The editors of the Architectural History Foundation strongly support a solution to preserving Saarinen's TWA Flight Center that will not interfere with views of the principle structure, preferably without an above ground addition attached to it. The Municipal Art Society's proposal comes closer to this ideal than the Port Authority's scheme, which marginalizes the Center by surrounding it with a new terminal.

S 6a

Sincerely,

Victoria Newhouse

Victoria Newhouse,
President

cc: Mr. Ted Kleiner
Mr. Ed Knoesel
Mr. Kent Barwick
Mr. Frank Sanchez
Mr. Theodore Prudon
AHF Editorial Board

It should be noted that these comments were submitted prior to the third consulting parties meeting of September 18, 2003 and subsequent meetings held as a continuation of the Section 106 consultation process on the redevelopment of Terminals 5/6 at JFK. Those meetings resulted in a report dated October 10, 2003. This report (Appendix B *Revised Concept Master Plan* and Appendix D *Memorandum of Agreement*) was submitted by the Port Authority to the FAA, with copies forwarded to the consulting parties. The understandings and conclusions in the report resulted in what is now the Preferred Alternative, which is described in the *EA* and reflected in the *Revised Concept Master Plan* (Appendix B *Revised Concept Master Plan* and Appendix D *Memorandum of Agreement*).

Response to Document S6

Victoria Newhouse, President
The Architectural History Foundation, Inc.
4 Times Square
New York, New York 10036
December 10, 2002

Comment	Response
S 6a	The Port Authority's Preferred Alternative considers construction of a new terminal in context with the historic resource. The new terminal that meets the needs of modern airlines would be designed to minimize visual impacts to the TWA terminal. The MAS alternative has been revised by MAS to also include an above ground terminal structure behind the TWA terminal.

Antonio Román

arquitecto DrArq, MArch / Mazarredo 47, E-48009 Bilbao / tel +34 944248015, fax +34 944167126

July 28, 2003

Mr. Ed Knoesel
Port Authority of New York and New Jersey
Aviation Department
225 Park Avenue South, 9th Floor
New York, New York 10003
USA

Dear Mr. Knoesel:

A few days ago the newspapers in Bilbao, Spain, where I live, broke the news that a unique skyscraper project, backed by local authorities, would finally not come to fruition. A change of political will confined to the drawing board the 35 storeys of what was destined to be, towering over the nineteenth-century city extension, the highest building in Bilbao. In a similar fashion, I believe that the proposed extension of the TWA terminal at New York's JFK airport can still be modified, via an appeal to the sensibility of those responsible for taking the final decision. It is for this reason that I am writing to the Port Authority of New York and New Jersey and to the Federal Aviation Administration in the hope that they might reconsider their decision, given the enormous value of the terminal within the context of international architecture. S 7a

As author of the book *Eero Saarinen: An Architecture of Multiplicity* (Princeton Architectural Press, 2003), I have studied in considerable depth the work of Eero Saarinen, who was the subject of my doctorate. Eero Saarinen's building is a key example of modern expressionism, as important, I believe, as Le Corbusier's chapel in Ronchamp, France. Moreover, during my research I came across documentary evidence of the reciprocal influence exercised by Saarinen's terminal and another vital building, Jorn Utzon's Sydney Opera House (Saarinen commenced the terminal project in late 1956 and in January 1957 participated on the jury in Sydney). Furthermore, the terminal building is, as previously was the one in Saint Louis, Missouri, one of the first airports to feature a great hall in the style of the great railway stations of the nineteenth century.

I know that the Authorities, having declared the terminal an Historic Landmark, are aware of the building's importance, but in making these observations I should like to highlight the fact that the TWA terminal constitutes an enormously significant element of international architecture.

You and your colleagues know better than I that the principal problem with airports is their becoming obsolete. And therein lies the great difficulty involved in the extension of the TWA terminal: the challenge of maintaining the building's architectural worth whilst adapting it in a practical way to the needs of a modern-day airport.

In my opinion, the extension proposed by the Authorities involves a new context and a new use of the building, in which fundamental aspects such as the view of the runway from the terminal interior are ignored. Although presented as an extension, the proposed solution is really a juxtaposition of a new terminal alongside the old, which is treated as a separate object, with a new use and a very different context. S7b

I believe that, as is demonstrated by alternative proposals, such as that of the Municipal Art Society, it is possible to undertake a genuine and more suitable extension which conserves the building's function as terminal and respects its context. As a last resort, I think it appropriate to present a project which truly respects the terminal as an object, even unused as such, within its context, retaining such architectural values as the satellite concourses and the view of the runways from the interior. S7c

Apart from emphasising the enormous importance of the terminal, I should also like to refer to the considerable difficulty involved in its extension, a problem of which Eero Saarinen was fully aware. I would hope that you understand as born of this difficulty not only this letter but also the numerous petitions which you are receiving. I realise that the extension of the TWA terminal implies more than simply a technical problem: I believe a certain political will is required in order to respond to this particular challenge.

Thank you for your time and attention, and please do not hesitate to contact me should you feel it appropriate.

Yours Sincerely,

Antonio Román
Architect, PhD

Also a letter to:
Philip Brito, Manager, New York Airports District Office
Federal Aviation Administration. Garden City, NY.
cc: Bernadette Castro, Commissioner, New York State Office of Parks, Recreation and Historic Preservation. Albany, NY.
cc: Don Klima, Executive Director
Advisory Council on Historic Preservation. Washington DC.

It should be noted that these comments were submitted prior to the third consulting parties meeting of September 18, 2003 and subsequent meetings held as a continuation of the Section 106 consultation process on the redevelopment of Terminals 5/6 at JFK. Those meetings resulted in a report dated October 10, 2003. This report (Appendix B *Revised Concept Master Plan* and Appendix D *Memorandum of Agreement*) was submitted by the Port Authority to the FAA, with copies forwarded to the consulting parties. The understandings and conclusions in the report resulted in what is now the Preferred Alternative, which is described in the *EA* and reflected in the *Revised Concept Master Plan* (Appendix B *Revised Concept Master Plan* and Appendix D *Memorandum of Agreement*).

Response to Document S7

Antonio Roman
Architect, PhD.
Mazarredo 47, E-48009
Bilbao, Spain
July 38, 2003

Comment	Response
S 7a	The Preferred Alternative was modified, with the participation of the consulting parties.
S 7b	The Preferred Alternative is fully described in the EA and the Concept Master Plan as amended in February 2001, and revised in October, 2003. It balances the need for modern efficient airport facilities and historic preservation.
S 7c	The airport sponsor has examined eight alternatives submitted by the MAS that retains the main TWA terminal for airline use. These alternatives have been determined not to be prudent. *The Revised Concept Master Plan* of October 2003 will balance adaptive reuse and the ability for airline passengers to utilize the TWA terminal.

THE MUNICIPAL ART SOCIETY OF NEW YORK

July 29, 2003

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Dear Sirs/Madam:

As was stated at the July 15, 2003 hearing, the Municipal Art Society respectfully disagrees with the conclusions of the Port Authority regarding Alternative 12 that are found in the current Section 4(f) Analysis of the Draft Environmental Assessment. We are encouraged by the fact that the PA has begun to respond to our proposal, however we are disappointed that their approach appears to have been to discredit the MAS alternative instead of working through a collaborative dialogue toward optimizing it. We continue our willingness to work collaboratively with the PA on developing the most appropriate, most feasible, and most prudent development plan for Eero Saarinen's TWA Terminal building, and for the entire Terminal 5-6 site. S 8a

Toward that end, we recommend that several measures be taken immediately:

1. Assemble an independent, professional, and highly regarded architect planning team to conduct a side-by-side analysis of Alternative 12 (MAS plan) and Alternative 7 (PA's preferred plan). This analysis is essential for the PA to accurately assess the feasibility and prudence of both plans. S 8b
2. Re-examine Alternative 10 (detail on its assessment of this alternative can be found below). This alternative would allow JetBlue an opportunity to expand into Terminal 4, which has large underutilized curbside frontage, ticketing and passenger processing areas, and baggage facilities that could accommodate JetBlue. By developing the apron parcel known as Parcel Z for a new JetBlue concourse, the PA could provide almost immediate expansion opportunity for this growing airline. S 8c

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3. Put development plans for Terminals 5-6 on hold to allow further study of Alternative 12 and adequate side-by-side comparisons with Alternative 7.
4. Plan for phased construction at Terminals 5 & 6 in order to respond to changes that may yet come to the still volatile airline industry. The PA's current preferred plan was developed prior to the 9/11/01 events, and does not appear to reflect the fact that the dependence of the consumer on the airline industry is still very much in flux. Over two-thirds of the program area for the PA's alternative was devoted to a new connecting hub for United Airline's international and domestic operations; United is now in bankruptcy, has dramatically scaled back operations at JFK and has no plans to expand them in the future. The absence of a large international carrier as a tenant for the new T5/6 site creates a large unknown for the PA in terms of financing and tenant needs. The inability of the PA to implement its plan in phases is truly a liability. S 8e
5. The current status of the American Airlines development of Terminals 8 & 9, which has been placed on indefinite hold due to the airline's financial crisis and dramatically decreased demand, should lead to a cautious and measured approach to additional development at JFK. Completing and operating this terminal should be the PA's first priority, rather than developing additional terminal capacity on speculation. S 8f

It should be recognized that Alternative 12 was put forward in a conceptual form. Therefore, many of the conclusions drawn by the PA in the Section 4(f) Analysis are based on undeveloped plans. In the absence of any discussion between the PA and the MAS regarding the plans, it would have been difficult for the PA to come to accurate conclusions. The following detailed response is keyed to the specific comment sections put forth beginning on page 23 of the DEAS. To explain the concept in greater depth and respond to the incorrect conclusions and assumptions of the PA, additional developed drawings are submitted with this response. S 8g

<u>Alternative 10 (Section 5.10)</u>

1. This alternative is compellingly logical from a cost control standpoint; the existing terminal space is underutilized and the necessary expansion space is vacant and available.
2. By developing the apron area of Terminal 4 and the adjacent Parcel Z into concourse space for JetBlue and by placing processing within the existing underutilized space of Terminal 4, the airline would have the check-in, processing and gate capacity it needs with very little additional construction.
3. This alternative allows the deferral of the decision making for the T5/6 site until future carrier demands are better understood by the PA.
4. The permanent reallocation of a portion of the T5 site's airside capacity to the T4 site creates a better balance between the apron and the landside development in this area of the airport. The merit of this approach was shown in the Port's own preliminary studies of the redevelopment of the T4 site, which clearly showed a significant overall increase in Central Terminal Area gate capacity when terminal airside site boundaries are realigned to be perpendicular to the Alpha taxiway.
5. The "flow problem" cited by the PA is in conformance with FAA guidelines, which permit 8 aircraft on a dead end taxi lane. An alternative which may better support jetBlue's operation would be to replace a single Group 5 taxi lane with a dual Group 3, which can be accommodated with a slight realignment of the concourse.
6. There is an operational advantage to this alternative for JetBlue: it would allow the airline to operate out of a single concourse. It appears that the PA's preferred plan would put JetBlue's operations on two or potentially three different concourses, making transfers

more time consuming for passengers and baggage, wayfinding more difficult, and increasing ramp vehicle traffic and conflicts with aircraft movements. Alternative 12 also offers the operational advantage of allowing JetBlue to function within a single concourse.

Alternative 12

General note: the PA asserts that the MAS proposal for a new terminal structure on the site to the north of TWA Terminal will obstruct important views of the landmark. The extent to which a new structure would intrude upon the landmark building is entirely dependent upon the design of the new structure. We believe that a low structure set off to the side of the TWA Terminal – as is indicated in our plan – could be designed to offset the landmark without greatly altering its context. On the other hand, as numerous organizations, architects, and historians have pointed out, the large building the PA proposes to construct around the landmark, which would literally appear to entrap it on three sides, will alter the building's context irretrievably. S 8h

5.12.1 Airside Issues

Inadequate Taxi-Lane Separation:

1. Our intention is to match the PA's separation. Without access to the PA's program, drawings, or data, we scaled the drawings of the preferred plan and intended to replicate the depth of taxi lanes and other elements.
2. We assume the area-referred to is actually between T6 and T7, not between T5 and T6 as stated in the analysis.

S 8i

Inadequate Concourse Size

1. We propose a 90 ft concourse with dual direction moving walkways, which seems to be what the PA's preferred plan indicates. Concourses of 90 ft can be found at Terminal 4 for international departures of Group 5 aircraft and many other terminals, and will be more than adequate for a domestic airline operating Group 3 and smaller aircraft such as JetBlue.
2. The concourse we propose for JetBlue will have the significant advantage of providing a single concourse for all of the airline's operations. As noted by Robert Neeleman on the Charlie Rose Show several weeks ago, currently 10-15% of JetBlue's passengers are connecting for other destinations; as the airline's operations at JFK grow, passenger transfer will most likely increase substantially. The single "Y" shaped concourse will offer much shorter connecting passenger walking distances and vastly simpler and more intuitive wayfinding than the PA's preferred plan, which appears to place JetBlue operations on at least two, and possibly three or more concourses.
3. Our alternative offers JetBlue a single concourse with 26 gates, which is the number of gates we understand to be in their program.

S 8j

5.12.2 Terminal Issues

Inadequate Departure Terminal Space

1. Our concept plan allows for the development of the T5 footprint by adding processing structures in the "shadow spaces" adjacent to the Terminal building; these additions will either renovate and expand or replace previous additions currently occupying these sites.
2. This development will be done at ground level and below; it will not be visible from the landside, nor will it obstruct views of the apron and aircraft activity from within the landmark terminal. **Hand Sketch Page 4**

S 8k

3. Processing functions such as check in, baggage handling, etc., can be placed within the structures in the shadow spaces as indicated. **Hand Sketch Pages 6 & 8**

Inadequate Space for Security Checkpoint & Vertical Circulation at Location C

1. Our alternative plan is based upon providing 26 gates for JetBlue, with a passenger flow of 300 people per hour.
2. **Hand Sketch Pages 10 & 11** illustrate how the issue of security checkpoint and vertical circulation can be addressed.

S 8l

Inadequate Width of the Flight Wing 2 Connecting Tube

1. To clarify our alternative plan: the existing "tubes" will serve departing passengers only. The existing width of the tubes will provide a satisfactory level of service for this unidirectional flow.
2. Alternative routes to the flight wings will be provided through the new construction area in the shadow spaces, resolving ADA accessibility issues.

S 8l

Excessive Passenger Walking Distances and Tunnels

1. Long concourses will be essential to the full development of the deep apron area at this portion of the Central Terminal Area; for example, the full build-out of Terminal 4 will result in concourses of up to 2,700 feet long. Furthermore, concourses of this length and greater are common within major airports throughout the country, and they fall well within the range of acceptable levels of service and passenger convenience.
2. The 90 ft concourses will have dual direction moving walkways, which is an industry-wide accepted approach to effectively mitigate long walking distances. The 90 ft concourses will have dual direction assisted walkways. Terminal 4 has dual direction assisted walkways in its 90 ft wide concourses, and the PA's preferred plan for T5/6 indicates it also plans to have them as well.
3. The Port scheme has shorter walking distances simply because they have absorbed airside apron space into landside roadway space; this is the opposite approach taken at Terminal 4 and is at variance with the stated goal to maximize airside capacity.

S 8r

Nonconformance with ADA and Low Level of Service to the Elderly

1. **Hand Sketch Pages 6, 10 & 11** illustrate how new development within the shadow spaces of the TWA Terminal building can address these issues.
2. This development will be done at ground level and below; it will not be visible from the landside, nor will it obstruct views of the apron and aircraft activity from within the landmark terminal.

S 8(

Costly Baggage System, Space Requirements, and Tunnels

1. While some tunnels and underground construction will be necessary for components of the Baggage System, the vast majority of it will be at the apron level of the concourses. Figures 1-3 show where departing and arrival baggage systems will be located. **Hand Sketch Pages 2 & 3**

S 8[

5.12.3 Landside Issues

Inadequate Landside Development Space

1. As stated in the introductory paragraphs to this document, the MAS alternative plan submitted in October 2002 was meant as a conceptual plan for the PA to develop. The comments in this section reflect the fact that MAS does not have the resources to fully

S 8

explore some key issues. We again request that the Port respond to its obligations under this process by working in partnership with the MAS to develop alternative 12 so that it can be objectively evaluated.

2. Since receiving these comments, we've further developed our plan and propose new development in the shadow spaces of the Terminal to handle passenger processing. S 8
3. This will leave the "head house" of the Terminal building on grade and in the new below-grade portion of the Terminal, available for greeter halls and other passenger services that are compatible with its size, shape and location. **Hand Sketch Pages 6 & 12.**

Problems with Depressed Roadway

1. **Hand Sketch Pages 5 & 13** show further development of the proposed roadway system.
2. While the PA has not provided us with any foundation plans, by looking at the basement plan in the PA's Concept Master Plan we can see that considerable large basement processing spaces were included as part of the original building construction and some of the subsequent additions. Our concept plan incorporates and expands these areas while retaining a sufficient separation to avoid underpinning of the landmark Terminal building's concrete shell structure. S 8r
3. The expansion of Saarinen's Dulles International Airport in Washington DC required the underpinning of that landmark structure. This was done successfully and was found to be both financially feasible and not a risk to the safety of the existing building.

Infeasible Utility Relocations

1. Every construction project at the airport requires utilities to be moved. If properly planned for, there is no reason the TWA Terminal expansion cannot be phased in such a way as to allow for the relocation of utilities.
2. The construction of Terminal 4 required all landside utilities to be moved several hundred feet into the central parking area as the new terminal footprint was above their existing location. The new location also falls within the footprint of a parking structure planned for the future.
3. As the PA's plan calls for new construction on the airside of the existing Terminal building, it is inevitable that fuel lines and other apron utilities will need to be relocated prior to excavation. The MAS concept has the possibility of reusing a portion of the existing apron infrastructure in the vicinities of Terminal Five's flight wings. There is also an increased risk of uncovering contaminated soils on the airside compared to the landside; this could add considerably to the PA's cost of construction and delay their construction timeline. S 8s
4. We do not believe the PA can determine that the utility relocations in the alternative plan are infeasible without a study of alternative approaches and making a direct comparison to the full costs of its own plan. We ask that the PA conduct a side-by-side analysis comparing the cost of moving utilities and fuel lines in the PA's preferred plan with that of the MAS alternative plan.

Lengthy and Complex Construction Phasing

1. The Port's assumption of a three-phase construction plan for the MAS concept is basically sound, however alternatives need to be evaluated. A side-by-side analysis of construction phasing for both alternatives must be conducted before the PA can determine which plan is more prudent. S 8t
2. The major advantage of the MAS alternative plan is that it is far more flexible and less disruptive than the PA plan. The utility relocation and T5 expansion can go on with little

or no disruption to JetBlue's T6 operations. At the completion of this work, JetBlue would move once directly into the new terminal and remain there permanently. At this point construction could stop if there is no additional demand for terminal space and demolition of T6 could be deferred. If no large international carrier is found to occupy the new terminal building proposed on the North side of the TWA Terminal, construction can be stopped after Phase 2.

3. The Port's alternative would either require jetBlue's operations to be disrupted during construction of the future facilites on the T6 site, or would require jetBlue to move twice.
4. The phasing of Alternative 12 allows the PA to accommodate the expansion needs of JetBlue in the immediate future without the necessity of constructing large amounts of international terminal space for the T5/6 site on a speculative basis. The current financial disarray and contraction of the airline industry make the Port's approach neither prudent nor economically feasible.
5. Hand Sketch Page 9 illustrates construction phasing and provide detail regarding the roadway plan and its flexibility to serve the existing T6 site if it remains in use after the TWA Terminal building is expanded.
6. Additional Construction Phasing Diagrams are Attached to this Document.

S

Excessive Construction Cost

1. As Alternative 12 can be implemented in stages, it provides the PA with an opportunity to limit overall construction costs for accommodating JetBlue. The PA's preferred plan would seem to require full build-out once it commences, making it necessary to have all funding in place before starting.
2. We assume and anticipate that the underground construction in Alternative 12 will be a cost penalty. However, because Alternative 12 utilizes an existing building, it calls for new at-grade or above grade construction of at least 200,000 square feet LESS than the PA plan. It is likely that the overall cost of construction will be comparable to the PA's preferred alternative.
3. The PA's plan also calls for below ground excavation and interaction with the water table in order to allow the arrivals level roadways to pass beneath the existing tubes; although this seems to be on the order of six feet deep as opposed to 12 feet deep for the MAS plan, the overall area of this construction seems to be substantially larger (per #2 above); therefore it cannot be assumed that the PA plan's underground construction will be less expensive to implement than that in the MAS alternative.
4. The PA has offered no cost analysis of its own plan. Without a side-by-side analysis of above ground and below ground construction costs for the two alternatives, a determination on which is more feasible cannot be made.

S 8

Conflict for Pedestrians at Frontage Roadway

1. The same "conflict for pedestrians" exists at JFK Terminals 1 and 4, which have multiple parallel arrivals roadways. This condition exists at virtually every major airports all over the country, providing more than acceptable levels of service and pedestrian safety when designed appropriately.

S 8

Inadequate Sight Distances

1. Our preliminary study indicates that turning radii and all other sight distance issues can be developed either equal to or exceeding that found at Terminal 1.
2. The Alternative 12 roadway concept was developed by a well- known airport traffic specialist who is intimately familiar with all of the affected areas. With further

development, it can be designed to meet the safety and service demands required by the PA.

Inadequate Arrivals Curb Frontage

1. The roadway geometry and landside terminal frontage for Alternative 12 is preliminary. With further development of the concept it is possible to get more curbside frontage. Other methods of increasing the arrivals frontage are in use at Terminal 4, where car services and other modes of ground transit use the outer roadway of the adjacent parking area; this same approach could be used in the future parking structure serving Terminals 5 & 6.
2. The PA should run a dynamic computer simulation of the curbside activity suggested by Alternative 12 and its own preferred alternative. This type of analysis is an essential component of roadway planning, and a determination of the prudence of the plans cannot be made without it.
3. The real volume of users of the Airtrain will not be known until ~~once~~ it's is fully operational. The MAS alternative locates the core processor areas much closer to the station, which may lead to substantially higher ridership levels than in the Port's alternative, which would reduce curbside demand. This can be seen at Washington Reagan National Airport, where a very close connection to the Metro system station has led to far higher ridership than was forecast. Higher connection rates as jetBlue's operations expand may further reduce demand.

S 8x

Conclusions

Insufficient size

1. This conclusion is based on an incorrect interpretation of the drawings. Overall terminal area is comparable to the PA scheme.
2. All of the sizes proposed are as required to provide a high level of passenger service. Where spaces are contoured to fit the site it is not at the expense of a functional layout.

S 8y

Relocation of utilities

1. The alternative requires further development to determine the actual scope of utility relocation. This effort would be facilitated by the PA's provision of a complete database of the existing conditions.
2. While some utilities might have to be relocated, they are on the landside. The Port scheme would require the relocation of many utilities on the airside, where such relocation may be equally complicated and expensive.

S 8z

Below grade construction

1. The additional cost of below grade construction would be offset by the reduced amount of above ground square footage required by the MAS scheme.
2. The advantage is that the entire TWA Terminal can be preserved and remain in Aviation use. That is the object of the design.

S 8a

Fewer gates

1. Alternative 12 provides one more gate than the PA's preferred alternative.

S 8b

Confusing layout

1. The drawings are not sufficiently developed to support this conclusion. Please refer to the new drawings submitted with this document (Figures 1-6).

S 8c

2. The MAS scheme provides a layout that is logical and supports intuitive wayfinding by passengers; in addition, it offers a far superior opportunity for individual tenants to establish a unique brand identity.

In addition to our comments on the PA's section 4(f) Analysis in the DEAS, we enclose two documents that may be of service to all four decision-making agencies as they conduct their review. Enclosed herein:

a. The responses to the PA's Solicitation of Interest for the redevelopment of Terminal Five; despite the PA's direction to propose adaptive reuse, two respondents proposed continued air terminal use and one developed a detailed alternative plan.
b. A 1990 expansion plan for the TWA Terminal building that was developed by Perkins & Will for TWA Airlines. While this alternative is not ideal from the perspective of the MAS, it is far superior to the PA's preferred alternative and is an instructive demonstration of what a motivated tenant and design team can achieve when the goal of reusing the existing terminal is added to the evaluation criteria.

We look forward to continued dialogue about the best way to preserve Eero Saarinen's magnificent TWA Terminal building. Please contact us with additional comments and questions.

Sincerely,

Vicki Weiner
Director of Historic Preservation
& Kress Fellow

Frank Sanchis
Executive Director

It should be noted that these comments were submitted prior to the third consulting parties meeting of September 18, 2003 and subsequent meetings held as a continuation of the Section 106 consultation process on the redevelopment of Terminals 5/6 at JFK. Those meetings resulted in a report dated October 10, 2003. This report (Appendix B *Revised Concept Master Plan* and Appendix D *Memorandum of Agreement*) was submitted by the Port Authority to the FAA, with copies forwarded to the consulting parties. The understandings and conclusions in the report resulted in what is now the Preferred Alternative, which is described in the *EA* and reflected in the *Revised Concept Master Plan* (Appendix B *Revised Concept Master Plan* and Appendix D *Memorandum of Agreement*).

Response to Document S8

Frank Sanchis, Executive Director
Vicki Weiner, Director of Historic
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Comment	Response
S 8a	Early on in this environmental review process the Port Authority reached out to the Municipal Arts Society (MAS) to establish a dialog regarding assessment of the site and the proposed plan for redevelopment. In April 2001 Port Authority staff met with MAS and presented the *Concept Master Plan*. The Port Authority met again with MAS in December 2001 at which time the Port Authority was asked to consider four (4) alternatives presented by MAS and their consultant. The historic preservation and environmental review process is one of comment and response to comment, which requires that significant flaws associated with alternative plans be fully assessed and addressed. After three consulting party meetings and many additional meetings with MAS, New York City Landmarks Preservation Commission, and others spanning four years, the Port Authority, JetBlue, MAS, NY Landmarks Conservancy, and other consulting parties held three meetings in September, 2003 to come to final agreement on a project alternative. This approach was at the request of the FAA and with the support of the Advisory Council for Historic Preservation and the SHPO. The Port Authority's October 10th, 2003 consultation report to the FAA on the consulting process, which resulted in the refined Alternative presented in the Terminal 5/6 Redevelopment Project Environmental Assessment (EA). This refined alternative is part of the *Revised Concept Master Plan*. This process was the culmination of a long series of discussion on alternatives.
S 8b	At the request of the FAA and with the support of the Advisory Council for Historic Preservation and the SHPO, the Port Authority, JetBlue, MAS, NY Landmarks Conservancy, and other consulting parties held three meetings in September, 2003 to come to agreement on a project alternative. Also of importance is the fact that Alternative 12 has been reviewed in detail by JetBlue and their terminal design consulting firm, and they have indicated that the Saarinen Terminal does not offer the infrastructure, the necessary space, or the level of customer service required to meet their needs.

Response to Document S8

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Comment	Response
S 8b (con't)	The *Revised Concept Master Plan* stemming from the October 10, 2003 consultation report to FAA reflects the outcome of the alternative analysis conducted during the September 2003 meetings.
S 8c	Aviation demand is expected to grow at JFK over the next ten years. Shifting development to Terminal 4 while leaving the Terminal 5 site "as is" would create unnecessary congestion and poor customer service at JFK. Such conditions are not conducive to the airport's long term plan. Absorption of the Parcel Z site into the Terminal 4 site would reduce the apron area associated with the TWA Terminal, resulting in reduced gate space and limiting the flexibility of any future TWA Terminal development plan. The restoration and adaptive reuse of the TWA Saarinen terminal as outlined in the Port Authority's Preferred Alternative will optimize use of the T 5/6 site and terminal facilities at JFK. Reallocation of airside capacity from the Terminal 5 to T4 sites would negatively impact airport capacity and the flexibility to handle competing carrier needs. The recommendation to replace the single taxiway with a dual lane was considered; however, such a plan would increase congestion and result in the loss of terminal space. There is an operational disadvantage associated with Alternative 10 in that it limits the growth of JetBlue to the capacity of a single concourse. Alternative 7 allows the phased development of a terminal building to handle future JetBlue demand, while Alternative 10 would limit future growth opportunities for JetBlue. As discussed within JetBlue's letter of July 15th, "the Saarinen Terminal does not offer the infrastructure and space necessary to allow a large domestic airline such as JetBlue to operate efficiently, especially in this post-9/11 environment for airline operations." It is clear that any operational advantage perceived to be part of Alternative 10 is not significant.

Response to Document S8

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Comment	Response
S 8c (con't)	The *Revised Concept Master Plan* stemming from the Port Authority's October 10, 2003 consultation report to FAA reflects the culmination of the alternatives analysis done by the Port Authority with input from the MAS and other consulting parties.
S 8d	As outlined within the EA, aviation demand at JFK is projected to grow. This is not surprising given the large number of origin/destination passengers produced by the NY Metropolitan area market and the capacity limitations associated with the region's other two major airports, Newark Liberty and LaGuardia. Major terminal redevelopment projects take upwards of 5 years and sometimes 10 years to reach completion. As the forecast projects major growth at JFK over the next 10 years, the Terminal 5/6 redevelopment project needs to begin now to accommodate the projected demand. Putting the redevelopment plans on hold is an untenable option for the Port Authority at this time. In addition, JetBlue has indicated that should development plans be put on hold, JetBlue will reconsider its plans for a major expansion of flights at the Port Authority's plan provides for the Saarinen Terminal, the loss of important services from the nation's fastest growing low cost airline operator would be a disservice to the flying and non-flying public of the NY Metropolitan area. The *Revised Concept Master Plan* stemming from the Port Authority's October 10, 2003 consultation report to FAA was the result of study of several options and modifications.
S 8e	The *Revised Concept Master Plan* for redevelopment of the site is based on the forecast of increased aviation demand for the airport, and not solely focused on the needs of individual tenants. Aviation demand at certain airports, e.g., Pittsburgh & St Louis have a large component of synthetic demand. Synthetic demand is generated largely by airlines that use these facilities as a through point to route & connect passengers to their ultimate destinations (hub and spoke systems). This passenger demand would shift if an airline

Response to Document S8

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Comment	Response
S 8e (con't)	decided to connect flights elsewhere. In contrast, JFK aviation market demand is generated by the large number of travelers who want to visit or travel from the NY Metropolitan area (origin/destination passengers). Over 80% of JFK passengers are origin and destination. As a result, the history of the Port Authority's airport system, despite much volatility, has been one of continually increasing demand for aviation services driven by reduced travel costs, globalization and a growing economy. This history has also shown that airlines will come and go, and as one leaves the market others will enter the market or expand services to meet market demand. While JetBlue is a growing carrier at JFK, the *Revised Concept Master Plan* for redevelopment of the Terminal 5/6 site must also be designed to handle the overall demand forecast for the airport. The greatest liability facing JFK today is a prohibition on developing terminal capacity in a manner sufficient to meet projected demand.
S 8f	There is no denying that the aviation industry is a cyclical business, and that much of the industry is in the midst of a downturn in the aviation business cycle. The aviation industry has gone through such cycles in the past and will go through more in the future. However, an important point about aviation is that, over the long term, it has grown significantly and that this trend is expected to continue. As outlined in the EA, in the last third of the twentieth century, averaging times of growth and stagnations, the number of airline passengers increased about 6% per year. During this period traffic doubled, redoubled and doubled again, becoming eight times larger in less than 35 years. While future growth is expected to average between 3 and 4 %, such a growth rate will cause a 50% increase in aviation demand in as little as 10 to 14 years. Because of the long lead time required to complete large projects such as that proposed, the time to begin is now, not during the next boom cycle when existing facilities will be taxed beyond design capacity and customer service suffers.

Response to Document S8

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Comment	Response
S 8f (con't)	The need to redevelop the Terminal 5/6 site is not based on conjecture, but on careful examination of the history of the industry and forecasts of future demand.
S 8g	Alternative 12 was presented as a viable alternative for redevelopment of the Terminal 5/6 site in November of 2002 and evaluated as such within the draft EA. As outlined within the EA, the concept is seriously deficient in that it does not adequately consider the needs of the airport, the airlines and the traveling public. Despite characterization of Alternative 12 as conceptual in form, it is possible to come to accurate conclusions regarding the feasibility of the proposal based upon the plans that were submitted. • Alternative 12 proposed that all departing passengers for 30 aircraft gates move through a tube only 12 ½ feet wide, which is inadequate. • Alternative 12 proposed using the existing terminal to process passengers through security, ticketing etc. As the existing terminal failed to process the passengers for 16 gates adequately, the addition of 14 additional gates would greatly reduce customer service. • The concept that anything that does not fit into the TWA Terminal can be fit into subterranean spaces ignores the fact that customers value large, open, naturally lit spaces, and that an airline like JetBlue, which has a business model based on providing the customer with a comfortable and enjoyable experience, would conclude that such a plan is unacceptable. In addition, the cost of such construction would be prohibitively expensive. • The Alternative 12 plan proposed a below grade arrivals roadway along with a baggage claim and meeter/greeter area. A basic assessment of this part of the plan performed by the Port Authority as part of the EA alternatives evaluation indicated the area had only ½ of the space required for these services.

Response to Document S8

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Comment

Response

- The taxilane separation proposed for the area between Terminals 6 & 7 is inadequate to support Group V aircraft. Alternatives to mitigate this problem are downsizing aircraft or reducing terminal size. Both options are contrary to the needs to provide flexibility and enhanced customer service.
- The new concourse additions proposed for Terminal 5 are inadequately sized to meet passenger and holdroom demand.
- There is inadequate space for security checkpoints and vertical circulation systems.
- Passenger walking distances are excessive.
- Alternatives for handling baggage as part of the proposed design are costly and will require the construction of a network of underground tunnels.
- The construction phasing associated with Alternative 12 is extremely complex and lengthy which would adversely impact access to adjacent Terminal 6. The construction would impact Terminal 6 for a far longer period than Alternative 7 or Alternative 7A.

In addition to those highlighted above, the Section 4(f) Analysis contained in the EA identifies a number of other deficiencies associated with the Alternative 12 that render it neither prudent nor feasible.

The *Revised Concept Master Plan* stemming from the Port Authority's consultation report of October 10, 2003 to the FAA is the result of extensive discussions between the MAS, JetBlue, the Port Authority, NY Landmarks Conservancy, SHPO, and other parties.

S 8h

In response to concerns from the preservation community, the Port Authority in February 2001 amended the *Concept Master Plan* to retain the full lengths of the connector tubes and altered the proposed roadway

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Comment	Response
S 8h (con't)	pattern to accommodate this change. This amendment will set the new terminal farther away from the Saarinen Terminal, which will reduce the tendency of the new terminal to visually overwhelm the landmark building. It will also provide a broader public access plaza in the rear of the TWA building. The Saarinen building will now be accessible to the public at large, and not limited to the passengers of the Terminal 5/6 airline tenants. Alternative 12 includes an addition to the Saarinen building which could also be seen as altering the context of the Saarinen building It's unclear whether the comment's reference to a "low" structure means additional subterranean construction or creation of a passenger check-in hall with a very low ceiling height. Airlines and their passengers clearly prefer large open spaces in terminals that are well lit (preferably with natural lighting). Alternative 12 sacrifices a high level of customer service to retain the terminal for airline use. The first option would result in a major increase in costs and the addition of circuitous vertical circulation needs, the second would create an unappealing large low ceiling space that would not support the needs of modern airlines to make flying a convenient and enjoyable experience. Additionally, as outlined within the EA, the security requirements for the Flight Wing 2 space would require expansion of the width of this structure, in addition vertical circulation systems would also need to be installed within this structure. These requirements coupled with the Alternative 12 design to add a large circulation space at the end of this structure would create many changes to Flight Wing 2 that it would alter this structure's historic context irretrievably. The *Revised Concept Master Plan* stemming from the Port Authority's consultation report of October 10, 2003 to the FAA is the result of an alternative analysis performed by the MAS, JetBlue, the Port Authority, NY Landmarks Conservancy, SHPO, and others.

Response to Document S8

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Comment	Response
S 8i	1. The drawing provided with Alternative 12 showed a single taxilane and the Port Authority analysis demonstrated why a single taxilane was not adequate. The Port Authority's drawing in the *Concept Master Plan* and in presentations given at Public Hearings indicated a dual taxilane at this location to be utilized by group 3 or smaller aircraft. Alternative 12 proposes three group V aircraft at this location, which is very different than what the Port Authority proposed. The point is that Alternative 12 has difficulty accommodating the number of group V aircraft that can be accommodated by Alternative 7. The Alternative 12 design would have to be revised by moving the concourse closer to the Terminal 5 site to provide the required separation for group V aircraft, thus losing building footprint, or the aircraft would have to be downsized, limiting the number of larger aircraft that could utilize the new terminal. Either option is unacceptable considering the needs to provide adequate flexibility and customer service as part of redevelopment of this site. 2. Comment noted.
S 8j	1. While the concourse appended to Flight Wing 2 is of adequate width to provide acceptable customer service, the problem, in a theme that repeats itself throughout Alternative 12, is that passengers would be routed through the original Saarinen building. Alternative 12 proposes that all departing passengers for 29 gates proceed through the original Saarinen building connector, which is only 12 ½ feet wide. As modern passenger terminals provide widths of 90 feet and above, it is clear, even without taking into consideration the space needs associated with helping disabled passengers, that routing so many passengers through the original Saarinen building would provide an unacceptable level of service that JetBlue has stated it would not pursue. 2. The benefit of having a single concourse is offset by the routing required to get there and the walking distances required to reach the end of each wing of the finger, which are excessive.

Response to Document S8

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Comment	Response
S8 j (con't)	3. JetBlue has rejected Alternative 12 as unworkable. As outlined within the EA, in regard to Alternative 12, reuse of Flight Wing 2 results in the elimination of gate positions associated with the flight wing because of the need to place such functions after security checkpoints. The required space to support security checkpoints in Flight Wing 2 is not available. Modifications necessary to support new security requirements for Flight Wing 2 will eliminate the original gate positions associated with this flight wing; thereby eliminating at least 4 gate positions from the plan. The reduction in gate positions would result in a reduced enplanement capacity of Alternative 12 when compared against Alternative 7.
S 8k	This comment pertains to the July 29, 2003 alternative submitted with the MAS comment letter of July 29, 2003. As discussed in the EA, Alternative 12 includes a concourse designed to handle 30 gates attached to Flight Wing 2. The flight wing, connecting tube and departure and arrival areas proposed in Alternative 12 are completely deficient to handle the volume of projected passengers. The July 29, 2003 alternative was put forth by MAS following their review of the Section 4(f) analysis of Alternate 12. The 4(f) Analysis provided a thorough analysis of the inherent shortcomings of the Alternative 12. The July 29, 2003 alternative attempts to address these shortcomings. 1. Comment noted. 2. Hand Sketch Page 4 in the MAS July 29, 2003 comment letter shows the baggage claim moved underground on the airside of the TWA terminal, with skylights on the ramp. For this and previous Alternatives 8 through 12, an unobstructed view of the aircraft apron from the main terminal is of paramount importance. Therefore, to preserve that view, baggage from ticket counter to make-up areas, and baggage from an airside unloading area to below grade claim devises will be below-grade (in tunnels). If this is the case, it is obvious that these tunnels will be crossing the passenger tunnel and must be constructed at an even lower elevation below-grade and further into the water table to avoid the

Response to Document S8

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Comment	Response
S 8k (con't)	passenger tunnel obstruction. These baggage tunnels would be approximately 700 feet long and significant in cross sectional area to accommodate the number of baggage conveyors and maintenance walkways necessary to allow a reasonable level of passenger service. The initial cost to construct these tunnels and the operations and maintenance costs to the airlines to keep them operational will add major costs to the project. To meet the check-in ticketing requirement, the July 29, 2003 alternative proposes two new ticketing halls to be built as additions to the Saarinen building. Both ticketing halls would be attached to the rear of the building - one north of the tube to Flight Wing 1, the other south of tube to Flight Wing 2. The Ticketing Hall adjacent to Flight Wing 2 would service the proposed 28-gate concourse. Due to the layout of the existing building, this Ticketing hall would be located in the South corner of proposed Terminal 5; set back from the entry to the building. Approximately 30% of the existing doors leading to the 500 linear feet of available departures curb frontage would have a direct visual connection to the proposed ticketing hall - with an average walking distance of 220 feet. Passengers using the remaining doors would have to utilize the existing ticketing area as a 'corridor' to access the ticketing hall, creating a potential conflict with first class and business class check-in queuing. This would extend the average walking distances from the terminal doors to check-in to 370 feet (with the longest distance being as much as 560 feet). Once appropriate queuing area is set aside this 'corridor' would be approximately fifteen feet wide and handle all passengers coming from AirTrain as well as 70% of the curb frontage – a demand far above what this space can adequately handle. No airline would willingly design a terminal that would route their arriving passengers underground. Furthermore, few of the arriving passengers would enter the main Saarinen terminal and experience this space under the July 29, 2003 alternative. Additionally, the underground construction would result in a major additional cost and is imprudent.

Response to Document S8

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Comment	Response
S 8k (con't)	3. Hand sketches Pages 6 & 8 in the MAS 07/29/03 comment letter show check in to be conducted in an existing or new "shadow space" building to the east of the TWA terminal. This would have departing passengers dropped of at a curb frontage that was inadequate for TWA and would worsen for JetBlue with its additional gates and passengers. The departing passengers would then be shunted through a very narrow passageway between the TWA terminal and the new check-in facility. Departing passengers would then be directed up a new ramp to Flight Wing 2 for security clearance, or they would travel through the narrow passageway back into the TWA terminal and through the original connector tube. This is a design that provides a low level of customer service and would not be considered for implementation by JetBlue or any other airline.
S 8l	1. The passenger flow of 300 people per hour cited in the comment is grossly underestimated and may be a typographical error. 2. The July 29, 2003 alternative indicates a security checkpoint in Flight Wing 2 to service the 26 aircraft contact gates proposed for this existing flight wing and the "Y" shaped concourse expansion. Based on published TSA standards the security checkpoint module should be 40' x 13'. The required sixteen-security checkpoint screening lanes would require an area of 210 feet by 40 feet plus adequate queuing space. This is nearly twice the size of what is shown on the July 29, 2003 alternative. The space requirements for this security checkpoint and the separate vertical circulation cores (escalators, elevators, and stairs) required for accessing the tunnel to the bag claim area, and access to the separate secure tunnel for transfer passengers, far exceed the envelope of the existing flight wing and the expansion proposed. Increasing the building size to accommodate the necessary layout and area results in a loss of aircraft contact gates. In addition, the footprint of a large building expansion required will compromise the existing landmarked structure.

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Comment	Response
S 8m	1. This comment pertains to the July 29, 2003 alternative. As discussed in the EA, routing all departing passengers through Flight Wing 2 connecting tube is not feasible given the existing number of departing passengers per hour that JetBlue now serves and the small width of this connecting tube (i.e., 12.5 feet). This would clearly not provide a satisfactory level of service as stated in the comment, and JetBlue has reiterated this in written comments. In addition, arriving passengers having to navigate to baggage claim through underground tunnels would present an unacceptable level of service. The July 29, 2003 alternative provides a mechanism for accessing Flight Wing 2 through the new ticketing hall. Its uncertain if any passengers would chose to use the existing tubes in the July 29, 2003 alternative scheme as more direct access with a higher level of customer service will be provided through the ticketing hall. 2. This design would present unwanted bottlenecks at the security points by having passengers approach the security area from two directions. It would require more security staff to move passengers to security check locations. Passengers expect and desire a smooth transition from ticketing to security to their gate. This design does not allow a high level of customer service.
S 8n	1. Alternative 7 (Preferred Alternative) has a maximum walking distance of 1,200 feet. Alternative 12 would have a maximum walking distance of 2,100 feet. Shorter walking distances Alt 7 equal better customer service. 2. Comment noted. 3. Alternative 7 strikes a balance by maximizing the airside capacity while accommodating the Terminal 5 historic terminal and connector tubes. This is the most efficient use of the site while preserving the main terminal and flight tubes of the historic landmark, providing for future needs of aviation at JFK, and providing a high level of customer service.

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Comment	Response
S 8o	1. Americans with Disability Act (ADA) non-compliance and low level of customer service issues regarding Alternative 12 were comprehensively analyzed in the Revised Draft EA (June 2003). This comment pertains to the July 29, 2003 alternative. The modifications proposed as part of constructing the shadow spaces described earlier will address ADA issues for arriving passengers, but also create major customer service problems. Multiple vertical changes required in other portions of the July 29, 2003 alternative design present extensive problems in complying with ADA requirements. 2. While below ground development may comply with ADA, it does not provide the level of service required by the airport sponsor or an airline, as stated by JetBlue.
S 8p	1. Hand Sketches 2 and 3 indicate an underground baggage carousels behind the TWA terminal and an underground greeter hall in front. These two elements would provide an unacceptable level of service, and JetBlue has indicated this arrangement would not meet their customer service needs. Construction of the underground elements are expected to be a major cost and would not be considered by airlines in the current economic climate.
S 8q	1. Early on in this environmental review process the Port Authority reached out to the Municipal Arts Society (MAS) to establish a dialog regarding assessment of the site and the proposed plan for redevelopment. Port Authority staff met with MAS and presented the *Concept Master Plan* in April 2001 and met with MAS again to respond to their four initial alternatives (Alternatives 8-11) in December 2001. The nature of historic preservation and environmental review processes is one of comment and response to comment, which requires that significant flaws associated with alternative plans be determined and fully addressed. The basic concept of Alternative 12 was fully evaluated in the EA and found not to be prudent and feasible. 2. Comment noted.

Response to Document S8

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Comment	Response
S 8q (con't)	3. Regarding Hand Sketches 6 & 12, please refer to Response MAS 11 – 16 regarding why this design is not prudent or feasible. MAS acknowledged the Port Authority comments regarding the space limitations posed by Alternative 12 and moved the baggage claim airside. But the following problems still remain: • The amount of subterranean construction is extensive, so costs will increase substantially. Discussions with American Airlines regarding the underground construction associated with their project at JFK indicate increased costs on the order of 3 to 4 times the cost of at grade construction. In addition, depressing the roadway will create a dark tunnel, with limited sight distance and difficult ventilation problems associated with removing pollution produced by idling vehicles. • The at grade departure roadway still has deficient curb frontage. • The interim plan to route Terminal 5 departures traffic via the Terminal 6 departure roadway will result in congestion and low levels of service. • The difficult phasing plan and massive utility relocation still remains, and no weather protection will be provided for the departures roadway. The major problem associated with the July 29, 2003 alternative, is the same as the original design; a lack of space to preserve the entirety of Terminal 5 without making major concessions to customer service through modifications necessary to handle expected demand.
S 8r	These comments pertain to the July 29, 2003 alternative. As discussed in the EA, the depressed roadway proposed in Alternative 12 presents difficult engineering hurdles that add greatly to the complexity and cost, which undermine the feasibility of this proposal.

Response to Document S8

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Comment	Response
S 8r (con't)	1. The further development of the proposed roadway system identified in the July 29, 2003 alternative is still deficient. Many of the issues outlined within the EA still exist along with problems associated with the lack of space created by retaining Flight Wing 2. For Response to Document S8 example, to create the necessary amount of curb frontage a depressed arrivals roadway is proposed. In order to maintain a safe and appropriate roadway grade, the arrivals roadway must begin its descent a notable distance from the Terminal. Drivers approach the terminal through an existing curved access roadway (see figure 1, point b). By reducing the distance drivers have to decide the appropriate roadway to take (arrivals, departures, bypass) level of service is reduced to level F, and a confusing roadway system results. These sorts of compromises exist in just about every modification made by Alternatives 8 through 12, and the July 29, 2003 alternative, for the Terminal 5 site. 2. While these basement spaces may have been part of the original building construction, they were never intended to be used for passenger use. Utilizing underground spaces for passenger functions represents a low level of service that will not be accepted by any airline. 3. Comment noted. The expansion of the Saarinen terminal at Dulles terminal completed the architect's original design. The expansion added needed ticket counter and baggage claim space, but this was done at grade level, not underground. What was added underground was baggage make-up and sorting areas.
S 8s	1. The relocation of a network of utilities in front of Terminal 5 It is not a question of feasibility. Given an ample amount of funds and time, any volume of utilities could be relocated. What is at issue is whether it is prudent to pursue a terminal redevelopment plan that necessitates such an undertaking – or seek alternatives that avoid such expense. It is a fact, that construction projects usually necessitate utility relocations. Utility relocations in the area of Terminal 5 would be extensive, time consuming and expensive under Alternative 12. When designing airport construction projects, construction cost is a paramount consideration.

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Comment	Response
S 8s (con't)	Feasible and prudent alternative design that avoids the extensive relocation of utilities is highly desirable. The Preferred Alternative 7 avoids the extensive relocation of utilities out in front of the TWA terminal. 2. All major Airport utility re-routes that took place for the construction of Terminal 4 were strategically located in, and aligned to conform to the new multi-lane curved arrivals roadway frontage, which was previously part of the parking lot. They were placed in the roads for accessibility and ease of maintenance. The future proposed "West" parking structure has always been planned to be symmetrically opposed to the existing "East" parking structure, out of the path of these relocated utilities. 3. Fuel line relocation associated with the Preferred Alternative would not pose an unreasonable amount of extra construction or cost. The Preferred Alternative simply requires less relocations than Alternative 12. It is likely that for the construction of any alternative, that contaminated soils would be encountered in areas around the former gates of Flight Wing 2. It is unlikely that the removal of this material would delay the construction timeline as the contamination has been delineated and the cost and time would be built into the project schedule. This would be true for either Alternative 12 or other alternatives. 4. Given the major problems associated with Alternative 12, a side by side analysis of utility relocation is unnecessary.
S 8t	1. The comment acknowledges the Port Authority's evaluation of the construction phasing as sound. This evaluation, acknowledged as sound, would have the full construction of the Alternative 12 finished in eight years. The Preferred Alternative would take approximately three years to complete. The 8-year construction time frame for completion of Alternative 12 would result in an extraordinary level of disruption to airport operations, as compared to the Port Authority alternative.

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Comment	Response
S 8t (con't)	2. Alternative 12 is not far more flexible and would not be less disruptive than the Port Authority plan. The comment that the utility relocation and Terminal 5 expansion can go on with little or no disruption to JetBlue's Terminal 6 operations is unsupported. The construction of the subterranean roadways along the front of Terminal 5 in a manner that does not degrade traffic level of service in front of Terminal 6 is a problem that is not addressed adequately in alternative 12. 3. The phasing for the Preferred Alternative would not require JetBlue to move twice. Alternative 7 would have JetBlue operate out of the existing Terminal 6 while the new roadway system and terminal are constructed behind the existing Terminal 5. Once this phase is complete, JetBlue would make a complete move into its new terminal. Demolition of existing Terminal 6 would then commence. Following demolition of Terminal 6, the construction of the remainder of the *Revised Concept Master Plan* would then be completed. 4. The July 29, 2003 alternative has been found to be inadequate by JetBlue for its operations, and JetBlue has stated that it would not pursue such a redevelopment plan. Alternative 7, has built in flexibility to allow for construction of concourses/gates to begin as the need arises. The statement that "The current financial disarray and contraction of the airline industry make the Port's approach neither prudent nor economically feasible" is unfounded. It is prudent to plan for the future needs of the airport in a way that responds to the traveling public and the airlines needs. The July 29, 2003 Alternative does not accomplish this. 5. Hand Sketch Page 9 provides a roadway plan, which combines Terminal 5 and 6 traffic on the same roadways. Such a plan would result in poor customer service by requiring Terminal 5 departure traffic to use the active Terminal 6 departure frontage to exit the airport. This is clearly inadequate, unfeasible and imprudent. 6. Comment noted.

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Comment	Response
S 8u	1. There is a demonstrated need to move forward with the master plan for development of the Terminal5/6 site. The preferred plan is to develop the entire parcel at once. The master plan for development of the site provides enough flexibility to allow project phasing if required. 2. Based on recent construction activities at JFK and given the high water table, construction costs for below grade spaces would be approximately three to four times more expensive than above grade space, based on recent figures provided by American Airlines, which has completed extensive underground construction at JFK. This cost does not include the added burden of maintaining the spaces in a dry condition over the life of the structure. In addition, as pointed out within the EA, the 200,000 square feet of space that Alternative 12 plans to reuse is deficient in meeting basic customer level of service requirements, and new construction would have to be added to meet these needs. 3. The Preferred Alternative was amended in February 2001 to retain the entire lengths of the connector tubes in response to concerns expressed by the preservation community. There is an added expense of sinking the arrivals roadway in order to preserve the entire length of the connector tubes. The depth of excavation keeps the proposed roadway above the water table and does not approach the depth of excavation required in Alternative 12. 4. As outlined within the EA, Alternative 12 has many, many problems that make implementation, not feasible or prudent. The comparisons made within the EA clearly demonstrate the major construction costs that would be associated with this alternative.
S 8v	As discussed in the EA, multiple arrival/departure roadways, which require passengers to cross an inner roadway to get to a terminal, diminish passenger service and unacceptably impede vehicle flow.

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Comment	Response
S 8w	1. As outlined within the EA, Alternative 12 does not provide adequate area for merging and weaving traffic that will access the terminal. 2. Comment noted.
S 8x	1. As outlined within the EA, Alternative 12 lacks the necessary amount of curbside frontage required, and it is unclear how any additional amount of frontage could be established, given the confines of the plan. 2. Such a simulation is not necessary to make a comparison of basic design needs as was done within the EA. 3. The curb frontage recommendations for redevelopment of the Terminal 5/6 site are based on the passenger volumes predicted for the proposed terminal and Port Authority experience with the AirTrain project at EWR. The concept of limiting the curb frontage available for this new terminal in the hope of reduced curbside activity is poor planning that could lead to major customer service problems.
S 8y	1. As outlined within the EA, Alternative 12 is deficient in terms of its ability to handle the forecast traffic demands. 2. Comment noted.
S 8z	Please see response to comment MAS 19.
S 8aa	The response to this comment has been treated in various responses above. Please see responses to comments MAS 17-21.
S 8bb	As outlined within the EA, the number of gates identified for Alternative 12 would need to be reduced to accommodate mandated security requirements and airside separations.

Response to Document S8

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Comment	Response
S 8cc	1. This comment pertains to the Port Authority's analysis of Alternative 12 contained in the Section 4(F) Analysis. The MAS acknowledges that they submitted an alternative (and associated drawings) that was not sufficiently developed. Comments included herein on the July 29, 2003 alternative indicate why this alternative is also not prudent and feasible. As discussed in the EA, Alternative 12 would diminish passenger service relative to the proposed project, because of undersized circulation corridors, confusing flow patterns, insufficient security areas, etc. Additionally, JetBlue has reviewed Alternative 12 and concluded that it does not provide sufficient space, would cause unacceptable disruption to Terminal 6 traffic, an uncomfortable environment for customers and crew members, etc. For these and other reasons JetBlue has indicated that they fully support Alternative 7 for the Terminal 5/6 site.

Comment Letters and Non-Specific Responses to the June 2003 Draft EA & DOT Section 4(f) Evaluation

Summary of Comments on the Alternative 7 Proposed Project -Non Specific Responses

It should be noted that these comments were submitted prior to the third consulting parties meeting of September 18, 2003 and subsequent meetings held as a continuation of the Section 106 consultation process on the redevelopment of Terminals 5/6 at JFK. Those meetings resulted in a report dated October 10, 2003. This report (Appendix B *Revised Concept Master Plan* and Appendix D *Memorandum of Agreement*) was submitted by the Port Authority to the FAA, with copies forwarded to the consulting parties. The understandings and conclusions in the report resulted in what is now the Preferred Alternative, which is described in the *EA* and reflected in the *Revised Concept Master Plan* (Appendix B *Revised Concept Master Plan* and Appendix D *Memorandum of Agreement*).

All comment letters received were reviewed and are noted. Following are letters designated "Non-Specific Comments and Responses" because the response is not keyed to a specific paragraph in the letter. These letters were responded to in this manner for a number of reasons. Many of these letters were short, so the intent is evident without marking a specific paragraph. In other cases, these letters duplicated a comment for which a specific response has already been provided. In some cases, comments were noted but no response was appropriate or necessary. Please also refer to the Specific Comments and Responses.

Summary of Comments For Which There is No Specific Responses

DOCUMENT NUMBER	NAME AND ORGANIZATION OF COMMENTOR	RESPONSE
DOCUMENT NS 1	Richard T. Anderson, President New York Building Congress 44 West 28th Street, 12th Floor New York, NY 10001	Comments noted.
DOCUMENT NS 2	Salvatore Arlonucci (Ex. 1)	Comments noted.
DOCUMENT NS 3	Mary Lou Branson Fort Worth, TX	The TWA building will be preserved under the Preferred Alternative (7A).
DOCUMENT NS 4	James W. Brab (Ex. 1)	Comments noted.
DOCUMENT NS 5	James Brennan (Ex. 1)	Comments noted.
DOCUMENT NS 6	Lois Brough (Ex. 1)	Refer to specific responses to Document S 1. The Preferred Alternative (7A) was developed with the input of consulting parties including the MAS.
DOCUMENT NS 7	Dale Burch (Ex. 1)	The TWA building will be preserved under the Preferred Alternative (7A).
DOCUMENT NS 8	Terry Burrows (Ex. 1)	Refer to specific responses to Document S 1. The Preferred Alternative (7A) includes preserving the building and provision of electronic kiosks. It was developed with the input of consulting parties including the MAS.
DOCUMENT NS 9	Mary Sue Butch (Ex. 1)	The TWA building will be maintained and will undergo adaptive reuse, it will be preserved under the Preferred Alternative. Only the flight wings will be demolished.
DOCUMENT NS 10	Richard K. Carrier, President Aviation Data Systems, Inc. P.O. Box 1348 47-40 21st Street Long Island City, NY 11101	Comments noted.
DOCUMENT NS 11	Kelly Cassidy (Ex. 1)	Comments noted.
DOCUMENT NS 12	Giorgio Cavaglieri, F.A.I.A. Past President, MAS 250 West 57th Street New York, NY 10107	Refer to specific responses to Document S 1. The Preferred Alternative (7A) includes preserving the building and provision of electronic kiosks. It was developed with the input of consulting parties including the MAS.
DOCUMENT NS 13	Alan D. Chasan Chasan - Nicoletti, Inc. 1251 Avenue of the Americas New York, NY 10020-1104	Refer to specific responses to Document S 1. The Preferred Alternative (7A) includes preserving the building and provision of electronic kiosks. It was developed with the input of consulting parties including the MAS.
DOCUMENT NS 14	Tim Cockey (Ex. 1)	Refer to specific responses to Document S 1. The Preferred Alternative (7A) includes preserving the building and was developed with the input of consulting parties including the MAS.
DOCUMENT NS 15	Louis J. Coletti, President & CEO Building Trades Employers Association 1430 Broadway, 8th Floor New York, NY 10018	Comments noted.
DOCUMENT NS 16	Bonnie Davis (Ex. 1)	Refer to specific responses to Document S 1. The Preferred Alternative (7A) includes preserving the building and was developed with the input of consulting parties including the MAS.
DOCUMENT NS 17	Samantha Deutch (Ex. 1)	Refer to specific responses to Document S 1. The Preferred Alternative (7A) includes preserving the building and was developed with the input of consulting parties including the MAS.
DOCUMENT NS 18	Diane Dobish (Ex. 1)	The TWA building will be preserved under the Preferred Alternative. Only the flight wings will be demolished.

[1] Received prior to distribution of June 2003 draft

Summary of Comments For Which There Is No Specific Responses

DOCUMENT NUMBER	NAME AND ORGANIZATION OF COMMENTOR	RESPONSE
DOCUMENT NS 19	David Scott Drane (Ex. 1)	The TWA building will be preserved under the Preferred Alternative (7A)
DOCUMENT NS 20	Christine Dulsin (Ex. 1)	Refer to specific responses to Document S 1. The Preferred Alternative (7A) includes preserving the building and was developed with the input of consulting parties including the MAS.
DOCUMENT NS 21	John Early (Ex. 1)	Comments noted.
DOCUMENT NS 22	Anne d. Ehrlich, M.D. (Ex. 1)	Refer to specific responses to Document S 1. The Preferred Alternative (7A) includes preserving the building and was developed with the input of consulting parties including the MAS.
DOCUMENT NS 23	Diana Lola Evans (Ex. 1)	The Preferred Alternative (7A) includes preservation and adaptive reuse of the building, and enhanced public access.
DOCUMENT NS 24	Patricia Fusco (Ex. 1)	Refer to specific responses to Document S 1. The Preferred Alternative (7A) includes preserving the building and was developed with the input of consulting parties including the MAS.
DOCUMENT NS 25	Patricia A. Gable (Ex. 1)	Comments noted.
DOCUMENT NS 26	Helen M. Gibbs, Program Manager ASDO - Air Service Development Office Newark Liberty International Airport, Building 80 Newark, New Jersey 07114-3707	Comments noted.
DOCUMENT NS 27	Tom Green (Ex. 1)	The Preferred Alternative (7A) includes preserving the building and was developed with the input of consulting parties. It is not feasible to retain the flight wings.
DOCUMENT NS 28	L.F. Gropper, Jr. Manager, Local 638 Steamfitters Union	Comments noted.
DOCUMENT NS 29	Sally Hecket (Ex. 1)	Refer to specific responses to Document S 1. The Preferred Alternative (7A) includes preserving the building and was developed with the input of consulting parties including the MAS.
DOCUMENT NS 30	Richard C. Hellenbrecht, Chairman Queens Community Board 13 219-41 Jamaica Avenue Queens Village, NY 11428	Comments noted.
DOCUMENT NS 31	Hansel A. Hernandez-Navarro (Ex. 1)	The TWA building will be maintained. Under the Preferred Alternative (7A), it will be preserved and will undergo adaptive reuse. Only the flight wings will be demolished.
DOCUMENT NS 32	Debra Kell Holtsclaw (Ex. 1)	The Preferred Alternative (7A) includes preserving the building and adaptive reuse including provision of electronic kiosks.
DOCUMENT NS 33	William L. Hulsman, Director Aviation Development Council World Plaza 141-07 20th Avenue Whitestone, NY 11357	Comments noted.
DOCUMENT NS 34	Ann M. Janowski No Address Given	Comments noted.
DOCUMENT NS 35	Audrey Jones (Ex. 1)	Refer to specific responses to Document S 1. The Preferred Alternative (7A) was developed with the input of consulting parties including the MAS.
DOCUMENT NS 36	Mary Ann Jung (Ex. 1)	The TWA Terminal will be maintained. The Preferred Alternative (7A) also includes preservation and adaptive reuse of the TWA main Terminal building and connector tubes. It is not feasible to retain the flight wings or Terminal 6.
DOCUMENT NS 37	Leslie Klinjuer Lecturer, Metropolitan Museum	The Preferred Alternative (7A) includes preserving the building and adaptive reuse including provision of electronic kiosks.
DOCUMENT NS 38	Timothy C. Koelle (Ex. 1)	The Preferred Alternative (7A) includes preserving the building and connector tubes with adaptive reuse. It was developed with the input of consulting parties. It is not feasible to retain the flight wings.

[1] Received prior to distribution of June 2003 draft

Summary of Comments For Which There Is No Specific Responses

DOCUMENT NUMBER	NAME AND ORGANIZATION OF COMMENTOR	RESPONSE
DOCUMENT NS 39	Sandra Levine (Ex. 1)	Refer to specific responses to Document S 1. The Preferred Alternative (7A) includes preserving the building and provision of electronic kiosks. It was developed with the input of consulting parties including the MAS.
DOCUMENT NS 40	Catherine Lynch No Address Given	Comments noted.
DOCUMENT NS 41	Thomas P. Maguire President and Business Manager General Vice President International Union of Operating Engineers Local Union 15, 15-A, 15-B, 15-C & 15-D Building & Construction Trades Council 265 West 14th Street New York, NY 10011-7193	Comments noted.
DOCUMENT NS 42 (Multiple Authors)	Edward J. Malloy, President Building and Construction Trades Council of Greater NY 71 West 23rd Street, Suite 501-03 New York, NY 10010	Comments noted.
DOCUMENT NS 43	George Moskowitz, Vice President Law Enforcement Systems, Inc. P.O. Box 1348 47-40 21st Street Long Island City, NY 11101	Comments noted.
DOCUMENT NS 44	Emily H. Murphy (Ex. 1)	Refer to specific responses to Document S 1. The Preferred Alternative (7A) includes preserving the building and provision of electronic kiosks. It was developed with the input of consulting parties including the MAS.
DOCUMENT NS 45	James Payne (Ex. 1)	Comments noted.
DOCUMENT NS 46	Shirley Weber Obermeyer (Ex. 1)	Refer to specific responses to Document S 1. The Preferred Alternative (7A) includes preserving the building and provision of electronic kiosks. It was developed with the input of consulting parties including the MAS. It is not feasible to retain the flight wings or Terminal 6.
DOCUMENT NS 47	Kate Ostrow-Yadan (Ex. 1)	Refer to specific responses to Document S 1. The Preferred Alternative (7A) includes preserving the building and provision of electronic kiosks. It was developed with the input of consulting parties including the MAS.
DOCUMENT NS 48	Andrienne Penna (Ex. 1)	Refer to specific responses to Document S 1. The Preferred Alternative (7A) includes preserving the building and provision of electronic kiosks. It was developed with the input of consulting parties including the MAS.
DOCUMENT NS 49	Kay Pennington Smith Brandon International Tours Lakewood, Colorado	The Preferred Alternative (7A) includes preservation and adaptive reuse of the TWA main Terminal building and connector tubes. It is not feasible to retain the flight wings.
DOCUMENT NS 50	Mark Perlson (Ex. 1)	The Preferred Alternative (7A) includes preservation and adaptive reuse of the TWA main Terminal building and connector tubes. It is not feasible to retain the flight wings.
DOCUMENT NS 51	Kathleen Randall (Ex. 1)	Refer to specific responses to Document S 1. The Preferred Alternative (7A) includes preserving the building and provision of electronic kiosks. It was developed with the input of consulting parties including the MAS. It is not feasible to retain the flight wings or Terminal 6.
DOCUMENT NS 52	Joseph Reilly (Ex. 1)	Comments noted.
DOCUMENT NS 53	Bill Rosenfield (Ex. 1)	Refer to specific responses to Document S 1. The Preferred Alternative (7A) includes preserving the building and provision of electronic kiosks. It was developed with the input of consulting parties including the MAS.
DOCUMENT NS 54	Vicki Ross (Ex. 1)	The Preferred Alternative (7A) includes preserving the building with adaptive reuse. It was developed with the input of consulting parties. It is not feasible to retain the flight wings or Terminal 6.
DOCUMENT NS 55	Rita Schwartz Director of Government Relations The General Contractors Association of New York, Inc.	Comments noted.

[1] Received prior to distribution of June 2003 draft

Summary of Comments For Which There Is No Specific Responses

DOCUMENT NUMBER	NAME AND ORGANIZATION OF COMMENTOR	RESPONSE
DOCUMENT NS 56	Gary Sherwood (Ex. 1)	Comments noted.
DOCUMENT NS 57	Richard Smyth Vice President Redevelopment JetBlue Airways Corporation 118-29 Queens Blvd. Forest Hills, NY 11375	Comments noted.
DOCUMENT NS 58	Margaret C.K. Snow (Ex. 1)	Refer to specific responses to Document S 1. The Preferred Alternative (7A) includes preserving the building and provision of electronic kiosks. It was developed with the input of consulting parties including the MAS.
DOCUMENT NS 59	Lindsay Starr (Ex. 1)	The Preferred Alternative (7A) includes preserving the building with adaptive reuse. It was developed with the input of consulting parties. It is not feasible to retain the flight wings or Terminal 6.
DOCUMENT NS 60	Robert A.M. Stern Stern Architects 460 West 34th Street New York, NY 10001	The Preferred Alternative (7A) includes preserving the building with adaptive reuse. It was developed with the input of consulting parties. It is not feasible to retain the flight wings or Terminal 6.
DOCUMENT NS 61	Marita Swenson (Ex. 1)	Refer to specific responses to Document S 1. The Preferred Alternative (7A) includes preserving the building and provision of electronic kiosks. It was developed with the input of consulting parties including the MAS. Only the flight wings will be demolished.
DOCUMENT NS 62	Martin Szabunio (Ex. 1)	Comments noted.
DOCUMENT NS 63	Leslie Telchelz (Ex. 1)	The Preferred Alternative (7A) includes preserving the building with adaptive reuse. It was developed with the input of consulting parties. It is not feasible to retain the flight wings or Terminal 6.
DOCUMENT NS 64	F. Carlisle Towery, President Greater Jamaica Development Corporation 90-04 161st Street Jamaica, NY 11432	Comments noted.
DOCUMENT NS 65	Timo Tuomi, Head of Research Museum of Finnish Architecture Chairman, DOCOMOMO Finland Helsinki, Finland	The Preferred Alternative (7A) includes preserving the building with adaptive reuse. It was developed with the input of consulting parties. It is not feasible to retain the flight wings or Terminal 6.
DOCUMENT NS 66	Joy Weeeng (Ex. 1)	Refer to specific responses to Document S 1. The Preferred Alternative (7A) includes preserving the building and provision of electronic kiosks. It was developed with the input of consulting parties including the MAS..
DOCUMENT NS 67	Kathryn Wylde President & CEO Partnership for New York City One Battery Park Plaza New York, NY 10004-1479	Comments noted.
DOCUMENT NS 68	Andrew Zach, Agency Director Aos Dan Artist Management 242 Wythe Avenue, Studio 6 Brooklyn, NY 11211	Refer to specific responses to Document S 1. The Preferred Alternative (7A) includes preserving the building and provision of electronic kiosks. It was developed with the input of consulting parties including the MAS.
DOCUMENT NS 69	Peter H. LAST NAME ILLEGIBLE (Ex. 1)	Comments noted.
DOCUMENT NS 70	Richard LAST NAME ILLEGIBLE Peterson SOP	Comments noted.

[1] Received prior to distribution of June 2003 draft

CERS
RMAN:
YN JORDAN TAYLOR*
HAIRMEN:
LES J. MAIKISH*
D J. MALLOY*
UMANN JR.*
AMS*
ICK M. SERVEDIO*
ENT:
D T. ANDERSON*
HAIRMAN:
Y M. LEVY*
URER:
HAYES*
TARY:
ND D. EMANUEL*
AL COUNSEL:
L S. ZETLIN*
OF DIRECTORS
ANDERSON
BAUM
BOND
A J. CERAMI
EN B. COLELLA
DAVOREN*
S. DELLA ROCCA*
DICAPUA
D. FARRELL
H WATHEN FINN
V FLOREZ
LAEL FRANCESE
GILBERT III
JETZ
P. GOLDEN
RAHAM
DENG
HARKINS
A. HATFIELD
SETH HAYDEN
HENEGAN
ENNESSY III
ONES
RGALLEN
OENIG
HER LARSEN
LEVINE
MAGUIRE
MARCHETTO*
MARINO
DONALD
MILLER
ROY
ANSON
PECKAR
VERSO
RYTTER
SCHIRRIPA
SELSAM
HAPIRO
STEINFELDER
HMAN
SETTI
VELEZ
AZNY
EMERITI

July 24, 2003

NEW YORK
BUILDING
CONGRESS

Mr. Ed Knoesel
The Port Authority of NY &NJ
Aviation Department
225 Park Avenue South, 9th Floor
New York, NY 10003

Dear Mr. Knoesel:

I am writing with comments of the New York Building Congress on the revised Draft Environmental Assessment for the redevelopment of terminals five and six at John F. Kennedy Airport. This project is extremely important to the City of New York and the entire metropolitan region. We support the Port Authority's plans to build a new terminal and to restore, preserve and find an adaptive reuse for the existing TWA terminal.

Kennedy and LaGuardia Airports are critical economic engines for Queens, providing tens of thousands of jobs and considerable economic benefits for residents and commuters alike. The aviation industry is one of the region's largest employment sectors, generating more than $55 billion in economic activity in the region each year. The tri-state region includes more than 200, 000 aviation-related jobs.

This $750 million project at Kennedy Airport should move forward expeditiously. We understand that Jet Blue is interested in occupying additional space at the airport. Moreover, the new Air-Train facility can only operate at full potential if the entire airport is fully redeveloped.

Members of the New York Building Congress, who represent leaders of the design, construction and real estate industry of New York City, know full well how critical this project is to the City's future. We urge that the proposed project proceed as planned with our full support and encouragement.

Sincerely,

Richard T. Anderson
President

The Port Authority of New York & New Jersey
Aviation Department
225 Park Avenue South, 9th Fl
New York, NY 10003
Attn: Ed Knoesel

Dear Mr. Knoesel:

The TWA Terminal at John F. Kennedy International Airport is a wonderful testament to modern architecture. I marvel at its swooping roof, and curvilinear lines. However, the reality is, it is something to be admired and has long ceased its function as an air terminal.

I welcome the fact that the Port Authority has plans to restore the terminal, and think that their plan to develop a new terminal around it can be quite complimentary. In fact, I find that the design enshrines the Saarien Terminal giving it greater status at the airport.

Please allow the development plans to go forward for the TWA/JetBlue terminals. In my mind, it is the only way that the Saarien masterpiece can be saved.

Thank you.

Sincerely,

Salvatore Antonucci

(Ex. 1)

-----Original Message-----
From: (Ex. 1)
Sent: Wednesday, December 24, 2003 11:59 AM
To: Knoesel, Edward
Subject:

Dear Sir,
It is vitally important to preserve the Eero Sarinaan building you have in your keeping. Please do not forget the architectural heritage of this country and its value to future generations.

Thank you for your action in helping our children and grandchildren understand the place of buildings in the history of the United States.

Sincerely,

Mary Lou Branson, Fort Worth, TX

The Port Authority of New York & New Jersey
Aviation Department
225 Park Avenue South, 9th Fl
New York, NY 10003
Attn: Ed Knoesel.

Dear Mr. Knoesel:

I am writing to express my support for the redevelopment of the Terminal 5/6 site at Kennedy International Airport in Queens, NY. The Port Authority has been aggressively making improvements to the airport over the last decade to bring the airport to world-class status. Newly constructed terminals, major renovations, the soon to be operational AirTrain, roads and parking garages, and newly constructed cargo facilities are just some of the things that have happened at the airport.

But Kennedy Airport, although large in terms of the region's airport, is small when compared to airports that handle a comparable amount of traffic. The Central Terminal Area is fixed. The taxiways are fixed. Proximity to the runways is important. This being said, development for aeronautical purposes is limited. There is only one viable area on the airport that can accommodate significant development, and that is the Terminal 5/6 site.

Since the airport traffic, i.e. passenger volume, is expected to grow, and JetBlue is a large part of that, it seems logical that they need a home. Please allow the development of a new terminal to go forward. This low cost carrier has served this community well, both in terms of service and in terms of the new jobs they have created.

Sincerely,

James W. Brake

(Ex. 1)

The Port Authority of New York & New Jersey
Aviation Department
225 Park Avenue South, 9th Fl
New York, NY 10003
Attn: Ed Knoesel

Dear Mr. Knoesel:

I appreciate the opportunity to provide comments on the Port Authority's plans to redevelopment of the TWA/JetBlue terminals at JFK Airport. Admittedly the critics' opposition to the plan perplexes me. The benefits seems so apparent to me:

- A carrier has demonstrated it will need additional space.
- Space is at a premium at the airport.
- A terminal that is undesirable as a terminal but is distinguishable as a piece of architecture occupies a portion of usable space.
- The main architectural icon can not only be saved, but also preserved.

And yet, they still object. The airport's popularity is growing – which is an anomaly in the industry. Preservation should not stand in the way of progress. Both can live compatibly. And I believe that the Port's plan is the only way to accomplish this.

Sincerely,

James Brennan

(Ex. 1)

July 30, 2003

Edward Knoesel
Port Authority of NY & NJ
Aviation Department
225 Park Avenue South, 9th Floor
New York, NY 10023

Re: Earo Saarinen's TWA Terminal at JFK

Dear Mr. Knoesel:

I have been informed that the Port Authority of New York and New Jersey is about to redevelop the site on which the TWA terminal stands. It is my understanding the current plans call for substantial demolition of the terminal's innovative flight satellite concourses, the construction of a hulking U-shaped building around its airside and a light rail system which bypasses this historic building and blocks the TWA terminal's view of the tarmac. Furthermore, I understand the plans will permanently remove the terminal's gates, and render it useless as an aviation structure.

The Municipal Art Society has been working with architects and airport planner Hal Hayes on a feasible and prudent alternative plan. I urge you to review their plans before you destroy this beautiful historic landmark. It is unfortunate that in the name of progress we here in America give so little thought to destroying our heritage.

As a retired Flight Attendant for TWA, the loss of the airline to the American public is tragic! Please don't destroy our one remaining historic and beautiful monument.

Sincerely,

Lois Brough
(Ex. 1)

CC: Bernadette Castro, Commissioner
NY State Office of Parks, Recreation and Historic Preservation
Agency Building 1, Empire State Plaza
Albany, NY 12238

Don Klima, Executive Director
Advisory Council on Historic Preservation
Old Post Office Building
1100 Pennsylvania Avenue NW, Suite 809
Washington, D.C. 20004

Dale J. Burch

(Ex. 1)

email

18 July

Dear Mr. Knoesel

Please save the fabulous Saarinen building. It is a gem. Maybe you could move it!

Sincerely,

Dale J Burch

(Ex. 1)

July 16, 2003

Ed Knoesel
Port Authority of NY & NJ
Aviation Department
225 Park Avenue South, 9th Floor
New York, NY 10003

Dear Sir:

I am writing to protest the needless damage the Port Authority is poised to commit by the changes it plans to make to the TWA terminal that is a remarkable example of Eero Saarinen's modern architecture. As an elementary school teacher I, as many others, know the value of preserving our historical landmarks for future generations. In this case there is an alternative. I support the Municipal Art Society's alternative, which preserves the entire building and its function. I strongly urge you to do the same.

Thank you for your consideration.

Sincerely,

Terry Burrows

cc: Bernadette Castro, Don Klima

July 14, 2003

Mr. Ed Knoesel
Port Authority of NY and NJ
Aviation Dep't
225 Park Ave. S., 9th fl.
New York, NY 10003

Mr. Philip Brito, Mgr
NY Airports District Office
Federal Aviation Administration
600 Old Country Rd, Suite 446
Garden City, NY 11530

Re: TWA Terminal

I was appalled to learn about the Port Authority's various plans to raze or orphan the TWA terminal at JFK. The TWA terminal is not only one of the most important examples of "modern" architecture in the U.S.A., it may also be the most beautiful. Our country has long shown indifference to its heritage compared with the nations of Europe, but I would never have imagined that it would extend this far and that such unforgivable destruction would be proposed by a government instrumentality.

The Saarinen terminal should not only NOT be harmed in any way, it should be rescued from the neglect that it has endured and be preserved as one of our great architectural achievements. Harming it would be comparable to destroying the Sydney opera house or the great Gaudi buildings in Barcelona.

Very truly yours,

Mary Sue Butch

Mary Sue Butch

(Ex. 1)

Cc: Ms. Bernadette Castro, Commissioner
NY State Office of Parks, Recreation
and Historic Preservation

Mr. Don Klima
Advisory Council on Historic Preservation
Old Post Office Building

Aviation Data Systems, Inc. P.O. Box 1348 47-40 21st Street L.I. City, N.Y. 11101 (718) 729-3263
Fax (718) 482-8930

July 29, 2003

Ed Knoesel
The Port Authority of New York & New Jersey
Aviation Department
225 Park Avenue South, 9th Fl
New York, NY 10003

Dear Mr. Knoesel,

I would like to register my comments on the Environmental Assessment for the TWA Terminal Redevelopment Project at John F. Kennedy International Airport. As a TWA and American Airlines frequent flier who used Terminal 5 for over 10 years, I feel compelled to submit these comments.

It is my opinion that the flying public deserves a better terminal than the existing building. I endured endless hours of pacing in the gate area, that wonderful Flight Wing that the preservationists want to save, because it was not equipped with enough seats for the number of passengers. I schlepped my bags up and down the stairs, as there are no convenient ways to get to and from the gate. This was all before increased security measures were put into place which now cause long lines. I do not see how this terminal could work in today's world.

I agree with the preservationists that the structure is striking. But my preference would be to admire it while visiting it as a museum goer or a conference attendee. It absolutely doesn't work as an airport terminal. Take it from someone who flies over 100,000 miles per year..

I urge that the development plans be approved.

Sincerely,

Richard K. Garrier
President

The Port Authority of New York & New Jersey
Aviation Department
225 Park Avenue South, 9th Fl
New York, NY 10003
Attn: Ed Knoesel

Dear Mr. Knoesel:

I am writing to express my outrage that some small group of people who have some romantic notion that air passengers should continue to use the outdated, ill-suited TWA Terminal at Kennedy Airport in perpetuity may actually be able to stop the construction of a new state-of-the-art terminal. Let these bow-tie clad five or six people, who obviously are not members of the flying public, as I am, be condemned to use this terminal on their next flight. They would probably be singing a different tune.

Save the building. Absolutely. But please let sanity prevail and do something else with it. Anything else with it! Allow Jetblue to build its new terminal.

Sincerely,
Kelly Cassidy

(Ex. 1)

GIORGIO CAVAGLIERI ARCHITECT 250 WEST 57TH STREET NEW YORK, N.Y. 10107

GIORGIO CAVAGLIERI, F.A.I.A.

TEL. (212) 245-4207
FAX (212) 245-4506

Mr. Ed Knoesel
Port Authority of NY & NJ
Aviation Department
225 Park Avenue South, 9th Floor
New York, NY 10003

22 July 2003

Dear Mr. Knoesel:

Re: Eero Saarinen's TWA Building JFK Airport, NYC

This is to urge you to examine and accept the alternative design proposed by the Municipal Art Society for providing the needed facilities at the location of the former TWA air terminal at the JFK Airport.

We believe it is imperative to preserve this exceptional example of 20th Century architecture not only for the structural and aesthetic qualities of the actual building, but also for its very important setting with view of the open field and airplanes for the entering waiting passengers.

Respectfully,

Giorgio Cavaglieri F.A.I.A.
Past President, MAS

cc: Bernadette Castro, Commissioner
NYS Office of Parks, Recreation & Historic Preservation
Don Klima, Executive Director
Advisory Council on Historic Preservation

July 11, 2003

Ed Knoesel
Port Authority of NY & NJ
Aviation Department
225 Park Avenue South, 9th Floor
New York, NY 10003

Philip Brito, Manager
NY Airports District Office
Federal Aviation Administration
600 Old Country Road, Suite 446
Garden City, New York 11530

Bernadette Castro, Commissioner
NY State Office of Parks, Recreation and Historic Preservation
Agency Building 1, Empire State Plaza
Albany, NY 12238

Don Klima, Executive Director
Advisory Council on Historic Preservation
Old Post Office Building
1100 Pennsylvania Avenue NW, Suite 809
Washington, D.C. 20004

CHASAN • NICOLETTI
REAL ESTATE PROJECT DEVELOPMENT & MANAGEMENT ADVISORS

CHASAN • NICOLETTI INC.

1251 Avenue of the Americas
New York NY 10020-1104

Voice: 212-719-1320
Facsimile: 212-768-0190
Email: chasnic@aol.com
www.ChasanNicoletti.com

Re: In support of the Municipal Art Society alternative for Eero Saarinen's TWA Terminal at JFK , which preserves the entire building and function.

Dear Sirs:

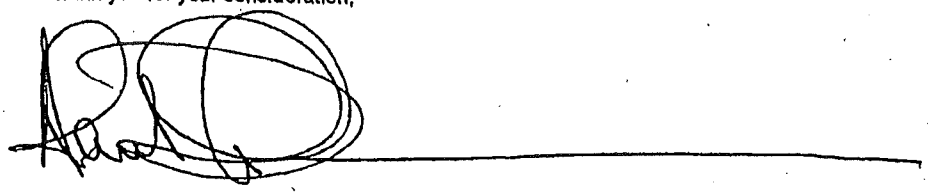
Eero Saarinen's contribution to the world of Architecture is one of the most important in history. Unlike other more flamboyant architects, his approach to the design and construction of buildings was truly one of response to the client's needs and desires. His was not a cookie-cutter approach, nor one of repeated "Saarinen" designs, where you could tell any Saarinen building just by looking at it.

Even Architectural students can often not "recognize" a Saarinen building.

This letter is in support of maintaining the original, and world-recognized building form as it exists.

We don't need to lose another Landmark building, which the PA should be more than painfully aware of.

Thank you for your consideration,



Alan D. Chasan

TIM COCKEY

Dear Mr. Knoesel,

Once destroyed, it can never be returned. It is so important not to discard vital, creative pieces of our past. Please think of the bigger picture and do not go through with the plans to effectively destroy the TWA terminal. The Municipal Art Society's alternative deserves a fair chance.

Thank you,

Tim Cockey

Construction Industry Partnership
New York's Best Construction Team

Louis J. Coletti
President and CEO

Building Trades Employers' Association

1430 Broadway, 8th Floor
New York, NY 10018

Tel: 212 704 9745
Fax: 212 704 4367
Web: www.bteany.com

Edward J. Malloy
President

Building and Construction Trades Council of Greater New York

71 West 23th Street, Suite 501-03
New York, NY 10010

Tel: 212 647 0700
Fax: 212 647 0705

July 29, 2003

The Port Authority of New York & New Jersey
Aviation Department
225 Park Avenue South, 9th Floor
New York, New York 10003

Attention: Ed Knoesel

Re: Renovation of the TWA Terminal 5/6 gate at JFK Airport

The purpose of this is to strongly urge the Port Authority of New York & New Jersey to quickly move forward with its plan to build a new terminal at the existing Terminal 5/6 site which will require the demolition of Terminal 6 and the flight wings of Terminal 5.

The Construction Industry Partnership is a Labor-Management organization representing construction contractors of the Building Trades Employers' Association and skilled tradesmen who are members of the Building & Construction Trades Council of Greater New York.

Collectively, this labor-management partnership represents 25 individual contractor associations compromised of 1,500 construction managers, general contractors and specialty trade contractors working in New York City who employ 25,000 people in their corporate offices and on job sites along with the 60 individual affiliates and 125,000 skilled trade members of the Building & Construction Trades Council of Greater New York.

We urge you to quickly approve this project. This $750 million project can give a tremendous boost to the weak New York City economy. At a time when New York City is losing jobs and tax revenues – to delay this project would deny New York City the opportunity to strengthen its economic base.

Construction has one of the largest economic multipliers of any industry. Economic models have shown that:

- Each $1 million in direct construction spending generates 18 jobs in New York City and a total of 26 jobs in this region;

- Each $1 spent on construction in New York City generates a total of $2.15 of economic activity in the entire New York Region.

  Within New York City alone, $1 of construction generates $1.49 of economic activity, and,

  Within the rest of the Region, $1 of construction generates an additional $0.66 of economic activity.

- Each job created on a construction site in the city results in a total of 2.23 jobs throughout the New York Region;

  Within New York City, 1 construction job creates 1.53 total jobs in the city's economy, and,

  Within the rest of the Region, 1 construction job creates another 0.7 jobs in the regional economy.

- Nor do the ripple effects end when a building has been constructed; in each future year of occupancy, for every $1 in direct construction investment another $0.51 of total spending occurs in New York City annually from building maintenance activity.

One only has to look at the incredible economic growth created by the recently completed construction activity at JFK Airport to see the economic benefits this project can generate. Queens businesses and jobs created dramatic growth which helped New York City's overall economic growth.

These construction jobs will also provide new employment opportunities for the "new majority" of New Yorkers. Through our Construction Skills 2000 program we have dramatically increased African American, Latino and female participation in the construction industry. Over 51% of today's 6,000 total new construction apprentices are represented in the new demographics of our city. Without the creation of these jobs, how will New York City create the kind of blue-collar, middle-class jobs that will allow individuals who can't afford or may not want to attend college to earn a decent salary to live here?

Our partners in this effort are the NYC Department of Education, Port Authority of NY & NJ and the NYC School Construction Authority. Moving forward with this project will create thousands of new job opportunities for a program that now has an 85% placement rate for New York City high school graduates who have entered this program.

A second reason we urge you to move forward quickly on this project is the overall economic impact this project will have on other critical sectors of the New York City economy.

Prior to 9/11, travel and tourism was an extremely important generator of jobs and tax revenue to the New York City economy. It is an industry that has obviously been impacted more than any other as a result of the attack and the general economic downturn.

JetBlue Airlines is New York's only home – grown airline and is already the largest carrier at JFK. They want to expand their presence in New York and have publicly announced plans to purchase up to 200 additional aircraft. They have indicated they will need a larger Terminal to accommodate this growth. WE NEED TO PROVIDE THEM THE PHSICAL PLANT THEY NEED TO GROW BECAUSE NEW YORK CITY WILL GROW WITH THEM.

The corporate leadership of JetBlue has already publicly stated that the Municipal Art Society's design won't allow for quick and unrestricted access to the gates and taxiways necessary to maintain (turns) which are important components for the business.

If this project does not move forward we risk losing both the creation of new jobs as well as the jobs JetBlue currently provides because – THEY COULD LEAVE JFK IF THEIR GROWTH NEEDS ARE NOT MET. This is insane.

Both construction and tourism will continue their steep economic decline unless this project is approved and moves forward. And with the continued stagnation of these sectors of the economy – the city's economy as a whole will also suffer.

Over the years we have worked together with the Municipal Art Society on a number of development projects. We collectively opposed Moshie Safdie's design of Columbus Circle. We also worked together to reach a consensus on Riverside South.

On this project, the Terminal 5/6 site, to delay or oppose this project can only result in one of the largest economic displacements this City has experienced in years – precisely at a time when we are suffering from economic losses of 9/11 and the economy in general. The Municipal Arts Society is asking too much of New Yorkers if this project fails to meet the growing needs of a New York based company.

We strongly urge you to move forward with building a new Terminal at the existing Terminal 5/6 site in a manner that accommodates the growth plans of JetBlue and for the benefit of all New Yorkers.

Sincerely,

Louis J. Coletti
President & CEO
Building Trades Employers' Association

Edward J. Malloy
President
Building & Construction Trades Council
of Greater New York

LJC/cvm

July 18, 2003

Philip Brito, Manager
NY Airports District Office
Federal Aviation Administration
600 Old Country Road, Suite 446
Garden City, New York 11530

Dear Mr. Brito,

I am appalled by the thought that the TWA Terminal at JFK is about to be eradicated just like its namesake, Trans World Airlines. I am a former flight attendant with TWA and started my career in the early 1960's. The terminal in New York was and is still an icon. It stands out from all the rest as being a symbol of a bygone era!

Why must everything that holds a memory or has a historical significance be destroyed in the name of progress!!!

I fully support the Municipal Art Society and the alternative that will preserve this piece of history for all who pass through the JFK airport!

Please reconsider and keep this New York City landmark.

Thank you for your consideration.

Sincerely,

Bonnie Davis

Bonnie Davis

Cc: Bernadette Castro
Don Klima

RECEIVED

BY:_____

Samantha Deutch

Ed Knoesel
Port Authority of NY & NJ
Aviation Department
225 Park Avenue South, 9th Floor
New York, NY 10003

July 12, 2003

Dear Ed Knoesel,
I am writing this letter in opposition to the Port Authority changes that I feel will completely decontextualize the structure and clumsily smother Saarinen's flight of fancy. I am in protest of the needless damage the Port Authority is poised to commit, and I am in support of the Municipal Art Society alternative, which preserves the entire building and function. Thank you so much for taking the time to read my letter and I hope that you will take my views into consideration.

Best regards,

Samantha Deutch

diane dobish

July 14, 2003

Mr. Ed Knoesel
Port Authority of NY & NJ
Aviation Department
225 Park Avenue South, 9th Floor
New York, NY 10003

Dear Mr. Knoesel:

I well remember my excitement as a brand new Trans World Airlines Flight Attendant walking through the TWA terminal at JFK for the very first time. Eero Saarinen's building, a futuristic vision of travel in the guise of a giant, concrete bird gave the otherwise sprawling and lackluster airport a sense of style and drama. That this building's future is dubious speaks volumes of the cancer that eats at the collective heart of American culture.

Why should it matter that the TWA terminal at JFK might not be practical or that it has outlived its usefulness; it's an important piece of architecture that enjoys New York City Landmark status. I am confident that the talented architects and urban planners that the Port Authority of New York and New Jersey employs could come up with a solution that would neither destroy nor compromise the "Bird Building".

Eero Saarinen's masterpiece is an important piece of American architecture and should be preserved and revered. Let's not cry about its loss like we all did *years* after Penn Station encountered the wrecking ball, or the way we did long after we discovered Ellis Island was left to rot and ruin.

Yours truly,

Diane Dobish

Diane Dobish

cc: Bernadette Castro, Commissioner
NY State Office of Parks, Recreation & Historic Preservation

Don Klima, Executive Director
Advisory Council on Historic Preservation

Via e/mail: NY Times Op Ed

David Scott Drane

drane@aya.yale.edu

14 July 2003

Ed Knoesel
Port Authority of NY & NJ
Aviation Department
225 Park Avenue South, 9th Floor
New York, NY 10003

Philip Brito, Manager
NY Airports District Office
Federal Aviation Administration
600 Old Country Road, Suite 446
Garden City, New York 11530

Gentlemen:

Please allow me to add my voice to the chorus of protest against the proposed changes to Eero Saarinen's TWA terminal at JFK.

Though I am an architect, no design education is required to appreciate this most iconic form.

It would be a grave mistake not to investigate every possible way to incorporate it into an enlarged design that meets current needs at the airport. It is my understanding that such an investigation is currently underway at the Municipal Art Society. I encourage you to entertain all reasonable alternatives that would safeguard Saarinen's design.

Sincerely,

David Scott Drane

DSD/ms

cc: Bernadette Castro
Don Klima

Christine Duisin

Ed Knoesel
Port Authority of NY & NJ
Aviation Department
225 Park Avenue South, 9th Floor
New York, NY 10003

July 11, 2003

Dear Mr. Knoesel:

I write to protest the planned damage to the TWA terminal at JFK. I support the Municipal Art Society alternative. I have lived in NYC all my life, and would view the defacement of the Terminal as a tragedy - the loss of an achitectural icon.

Sincerely,

Christine Duisin

cc: Bernadette Castro
Don Klima

The Port Authority of New York & New Jersey
Aviation Department
225 Park Avenue South, 9th Fl
New York, NY 10003
Attn: Ed Knoesel

Dear Mr. Knoesel:

Thank you for giving me the opportunity to comment on the Environmental Assessment and Section 4(f) Evaluation dated June 2003 on the Terminal 5/6 Redevelopment Project at John F. Kennedy International Airport. I read both volumes thoroughly and without prejudging.

I find that the Port Authority's preferred alternative is not only reasonable, but it represents, what I believe, is the best opportunity to salvage the TWA Terminal. I think that the Municipal Arts Society's intransigent position that the Saarien building must remain in use as an airport terminal is without merit.

I urge the swift approval of the Port Authority's plan.

Sincerely,

JOHN EARLY

Anne D. Ehrlich MD

July 11, 2003

Ed Knoesel
Port Authority of NY & NJ
Aviation Department
225 Park Avenue South, 9th Floor
New York, NY 10003

Dear Mr. Knoesel:

I remember when the world trade center was built. We NYC purists thought the towers were an eyesore, a blight upon the classic skyscape of the City. There are so many times when humans change the world for the worse. But the towers became a familiar and comforting feature, something that identified the exciting place I loved as a teenager and young adult. I miss them so. I no longer recognize the place I left.

A good building is the best sort of art. We must not fail to protect and preserve the fine places that humans create.

An airport can be a glorified landfill or it can be a monument to flight, arguably the most amazing of human accomplishments. Please do not fail to take the opportunity to preserve the Saarinen TWA building at JFK. This building is a tribute to the best acts of humans. Support the preservation plan of the Municiple Art Society.

Anne D. Ehrlich MD
Rural upstate NY but NY just the same

Diana Lola Evans

(Ex. 1)

July 17, 2003

Mr. Ed Knowesel
Port Authority of NY & NJ
Aviation Dept.
225 Park Ave. , 9th Fl.
NY, NY 10003

Dear Mr. Knoesel:

As a retired TWA flight attendant, I have become aware of the proposed destruction of TWA's JFK Terminal.

I wish to make you reconsider and do everything that you can to make this a historic landmark and preserve it for use as a museum.

Yours truly,

Diana L Evans

Diana Lola Evans

Cc: Bernadette Castro, Comm
NY State office of Parks, Rec. & Hist Preservation
Agency Bldg. 1, Empire State Plaza
Albany, NY 12238

Don Klima, Exec. Dir.
Advisory Council on Historic Preserv.
Old Post Office Bldg.
1100 Pennsylvania Ave. NY Ste., 809
Washington, D.C. 20004

Dear MR. KNOESEL,

I am writing to ask you to support the Municipal Art Society alternative for the TWA terminal at JFK.

This would preserve the entire building and function.

It is a beautiful building by Eero Saarinen and it should stand the way he envisioned it.

I had the privelege of working there for 25 years.

Thank you

Patricia Fusco

TWA Flight Attendant

July 30, 2003

The Port Authority of New York & New Jersey
Aviation Department
225 Park Avenue South, 9th Fl
New York, NY 10003
Attn: Ed Knoesel

Dear Mr. Knoesel:

I am writing to comment on the Environmental Assessment for the TWA Terminal Redevelopment Project at John F. Kennedy International Airport. I feel compelled to submit these comments as a member of the flying public. I was a TWA frequent flier and continued to use Terminal 5 after American Airlines took over the terminal.

In a nutshell, I deserve a better terminal than that building. I endured endless hours of pacing in the gate area – you know, that wonderful Flight Wing that the preservationists want to save – because there were never enough seats for the number of passengers. I schlepped my bags up and down the stairs as there are no convenient ways to get to and from your gate. I cannot even imagine what the security lines would look like with today's beefed up checkpoints and huge machinery.

Yes, the structure is striking. But I'd really rather admire it while visiting it as a museum goer or a conference attendee. It absolutely doesn't work as an airport terminal. Take it from someone who knows first hand.

I urge that the development plans be approved.

Sincerely,

Patricia A. Gable

Patricia A. Gable

Airports Mean Business
Air Services Development Office
Newark Liberty International Airport
Teterboro Airport

Air Services Development Office
Newark Liberty International Airport / Bldg. 80
Newark New Jersey 07114- 3707
Talk Line: 973.961.4278
Fax Line: 973.961.4282
Email: **NJASDO@ASDOonline.com**

July 30, 2003

The Port Authority of New York & New Jersey
Aviation Department
225 Park Avenue South, 9th Fl
New York, NY 10003
Attn: Ed Knoesel

Dear Mr. Knoesel:

I am writing to express my opinion on the Environmental Assessment and DOT Section 4(f) Evaluation for the Terminal 5/6 Redevelopment Project at John F. Kennedy International Airport. After reviewing the document, all of the alternatives considered and seeing JetBlue's comments, I am convinced that the project as proposed by the Port Authority should go forward.

New York City used to be the home to the major airline companies. We were the home of world class airports. JFK is well positioned to regain its world class status with the several new terminals, others under construction and the introduction of the AirTrain. The TWA Terminal cannot help to achieve this goal. Do not let bogus arguments about preservation allow the airport, and in turn, the city to be dealt this blow. The TWA terminal has clearly outlived it's useful life.

We have only one airline headquartered locally, JetBlue. At a time when the rest of the industry is suffering, Kennedy is actually doing well. JetBlue is certainly a major contributing factor and notability, in today's economic climate, one of the few airlines operating profitability. They want to grow here, continue to serve the community, supply jobs and enhance the economic growth of the local business community.

I have worked at JFK and have been a frequent flier on TWA as well as JetBlue. This experience alone prompts me to tell you that it would be extremely short sided to delay a positive decision on this project, causing JetBlue to "allocate [their] new aircraft to other cities" as the COO stated in his letter to the FAA. This area and industry has suffered enough from the loss in air traffic, economic growth and revenues since the events of 9/11. Let's not preserve the status quo. Let's move forward.

Respectfully,

Helene M. Gibbs
Program Manager

7 August 2003

Ed Knoesel
Port Authority of NY & NJ
Aviation Department
225 Park Avenue South, 9th Floor
New York, NY 10003

Dear Mr. Knoesel:

I am writing to encourage the Port Authority to preserve the Saarinen TWA Terminal at JFK Airport in its entirety. The current proposal to build a JetBlue Terminal around the Saarinen Terminal is not acceptable.

While I, like most New Yorkers, appreciate the need for increased efficiency at local airports, particularly JFK, we must be proactive in our efforts to preserve our architectural heritage. To lose the Saarinen TWA Terminal would be comparable to the tragic loss of New York's original Penn Station.

I appreciate your attention to this controversial matter.

Kind regards,

Tom Green

The Port Authority of New York & New Jersey
Aviation Department
225 Park Avenue South, 9th Fl
New York, NY 10003
Attn: Ed Knoesel

Dear Mr. Knoesel:
I wholeheartedly support the Port Authority's plans to build a new terminal at JFK. On page ES-3 of the document I read "A condition of the redevelopment of the terminal will be the restoration of the TWA Terminal building." This is what I care about. I don't believe that passengers will ever use the TWA Terminal again, and that's okay. However, I do want to see a new use for the building that restores and preserves it and allows the public access. It seems to be making restoration a condition of advancing the new terminal work is a brilliant way to ensure this.

Sincerely,
L F Gropper JR
Mbr. Local 638
Steamfitters

Sally Heckel
52 E 1st St #4
NYC, NY 10003

July 13, 2003

Ed Knoesel
Port Authority of NY & NJ
Aviation Department
225 Park Avenue South, 9th Floor
New York, NY 10003

Dear Ed Knoesel:

I'm writing to urge you to prevent the Port Authority's proposed plan that will damage Eero Saarinen's TWA Terminal at JFK Airport.

Traveling to other airports around the world, I'm always struck with how much pleasanter they all are compared to JFK. I'm sorry that JFK is the first impression that many people have of the US. The TWA Terminal is one part of JFK that is beautiful and inspiring.

The Municipal Art Society has a design that will preserve the architectural integrity of this landmark structure and provide all the necessities for an up-to-date international airport.

Please consider and support the Municipal Art Society's plan for the TWA Terminal.

Thank you,

Sincerely,

Sally Heckel

cc:
Bernadette Castro, Commissioner
NY State Office of Parks, Recreation and Historic Preservation

Don Klima, Executive Director
Advisory Council on Historic Preservation

Queens Community Board 13
219-41 Jamaica Ave.
Queens Village, NY 11428
Telephone: (718) 464-9700
Fax: (718) 264-2739
www.cb13q.org

Helen Marshall
Borough President

Karen Koslowitz
Deputy Borough President

Richard C. Hellenbrecht
Chairman

Sally Martino-Fisher
District Manager

July 30, 2003

The Port Authority of New York & New Jersey
Aviation Department
225 Park Avenue South, 9th Fl
New York, NY 10003
Attn: Ed Knoesel

Dear Mr. Knoesel:

I appreciate the opportunity to comment on the Environmental Assessment and Section 4(f) Evaluation on the Redevelopment of Terminals 5 and 6 Project at JFK. I understand that some preservationists argue that the old TWA Terminal needs to remain a terminal and they oppose the construction of a new state-of-the art, user friendly terminal because it calls for the demolition of a portion of the so-called Flight Wing. While I am sympathetic to preservation, I recognize the importance to the city and to the region to restore JFK International Airport to the status of World Class airport. Therefore, I do not completely support the preservationists' position on this project.

The airport has been undergoing a major transformation over the last few years, and while much has been accomplished, parts of airport remain that are not world-class. The TWA and Terminal 6 are two such sites. Certain airlines are committed to making a serious investment in the airport and should be encouraged to do so. I would urge "clearing the way" for necessary and functional terminal development, while restoring and reusing those architecturally significant portions of the terminal that are very much worth preserving, as I understand the current plan does.

Please allow the project to go forward.

Sincerely

Richard C. Hellenbrecht

Hänsel A. Hernandez-Navarro

(Ex. 1)

July 24, 2003.

Paul Brito, Manager
NY Airports District Office
Federal Aviation Administration
600 Old Country Road, Suite 446
Garden City, New York 11530

Dear Mr. Brito:

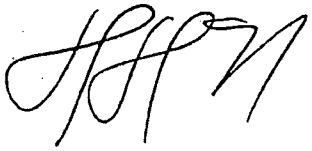
This letter expresses my concern and dismay at the fate one of New York's most visible, recognizable, and significant cultural resources. I am referring about Eero Saarinen's TWA Terminal at John F. Kennedy International Airport, in the city of New York.

When finished in 1962, the terminal building was the epitome of modernism and reflected the spirit of prosperity and achievement felt, not only in New York, but in the rest of the country during John F. Kennedy's administration in the early 1960s. Today, the building is instantly recognized by scores of visitors who come to our great state from all corners of globe; it is one of the first things they see as they step off the airplane. Could it be that this symbol of such a memorable period in our state's history, this icon, this city landmark be no more?

New Yorkers are aware of the fact that the Port Authority is working diligently to insure that Kennedy Airport's facilities are expanded to accommodate an ever increasing influx of visitors and travelers. But neglect of this historically and architecturally significant building is not a responsible nor an efficient way to do it. It is evident the Port Authority is not considering a viable use of this building which I feel, if researched and studied appropriately, the building can have.

I beseech you to re-think and listen to the opinions of many New Yorkers regarding the survival of this significant and beloved landmark. A proper solution can be found. Neglect is not one of them.

Respectfully yours,



Debra Keil Hatteclaw

(Ex. 1)

starmapping-travel.com

July 17, 2003

Mr. Ed Knoesel
Port Authority of NY & NJ
Aviation Department
225 Park Avenue South, 9th Floor
New York, NY 10003

and

Mr. Philip Brito, Manager
NY Airports District Office
Federal Aviation Administration
600 Old Country Road, Suite 446
Garden City, New York, 11530

Dear Messrs. Knoesel and Brito:

Please consider and approve the design for Terminal 5 provided by the Municipal Art Society of New York in your plans for the future of this great building. I certainly respect the need for JFK to be as functional as possible. I spent many years as a technical writer in aviation safety, attending airport meetings in various areas, and realize how important it is to make JFK as efficient as it can be for its users. I am also deeply committed to travel returning to being a pleasurable experience for people - the wonder that it truly is. Somehow we have forgotten the hundreds of thousands of years that humanity dreamed of the possibility of flight. The Eero Saarinen design of the TWA Terminal expresses this perfectly.

While I am not a New York resident, I frequent New York, and JFK Airport due to my love for the area, and for New York City itself. I can think of nothing that could enhance this airport, and the morale of the people of the area as they leave and return home, than bringing this building to its old glory – used by, and highly visible to, travelers. I will never forget the first time I arrived on New York through this wondrous building, on the great airline, TWA, in 1972. It was breathtaking, and one of the highlights of the trip, as it could also be for many who would visit it in the future.

While it would be a wonderful historic landmark and an aesthetic experience for travelers to enjoy this building again, more importantly, it would serve to uplift our spirits as it reminds all visitors of the greatness of the United States, the great City of New York and

her people and the superior technology that built both. Please preserve this remarkable monument to New York, the great people of TWA and the greatness of a nation.

Sincerely,

Debbie Keil Holtsclaw

Debbie Keil Holtsclaw

Cc: Bernadette Castro, Commissioner
NY State Office of Parks, Recreation and Historic Preservation
Agency Bldg. 1, Empire State Plaza
Albany, NY 12238

Don Klima, Executive Director
Advisory Council on Historic Preservation
Old Post Office Building
1100 Pennsylvania Avenue NW, Suite 809
Washington, D.C. 20004

Aviation Development Council

WILLIAM L. HUISMAN
Director

July 30, 2003

Mr. Ed Knoesel
Port Authority of NY & NJ
225 Park Avenue South, 9th Floor
New York, NY 10003

Dear Mr. Knoesel:

My name is Bill Huisman. I am currently the Director of the Aviation Development Council, based in Whitestone, Queens. The Aviation Development Council (ADC) is a bridge organization between the regional aviation industry and the communities it serves. We act as a liaison group between the aviation community and the local businesses and neighborhoods served by LGA, JFK, EWR, and TEB airports. We focus on business opportunities for local businesses and quality of life issues in the neighborhoods served by our area's four metropolitan airports.

We are in support of the Port Authority's plan for making the historic Terminal 5 Building at JFK, with some modifications, the centerpiece of its redevelopment of JFK International Airport. In our opinion, this compromise plan enables the Port Authority to preserve a vast majority of the historic portions of the Saarinen building (satisfying many people in the community who want to maintain the heritage of New York's architectural history), while allowing JFK Airport to evolve into one of the world's finest international airports in the 21st century.

As you are aware, the aviation industry in Queens County (including LaGuardia and John F. Kennedy International Airports) is one of the county's largest industry sectors – accounting for over 33,000 jobs. This

fact makes the continued success of this industry sector (with its tens of thousands of jobs and its value as a tremendous source of regional revenue) of primary importance to Queens County and the surrounding region.

Therefore, it is imperative for us to find a path that will not only guarantee the historic preservation of some our region's important buildings, but will also guarantee that our region will have a viable and economically-sound future.

Keeping this premise in mind, I believe that the Port Authority's plan for Terminal 5 at JFK will do just that – it will strike a balanced approach between preserving a significant example of our area's historic architecture while permitting JFK International Airport to develop into a world-class facility for the future travel needs and economic needs of this region.

The Port Authority has briefed ADC on its plans for redeveloping Terminal 5 (JFK) and it appears to us that the plan reaches an effective compromise between the desire to preserve and the need to progress. We agree that the current deficiencies of the existing terminal building – which include, (1) the lack of appropriate space for federally-mandated security screening equipment; (2) the insufficient availability of curbside frontage; (3) the inability to accommodate new technology aircraft on the airside portion of the terminal; and (5) the significant reduction of overall passenger space resulting from the need to comply with current ADA standards, make the agency's plan to re-adapt, renovate, and redevelop the building both appropriate and necessary.

We believe that the Port Authority plan for the adaptive reuse of Terminal 5 will permit preservation & progress to reside side-by-side. Since the current building cannot possibly provide today's aviation businesses and customers with an efficient, effective, and customer-friendly facility, the construction of a brand new, state-of-the-art terminal facility behind the historically-preserved major portion of the original TWA Terminal Building can represent a concrete & creative compromise between preservation and progress.

Furthermore, we argue that the Port Authority already has a good history of balancing preservation with progress. Examples of this effective balance are seen in the preservation successes at Building One at Newark Liberty International Airport (where the nation's first passenger terminal was moved to another location at the airport & adapted for administrative use; and at the Marine Air Terminal at LaGuardia Airport - where a very thorough preservation is being undertaken right now.

Taking into further consideration the tremendous economic burdens now facing the aviation industry (as a result of 9-11; the downturn of the global economy; the Iran War; and the SARS scare) we believe that the current plan to preserve and restore most of Terminal 5, while making it the centerpiece of the imperative redevelopment of JFK International Airport, will help to ensure that the New York region will remain a safe haven for both historic preservation and innovative progress.

Our position is that this plan will help the New York region to secure the future of one of it's most important industry sectors (namely, air transportation) by approving this much-needed redevelopment at JFK – thus promoting the industry's growth, and yet preserving much of the unique history associated with TWA's Terminal 5.

Sincerely,

William L. Huisman
Director, Aviation Development Council

The Port Authority of New York & New Jersey
Aviation Department
225 Park Avenue South, 9th Fl
New York, NY 10003
Attn: Ed Knoesel

Dear Mr. Knoesel:

I am writing to you to express my support for the development of a new terminal at John F. Kennedy International Airport. I also support the restoration of the TWA Terminal building. It is clear that the only hope that the TWA Terminal will be restored to its original splendor is through the plan proposed by the Port Authority.

Unfortunately critics of the plan fail to realize that the TWA Terminal's days as an airport terminal are over...well over. Air travel has changed dramatically since 1962. Security, accessibility, convenience, and adequate concession areas, are just a few examples of things deficiencies in that Terminal that no amount of money can begin to address.

I applaud the concept of put forth by the Port Authority that will provide the traveling public with a world-class terminal; enable a locally-based airline to expand its service; and salvage an architectural wonder, restore it, and truly make it accessible to the public.

The agency should be granted permission to proceed with the project as planned. Thank you.

Sincerely,
Ann M. Janowski

AUDREY JONES

Please support the Municipal Art Society's alternative to the plan to ruin the TWA Terminal - That should not happen.

Audrey Jones

Mr Ed Knoessel
Port Authority
Aviation Dept
225 Park Ave So / 9
NYC 10003

Dear Mr. Knoessel:
Please work to preserve terminal 6 at JFK. It is a landmark beauty in aviation history & it was named by Eero Saarinen. It must remain!

Mary Ann Jones

For more information about guided tours of Staten Island:
Council on the Arts & Humanities for Staten Island
1000 Richmond Terrace, Staten Island, NY 10301
718-447-3329/www.statenislandarts.org

Please, please consider the tremendous loss if the TWA terminal were not preserved as a fully functional facility. Its significance as expressionist architecture is without an extent parallel.

Leslie Klinger
Lecturer, Metropolitan Museum

Timothy C Koelle

7/23/03

- Mr. Kroesel -

I, and many people around me, are disappointed & dismayed at the current uninnaginative and destructive attitude being exhibited towards Saarinen's TWA terminal Bldg.

this bldg. is too important, too beautiful & unique to risk even a partial dismantling.

Imagination could find a useful & productive way to reuse this wonderful space.

-tim koelle

Sandra Levine
(Ex. 1)

July 24, 2003

Ed Knoesel
Port Authority of NY & NJ
Aviation Department
225 Park Avenue South, 9th Floor
New York, NY 10003

Re: TWA Terminal Building

Dear Mr. Knoesel:

Please add my name to the list of those urging preservation of one of the most architecturally significant airport structures in the United States.

There have been no convincing arguments supporting the Port Authority's proposal for this distinguished building. The Municipal Art Society of New York, on the other hand, has submitted a concept plan developed by Hal Hayes that would preserve the building and bring it back into the use for which it was intended. While meeting the Port Authority's needs for expansion, the refitting of the TWA Terminal would also satisfy the demands of historic preservation in a win-win situation. The genuine preservation and re-use of the terminal would additionally provide unique positive public relations and marketing opportunities.

Nothing will be gained by hiding the Saarinen building and hoping that the problem will go away.

Sincerely yours,

Sandra Levine

July 30, 2003

Mr. Ed Knoesel
The Port Authority of New York & New Jersey
Aviation Department
225 Park Avenue South, 9th Fl
New York, NY 10003

Dear Mr. Knoesel:

I am writing to you concerning the Environmental Assessment and DOT Section 4(f) Evaluation for the Terminal 5/6 Redevelopment Project at John F. Kennedy International Airport. After reviewing the document and all of the alternatives considered, I am certain the project as proposed by the Port Authority of New York & New Jersey should go forward.

New York City suffered greatly after the events of 9/11, and the aviation industry was dealt a critical blow as a result. So, when a successful company like jetBlue wants to use JFK as its base of operations, it should be greatly encouraged. It its current state, Terminal 5 does not meet present and future projected passenger demands. The PA's proposal will achieve many things: It will embrace a thriving airline that wants to plant firm roots in New York. It will preserve the integrity of Eero Saarinen's vision, while refurbishing the antiquated airside capabilities to accommodate the aviation industry of today.

At a time when the rest of the industry is suffering, Kennedy is actually doing well. jetBlue is certainly a major contributing factor. It would be a real tragedy if delaying a positive decision on this project would cause jetBlue to "allocate [their] new aircraft to other cities" as the COO stated in his letter to the FAA.

With the introduction of the AirTrain and the PA's commitment to redevelopment, JFK can once again become the premier gateway to America.

Sincerely,

Catherine Lynch

International Union of Operating Engineers

LOCAL UNION 15, 15-A, 15-B, 15-C & 15-D
AFFILIATED WITH A.F.L.-C.I.O.
Building & Construction Trades Council of New York City
265 WEST 14th STREET • NEW YORK, NY 10011-7193

Tel: (212) 929-5327
5328
5329
FAX # (212) 206-0357

Thomas P. Maguire
President and Business Manager
General Vice President

36

BUSINESS REPRESENTATIVES

CHARLES R. GAMBINO
JAMES T. CALLAHAN
MICHAEL A. SALERNO

ROBERT G. SHAW
THOMAS J. McGUIRE

RAYMOND M. GERAGHTY
THOMAS F. McWALTERS
BRIAN S. KELLY

July 30, 2003

Mr. Ed Knoesel
Environmental Director
Port Authority of New York & New Jersey
Department of Aviation
225 Park Avenue South, 9th Floor
New York, NY 10003

Dear Mr. Knoesel:

On behalf of more than 5,000 member of Local 15, 15A, 15B, 15C and 15D, International Union of Operating Engineers, I am writing in support of the Port Authority's plans to build a new terminal at John F. Kennedy International Airport and their plans to restore, preserve and find an adaptive reuse for the TWA Terminal.

The airports are an economic engine for the Borough of Queens, the City of New York and the entire Metropolitan region. The aviation industry is one of the largest employment sectors in the city and generates more than $55 billion in economic activity in the region. Additionally, there are more than 200,000 aviation-related jobs in the region.

The health of the airport is directly tied to the health of the region. In order for Kennedy Airport to remain competitive it must continue to improve the level of service offered to the traveling public. The proposed project would achieve that. Please allow this $750 million project to proceed as planned.

Very truly yours,

Thomas P. Maguire

Thomas P. Maguire
President and Business Manager
General Vice President

TPM/jah

Law Enforcement Systems, Inc. P.O. Box 1348 47-40 21st Street L.I. City, N.Y. 11101 (718) 729-5040
Fax (718) 482-8930

July 30, 2003

Ed Knoesel
The Port Authority of New York & New Jersey
Aviation Department
225 Park Avenue South, 9th Fl
New York, NY 10003

Dear Mr. Knoesel,

I am writing to express my opinion on the Environmental Assessment and DOT Section 4(f) Evaluation for the Terminal 5/6 Redevelopment Project at John F. Kennedy International Airport. After reviewing the document and all of the alternatives considered, and seeing JetBlue's comments, I am convinced more than ever that the project as proposed by the Port Authority should go forward.

New York City used to be the home to the major airline companies. We used to be the home to world class airports. We have one airline that is headquarted locally, JetBlue, and it wants to grow here. The airport, with several new terminals and others under construction and with the introduction of the AirTrain, is well positioned to regain its status as world class.

The TWA Terminal cannot help us to achieve this goal.

At a time when the rest of the industry is suffering, Kennedy is actually doing well. JetBlue is certainly a major contributing factor. It would be a real tragedy if delaying a positive decision on this project would cause JetBlue to "allocate [their] new aircraft to other cities" as the COO stated in his letter to the FAA. This city suffered enough from the loss in air traffic following the events of 9/11, do not let bogus arguments about preservation allow the airport, and in turn, the city to be dealt this blow.

Sincerely Yours,

George Moskowitz
Vice President

GM/lz

July 23, 2003

Ed Knoesel
Port Authority of NY and NJ
Aviation Department
225 Park Avenue South, 9th Floor
New York, NY 10003

Dear Mr. Knoesel:

I am writing this letter in full support of the Municipal Art Society's plan for the retention, expansion and use of the TWA terminal building in JFK. Their plan restores and makes use of all of its original features and allows travelers to continue to pass through its fantastic curvilinear interior to get on an airplane. The Municipal Art Society has the best plan for the preservation of Saarinen's masterpiece. It is an architectural treasure that must be saved in its entirety.

Respectfully yours,

Emily Murphy

Emily H. Murphy

cc: Bernadette Castro, Commissioner
NY State Office of Parks, Recreation and Historic preservation
Agency Building 1, Empire State Plaza
Albany, NY 12238

Don Klima, Executive Director
Advisory Council on Historic Preservation
Old Post Office Building
1100 Pennsylvania Avenue NW, Suite 809
Washington, D.C. 20004

The Port Authority of New York & New Jersey
Aviation Department
225 Park Avenue South, 9th Fl
New York, NY 10003
Attn: Ed Knoesel

Dear Mr. Knoesel:

Thank you for the opportunity to respond to the request for comments on the Environmental Assessment and 4(F) Evaluation in the Terminal 5/6 Redevelopment Project at JFK. My first comment is simple. Why is this process still going on? This issue has been analyzed and re-analyzed and the conclusion reached is always the same. The TWA Terminal hasn't, doesn't and won't ever properly function as an air passenger terminal. Why does the Municipal Arts Society, who, to my knowledge, has no aviation experience, get to have such a say about this process? The historic preservation issues have been addressed. Let the airport operator and the air carrier run the airport business and let the MAS go back to whatever it is they do.

JetBlue and the other 80+ airlines at the airport don't think that the TWA Terminal is a viable passenger terminal. What does the MAS know that these professionals don't?

Sincerely,

James Payne

JAMES PAYNE

July 30, 2003

Ed Knoesel
Port Authority of NY & NY
Aviation Department
225 Park Avenue South, 9th Floor
New York, New York 10003

Re: Earo Saarinen's TWA Terminal at JFK

Dear Mr. Knoesel:

I have been informed that the Port Authority of New York and New Jersey is about to redevelop the site on which the TWA terminal stands. It is my understanding the current plans call for substantial demolition of the terminal's innovative flight satellite concourses, the construction of a hulking U-shaped building around its airside and a light rail system which bypasses this historic building and blocks the TWA terminal's view of the tarmac. Furthermore, I understand the plans will permanently remove the terminal's gates, and render it useless as an aviation structure.

The Municipal Art Society has been working with architects and airport planner Hal Hayes on a feasible and prudent alternative plan. I urge you to review their plans before you destroy this beautiful historic landmark. It is unfortunate that in the name of progress we here in America give so little thought to destroying our heritage.

As a retired Flight Attendant for TWA, the loss of the airline to the American public is tragic! Please don't destroy our one remaining historic and beautiful monument.

Sincerely,

Shirley W. Obermeyer

Shirley Weber Obermeyer

CC: Bernadette Castro, Commissioner
NY State Office of Parks, Recreation and Historic Preservation
Agency Building 1, Empire State Plaza
Albany, NY 12238

Don Klima, Executive Director
Advisory Council on Historic Preservation
Old Post Office Building
1100 Pennsylvania Avenue NW, Suite 809
Washington, D.C. 2004

July 11, 2003

Mr. Ed Knoesel
Port Authority of NY & NJ
Aviation Department
225 Park Avenue South, 9th Floor
New York, NY 10003

Dear Mr. Knoesel,

I write to you to protest the needless damage the Port Authority is poised to commit against the incredibly beautiful TWA terminal at JFK designed by Eero Saarinen. I support the Municipal Art Society alternative, which preserves the entire building and its function. The fact that the Port Authority could destroy a historical landmark is preposterous. Please reconsider and go with the Municipal Art Society's alternative.

Sincerely,

Kate Ostrow-Yadan

Penna

(Ex. 1)

July 11, 2003

Mr. Ed Knoesel
Port Authority of NY & NJ
Aviation Department
225 Park Avenue South, 9th Floor
New York, NY 10003

Dear Mr. Knoesel:

I am writing to protest the Port Authority's plans to needlessly damage the landmark building that is the Saarinen-designed TWA Terminal at JFK Airport.

Please consider the Municipal Arts Society's alternate plan, which will preserve the original building and its function.

Thank you for your consideration.

Very truly yours,

Adrienne Penna

Adrienne Penna

cc: Ms. Bernadette Castro, Commissioner, NY State Office of Parks, Recreation and Historic Preservation
Mr. Don Klima, Executive Director
Advisory Council on Historic Preservation

-----Original Message-----
From: Mark Perlson
Sent: Thursday, December 25, 2003 6:07 PM
To: Knoesel, Edward
Subject: TWA terminal

Hello

I am a supporter of the responsible use of the Saarinen designed TWA terminal. As a fan of his work, modern architecture, and former resident of Manhattan and Jersey City, I encourage you to include architects who fully appreciate the historical significance of this amazing building in any plans you have.

I protest the partial demolition and call for an alternative plan to preserve and reuse the terminal. Other airports have successfully adapted their architecturally significant buildings; if the Port Authority follows their lead, this majestic modern masterpiece can take flight again.

I encourage you to do the right thing and the added investment in time and money it will take to maintain the architectural vision will pay off many fold in the future: financially and through the heritage you will help maintain.

Thanks much,
Mark Perlson

Ed Knoesel
Port Authority of NY & NJ
Aviation Department
225 Park Avenue South, 9th Floor
New York, NY 10003

July 17, 2003

RE: Demolition of TWA - Terminal #5 at JFK International Airport

Dear Mr. Knoesel:

I am asking you to stop ACTION on the demolition of TWA – Terminal #5 at JFK International.

As a former international tour operator, who for seventeen successful years ran thousands of passengers through the TWA domestic and international terminals at JFK, I am pleading with you to stop action on Terminal #5 - and to make it a historic museum instead.

I feel I have that right, because I used – "TWA Exclusive GETAWAY Tours" -- until July 17, 1996 -- And, TWA used JFK exclusively as their gateway for tour groups to Europe, the Middle East and India.

There is very little left of TWA, the historic airline. That terminal is classic in architecture, and rich in history, as well as warm memories of the times – *when international travel was safe.*

Today is the seventh anniversary of the tragic happening to **TWA Flight 800.** Two hundred-thirty lives were taken during the crash that night.

TWA, the airline company went into a downward spiral afterwards, and eventually, twenty-two thousand TWA employees would lose their jobs and become displaced with the demise of the great Trans World Airlines, herself. And, many tour operators like myself.

Please, please, please – help keep the Spirit of TWA alive, by saving and preserving -- Terminal Number Five at JFK International.

Thank You,

Kay Pennington
Smith Brandon Int'l Tours
Lakewood, Colorado

CC: Philip Brito, FAA, New York Airports Division
Bernadette Castro, NY Parks, Recreation and Historic Preservation
Don Klima, National Advisory Council on Historic Preservation

Kathleen Randall

(Ex. 1)

July 26, 2003

Ed Knoesel
Port Authority of NY & NJ
Aviation Department
225 Park Avenue South, 9th floor
New York, NY 10003

Dear Mr. Knoesel:

The revised proposal for the redevelopment of Terminals 5 & 6 at JFK International offers no meaningful improvement in terms of how the significant architecture at the site is treated. Eero Saarinen's TWA Terminal and I.M. Pei's National Airlines Terminal are important works both from the standpoint of Modern Architecture in general and aviation architecture in particular.

I attended the public meeting on TWA Terminal in Summer 2001 and remember the plan being presented as an "only" possible solution. The period of review and comment under Section 106, and the FAA was to address shortcomings of the plan specifically regarding the landmark architecture and hopefully result in a more respectful and acceptable proposal. Yet we still see an amputated and engulfed TWA Terminal and demolition of National Airlines Terminal.

As a traveler and a believer in the economic base tourism provides New York and New Jersey I would like to see JFK International and the Terminal 5 & 6 facilities expanded and upgraded. However I urge the Port Authority to revise its current plan in ways that actually address the concerns of the architectural and cultural preservation community. I ask you to seriously look at the basic concepts of the preliminary alternate plan offered by the Municipal Art Society and answer precisely why this plan is not adequate to the Port Authority's needs. Smart, innovative rethinking, even disguised as compromise, often results in a simply better plan.

As owners of these two landmark buildings, the Port Authority is responsible for all outcomes—now and years from now. The buildings are not derelict and are perfectly reasonable candidates for reuse. Their value depends on their remaining active components of the travel process, not abandoned to the parking netherlands or taken down.

A plan in hand is tempting. However, completion should not be a criteria for acceptance of the revised proposal. The criteria is quality. And quality means balancing the economic and functional needs of the airport with cultural responsibility.

Sincerely,

Kathleen Randall

Kathleen Randall

Cc: Bernadette Castro, NYS; Don Klima, Advisory Council on Historic Preservation

The Port Authority of New York & New Jersey
Aviation Department
225 Park Avenue South, 9th Fl
New York, NY 10003
Attn: Ed Knoesel

Dear Mr. Knoesel:

I love the TWA Terminal with its swooping roof evoking flight and concrete miraculously made to look soft through its gentle curves. It is priceless. But my love affair with the building admittedly is a romantic one. Having traveled through it as a passenger I can attest to how unglamorous it is to drag your luggage on wheels up the stairs to get to some, and I mean a few, backless seats. I've seen how the new x-ray equipment has clogged the lobbies of far bigger terminals and just can't begin to envision how the new security procedures would work at this terminal.

It is a lovely building, but it was build for a different day. I ask that when you build the new terminal do so with respect for the Saarien structure. Don't overwhelm it. Don't disturb any more than you must. And do live up to your commitment to restore and preserve the Saarien building for all to admire and use.

Thank you.

Sincerely,

Joseph Reilly

July 13, 2003

Ed Knoesel
Port Authority of NY & NJ
Aviation Department
225 Park Avenue South 9th floor
New York, NY 10003
&
Phil Brito, manager
NY Airports District Office
FAA
600 Old Country Road Suite 446
Garden City, New York 11530

Dear Sirs,

I am writing to express deep shock at your current plans to needlessly destroy one of the most inspiring pieces of architecture that New York has to offer. That is the TWA Terminal at JFK Airport. To alter it in any way is to destroy it. It would be an act that will be remembered as heinous as the destruction of Stanford White's glorious Pennsylvania Station was.

When I was growing up in Ohio in the late fifties and early sixties , it was the picture of the TWA terminal with its sleek lines and shapes, that inspired me to want to live in New York City. When my parents took me to the New York World's Fair in 1964 I insisted that we fly TWA in to NY so that we could experience that terminal in all its glory.

There are ways to not destroy or alter the terminal. Please listen to the Municipal Art Society and follow their lead. Otherwise you will be forever remembered and ashamed of the damage that you have done.

Sincerely,

Bill Rosenfield

Cc: Bernadette Castro, NY State Office of Parks etc.
Don Klima, Advisory Council on Historic Preservation

VICKI ROSS

EMAIL:
Phone:
Fax:

Fax

To: Ed Knoesel **From:** VICKI ROSS

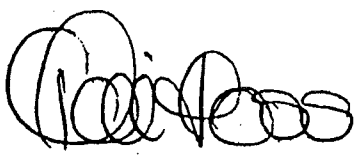
Port of Authority **Date:** July 11, 2003

Phone: **Pages:** 1/1

Re: TWA Terminal at JFK

The TWA Terminal at JFK:

Please do not destroy this fabulous architectural building. New York needs a past in its horizon.



THE GENERAL CONTRACTORS ASSOCIATION OF NEW YORK, INC
60 East 42nd Street • New York, NY 10165 • Tel: (212) 687-3131 • FAX: (212) 808-5267 • Email:GCAMail@gca.gcany.net

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July 23, 2003

The Port Authority of New York & New Jersey
Aviation Department
225 Park Avenue South, 9th Fl
New York, NY 10003
Attn: Ed Knoesel

Dear Mr. Knoesel:

I am The Director of Governmental Relations for The General Contractors Association of New York (GCA). For nearly one hundred years the GCA has represented the heavy construction industry active in the five boroughs of New York City. Our member contractors construct and rehabilitate the City's vast transportation and utility infrastructure.

As I stated in my testimony at the Public Hearing on this identical topic in June of 2001, it is not our practice to engage in debates about architectural merits. We do get involved in debates that center on projects that advance much needed improvements to our city's infrastructure.

We are all too familiar with the complaints about the condition of our airports. Under the Port Authority's leadership, a massive redevelopment program has been underway at all of its airports, but most visibly at Kennedy Airport. The airport is being virtually rebuilt – while handling in excess of 32 million annual air passengers.

But the point is, the work cannot stop. The improvements need to continue. Terminals 5 and 6 are outdated to a point where modernization is not enough. Both were built to serve a different time in air travel. This city deserves and air passengers certainly deserve a better level of service.

We are also pleased that the Port Authority is so supportive of restoring the Saarinen terminal to its original state. Unfortunately, the Flight Wings cannot be saved, but we feel that the public benefit realized by improved air services far outweighs the loss of the less significant portion of the terminal.

We urge your approval of the Port Authority's proposed plans to redevelop Terminals 5 and 6.

Sincerely,

Rita Schwartz
Director of Government Relations

The Port Authority of New York & New Jersey
Aviation Department
225 Park Avenue South, 9th Fl
New York, NY 10003
Attn: Ed Knoesel

Dear Mr. Knoesel:

As someone who cares deeply about modern architecture I was alarmed when I read that the TWA Building was on the list of the National Trust's 11 Most Endangered Sites. But my alarm turned to outrage when I realized how the Port Authority's plan were so grossly mischaracterized. The National Trust uses slanderous words ike "suffocate" and "amputate". They claim that the Terminal is the victim of "insensitive public policy".

I took the time to review the Environmental Assessment and 4(F) Evaluation for the Terminal 5/6 Redevelopment Project at John F. Kennedy International Airport and found that Alternative 7 - the Bilevel Shifted Roadway Project is respectful of the Saarien structure - it does not suffocate. The removal of the Flight Wings and replacement with a connection to a new state of the art terminal, I think is blessing, not an amputation. And I am pleased that the development of the new terminal is tied directly to the preservation of the TWA Terminal. I found that the agency had been responsive to the preservationists concerns, but also realistic about necessary development.

Let Saarien's bird realize a new life as a museum, an exquisite restaurant, or conference center. And shame on the National Trust for violating the public trust with these scurrilous accusations.

Sincerely,

Gary Sherwood

jetBlue
AIRWAYS

July 29, 2003

Mr. Edward Knoesel
The Port Authority of New York and New Jersey
Aviation Department
225 Park Avenue South, 9th Floor
New York, NY 10003

Dear Mr. Knoesel:

I am providing this letter as a supplement to the letter submitted by Dave Barger, JetBlue's President and Chief Operating Officer, on July 15, 2003.

I have been involved with New York area airports for the past 15 years. Before joining JetBlue, I was responsible for planning, design and construction of Continental Airline's Global Gateway Project at Newark Liberty Airport. This $1 billion project brought Continental's facilities up to the operational standards required for a major airline serving the New York area today. Prior to the Continental project, I spent nine years at JFK airport as Vice President for O'Brien Kreitzberg, the Program Manager on the Redevelopment effort.

As JFK has been undergoing a transformation with the redevelopment of Terminals 1, 4, 7, 8 and 9, I have witnessed first hand how the Terminal 5 Saarinen Building has simply failed to accommodate the evolving and growing airline industry. Designed in the late 1950s the building was considered by many to be too small from its early days of operation. Over the years, TWA struggled with functionality and capacity constraints and ultimately abandoned the building.

Terminal 5 has three major components: the main departure and arrival building, the two flight wings and the connector tubes. The Port Authority's plan preserves and restores the main building and the connector tubes, but the flight wings are removed to allow a new terminal to be constructed. The refurbished main building will be connected to the new building through the existing connector tubes. Although the tubes are planned to remain, they pose serious operational constraints including the fact that they do not meet current code requirements in accordance with the Americans with Disabilities Act.

Considering all of the issues, the proposed Port Authority plan achieves the best long-term solution for airline operations while preserving the primary, original components of the Saarinen Building. In fact, the plan provides the opportunity for JetBlue customers and all visitors to the airport to visit this historic building.

I have reviewed the proposed plan of the Municipal Art Society and while it preserves all three components of the terminal it falls far short of accommodating JetBlue's (or any major airline's) operation in a number of areas as outlined in Mr. Barger's letter. We have identified these concerns with the Society and plan to meet with them and their architect to point out the fundamental flaws from an operating airline's perspective.

We appreciate the historic significance of the Saarinen Building but today's airline operating environment is vastly different from the 1950s. The Port Authority plan affords this quadrant of the airport to keep pace with the other airport development, restores the abandoned building, and provides JetBlue the opportunity to grow in New York City.

Sincerely,

Richard Smyth
Vice President Redevelopment

Margaret C.K. Snow

(Ex. 1)

Ed Knoesel
Port Authority of NY & NJ
Aviation Department
225 Park Avenue South, 9th Floor
New York, NY 10003

July 15, 2003

Dear Mr. Knoesel:

Eero Saarinen's beautiful terminal at JFK should be preserved and not ruined. Hal Hayes, the architect and airport designer tapped by the Municipal Art Society, has a magnificent alternative plan that the Port Authority should endorse.

We all feel the push to modernize (I just bought an 1856 brownstone and would love to put in central AC, etc.), but I do believe this must be done with care and deliberation, with an eye to history. Fate has not been kind to people who have destroyed our New York architectural heritage, like Penn Station. Please don't help destroy the one part of JFK that ain't broke.

Thank you,

Margaret Snow

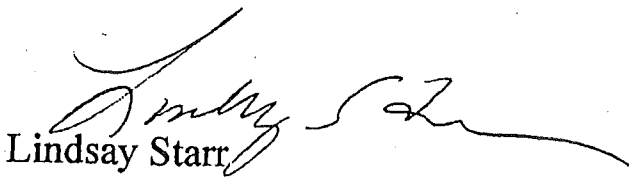
Lindsay Starr

July 22, 2003

Dear Mr. Knoesel,

I am writing to express my dismay at the proposed plan to alter the TWA JFK terminal, which is an architectural treasure. I am aware that this building sits on valuable real estate, but do not feel that the real estate justifies the sacrifice of the building.. I feel that our country is made richer by the preservation of our extraordinary architecture, and ask for your protection of this building.

Thank you,



Lindsay Starr

460 West 34th Street, New York, NY 10001 Tel 212 967 5100 Fax 212 967 5588

July 23, 2003

Mr. Ed Knoesel
Port Authority of NY & NJ
Aviation Department
225 Park Avenue South, 9th floor
New York, New York 10003

Robert A.M. Stern Architects

Dear Mr. Knoesel:

I wanted to make my voice heard as you weigh the many decisions concerning the ultimate fate of Eero Saarinen's TWA Terminal at Kennedy International Airport. TWA is the Grand Central Terminal of the air age. Saarinen's brilliantly conceived and grandly articulated design, realized in 1962, is one of the handful of post-World War II buildings in New York that is truly an international landmark. Like its clearest rival, Frank Lloyd Wright's Guggenheim Museum of 1959, the terminal is a total work of architecture in which the exterior expression and the interior space form a seamless continuity. And like Wright's museum, the interior of Saarinen's building was, in its heyday, an astonishing revelation to those who entered to discover sensuously curved forms washed by light streaming through huge windows and reflected off the white-tiled floor and the off-white and pale-gray organic forms. The terminal was laid out not only to provide passengers with a smooth flow of travel between arriving at the building and boarding their planes but to dramatically elevate that journey to a rite of passage. Travelers became part of the drama of flight itself. For the first time in a modern air terminal, as travelers waited, they were treated to a continuous ballet of planes taxiing across the tarmac.

TWA was and is a masterpiece that needs to be carefully protected and preserved in its entirety. Although I am obviously relieved that you have decided not to demolish the building I'm very concerned that current plans, including the removal of the satellite structures, will irrevocably and needlessly diminish it. I'd like to emphasize an important point that might be lost in your admittedly difficult task of fitting the terminal into the airport's much-needed expansion and renovation. Landmarks, including Saarinen's terminal, do not exist in a vacuum and can be greatly influenced, and indeed harmed, by what is placed around them. What I fear is that the planned new terminal will overwhelm Saarinen's building. For all its sculptural bravura, it must be remembered that this iconic structure is quite modest in size and particularly vulnerable–that its soaring form vividly suggesting the drama of flight could be aesthetically crushed by too large and insensitive an adjacent building, resulting in a bird in a not-very-gilded cage.

The Port Authority is in possession of a world-class architectural treasure which should be viewed as a source of great pride. It should be your happy duty to safeguard its future, which can only be considered secure if in addition to preserving the building itself you remember to assess the critical issue of its context as well.

My best,

Robert A. M. Stern

cc: Philip Brito, Bernadette Castro, Don Klima

N:\Partners\STERN\PortAuthorityJul23.doc

July 30, 2003

Ed Knoesel
Port Authority of NY & NJ
Aviation Department
225 Park Avenue South, 9th Floor
New York, NY 10003

Re: Earo Saarinen's TWA Terminal at JFK

Dear Mr. Brito:

I have been informed that the Port Authority of New York and New Jersey is about to redevelop the site on which the TWA terminal stands. It is my understanding the current plans call for substantial demolition of the terminal's innovative flight satellite concourses, the construction of a hulking U-shaped building around its airside and a light rail system which bypasses this historic building and blocks the TWA terminal's view of the tarmac. Furthermore, I understand the plans will permanently remove the terminal's gates, and render it useless as an aviation structure.

The Municipal Art Society has been working with architects and airport planner Hal Hayes on a feasible and prudent alternative plan. I urge you to review their plans before you destroy this beautiful historic landmark. It is unfortunate that in the name of progress we here in America give so little thought to destroying our heritage.

As a former Flight Attendant for TWA, the loss of the airline to the American public is tragic! Please don't destroy our one remaining historic and beautiful monument.

Sincerely,

Marita Swenson

Marita Swenson

CC: Bernadette Castro, Commissioner
NY State Office of Parks, Recreation and Historic Preservation
Agency Building 1, Empire State Plaza
Albany, NY 12238

Don Klima, Executive Director
Advisory Council on Historic Preservation
Old Post Office Building
1100 Pennsylvania Avenue NW, Suite 809
Washington, D.C. 20004

The Port Authority of New York & New Jersey
Aviation Department
225 Park Avenue South, 9th Fl
New York, NY 10003
Attn: Ed Knoesel

Dear Mr. Knoesel:

After reviewing the Environmental Assessment on the TWA Terminal, and listening to the arguments made by the preservationists I am convinced more than ever that all they really want is for Kennedy Airport to become Colonial Williamsburg.

Kennedy Airport is an airport, and an airport is designed to move people from the ground to the sky. Build the new terminal so that the airport can continue to be an airport.

Sincerely,

MARTIN SZABUNIO

Leslie Teicholz

(Ex. 1)

July 17, 2003

Ed Knoesel
Port Authority of NY & NJ
Aviation Department
225 Park Avenue South, 9th Floor
New York, NY 10003

Dear Mr. Knoesel;

We have lost most of the beautiful landmarks in NY because of needless and tasteless development plans. I am outraged that you plan to destroy the TWA building which is a part of our contemporary history. Surely, another alternative can be found. The TWA building was symbol of aeronotic grace.
The building soared without being 35 stories high.

Please, don't destroy it.

Sincerely,

Leslie Teicholz

cc: Philip Brito, Manager, Airports District Office
Bernadette Castro, Commissioner, NYS office of Parks,
Don Klima, Executive Director
Advisory Council on Historic Preservation

Greater Jamaica
Development
Corporation

90-04 161 Street
Jamaica, NY 11432
718 291-0282
Fax 718 658-1405

www.gjdc.org

July 28, 2003

The Port Authority of New York & New Jersey
Aviation Department
225 Park Avenue South, 9th Floor
New York, New York 10003
Attn: Ed Knoesel

Dear Mr. Knoesel:

I write to comment on the Environmental Assessment/DOT 4(f) Evaluation on the Terminal 5/6 Site Redevelopment Project at John F. Kennedy International Airport. This project includes the construction of a new terminal to accommodate forecasted growth at the airport. While this new terminal requires that a section of the Saarinen TWA Terminal be demolished -- a section called the "Flight Wing" -- the Port Authority has pledged to restore and preserve the architecturally-significant "Flight Center", which is generally acknowledged as the part of the building that most warrants preservation.

I hope the National Trust for Historic Preservation and the Municipal Arts Society -- both apparantly object to this project -- will not impede it. They should read the op ed column in the Wall Street Journal nearly two years ago (attached), in which Professor Witold Rybcznski wrote: "One would have thought that admirers of Eero Saarinen's T.W.A. Flight Center ... would be pleased that it is to be preserved as part of the Port Authority's $10 billion airport expansion."

As Professor Rybcznski suggests, those who insist that the terminal must somehow continue to operate in its original terminal form are off the mark. When a train station built for steam engines can no longer accommodate TGVs, must we expect it to continue to serve non-existent steam engines? Productive re-use, for a current era, of a building designed for another almost always requires alteration. The questions in this matter are how much change is needed for economic viability and how little must be accommodated for balancing new with old. Airlines have indicated that this terminal does not suit their needs; the traveling public has complained about the lack of escalators, elevators, moving walkways and inadequate frontage space; the airport operator has said that the terminal cannot accommodate future passengers in its antiquated environment. Change is clearly required.

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The arguments for preserving Saarinen's Flight Center are compelling, as are those for incorporating it into a new modern terminal which JFK Airport requires. Removing the Flight Wings will enable this, and is a reasonable sacrifice for the over-riding purpose of an efficient, competitive international airport.

Sincerely,

F. Carlisle Towery
President

FCT:mf
Attachment

c: Directors,
Greater Jamaica Development Corporation

Form and Function
Witold Rybczynski
For *The Wall Street Journal*
August 2001

One would have thought that admirers of Eero Saarinen's T.W.A. Flight Center at Kennedy International Airport would be pleased that it is to be preserved as part of the Port Authority of New York and New Jersey's $10 billion airport expansion. But no, the current proposal has preservationists in a tizzy. Both the Municipal Arts Society and the National Trust for Historic Preservation have voiced their opposition to the City Landmarks Preservation Commission. The problem, as they see it, is that the striking concrete building, which opened in 1962, will be partially surrounded by new construction, and rather than functioning as a terminal it will be relegated to a secondary role--a conference center, restaurant, or flight museum.

Of course, changing contexts have always been a part of urban architecture, and a metropolitan airport resembles nothing as much as a not-so-small city. The new terminal, set back some distance from T.W.A., is a large, low semicircular building, gingerly linked to it by two tubular walkways that were a part of the original building. It is a polite--perhaps, too polite--solution that emphasizes the older building's sculpturelike quality. A more adventurous architect might have folded the swooping curvilinear form into the new terminal, although this would have required significant alterations to Saarinen's design. Either way, T.W.A., which unlike his Dulles Airport was not designed to be enlarged, will be changed.

The insistence that the architectural integrity of an important work of architecture is preserved only by continuing to use it as originally intended is odd, given the long list of landmark buildings that have been functionally transformed. Louis Sullivan's masterpiece, the Auditorium Building in Chicago, was a commercial complex that included a hotel and offices as well as a theater--today it serves as a university. Also in Chicago, Burnham and Root's 1891 precursor of the modern skyscraper, the Reliance office building, was recently converted into a hotel, as was the first International Style high-rise in the United States, Howe & Lescaze's PSFS bank headquarters in Philadelphia.

The truth is that good buildings have many lives, which is part of their appeal. We discard old forms of dress, and speech, and behavior, according to changing fashions, but old buildings represent a living link to the past even as they continue to be useful in the present. An old machine--a steam locomotive, say--is at best a curiosity, but while rolling-stock changes, old railroad stations continue to serve as transportation hubs--and as museums (Paris' Musée d'Orsay), shopping malls (Washington, D.C.'s Union Station) and convention halls (Philadelphia's Reading Terminal). Are such converted buildings different than they were? Do they tamper with the original architect's intentions? Absolutely; looking at art in the Musée d'Orsay is a very different experience than was waiting for a train in the Gare d'Orsay. But the building continues to serve, and its pompous Victorian architecture continues to impress.

The notion that architectural form is inexorably linked to function is, of course, a modern one. "Form follows function" is attributed to Louis Sullivan. Whatever Sullivan actually meant--he was a master of decorative art, after all--his dictum became the

cornerstone of severely functionalistic modern architecture. "A house is a machine for living in," taught Le Corbusier. Henceforth, buildings would be designed like locomotives--efficient, purposeful, functional. The corollary, which critics of the proposed T.W.A. transformation echo, is that the architect's intentions are compromised if the building's function is changed.

Oddly enough, Saarinen, who died in 1961, was one of the first modern architects to question the form=function formula. His buildings were often fanciful and reflected a view of architecture that was romantic rather than functionally deterministic. He built colleges at Yale that recalled Italian hill towns, a headquarters for the John Deere Company that conjured up the image of rusting farm equipment, and a great gateway arch for the Jefferson National Expansion Memorial in St. Louis.

Saarinen's buildings are powerful icons. His granite skyscraper in Manhattan for CBS is a dark brooding presence that was nicknamed Black Rock; the Ingalls Hockey Rink at Yale looks like an up-ended Viking ship. The gull-winged roof of the T.W.A. terminal reminds many of a bird, although Saarinen always maintained that it was merely an abstract depiction of flight. The Buck Rogers interiors recall a time when airports were glamorous places with high-end restaurants peopled by well-dressed travelers leisurely sipping cocktails while they waited to take off into the stratosphere. Of course, lost luggage, flight delays, uncomfortable seats, bad food, and diminishing services, long ago undermined this romantic image. Resignation rather than excitement characterizes modern plane travel. But as we schlep out bags through the new Kennedy terminal it will be nice to glance over at Saarinen's concrete bird--whatever its function--and be reminded of the upbeat vision of an earlier time.

Witold Rybczynski is the Meyerson Professor of Urbanism at the University of Pennsylvania; his latest book is *The Look of Architecture* (Oxford).

The Port Authority of New York and New Jersey
Aviation Department

Helsinki 22.7.2003

Sirs,

The Museum of Finnish Architecture wishes to express its thanks for the Port Authority of New York and New Jersey for offering the possibility to comment on the Draft Environmental Assesment & DOT Section 4(f) Evaluation for the Terminal 5/6 Redevelopment Project at John F. Kennedy International Airport. The museum is commenting on the project on a kind request of the Finnish Embassy in the United States.

The TWA Terminal designed by Eero Saarinen has already for decades been considered as a landmark in the history of modern architecture. The building is a total work of art that has become to symbolize the brave new architecture of the post-war years in the United States.

An international research project resulting in a book and exhibition on Eero Saarinen in 2006 has been launched by the Finnish Embassy in the United States, the Museum of Finnish Architecture, the Finnish Foundation for Visual Arts in New York and Yale University. This project will undoubtedly strengthen the position of Saarinen as one of the most important and innovative architects of his generation and create greater public awareness towards his architectural masterpieces.

We highly appreciate the decision to find a development solution that includes the restoration of the main body of the TWA terminal. However we are concerned that the project is at the moment centered on an alternative that would mean a partial demolition of the original Saarinen design, the Flight Wing 2. We understand that airports must react to changing needs of traffic development and economic realities, but the internationally acknowledged architectural values of the original Saarinen building in its entirety will in a longer perspective give unique possibilities to develop the identity of John F. Kennedy airport.

We kindly ask you to take the above mentioned into consideration and try to find an alternative that would not put any parts of the original TWA Terminal in danger.

Very sincerely yours

Timo Tuomi
Head of Research
Museum of Finnish Architecture
Chairman, DOCOMOMO Finland

cc:
Ambassador Jukka Valtasaari
Embassy of Finland
3301 Massachusetts Avenue, N.W.
Washington D.C. 20008

Theodore Prudon
President, DOCOMOMO USA
PO Box 250532
New York, NY 10022

11 July 2003

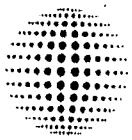
Ed Knoesel
Port Authority of NY & NJ
Aviation Department
225 Park Avenue South, 9th Floor
New York, NY 10003

The TWA Terminal at JFK is an icon of modern design and architecture. I support whatever can be done to preserve this amazing structure. The Municipal Art Society alternative will prevent the needless damage. It must be preserved and reused. Thanks.

Sincerely,

Joy Weeeng

One Battery Park Plaza New York, NY 10004-1479
T 212 493 7400 F 212 344 3344 www.partnershipfornyc.org



Partnership for New York City

July 23, 2003

Mr. Edward Knoesel
The Port Authority of New York & New Jersey
Aviation Department
225 Park Avenue South, 9th Floor
New York, NY 10003

Re: DEIS & DOT Section 4(f) Evaluation for JFK Terminal 5/6 Redevelopment Project

Dear Mr. Knoesel,

The Partnership for New York City, representing the leadership of the city's business community, supports the plan of the Port Authority of New York and New Jersey to develop a new Terminal Five at John F. Kennedy International Airport. The redevelopment of the Terminal Five site is part of an overall master plan that would provide new and expanded facilities for JetBlue Airways as well as other airlines.

The Port Authority's plan calls for preservation of the landmark TWA main terminal building and connecting walkway structures, designed by Eero Saarinen. Some groups, most notably the Municipal Art Society ("MAS"), have asked that the buildings not only be preserved but that their original uses be maintained. After careful consideration, we have concluded that dramatic changes in air travel since the TWA terminal opened in 1962 make the MAS proposal impractical. The needs of today's passengers, the volume of projected activity and the constraints of post 9/11 security procedures are inconsistent with the size and layout of the original terminal.

Specifically, the following are the objections we have identified to the MAS proposal:

- The MAS plan fails to take into account post-September 11th security concerns and regulations. Current Transportation Security Administration guidelines for checkpoint security would require an area almost twice as large as that provided in the MAS plan for the gates connected to the landmark.
- The MAS plan calls for a new underground arrival area that is too small for the required functions and would require below-grade (and water table) excavation and structural work. This would be expensive, time consuming, and would necessitate relocation of all utilities in the area.

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- The MAS plan does not meet the unique operating needs of JetBlue Airways, which objects to the plan's cost and customer service implications.
- The MAS plan would require passengers to make several changes in levels and walk long distances with limited opportunity for moving walkways. The plan indicates no readily apparent solution for meeting the Americans with Disabilities Act requirements.
- The MAS plan would not provide adequate roadway, curbside, weather protection, or queuing space at the departures level to handle the capacity of the proposed number of gates.
- The proposed baggage system would require significant and costly tunneling construction to handle arriving baggage.

The Port Authority estimates that the MAS opposition to its own development plan has caused a delay of more than one year in construction of a new facility that will improve air service at JFK. In order for New York City to maintain its position as a global center of commerce and culture, our airports must match those that business and leisure travelers have come to expect from world cities. The Port Authority should be commended for saving this important architectural achievement while accommodating the transportation needs of New York City in the 21st Century.

The Partnership for New York City supports the Port Authority's redevelopment plan.

Sincerely,

Kathryn Wylde,
President & CEO

cc: Steven Berger
Patty Noonan

AOS DÁNA

artist management

July 11, 2003

Ed Knoesel
Port Authority of NY & NJ
Aviation Department
225 Park Avenue South, 9th Floor
New York, NY 10003

cc:
Bernadette Castro, Commissioner
NY State Office of Parks, Recreation and Historic Preservation

Don Kilma, Executive Director
Advisory Council on Historic Preservation

Dear Mr. Knoesel:

The Port Authority's plans to demolish Eero Saarinen's TWA Terminal at JFK has recently come to my attention. I am writing to strongly protest these plans! The building is an unparalleled feat in architecture and should be preserved for years to come.

I understand that the Municipal Art Society has presented a feasible alternative to this destruction. I urge you to please consider this alternative. The loss of such a beautiful building would be felt for generations.

Sincerely,

Andrew Zaeh
Agency Director

Aos Dána Artist Mgmt 242 Wythe Ave Studio 6 Bklyn, NY 11211 718 486 2833 tel 718 486 9500 fx

The Port Authority of New York & New Jersey
Aviation Department
225 Park Avenue South, 9th Fl
New York, NY 10003
Attn: Ed Knoesel

Dear Mr. Knoesel:

Thank you for the opportunity to express my support for the development of a new terminal at JFK as part of the Environmental Assessment and DOT Section 4(f) Evaluation for the Terminal 5/6 Redevelopment Project at John F. Kennedy International Airport.

I appreciate the need to preserve important historical and architectural icons, such as the TWA Terminal. I do not accept the notion that the terminal must continue as an air passenger terminal. This is where I believe the critics' arguments are ill-placed. The Saarien structure can be restored and a new use that is more appropriate at this time can be found. Just look to Musee d'Orsay in Paris, a train station that morphed into a stunning museum. It appears that the Port Authority is committed to saving the building for the public's use.

I also do not agree with the arguments that the so-called "Flight Wings" need to be saved. The icon is the Terminal itself. If this portion of the structure needs to be sacrificed, then well it should.

Please approve the new terminal development plans.

Sincerely,

Peter H. [illegible]

The Port Authority of New York & New Jersey
Aviation Department
225 Park Avenue South, 9th Fl
New York, NY 10003
Attn: Ed Knoesel

Dear Mr. Knoesel:

I am writing in response to the request for comments on the Environmental Evaluation for the TWA Terminal. As a resident who in the shadow of Kennedy Airport and within earshot the airplanes I hope that the TWA Terminal never, ever accommodates another passenger. It may be a beautiful terminal to some, but to me it represents the terminal that housed the noisiest planes that ever flew into this airport. Build a new terminal, for an airline that uses new planes, and continues to buy new planes. The JetBlue planes, I can say from experience, are quieter than most others. If I have to have planes flying over my head I'd prefer them to be JetBlue's.

Sincerely,

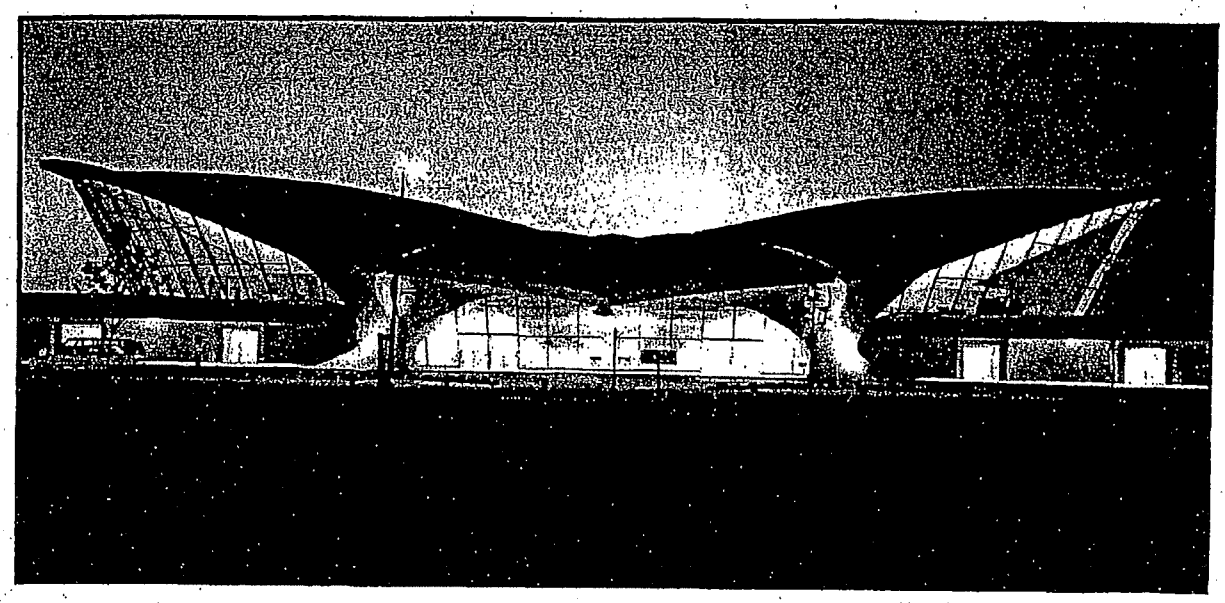
SOP

Form Comment Letters to the June 2003 Draft EA & DOT Section 4(f) Evaluation

Summary of Comments on the Alternative 7 Proposed Project – Form Letters

It should be noted that these comments were submitted prior to the third consulting parties meeting of September 18, 2003 and subsequent meetings held as a continuation of the Section 106 consultation process on the redevelopment of Terminals 5/6 at JFK. Those meetings resulted in a report dated October 10, 2003. This report (Appendix B *Revised Concept Master Plan* and Appendix D *Memorandum of Agreement*) was submitted by the Port Authority to the FAA, with copies forwarded to the consulting parties. The understandings and conclusions in the report resulted in what is now the Preferred Alternative, which is described in the *EA* and reflected in the *Revised Concept Master Plan* (Appendix B *Revised Concept Master Plan* and Appendix D *Memorandum of Agreement*).

One hundred twelve (112) signatures were received on this form letter in support of an alternative other than the Alternative 7 Proposed Project. Copies are available upon request. Please refer to Specific Comments and Responses to document S 8 submitted by MAS.



Ezra Stoller, couresty of Esto Photos

Philip Brito, Manager
NY Airports District Office
Federal Aviation Administration
600 Old Country Road, Suite 446
Garden City, New York 11530

Don Klima, Executive Director
Advisory Council on Historic Preservation
Old Post Office Building
1100 Pennsylvania Avenue NW, Suite 809
Washington, D.C. 20004

Ed Knoesel
Port Authority of NY & NJ
Aviation Department
225 Park Avenue South, 9th Floor
New York, NY 10003

Bernadette Castro, Commissioner
NY State Office of Parks, Recreation and
Historic Preservation
Agency Building 1, Empire State Plaza
Albany, NY 12238

Please prevent the needless damage to Eero Saarinen's TWA Terminal building!

I support the Municipal Art Society's alternative plan, which preserves the entire building as well as its aviation function.

Signature: Jeremy A. Abbate

Name: Jeremy Abbate

Address: _____

Email: _____

Summary of Comments on the Alternative 7 Proposed Project – Form Letters

It should be noted that these comments were submitted prior to the third consulting parties meeting of September 18, 2003 and subsequent meetings held as a continuation of the Section 106 consultation process on the redevelopment of Terminals 5/6 at JFK. Those meetings resulted in a report dated October 10, 2003. This report (Appendix B *Revised Concept Master Plan* and Appendix D *Memorandum of Agreement*) was submitted by the Port Authority to the FAA, with copies forwarded to the consulting parties. The understandings and conclusions in the report resulted in what is now the Preferred Alternative, which is described in the *EA* and reflected in the *Revised Concept Master Plan* (Appendix B *Revised Concept Master Plan* and Appendix D *Memorandum of Agreement*).

One hundred eighty (180) signatures were received on this form letter in support of the Alternative 7 Proposed Project. Copies are available upon request. These comments have been noted.

The Port Authority of New York & New Jersey
Aviation Department
225 Park Avenue South, 9th Fl
New York, NY 10003
Attn: Ed Knoesel

Dear Mr. Knoesel:

I am writing in support of the Port Authority's plans to build a new terminal at John F. Kennedy International Airport and their plans to restore, preserve and find an adaptive reuse for the TWA Terminal. The airports are an economic engine for the Borough of Queens, the City of New York and the entire Metropolitan region. The aviation industry is one of the largest employment sectors in the city and generates more than $55 billion in economic activity in the region. Additionally, there are more than 200,000 aviation-related jobs in the region.

The health of the airport is directly tied to the health of the region. In order for Kennedy Airport to remain competitive it must continue to improve the level of service offered to the traveling public. The proposed project would achieve that. Please allow this $750 million project to proceed as planned.

Thank you.

Sincerely, Andrew Lee Hong

Name: Andrew Lee Hong
Address:

Appendix I
Municipal Art Society Alternative 12

THE MUNICIPAL ART SOCIETY OF NEW YORK

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EXECUTIVE DIRECTOR
FRANK F. SANCHIS III

October 21, 2002

Ms. Marie Jenet
Federal Administration Administration
New York Airports District Office
600 Old Country Road
Suite 446
Garden City, New York 11530

Dear Marie;

I am pleased to enclose two copies of an alternative plan for terminal 5/6 at JFK, including Eero Saarinen's TWA Terminal. We very much appreciate the time you afforded the Municipal Art Society to develop this alternative, and hope you will agree that it was worth it. It appears that there is indeed a feasible alternative to the PA's plan that both preserves the TWA Terminal in it's entirety, with very little alteration, and provides the number of gates the Port Authority had achieved in its scheme for a new facility. In addition, our consultants believe that the cost of constructing this alternative will not be significantly different from the PA's scheme.

The enclosed plans are organized in such a way as to directly compare the Port Authority's concept plan with our own. However, time did not allow for a full written expository to accompany the drawings. Therefore we would very much like to have the opportunity to review them with you to be certain that they are clear. We know, of course, that you will want to share the proposal with the PA and look forward to their comments, but urge you to meet with us face to face first to walk you through the drawings and address any questions you might have. We will make ourselves available at your convenience.

Sincerely,

Frank

Frank Sanchis

cc: Autumn Rierson
Don Klima

[illegible] MADISON AVENUE NEW YORK NEW YORK [illegible] PHONE [illegible] FAX [illegible] WWW.MAS.ORG

E-Mail

TO: Section 106 Consulting Parties, JFK Terminal 5/6 Redevelopment Project
Bernadette Castro, New York State Historic Preservation Officer
Don Klima, Advisory Council on Historic Preservation

FROM: Vicki Weiner, MAS Kress Fellow for Historic Preservation

DATE: November 7, 2002

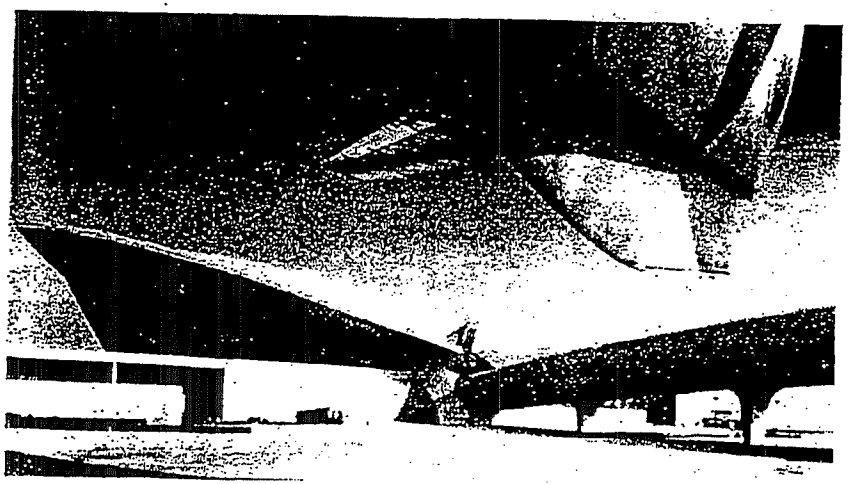
CC: Marie Jenet, Federal Aviation Administration
Ted Kleiner, Port Authority of New York & New Jersey

RE: Alternative Proposal for the TWA Terminal Building

As you know, the Municipal Art Society has been actively engaged in an exploration of possible alternatives to the Terminal 5/6 proposal described in the Port Authority's Concept Master Plan. Almost a year ago we developed four conceptual proposals as alternatives for redeveloping the site, and we presented our ideas to the Port Authority and the FAA on December 18, 2001. This summer, representatives of the FAA, Port Authority, NYS OPRHP, and Consulting Party organizations met to discuss alternatives and review the Section 4(f) Analysis of the Environmental Assessment that was conducted by the Port.

As we stated at the summer meeting, the Society believes the Port's plan for the site is not sensitive enough to the historic fabric of the TWA Terminal building. The proposed demolition of the flight wings, the intrusion of a new building between the historic structure and the airfield, and the refusal on the part of the Port to consider an aviation related use for Saarinen's terminal have inspired us to develop our four alternatives more fully to prove that a viable alternative exists.

Enclosed is a set of drawings detailing what we believe to be a feasible and prudent alternative to the Port Authority's plan, which better preserves the historic terminal building by retaining more of its original fabric as well as its aviation function. It is derived from the first four ideas we presented at the summer meeting, but goes into far greater detail than those earlier concept plans. Our consulting architect, Hal Hayes, developed this plan with the participation of a group of architects, airport planning experts and traffic specialists. As you will see, the enclosed drawings describe gate numbers, apron area, parking and airtran connections, distance to gates, curb frontage, airside gate frontage, and square footage for the alternative plan. Comparisons to the Port Authority's plan are also provided.



Eero Saarinen's Landmark TWA Terminal

JFK Terminal 5/6 Redevelopment Alternatives

Prepared for the

Federal Aviation Administration

by

The Municipal Art Society of New York

457 Madison Avenue, New York, NY 10022

and

h³ Architecture

30 Charles St., Suite #53, New York, NY 10014

November 1, 2002

Based on review of the Section 4(f) Evaluation prepared by the Port Authority of New York and New Jersey in June 2002, the Municipal Art Society of New York has furthered its effort to develop a prudent and feasible alternative to the proposed TWA Terminal redevelopment. The Society's goal is to facilitate Site 5/6 Redevelopment planning which preserves and incorporates the TWA Terminal for on-going airline passenger processing.

The Section 4(f) Evaluation provides additional Port Authority planning criteria and objectives as well as insight into its proposed tenants and operational requirements. The Society has strived to adhere to these criteria in the development of the attached alternative master plan. However, we offer for additional consideration the following response to statements in the Section 4(f) Evaluation Program Purpose and Description of Need.

A major planning goal is to balance the airside potential of a site with its landside development. In addition, balanced airport planning must also consider airfield and airspace capacity. Peak hour aircraft arrival/departure growth is limited at JFK.

Without this terminal redevelopment program moving forward, the TWA terminal will not be used for an airline terminal use. In the current economic cycle, terminal demand – if any, is limited to low cost facilities. As stated in the Section 4(f), United Airlines (a partner in the Port Authority's proposed Site 5/6 Redevelopment plan) has withdrawn their interest at this time.

JetBlue needs to greatly expand their facilities at JFK. JetBlue's forecast facility program requirements are not stated, however, their airline is especially unique to typical operations at JFK; specifically, jetBlue offers:

- Domestic arrivals & departures with no terminal space required for U.S. Immigatrions, Customs, Agriculture, Public Health and other FIS facilities to process international passengers and baggage.
- 100% electronic passenger ticketing which further reduces passenger check-in processing times and terminal space requirements.
- Low fare / low cost operation – with flights shorter in distance than typical international operations – and consequently have minimal catering and ground service requirements.
- A narrowbody aircraft fleet consisting of all Airbus 320's configured with162 seats - again for operational efficiency – in contrast to a highly visible fleet of widebody international aircraft at JFK today.
- A predominately originating/destination passenger base – however the percentage of connecting passengers will increase as its JFK "focus city" operation grows to offer additional connecting flight opportunities, further reducing landside roadway and terminal space requirements.
- Arrivals & departures throughout the day and night - JetBlue's operation is not confined to the historical late afternoon/early evening international JFK peak. JFK terminal and airfield facilities operate at a fraction of capacity outside of the international peak.

The development proposed... is within the financial parameters established by JetBlue and the Port Authority. Although events have caused United Airlines to reassess the timing of their investment. JetBlue has a successful business model. Investors and passengers attribute its success to a winning balance of service with low cost and efficiency. Its unlikely there is any capacity in their model to absorb incremental facility cost of the magnitude proposed in the Port Authority plan. It is also unlikely that this plan could be financed without United Airlines or another major tenant to lease the balance of the proposed development.

According to the FAA, passenger traffic is expected to recover strongly in 2003 (up 14.4%). For the period between 2004-2013... a return to more normal levels of growth (4.64% per year). We all want to share in this optimism. Since deregulation air travel has become affordable and accessible to an increasing segment of the population. This has spurred unprecedented growth and changed the way we live and work. However, during the past decade the airline industry has shed most every possible excess cost and inefficiency to remain not only competitive – but simply put – in business. The cost of flying must increase to absorb future incremental costs – including labor, fuel, security, and capital investment in aircraft and facilities. While many of these costs are outside their control, airline capital investment is within their discretion. It is unlikely that we will see levels of passenger growth experienced in the last decade as the cost of air travel increases

Maximization of aircraft gates is of paramount importance to the future of JFK. This is an important planning goal to the extent that gate capacity is balanced with landside and airfield infrastructure capacity. However, the PA has isolated the T5/6 site and strived to maximize gates on this parcel. If this is truly of paramount importance to the future of JFK then the entire terminal area of JFK must be considered as a whole in order to maximize gates and balance infrastructure. Redrawing lease lines as dismissed by the PA may best accomplish this objective.

Finally, the Program Purpose and Description of Need fails to consider phased redevelopment of the T5/6 Site to meet current and future needs. The Port Authority terminal program is highly speculative. The success of any redevelopment effort in today's economy must incorporate a phasing plan to address short term needs such as jetBlue's in a cost effective plan that can stand alone as well as support future redevelopment as demand dictates. A smaller initial phase, which capitalizes on existing infrastructure, namely the historic TWA Terminal itself, might be financed and achieved in the current market.

The Municipal Art Society's attached alternate redevelopment plan addresses in concept the short-term needs of the Port Authority and JetBlue in the context of a master plan which addresses long-term Port Authority interests as well as the preservation of the TWA Terminal as an airline passenger terminal.

The Municipal Art Society's Alternative Concept Plan for the Redevelopment of JFK Terminals Five and Six includes six major project components;

- Restoration and Renovation of Terminal Five
- Concourse Additions to Terminal Five's Flight Wings
- New Domestic Arrivals Hall
- Demolition and Replacement of Terminal Six
- Bi-Level Roadway System
- Parking Structure and Airtrain Station Pedestrian Bridge Connection
- Flexible Apron Layout

Restoration and Renovation of Terminal Five

Terminal Five will be restored and renovated as a domestic departures terminal; domestic arrivals will be incorporated in a new hall described below. The terminal will be analyzed in detail to determine uses that are appropriate and compatible with the constraints established by the unique character of the structure. Preliminary analysis has shown the following functions to be viable;

- Curbside Check-in
- Ticket Agent Check-in for Domestic Operations
- Passenger and Carry-on Baggage Security in Flight Wing 2
- Gate Lounges
- Airline & Terminal Operations & Administration
- Retail, Food & Beverage, Airline Clubs and other Passenger Services

Concourse Additions to Terminal Five's Flight Wings

Additions of new concourses will be made to both flight wings of Terminal Five; a large domestic concourse extending from Flight Wing Two and a small international concourse extending from Flight Wing One. These concourses would include the following functions;

- Gate Lounges
- International Arrivals Corridor (Flight Wing One)
- Baggage Handling & Security
- Airline & Terminal Operations & Administration
- Retail, Food & Beverage, Airline Clubs and other Passenger Services

New Domestic Arrivals Hall

A new lower level domestic arrivals hall will be constructed beneath the existing Terminal Five roadway, adjacent to the existing basement. Underground arriving and transfering passenger circulation corridors will eliminate arrivals circulation from the existing tube bridges, allowing them to function well as uni-directional departures circulation. The following functional elements will be included;

- Domestic Baggage Claim
- Ground Transportation Facilities
- Underground Passenger Arrivals Corridors (ex'g. from FW 1, new from FW 2)
- Underground Secure Passenger Transfer Corridor between Flight Wings One & Two

Demolition and Replacement of Terminal Six

Terminal Six will be demolished and replaced with a new terminal suitable for international operations. The terminal processing block shown here is intended to replicate the length and width of that shown in the Port Authority's plan. The terminal is intended to include the following functions;

- Curbside Check-in
- Ticket Agent Check-in for International and Domestic Operations
- Baggage Handling & Security
- Passenger and Carry-on Baggage Security
- Gate Lounges
- International Arrivals Facilities
- Baggage Claim for International and Domestic Operations
- Airline & Terminal Operations & Administration
- Retail, Food & Beverage, Airline Clubs and other Passenger Services

Bi-Level Roadway System

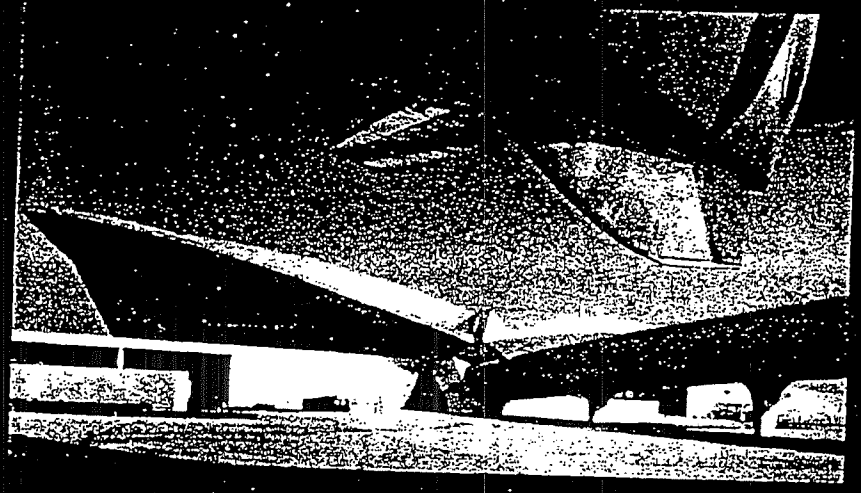
A new bi-level roadway system, similar to the Port Authority's plan, will be constructed. The key difference is that rather than rising above existing grade behind the historic terminal, this roadway would be depressed in front of the existing terminal roadway, dramatically reducing the mass of all structures adjacent to the terminal. The upper level would serve the departures functions in the existing main level of Terminal Five and the new Terminal Six departures level. The lower level would serve the new arrivals facilities to be constructed in front of and below the existing Terminal Five structure and the main new arrivals level of Terminal Six. As in the Port Authority's plan, arrivals functions would extend out beneath the departures roadway. The lower level will be in a boat section, below the existing grade level.

Parking Structure and Airtrain Station Pedestrian Bridge Connection

A new parking garage and Airtrain bridge connection, similar to the Port Authority's plan, will be constructed. This connection is located immediately adjacent to the heart of the new terminal complex.

Flexible Apron Layout

A flexible apron layout with large stand depth, typical FAA group-designated taxilanes, and surplus hardstand and ramp equipment space has been developed. This plan is similar to the Port Authority's plan but achieves an additional site due to the retention of more existing apron area on the airside.



Eero Saarinen's Landmark TWA Terminal

JFK Terminal 5/6 Redevelopment Alternatives

The Municipal Art Society of New York

October 10, 2002

Architecture

EXEMPTION (4) – DRAWINGS OF NON-PUBLIC AREAS