

**Public Notice of
Passenger Facility Charge Draft Application for
Impose & Use Authority Application
December 2009**

The Port Authority of New York and New Jersey (Port Authority), hereby provides notice of its intent to file an application to the Federal Aviation Administration (FAA) to impose and use Passenger Facility Charges (PFCs) at Newark Liberty International Airport (EWR), John F. Kennedy International Airport (JFK), LaGuardia Airport (LGA) and Stewart International Airport (SWF) for various airside and landside development projects. The application will address two sets of projects: two (2) projects which will be the subject of an application to amend the 2006 PFC Application; and eleven (11) new projects, which will be the subject of a PFC application for the first time. These projects are described below.

Amended Projects for the 2006 Application

Newark Liberty International Airport

Modernization of Terminal B - Amended

Description: The Port Authority is seeking an amendment to the 2006 PFC application for the Modernization of Terminal B project. During the construction period, several changes have occurred that have increased the construction costs, including escalations in the construction cost index and planning and engineering work, as well as changes to the scope of work identified during construction to enhance the functionality and capacity of the terminal. Scope changes included the following:

- The Lower Level ticket counters were made permanent due to increasing airline demand and TSA requirements for baggage screening. By constructing these permanent counters, the international check-in process can now be spread along these counters to decrease some of the demand on the upper level.
- Emergency power was significantly increased to address growing concerns with electrical service reliability. The increase in emergency electrical distribution caused changes to the electrical substation designs and required significantly increased feeder service between the generator and substations.

Justification: Since Terminal B was originally dedicated in 1973 few projects have been conducted to improve passenger throughput from the check-in areas to the boarding areas of the Terminal B complex. These areas experience significant passenger congestion due to implementation of security mandates

that required additional staff and passenger screening equipment that the Terminal was not originally designed to accommodate.

PFC Level: \$4.50

Estimated Cost: \$30,500,000 Amendment

LaGuardia Airport

Crisis Command Center/Police & Airfield Rescue and Firefighting Facility (ARFF) - Amended

Description: The Port Authority is seeking an amendment to the 2006 PFC application for the Crisis Command Center/Police & Airfield Rescue and Firefighting Facility project due to increased projects costs resulting from the introduction of new project elements and time-inflated changes in cost estimates since the original budget allocation.

Since the 2006 PFC application, new project elements have introduced unanticipated costs, such as aeronautical improvements to the areas surrounding the Facility will allow the airport to meet Federal Aviation Administration (FAA) standards and improve the overall airfield functionality. The project also has a high degree of cost risk and complexity due to the integration of 24 technology systems including White House Communications, Fire Fighting, Policing Systems such as Live Scan and Online Booking, Building Support Systems Radio Systems such as 800MHZ and UHF and VHF Bands, and Security Systems, such as Computerized Access Control, and Perimeter Intrusion Detection, and CCTV Surveillance. In addition to these new project elements, project costs have increased since the original budget estimates due to inflation and the natural trend for increasing construction costs.

Justification: The existing ARFF facility is currently undersized to accommodate existing functions. Some personnel and activities are housed in adjoining trailers and other buildings, leading to inefficiencies in operations.

PFC Level: \$4.50

Estimated Cost: \$24,900,000

New Projects for the 2009 Application

Newark Liberty International Airport

Security Enhancement Projects for the Physical Protection of Terminal Building Frontages

Description: The improvements described herein will enhance passenger safety and increase the security of the Airport by minimizing the exposure of airline and airport operations to vehicle borne improvised explosive devices (VBIED).

The Port Authority has developed a multi-layered approach to mitigate the threat of VBIED along the terminal frontage areas. This multi-layered approach includes policy, operational, and physical hardening initiatives. The use of security bollards is one physical hardening initiative designed to maintain and fortify an existing standoff distances and provide vehicle anti-ram protection along the public roadways in front of the terminals at EWR.

The purpose of the security bollard installation is to disable a vehicle that could potentially be used to transport explosives inside the terminal building. This protective measure would include crash-rated, concrete-filled steel pipes with covers spaced at appropriate intervals along the terminal frontages and along other landside terminal areas that can be accessed by a vehicle. These physical barriers would supplement operational and other security measures already in place or to be added at the terminal frontages.

Justification: This project is vitally important to enhance the security posture of EWR. These security improvements will aid airport security personnel in thwarting unauthorized vehicle access to the terminal and operational areas. Port Authority's security program involves several objectives, strategies, and initiatives that provide a roadmap for implementation of security programs at Port Authority Aviation facilities. These initiatives were developed following a threat, vulnerability, and risk assessment process the Port Authority conducted to assess the security risk and evaluate risk mitigation initiatives.

PFC Level: \$4.50

Estimated Cost: \$37,400,000

Multiple Taxiway Entrance Construction

Description: This project will create a multiple entrance taxiway at the end of R/W 22R to enhance departure capability and reduce delays through an improved and efficient intersection at R/W 22R. Moreover, this project will serve as the first initiative of a Delay Reduction Program that will be implemented throughout the next five years at EWR.

The project will enhance access to the departure end of Runway (R/W) 22R. A new 950-foot taxiway immediately south of Taxiway W is proposed to connect Taxiways S and R to R/W 22R on the west side. By undertaking this work, the Airport will achieve enhanced departure capability and delay reduction with an improved and efficient intersection departure at R/W 22R. A new entry point to R/W 22R and an additional 950 linear feet of queuing space for aircraft departures will be created. The preliminary simulation results of initial TAAM

modeling indicates that the project will support up to four additional operations per hour at R/W 22R, or 64 flights per day over the 16-hour day.

Justification: The Port Authority, working with the FAA and airlines, identified the addition of multiple access points to the existing runway ends as an effective measure to reduce delays.

PFC Level: \$4.50

Estimated Cost: \$45,000,000

Terminal A Redevelopment – Phase II Planning Program

Description: This project will advance the conceptual planning for the Terminal A Redevelopment Program, defined in the Phase 1 Planning Program report, in order to meet projected growth and anticipated passenger demand at EWR, thereby satisfying the airport's approved Competition Plan. The Phase I effort clarified the Port Authority's approach to accommodating passenger growth at EWR and identified the need to completely redevelop Terminal A rather than attempt to modernize or expand the existing Terminal.

The Phase II Planning Program is designed to: improve the efficiency of passenger processing and security screening, provide additional gates and space for new entrant airlines, and create holdroom areas to meet anticipated passenger demand. The overall goal of the Terminal A Redevelopment Program is to provide a state-of-the-art facility that will be sized appropriately to accommodate the future aircraft fleet mix and forecasted passenger demand. Passenger demand for the Terminal is projected to be 11 Million Annual Air Passengers (MAAP) in 2018. It is anticipated that the Terminal A Redevelopment will include the construction of 33 gates configured to accommodate Group IV and V aircraft. The existing Terminal A has a total of 28 gates originally designed for Group III and IV aircraft.

Justification: Since its completion in 1973, Terminal A upgrades have been limited to code compliance and other safety and corrective repair projects, such as fire alarm upgrades and vertical circulation improvements. More extensive rehabilitation is required to alleviate existing passenger congestion issues and accommodate anticipated passenger growth over the long-term. There is significant passenger congestion throughout the terminal complex that can only be remedied by providing a larger and differently configured terminal building footprint.

PFC Level: \$4.50

Estimated Cost: \$30,000,000

John F. Kennedy International Airport (JFK), New York, NY

Security Enhancement Projects for the Physical Protection of Terminal Building Frontages

Description: The improvements described herein will enhance passenger safety and increase the security of the Airport by minimizing the exposure of airline and airport operations to vehicle borne improvised explosive devices (VBIED).

The Port Authority has developed a multi-layered approach to mitigate the threat of VBIED along the terminal frontage areas. This multi-layered approach includes policy, operational, and physical hardening initiatives. The use of security bollards is one physical hardening initiative designed to maintain and fortify an existing standoff distances and provide vehicle anti-ram protection along the public roadways in front of the terminals at JFK.

The purpose of the security bollard installation is to disable a vehicle that could potentially be used to transport explosives inside the terminal building. This protective measure would include crash-rated, concrete-filled steel pipes with covers spaced at appropriate intervals along the terminal frontages and along other landside terminal areas that can be accessed by a vehicle. These physical barriers would supplement operational and other security measures already in place or to be added at the terminal frontages.

Justification: This project is vitally important to enhance the security posture of JFK. These security improvements will aid airport security personnel in thwarting unauthorized vehicle access to the terminal and operational areas. Port Authority's security program involves several objectives, strategies, and initiatives that provide a roadmap for implementation of security programs at Port Authority Aviation facilities. These initiatives were developed following a threat, vulnerability, and risk assessment process the Port Authority conducted to assess the security risk and evaluate risk mitigation initiatives.

PFC Level: \$4.50

Estimated Cost: \$60,000,000

Planning for a Centralized Aircraft Deicing Facility

Description: This project will advance the planning for a new centralized deicing facility at JFK that will enhance safety and operational efficiency of the Airport while improving the Port Authority's ability to manage deicing fluid effluent.

This project consists of a study to examine the operational and infrastructure feasibility of constructing a centralized deicing facility at JFK. Specifically, the study will consider sizing, siting, design, aircraft access, and vehicle service road considerations. This study is necessary to ensure that the centralized deicing

facility can be constructed with an aircraft deicing fluid collection system that maintains operational safety and efficiency while complying with proposed federal (EPA) regulations and the State Dept. of Environmental Conservation Stormwater Pollution Discharge Elimination System permit requirements and providing capability for the Port Authority to address future regulatory requirements.

Justification: Aircraft deicing is a critical flight safety issue. Although deicing activities at JFK meet all current safety standards, deicing operations are currently fragmented, resulting in reduced operational efficiencies as well as difficulty in managing spent deicing fluids.

PFC Level: \$4.50
Estimated Cost: \$1,000,000

Reconstruction of Runway 13R-31L

Description: This project consists of the reconstruction of Runway 13R-31L and the construction of related aeronautical infrastructure improvements that will increase operational efficiencies and reduce air traffic delays at JFK. The project will also upgrade the lighting and electrical infrastructure, and restore the grading associated with the runway safety area.

This project will repave the existing asphalt runway with concrete and widen the runway from 150 feet to 200 feet to meet Group VI standards. In addition, improvements to the entirety of Runway 13R-31L include: new runway lighting and electrical infrastructure; new electrical feeds; associated modification to the switch houses; widening of taxiway intersections; shoulder overlays; new navigational aids; accommodations for future navigation aids, and regrading of runway safety areas. Taxiway improvements will include construction of new Taxiway KC, the extension of Taxiways KK and KD, modifications to Taxiways PF, PE and K, and construction of new Taxiways PD, JA, JB and Z.

Justification: This project is essential to maintain the operational efficiency of this Runway. The existing asphalt pavement on Runway 13R-31L is nearing the end of its service life.

PFC Level: \$4.50
Estimated Cost: \$300,000,000

Aircraft Ramp Expansion and Hangar Demolition

Description: This project will demolish the existing Hangar 12 and Building 94 due to safety concerns over the ageing infrastructure and thus create additional aircraft ramp that will be utilized by FAA Air Traffic Controllers for delay reduction

and other periods of congestion at JFK. This new ramp area may also be considered as a potential site for a new centralized aircraft deicing facility.

This project will be conducted in two phases. The first phase will consist of the demolition of Hangar 12 and Building 94. Hangar 12 and Building 94 are former aircraft maintenance facilities located in the southwest quadrant of JFK. These hangars have been vacant for several years and in recent months, safety has become a concern, as the buildings are beginning to decay. This project will also serve to demolish the hangars so that the aircraft ramp can be expanded and a centralized deicing facility can eventually be constructed, should a separate study identify this as an appropriate site.

Justification: Hangar 12 and Building 94 have been vacant for several years and in recent months, the buildings have begun to decay, causing a safety concern that must be addressed. This project will serve to demolish the hangars for safety considerations. The demolished space will then enable the aircraft ramp to be expanded for aircraft to be used by air traffic controllers for delay reduction purposes. Also the site may be considered for the location of a centralized deicing facility, should a separate study identify this as an appropriate site.

PFC Level: \$4.50

Estimated Cost: \$15,000,000

LaGuardia Airport (LGA), New York, NY

Security Enhancement Projects for the Physical Protection of Terminal Building Frontages

Description: The improvements described herein will enhance passenger safety and increase the security of the Airport by minimizing the exposure of airline and airport operations to vehicle borne improvised explosive devices (VBIED).

The Port Authority has developed a multi-layered approach to mitigate the threat of VBIED along the terminal frontage areas. This multi-layered approach includes policy, operational, and physical hardening initiatives. The use of security bollards is one physical hardening initiative designed to maintain and fortify an existing standoff distances and provide vehicle anti-ram protection along the public roadways in front of the terminals at LGA.

The purpose of the security bollard installation is to disable a vehicle that could potentially be used to transport explosives inside the terminal building. This protective measure would include crash-rated, concrete-filled steel pipes with covers spaced at appropriate intervals along the terminal frontages and along other landside terminal areas that can be accessed by a vehicle. These physical

barriers would supplement operational and other security measures already in place or to be added at the terminal frontages.

Justification: This project is vitally important to enhance the security posture of LGA. These security improvements will aid airport security personnel in thwarting unauthorized vehicle access to the terminal and operational areas. Port Authority's security program involves several objectives, strategies, and initiatives that provide a roadmap for implementation of security programs at Port Authority Aviation facilities. These initiatives were developed following a threat, vulnerability, and risk assessment process the Port Authority conducted to assess the security risk and evaluate risk mitigation initiatives.

PFC Level: \$4.50
Estimated Cost: \$27,600,000

Rehabilitation of Runway 4-22

Description: The purpose of this project is to rehabilitate the non-deck portion of the asphalt pavement on Runway 4-22 and its associated taxiways. In order to prevent further pavement degradation and subsequent damage to the pavement sub-grade, pavement rehabilitation is needed to extend the life of the pavement, preserve the sub-grade, and to accommodate the loads from aircraft currently serving LGA and from aircraft projected to operate at the Airport in the future.

The project will also include replacement of the runway in-pavement centerline lights, touchdown zone lights, and edge lights; the installation of in-pavement runway guard lights on all aircraft holding bays; and the installation of taxiway centerline lights up to the hold lines for each exit taxiway. Along with the new fixtures, the lighting improvements include new conduit, cable and regulators; associated improvements to the airfield lighting vault; and an upgraded airfield lighting control panel. The project will also update marking and signage and improvements to the airfield drainage system.

Justification: Routine maintenance is becoming more frequent as recent inspections have shown the pavement to be exhibiting age related stress and associated deterioration. It is apparent that routine maintenance will no longer be sufficient to sustain the pavement in a safe condition. As a result, pavement rehabilitation is required that will replace the existing wearing course with revitalized asphalt pavement to preserve the structural section of the runway pavement and permit safe and efficient aircraft operations.

PFC Level: \$4.50
Estimated Cost: \$49,000,000

Stewart International Airport (SWF), Newburgh, New York

Snow Removal and Safety Equipment Procurement

Description: The purpose of this project is to procure equipment to support the snow removal and safety functions at Stewart International Airport in accordance with the Airport's FAR Part 139 certification. This equipment will be used to remove snow and ice from airside and landside pavement areas and for airfield lighting system support for instrument operations.

Justification: SWF primarily uses snow removal equipment that is not specifically designed for airfield snow removal operations. Most of the equipment currently available on the Airport consists of maintenance vehicles and trucks retrofitted with snow plow blades and all of these vehicles are at least 20 years old.

PFC Level: \$4.50

Estimated Cost: \$5,802,000

2009 PFC Application for John F. Kennedy, La Guardia, Newark Liberty, and Stewart Airports

PFC Planning and Program Administration

Description: The Port Authority of New York and New Jersey (Port Authority) Capital Plan and Budget includes a host of eligible projects that the Port Authority is seeking to finance using PFC revenues that are subject to the preparation and FAA approval of a PFC application. Under FAA guidelines, an application and consultation with air carriers is required, and the FAA must approve the completed application. The Port Authority has retained Frasca and Associates, LLC, and VHB Engineering, Surveying and Landscape Architecture, P.C. (VHB), to prepare the financial plan based on enplaned passenger and associated PFC revenue projections, as well as to provide an advisory role for the development of the information necessary for the PFC application, as well as amendments to prior applications.

In addition, the Port Authority is required to perform ongoing oversight of the PFC program, including filing quarterly reports, managing PFC collection, reporting and other administrative tasks. The costs associated with the above described items are included in this project.

Justification: The FAA guidelines require development of an application concerning projects proposed under the PFC program. This project provides for development of the PFC application, the preparation of financial plans and provision of specialized consulting services, the consultation with air carriers,

PFC collection and reporting, and administration of the PFC funded projects included in this application.

PFC Level: \$4.50

Estimated Cost: \$1,500,000

Each of the foregoing projects is included with the draft application, submitted to the airlines for consultation on November 11, 2009.

Total estimated PFC revenue is approximately \$627,702,500, which captures revenues from both the new (2009) PFC application and the amended projects (2006 application). The charge effective date is August 2010 and the charge expiration date is projected to occur during the 4th Quarter of 2013.

The period for public comment will expire at 5 p.m. on December 14th, 2009.

All requests for the full draft application and any associated comments are to be submitted in writing to the following email address:

Port Authority of New York and New Jersey:
passengerfacilitycharge@panynj.gov