

**Public Notice of
Passenger Facility Charge Use Authority Application
May 29, 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 use Passenger Facility Charges (PFCs) for five (5) projects. In January 2006, the FAA granted approval for Impose Only authority for these projects. On December 10, 2008, an initial Public Notice was provided for comment describing the Port Authority's intent to seek Use authority for the five projects that were granted Impose Only authority in the January 2006 PFC application. Since the initial submittal, the Port Authority has elected to revise two (2) of the projects previously outlined in the December 10, 2008 Public Notice. These revisions include:

- The replacement of the "Construction of T/W A Connector" at JFK with the alternate project "Fire Alarm Upgrade" at EWR
- "Improvements to Runway Safety Areas (RSA)" at EWR has been revised to include the RSA on R/W 11 only. Improvements to the R/W 29 RSA will be included in a later application.

The two revised projects are detailed below:

Revised Projects

Newark Liberty International Airport

Fire Alarm Upgrade

The improvements described herein will upgrade the fire alarm system in Terminal B. The project will replace outmoded equipment with modern fire alarm detectors and monitoring systems to bring Terminal B in line with the alarm systems in other terminals. The alarm system will be tied into a central reporting system providing notification to security, police and fire emergency response units on the Airport.

The system will function similar to other modern fire alarm systems currently used at EWR. This project will replace all heat, smoke and flame detectors, emergency door alarms, associated emergency exit lighting, aural alarms (horns and bells), water flow switches, chemical dispersant actuators, tamper switches, zone panels, central processing units, auto dialers, and emergency power back up systems. The project will include operations training for port authority staff.

This project will replace the Taxiway (T/W) A Connector Project at JFK previously submitted for Impose only authority in the 2006 application.

PFC Level: \$4.50
Estimated Cost: \$4,000,000

Improvements to Runway Safety Areas

The Improvements to Runway Safety Area (RSA) project will enhance the dimensional standards on Runway (R/W) 11 to achieve compliance with FAA standards for RSAs. The RSA for R/W 11 presently does not meet FAA standards and is not easily expandable due to the location of the New Jersey Turnpike/Interstate 95 to the east and Routes 1 & 9 and significant industrial development to the west.

This project will implement a recommendation of the RSA Study with the express purpose of improving the RSA for R/W 11. Implementation will include the construction of RSA Study recommendations that are in compliance with FAA standards.

This application requests Use Authority for R/W 11 RSA only. Funding for RSA improvements to R/W 29 RSA will be addressed in the next PFC application.

PFC Level: \$4.50
Estimated Cost: \$12,000,000

The following projects were described in the Public Notice provided on December 10, 2008. These projects will remain the same with the revised application.

Newark Liberty International Airport

Upgrade Navigational Aids R/W 22R – 22L

This project is designed to enhance the navigational aids (NAVAIDS) on R/W 22R and R/W 22L. Runway 22R presently has a Category (CAT I) Instrument Landing System (ILS) approach and this project will upgrade the existing, earlier generation localizer and glideslope equipment to modern Mark XXa (20a) equipment. This will improve the reliability of the ILS during Instrument Flight Rules (IFR) conditions.

The improvement to the R/W 22L NAVAIDS includes an upgrade from the existing CAT I approach to the CAT III approach. This requires the installation of modern Mark XXa (20a) localizer and glideslope equipment, far field monitor and the installation of an Approach Lighting System with Sequenced Flashers – 2 (ALSF-2). Together these two projects will improve the ILS system performance while enhancing the IFR capacity of the airport.

PFC Level: \$4.50
Estimate Cost: \$10,000,000

Upgrade Navigational Aids R/W 4L

This project is designed to enhance the navigational aids (NAVAIDS) on R/W 4L. The NAVAIDS improvement to R/W 4L includes an upgrade from the existing Category (CAT I) to CAT III Instrument Landing System (ILS). This requires the installation of modern MARK XX (20) localizer and glideslope equipment, far field monitor and the installation of an Approach Lighting System with Sequenced Flashers – 2 (ALSF – 2). Together these two projects will improve the ILS system performance while enhancing the Instrument Flight Rules (IFR) capacity of the Airport.

PFC Level: \$4.50
Estimated Cost: \$10,000,000

La Guardia Airport

Central Terminal Building (CTB) Modernization Planning and Engineering

This project will develop designs for the CTB Modernization Program at LaGuardia Airport. The work effort will be done in a phase approach, allowing the agency to address critical feasibility and constructability issues related to the implementation of this program.

This project will provide a preliminary conceptual design for facility and infrastructure enhancements at LGA to improve holdroom and gate areas and the level of passenger service in the CTB and associated concourses while improving passenger safety, security and reducing congestion. The project is anticipated to develop concepts to a level adequate to serve as the basis for future submittals to the FAA for necessary approvals and for the later preparation of contract drawings and specifications for bidding and awarding the construction of the proposed improvements.

The project will analyze improvements that may require the displacement, expansion, and/or relocation of existing facilities, including: CTB Concourses; Hangars 1, 2 and 4; Cargo and Ground Service Equipment (GSE) facilities; aircraft Remain Overnight Parking (RON); Central Heating and Refrigeration Plant (CHRP), Central Electrical Substation, and public and employee vehicle parking lots. In addition, the project may involve the installation of a new hydrant fueling system. Furthermore, baggage facilities will be modified to provide in-line baggage screening to improve Transportation Security Administration (TSA) efficiency. Also, passenger screening will be improved and gates and holdroom areas will be upgraded to enhance passenger flows. Most importantly, the project will allow larger, more fuel-efficient and cost-effective aircraft to access

the gates, thus enhancing the capacity of the airport to serve more passengers on the existing number of flights.

PFC Level: \$3.00

Estimated Cost: \$25,000,000

Each of the foregoing projects were included with the draft application and airline consultation on the projects was provided on May 17, 18 and 19, 2004. Due to the fact that this request is for Use Authority only, the FAA does not require an airline consultation meeting. The Charge Effective Date is April 1, 2006 and the estimate Charge Expiration Date is March 1, 2011.

The period for public comment will expire at 5 p.m. on June 29th, 2009.

Comments are to be submitted in writing to the following email address:

Port Authority of New York and New Jersey

passengerfacilitycharge@panynj.gov