THE PORT AUTHORITY
OF NY & NJ

Public Notice of Application for Authority to Impose and Use Passenger Facility Charges (PFCs) at EWR, LGA, JFK and SWF and Amendment to Approved PFC Applications at EWR, LGA, and JFK

The Port Authority of New York and New Jersey (Port Authority) hereby provides notice of its intent to submit an application to the Federal Aviation Administration (FAA) to impose and use PFCs. This notice provides details on the projects for which the Port Authority intends to seek impose or impose/use authority. In addition, the Port Authority is seeking to amend PFC Applications 05-05-C-00-EWR, 05-05-C-00-LGA, and 05-05-C-00-JFK (collectively, the 05-05-C-00-*** applications) to reflect updated project costs for one project.

The total estimated PFC revenue for the proposed application is $2,053,000,000. The total amount of the proposed amendment to the applications is $100,598,000.

The estimated charge effective dates for the new application, and the estimated new charge expiration dates assuming approval of the application and amendment, are as follows:

Airport	Estimated Charge Effective Date	Estimated Charge Expiration Date
JFK	February 1, 2018	August 1, 2026
EWR	December 1, 2017	August 1, 2026
LGA	February 1, 2018	September 1, 2026
SWF	November 1, 2019	August 1, 2026

Project Descriptions – New PFC Application

1. **LGA Terminal B – Terminal Facility Construction Project**

Proposed PFC Level: $4.50
Requested Impose & Use Authority: $875,000,000

The LGA Terminal B – Terminal Facility Construction project includes the construction of approximately 1.3 million square foot terminal with 35 building contact gates, including abatement, deconstruction and removal of the existing Terminal B, Hangar 1, the existing Terminal B parking garage, departures level roadway bridge structures and the decommissioned Central Electrical Substation in order to enable construction of the New Terminal B. The Terminal Facility Construction project is a central element of the overall LGA Terminal B Redevelopment Program. Project Elements associated with this Terminal Facility Construction project include the new headhouse and two new concourses:

- New Headhouse: The headhouse will be approximately 826,000 square feet. Major passenger processing functions found in the Headhouse will include:
  - 214 equivalent check-in positions (counters and kiosks);
  - checked bag handling system with a centralized in-line baggage screening facility to current TSA specifications;
  - nine baggage claim devices with a total presentation frontage of 1,620 linear feet;
  - two passenger Security Screening Check-in Points ("SSCP") with a total of 22 lanes, consistent with TSA specifications;
  - concessions and passenger amenities; and
  - operations and support services.

  The departures level at the new Terminal B is designed with a 38-foot distance from building façade to edge of curb. The configuration of the 24 curbside check-in positions is maximized to provide a 30-foot depth to accommodate agent positions and queue with 12 positions at the west end and 12 positions at the east end of the Terminal Frontage. Traffic for curbside drop-off is directed to these outer limits to activate the additional length of curbside and minimize any passenger queues at the main entrance doors to the Terminal.

  Arriving passengers will descend from level 4 of the Headhouse to level 2 to retrieve bags, and access restrooms, food and beverage, Airline Baggage Service offices, visitor waiting areas, worship and other special functions. Multiple vestibules provide access to the arrivals curb with two taxi pick-up zones located at the east and west ends of the extended curb. Passengers also have the ability to have direct access to the new West Parking Garage via a covered pedestrian walkway; descend down to the Ground Transportation Center (GTC) level for onward travel options; or ascend to the level 3 via the front façade vertical cores to access the Central Hall to the east.

  The Headhouse is fronted by the ground transportation lobby and curb, where departing passengers can access group check-in facilities and restrooms and arriving passengers can access Welcome Center service amenities for onward travel via shuttle vans, buses, and other ground transport options as well as shops and food and beverage options. The primary staff screening SSCP area is located on the east side of the terminal with secure access to the upper terminal levels, or direct access to an exterior airside "pick-up and drop off" area for vehicle transport to and from the concourses. VIP check-in service and screening space has been planned on this level if demand warrants.

- New Concourses: Concourse A (the western concourse) will be approximately 234,000 square feet), and Concourse B (the eastern concourse) will be approximately 257,000 square feet. Major functions found in the two concourses will include:
  - 35 contact gates: (a) 17 Gates on Concourse A; and (b) 18 Gates on Concourse B. Of these 35 gates, four gates will be dedicated to handle B767-400ERs (Aircraft Design Group [ADG] IV) and 31 will be dedicated to handle B737-900s (ADG III) independently.

- Holdrooms: Concourse A has 17 holdrooms supporting 2 Group IV and 15 Group III and Concourse B has 18 holdrooms supporting 2 Group IV and 16 Group III aircraft;
- concessions, airline lounges and passenger amenities;
- operations and support services; and
- secure circulation

The Concourses are connected to the Headhouse by means of pedestrian bridges over one of the leasehold area taxilanes. The Concourses' "L-shaped" design allows an airside layout that provides an optimized taxilane network as well as flexibility in aircraft maneuvering, start-up locations, and remain overnight (RON) positions. The design includes double-sided concourses that are approximately 121 feet wide to provide flexibility in seating type and configuration over time, as well as the ability to absorb delayed passengers.

On level 2 of both concourses, there is space for holdroom seating, concession shops, food and beverage amenities. Level 2 also provides for common-use re-booking positions and agent positions for passenger boarding and deplaning at each gate. Two public restrooms per concourse are provided at this level in convenient proximity to all waiting and amenity locations. Level 3 of each concourse provides airline clubs and food and beverage amenities.

Both island concourses have airline operations space at the apron level with common use restrooms, as well as airside loading docks, storage and provision for irregular operations (IROP) bussing to gates at one location per concourse.

This project will enhance capacity, enhance safety, and furnish opportunity for enhanced competition. The terminal layout- including hold rooms, screening areas, & baggage facilities- and the associated airfield configuration are designed to meet forecasted demand by accommodating an additional 4 million annual passengers. All 35 gates in the new Terminal will be assigned to airlines on a common use basis, providing opportunity for competition amongst existing and potential new carriers.

2. LGA Terminal B – Airside Pavement Reconfiguration Project

Proposed PFC Level: $4.50
Requested Impose & Use Authority: $125,000,000

The LGA Terminal B – Airside Pavement Reconfiguration project includes the construction of the apron area for 35 new aircraft gates, supporting taxilanes with multiple startup positions for each of the new terminal areas, and remain overnight (RON) aircraft parking positions abutting the new Terminal B. The Airside Pavement Reconfiguration project is a key element of the overall LGA Terminal B Redevelopment Program. The reconfigured airside facilities will be fully integrated with LGA's existing taxiway network. The project includes abatement, deconstruction and removal of a portion of the existing Terminal B, Hangar 1, certain on-airport roadways, and the decommissioned Central Electrical Substation in order to enable construction of the reconfigured airside pavement.

The upgraded apron is designed to accommodate the existing and forecast fleet mix, and provide added flexibility for ground support equipment (GSE) storage and staging as well as GSE charging stations. The reconfiguration provides for an apron depth of 230 feet on the northern side of the new Concourses, 200 feet along the dual taxilanes between the Concourses, and between176 and 200 feet along the southern taxilane (Headhouse gates).

The reconfigured apron will include dual taxilanes between Concourse A and Concourse B, with an additional dual taxilane to the south of Concourse A opening onto Taxiway B adjacent to Runway 4/22. Each gate area will have dual entry/exit points and two out of three gate areas will retain a dual taxilane. One gate area (Concourse B) is restricted to a single taxilane but maintains dual entry/exit points.

All primary start-up positions can operate independent of each other. On-gate start-up is permitted and dual-direction start-up between concourses is also permitted. Up to twenty (20) RON stands will be provided in close proximity to the new terminal building to minimize the need to tow aircraft to and from the west side of Runway 4/22.

This project will enhance capacity, enhance safety, and furnish opportunity for enhanced competition. The reconfigured airside will accommodate the forecast fleet mixes associated with future travel demand at LGA and provide adequate space to support safe and efficient airside operations.

3. LGA Terminal B – Roadway Network Construction Project

Proposed PFC Level: $4.50
Requested Impose & Use Authority: $353,000,000

The LGA Terminal B – Roadway Network Construction project includes the construction of a new, reconfigured roadway network to serve and accommodate the location of the new Terminal B. The Roadway Network Construction project is a key element of the overall LGA Terminal B Redevelopment Program. Planning and design work for the reconfigured roadways reflects the new terminal footprint closer to the Grand Central Parkway.

The proposed roadway geometry includes multiple roadway levels on or within close proximity to each other in a very congested area and twenty bridge structures. Construction phasing, including the maintenance and staging of vehicular traffic, is a critical component of the project. Overhead and cantilever roadway sign structures will be located on the bridge structures, on at-grade approaches, and throughout the roadway area.

The proposed on-grade landside pavement is a performance based flexible pavement. Approach slabs will be provided between on-grade and structural pavements. Concrete sidewalks will be used. Reclaimed asphalt millings and recycled concrete aggregate will be used where possible as base courses.

The proposed construction will require removal of significant areas of existing pavement. Existing pavement depth varies throughout the site. Utilities in conflict with the proposed construction will be abandoned, removed or relocated. Structural modifications, partial demolition, and full demolition to existing bridges are required. The Port Authority is not seeking PFCs for work related to modifications to the existing 94th Street Bridge over the Grand Central Parkway, which is owned by New York State DOT.

This project will enhance capacity, enhance safety, and furnish opportunity for enhanced competition. Terminal B's existing frontage roads do not provide sufficient capacity or frontage length. This can lead to congested frontages, contributing to passenger delay. A new three-level roadway network serving the new terminal location will alleviate current and projected congestion and eliminate pedestrian/vehicle conflicts.

4. EWR Terminal A – Terminal Construction Project

Proposed PFC Level: $4.50
Requested Impose Authority: $350,000,000

The EWR Terminal A – Terminal Construction includes the construction of the proposed new Terminal A. The current design of the new Terminal A includes a single secure concourse comprised of three piers with a central headhouse, all arranged in a skewed T-shape. The proposed new Terminal footprint is to be situated outside of the Object Free Area (OFA) of the Existing Terminal A Taxiway to maintain its airside operations during construction.

The headhouse is a two-level building with a mezzanine level between the Departures and Arrivals Levels to accommodate the pedestrian bridge connection from the New Terminal Parking Garage, the present P1 AirTrain station, and the future AirTrain station. In addition, the mezzanine will contain some back-of-house operational spaces.

Two single-loaded, 700-foot-long concourses will extend to the north and south and an approximate 1,000-foot-long double-loaded concourse extends to the east from the central concession node following the passenger screenings checkpoint.

- Departures Level: The departures frontage and ticketing hall are located on the second floor of the headhouse, approximately 37 feet above the arrivals level with an intermediate mezzanine level that interfaces with the pedestrian bridge. The pedestrian bridge provides access to the New Terminal Parking Garage and serves the current AirTrain P-1 station. The pedestrian bridge will also interface with and accommodate future AirTrain pedestrian movements. The Departures frontage roadway drop-off curb is approximately 1,000 feet long to meet the projected traffic demand and is centered on the ticketing hall. The design includes check-in/ticketing functions accomplished via six common-use-check-in islands each containing up to 20 kiosks with the capability to offer varying levels and types of service. These islands will incorporate take-away bag belts and accommodate self-tagging functions. Premier check-in areas are also included as well as oversize/odd-size bag belts. A limited amount of concessions space is provided pre-security, as well as restroom facilities.

A consolidated passenger security screening checkpoint is located on the departures level just beyond the check-in area. The layout provides for 18 screening lanes and a generously-sized passenger queue area, as well as a post-screening re-composure zone. The design provides for four airline club spaces that passengers can access directly post-security screening, prior to traveling down to the concourse level. Screened passengers descend to the concourse level via a single vertical circulation point into a large central concession area on the way to their boarding gates.

- Concourse Level: The concourse level provides 33 common use-contact gates, distributed among the Mid-Section, East Pier, North Pier and the South Pier as follows:
  - Mid-Section – This is the central area of the terminal where passengers arrive upon exiting the Departures Level security screening area. This area is the main concessions node and passenger circulation space with two gates on the south side of the building (one double holdroom) and two gates on the north side (one double holdroom), with additional concessions spaces and restrooms along the perimeter. A bus lounge is located on the north side to accommodate transfer passengers (bus loading takes place on the apron level below). Concessions support space is provided behind the main concessions node to avoid moving goods and trash in view of the passengers.
  - East Pier – This is a double-loaded concourse with access to 18 gates. Most holdrooms are sized for two adjacent gates to provide the most flexibility. Concessions spaces and restrooms are located along the perimeter with another concessions node cited at the pier's east end. Concessions support space is provided at the east end of the pier, with access to the apron level below.
  - North Pier – This is a single-loaded concourse with access to six gates with both single and paired holdrooms. Concessions areas and restrooms are provided and concessions spaces have access to the apron level for restocking.
  - South Pier – This is a single-loaded concourse with access to five gates, including double and triple holdrooms. Concessions areas and restrooms are provided and concessions spaces have access to the apron level for restocking.

  The new terminal apron has been sized to accommodate wide-body aircraft at most gates. To support potential wide-body operations, all but two holdrooms have been paired. Moving walkways are provided in the north and south piers, and a series of two moving walkways provided in the east pier.

- Arrivals Level: The arrivals frontage roadway pick-up curb is approximately 950 feet long to meet the projected traffic demand and is centered on the bag claim area.

  At the apron level, the 100-foot-wide, double-loaded central concourse (east pier) houses airlines operation space, mechanical and electrical rooms and concessions storage. All areas are accessed by a central corridor. The north pier has a single-loaded corridor providing access to airlines operation space, mechanical and electrical rooms and concessions storage. The south pier has a similar layout, but also houses the secure access and screening area for a landside loading dock.

A Port Authority Welcome Center is centrally located on the Arrivals Level.

This project will enhance capacity and furnish opportunity for enhanced competition. Built in the 1970's, the existing terminal has exceeded its useful life. The new Terminal will reduce existing passenger delays, enhance passenger circulation within the terminal, and accommodate projected passenger levels. The project will also provide the gate and terminal facilities necessary to accommodate new entrant carriers or incumbent carriers with limited activity at EWR.

5. EWR Terminal A – Airside Pavement & Infrastructure Construction Project

Proposed PFC Level: $4.50
Requested Impose Authority: $150,000,000

The EWR Terminal A – Airside Pavement & Infrastructure Construction project includes the construction of the gate apron, taxilanes, and remain overnight (RON) positions abutting the new Terminal A. Encompassing an area of approximately 140 acres, the Airside Pavement & Infrastructure project includes the following elements:

- Site clearance and utility work
- New stormwater collection system with the capability of isolating deicing fluids
- The reconfiguration of airside features, including gate apron, RON aircraft parking areas and taxilanes
- The demolition of the following:
  a) Satellites A1, A2 and A3 and the connectors (the existing Terminal A headhouse shall remain although its future use is undetermined at this time.)
  b) Buildings 331 and 342

Below are some features of the proposed airside pavement work:

Taxiway / Taxilane Clearances	▪ Dual Airplane Design Group (ADG) V Taxilanes on the north side ▪ Dual ADG IV Taxilanes on the south side ▪ Single ADG V taxilane on the east side
Aircraft Maneuvering	▪ Maximize operational flexibility
Gate Clearances	▪ 25-foot wingtip clearance between gates
Off-gate Aircraft Hardstand Locations	▪ Six ADG V positions to support existing Terminal B ▪ No more than 10 ADG III positions to support proposed Terminal A
Off-gate Aircraft Deicing Locations	▪ Four ADG III positions

The RON requirement for proposed Terminal A was established by developing a 33-gate flight schedule for the proposed Terminal A. Six ADG V positions are provided on the northeast side of the layout to supplement the existing Terminal B RON requirement. Up to 22 independent ADG III positions and six independent ADG V positions can be accommodated. RON positions are anticipated to be adjacent to the proposed terminal and taxilanes to minimize tow-in/tow-out distances and to minimize the amount of new pavement development.

This project will enhance capacity and furnish opportunity for enhanced competition. The new terminal and apron layout will improve airside operations, resulting in lower taxi times, taxi delays and gate delays. The project will provide for adequately sized aprons and optimize the available space for aircraft movements including hardstand parking positions, taxilanes, ground support equipment storage, and other airside functions.

6. EWR Terminal A – Airport Roads Construction Project

Proposed PFC Level: $4.50
Requested Impose Authority: $200,000,000

The EWR Terminal A – Airport Roads Construction project includes the construction of a new, reconfigured roadway network to serve and accommodate the location of the new Terminal A.

The EWR Terminal A Redevelopment Program's road and landside infrastructure work consists of separate access roadways leading from the existing Airport entrance to the New Terminal, as well as other dedicated-frontage roadways. The redirection of Existing Terminal traffic to the New Terminal will result in less congestion at the Terminals B and C frontage roadways.

The scope of this project includes the following elements:

- The excavation of side slopes of the existing Peripheral Ditch
- Eight elevated roadway bridge structures, as described below:
  a) Bridge N57 is a curved bridge of approximately 500 feet in length that spans over the existing Peripheral Ditch and connects the new roadway network on each side of the ditch.

  b) Bridge N58 is a curved bridge of approximately 840 feet in length that spans over the existing Peripheral Ditch and connects the new roadway on the west side of the ditch to Bridge N60at the departures level of the New Terminal.

  c) Bridge N59 is a curved bridge of approximately 700 in feet length that spans over the existing Peripheral Ditch and connects the new roadway on the west side of the ditch to the arrivals level of the New Terminal.

  d) Bridge N60 is a bridge of approximately 1,000 feet in length that spans the frontage of the New Terminal and includes an accessible curb and sidewalk to provide pedestrian access to the departures level.

  e) Bridge N61 is a bridge of approximately 790 feet length that connects Bridge N60 from the departures level of the New Terminal to Bridge N63.

  f) Bridge N62 is a bridge of approximately 480 in feet length that connects the arrivals level of the New Terminal to Bridge N63.

  g) Bridge N63 is a bridge of approximately 570 feet in length that spans over the new on-grade roadway and connects bridges N61 and N62 down to the new on-grade roadway.

h) Bridge N64 is a bridge of approximately 180 feet in length that spans over the existing Hotel Road in the Central Terminal Area and provides access to short-term parking and ground transportation.

Vehicular access to and from the proposed New Terminal is primarily facilitated through the existing main Airport access roadway or "throat". Secondary access to and from the New Terminal would also be provided via Brewster Road from the south. Significant factors in designing the reconfigured roadway alignment included constraints such as:

- Avoiding impacts to existing AirTrain structure and support facilities, and planning for the new AirTrain Station location serving the New Terminal
- Avoiding impacts to and maintaining connectivity between relevant existing airport roadways and functions
- Providing for all proposed connectivity to and from the New Terminal
- Maintaining some form of existing access to the Existing Terminal
- Avoiding significant impacts to the Peripheral Ditch and other environmentally sensitive areas
- Limiting impacts to the airside sections of the airport

This project will enhance capacity and furnish opportunity for enhanced competition. The reconfigured roadways will improve airport access and vehicular circulation and alleviate congestion issues along the CTA access roads, circulation roadways, and arrival and departure curbfronts of the existing Terminal A.

Project Description - 05-05-C-00-* - Application to be Amended**

1. **LGA Central Terminal Building (CTB) Modernization Planning and Engineering**

PFC Level: $3.00
Existing Impose and Use Authority Amount: $25,000,000
Requested Increase in Impose and Use Authority: $75,598,000

Original Project Description:
As described in the original project description, the Central Terminal Building (CTB) Modernization Planning and Engineering project involved the development of designs for the new Central Terminal Building (Terminal B) and associated infrastructure at LGA through a phased planning approach tailored to address critical feasibility and constructability aspects for the implementation of the program.

Planning under this phase advanced the development of the program evaluated in the initial planning phase, the CTB Modernization Feasibility Study project. It included development of design plans for all elements of the CTB Redevelopment Program, inclusive of specifications, detailed cost estimates, and construction and terminal operations phasing plans. Environmental analysis and associated documentation was also advanced during this phase.

Updated Project Description:

Additional planning, engineering, and program management work was necessary to complete the Central Terminal Building (CTB) Modernization Planning and Engineering project, with the majority of the increased effort allocated to the following tasks:

- *Final Design Development to facilitate the Central Terminal Building Public Private Partnership (P3) Procurement*: The work outlined in the above project description was further developed to produce final designs (approximately 30 percent design level) for the LGA Redevelopment Program (as the CTB Modernization effort came to be known). Additional planning work and program management activities provided for the development of final program designs, refined cost evaluations, program schedule and construction phasing plans, and environmental assessments. Areas assessed through this final planning and engineering work included the new central terminal building, air terminal apron, restricted vehicle service roads, airside utilities, landside utilities, demolition of existing structures, roadways and terminal frontages, parking facilities, and a new central heating and refrigeration plant. These final program designs formed the basis for a procurement process to implement the redevelopment program under a Public Private Partnership (P3).

- *LGA Redevelopment Program P3 Procurement Support*: Additional scope related to the preparation and implementation of a Request for Proposals (RFP) and evaluation process for a Public Private Partnership (P3) procurement. The procurement provided for a design, build, finance, operate and maintain (DBFOM) contract to replace the existing Central Terminal Building (Terminal B) with the new Terminal B. Activities included management services to support the development of RFP requirements, including technical, operations, and administrative and financial requirements; legal counsel and financial analysis support to the Port Authority; evaluation of alternative design concepts, including terminal, airside, and landside components.

- *Post-Developer Selection Program Management & Administration*: Management and administrative activities directly associated with completing the planning effort on the LGA Redevelopment Program and to facilitate the Central Terminal Building Public Private Partnership (P3) Project. Activities included oversight of the planning for the Program, review of lessee design of project elements and development of cost estimates for the Terminal B redevelopment, and revisions to the environmental documents to reflect the final design. Associated tasks included:
  - Management and oversight of planning and design for the New Improvements portion of the LGA Redevelopment Program.
  - Traffic management analysis and deployment of traffic monitoring systems and sign improvements.
  - Planning and design for utility relocation as impacted by lessee alternative design concept.
  - Planning and design for roadway modifications to support lessee alternative design concept.
  - Preparation of the Written Re-evaluation document to satisfy the National Environmental Protection Act (NEPA).

The Port Authority's planning costs for this phase represent approximately 3% of the total project cost ($4.3 billion), which is within the target established in the original application.

This project will enhance capacity, enhance safety, and furnish opportunity for enhanced competition. Additional planning, engineering, and program management work supported final design development to facilitate the Central Terminal Building Public Private Partnership (P3) Procurement and associated program management activities.

Interested parties may provide written comments to the Port Authority no later than May 25, 2017.

For purposes of official correspondence, please send all comments or questions to:

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