THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY

AIRPORT RULES AND REGULATIONS

Issued by:

The Port Authority of NY & NJ
Aviation Department

Issue Date: January 1, 2025

FOREWORD

Commensurate with the management of the airports coming under the jurisdiction of the Port Authority of New York and New Jersey, the Airport Rules and Regulations as set forth herein have been adopted in the interest of safe, efficient, and environmentally sensitive operation, and apply to John F. Kennedy International, LaGuardia, Newark Liberty International, New York Stewart International and Teterboro Airports.

The Managers of these airports are authorized to act for the undersigned in connection with all Port Authority rules and regulations.

Sarah K. McKeon
Director
Aviation Department

PORT AUTHORITY AIR TERMINALS

John F. Kennedy International Airport
Jamaica, New York 11430
Telephone: (718) 244-4444

LaGuardia Airport
Flushing, New York 11371
Telephone: (718) 533-3700

Newark Liberty International Airport
Newark, New Jersey 07114
Telephone: (973) 961-6007

New York Stewart International Airport
New Windsor, NY 12553
Telephone: (877) 793-0703

Teterboro Airport
Teterboro, New Jersey
Telephone: (201) 288-1775

An electronic version of this document is available at: www.panynj.gov.

General Manager Office addresses:

John F. Kennedy International Airport
General Manager's Office
Building 14, 2nd Floor
or
Operations Office, Building 145
Jamaica, NY 11430

LaGuardia Airport
General Manager's Office
Hangar 7C

Newark Liberty International Airport
Conrad Road, Building #1
Building One
Newark, NJ 07114

Stewart International Airport
General Manager's Office 1180
First Street
New Windsor, NY 12553

Teterboro Airport
Office of the Manager
90 Moonachie Avenue
Teterboro, New Jersey 07608
or
Operations Department 111
Industrial Avenue
Teterboro, New Jersey 07608

Copies of maps showing the air terminal highways at LaGuardia, John F. Kennedy International, Newark Liberty International and Stewart International Airports are available upon request at the above locations, and are on file with the Secretary of the Port Authority.

Airport bulletins may be issued by the Managers as necessary to amend these Rules & Regulations.

Issued April 1, 2025, pursuant to Article IX of the By-Laws of The Port Authority of New York and New Jersey adopted at a meeting of the Board of Commissioners held September 20, 2012.

Page Revision Log

Date of Revision	Section	Description
Effective as of 1/1/25	XVIII. Amended Rules for Implementation of Minimum Wage Policy for Non-Trade Labor Service Contracts	Amendment of Amended Rules for Implementation of Minimum Wage Policy, as authorized by Board of Commissioners at 12/12/24 meeting
Effective as of 1/1/25	Addition of Section XV.A.8, Street Pricing	Addition of new Rule and Regulation related to Street Pricing Policy, as authorized by Board of Commissioners at 12/12/24 meeting.

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GENERAL

I. GENERAL CONDITIONS

This Chapter establishes certain conditions relating to the use of Port Authority Air Terminals and highways.

A. USE OF AIR TERMINAL HIGHWAYS

Air Terminal highways may be used as a means of ingress and egress by vehicles to, from and between the streets and highways outside Air Terminals with which such highways connect and the various buildings and land area at the Air Terminal abutting upon such highways; and sidewalks along such highways (and other portions of such highways when designated for that purpose) may be used by pedestrians as a means of ingress and egress to, from and between various portions of the Air Terminal.

B. USE OF AIR TERMINALS

1. Use of any area or portion of an Air Terminal in a manner contrary to law or a manner contrary to the Airport Rules and Regulations may result in a withdrawal of permission to enter or remain in such air terminal by the Port Authority.
2. Nothing herein contained shall be construed to limit the use of any area or portion of any air terminal by officers or employees of the Port Authority, or by Port Authority contractors, or to prevent any Police Officer, Fire Officer or other public officer or employee from entering upon any part of the air terminal when properly required so to do in the performance of his official duties.
3. The Port Authority may prohibit any conduct that violates any requirement for, or condition of, the receipt of federal grant in aid funds, the approval of the imposition of Passenger Facility Charges, or any other governmental program in which the Port Authority participates to obtain funds for use at an airport.

AIRPORT SECURITY

II. AIRPORT SECURITY

A. ADHERENCE TO SECURITY REGULATIONS & PROCEDURES

All persons entering an Air Terminal shall comply with all applicable security regulations and procedures as established by the Port Authority pursuant to 49 CFR, Chapter XII, Parts 1540 and 1542, as amended, with the exception of Teterboro Airport, at which security regulations established separately by the Teterboro Airport Manager are applicable.

B. MANAGER'S RIGHT TO RESCIND ACCESS

The Manager shall have the right to rescind permission for the use of any access control device and confiscate any Airport ID previously given to any individual for any lawful reason, including but not limited to violations of airport security and violations of Airport Rules and Regulations.

C. VALID IDENTIFICATION & ESCORT REQUIREMENTS

No person may enter or be in the Airport Operations Area (AOA) or Security Identification Display Area (SIDA) unless he or she is:

1. Displaying a valid Airport ID indicating that he or she has unescorted access privileges; or,
2. in the case of a location subject to an Exclusive Area Agreement, which allows the use of an Air Carrier ID for limited access to the AOA or SIDA, displaying a valid approved Air Carrier ID; or,
3. in the case of aircraft crewmembers, dressed in the full uniform of his/her company, displaying a photo ID issued by an authorizing airline; or,
4. in the case of an FAA Aviation Safety Inspector conducting his/her assigned duties, displaying an FAA Form 8000-39 with photograph; or,
5. under the escort of an individual not employed by the same company as the person being escorted who has a valid Airport Operator Identification Card indicating that he or she has unescorted access privileges and privileges to escort others.

D. FLIGHT CREWS

1. Flight crew members may, when wearing a valid ID as noted herein, dressed in the full uniform of his/her company, and when performing the duties of their flight crew assignment, have unescorted access to certain areas of the AOA or SIDA only:
   a. To travel directly from the terminal building to the aircraft to which they are assigned and/or,
   b. to perform necessary assigned flight checks on an aircraft, but only while remaining within 25 feet of that aircraft; and,
   c. no unnecessary diversions are made when traveling as described in a. and b. above.

2. If any flight crewmember requires access to the AOA or SIDA for reasons other than those stated herein, or if it is impossible for a flight crewmember to follow the regulations as stated herein, an escort is required.

E. DISPLAYING VALID IDENTIFICATION

While in the AOA or SIDA, individuals who are not under escort must display the approved ID in full view, above waist level, on their outermost garment. Such approved ID must be presented upon demand in response to a challenge made pursuant to paragraph H below.

F. AIRPORT IDENTIFICATION (ID) RESPONSIBILITIES

1. Caring for Airport ID

   It is the responsibility of the individual to whom an Airport ID is issued to secure and care for that card. An expired, mutilated, defaced, misused and invalidated identification card will be confiscated and/or suspended and/or revoked.

2. Reporting the Misuse of Airport ID

   It is the responsibility of every individual to whom an Airport ID has been issued to report any one displaying an expired, mutilated, defaced, or otherwise invalid Airport ID to the Port Authority Police without unreasonable delay.

G. ESCORT PROCEDURES

1. Escorting People

   The required procedure for escorting people on the AOA or SIDA is to accompany and supervise any individual who does not have unescorted access authority in a manner sufficient to take action should the individual engage in activities other than those for which the escorted access is granted. While under escort, the person being escorted must continuously be within the line of sight of the person performing the escort. Escorting of people will be conducted for business purposes only.

2. Escorting Vehicles

   Vehicles without PANYNJ plates, and drivers who do not have an Airport ID with driver privileges, must be escorted while on the AOA by an individual who:

   (i) possesses a valid Airport ID with driver and escort privileges, and

   (ii) uses a vehicle that is in full compliance with these Rules and Regulations.

      a. The operator of an escorting vehicle shall remain in close proximity to an escorted vehicle until the escorted vehicle leaves the AOA.

H. RESPONSIBILITY TO CHALLENGE

It is the responsibility of every individual issued an Airport ID that allows unescorted access to the AOA or SIDA:

1. To challenge the authority or purpose of a person without proper escort who attempts to enter the AOA or SIDA and who is not displaying a valid Airport ID that allows that person access to the area, and to prevent him or her from entering the AOA or SIDA if that individual does not offer valid Airport ID, or to report the incident to the Port Authority Police as soon as possible while attempting to keep the individual within view; and,
2. To challenge the authority or purpose of a person who is in the AOA or SIDA and who is not displaying a valid Airport ID that allows access to the area, and escort him or her from the AOA or SIDA if that individual does not offer a valid Airport ID, or to immediately report the incident to the Port Authority Police as soon as possible while attempting to keep the individual within view.

I. FIREARMS, EXPLOSIVES, MUNITIONS & PYROTECHNICS

No person shall carry any firearms, explosives, munitions, or pyrotechnics into the SIDA or AOA except:

1. Persons authorized to do so by an Airport ID with the appropriate privileges issued by the Port Authority Security ID Office; or,
2. Persons under escort by Port Authority Police; or,
3. Persons authorized by the Manager to use firearms, explosives, munitions, and pyrotechnics for animal control activity at the Air Terminal or in the AOA.

J. EMPLOYMENT OF SECURITY SERVICES

Any one who employs any person, company or corporation for the purpose of providing security services at an air terminal shall notify the Manager of the nature of such services. Such person must also furnish the name, business address, and telephone number of such person, company or corporation to the Manager together with a copy of the license or other government authorization of such person, company, or corporation as may be required to perform such service in the city and state in which the Airport is located.

K. VEHICLES & DRIVERS

All vehicles operating on the AOA, except those vehicles under escort according to the procedures required by these Rules & Regulations, must display valid Port Authority issued Vehicle Identification tags (PANYNJ plates) and must be operated by an individual who is authorized to drive on the AOA. AOA driver privileges will not be granted unless the applicant possesses a valid state driver's license from their state of residence, and has successfully passed the Port Authority approved airport specific Airfield Driver Training Course.

L. OTHER SECURITY PROCEDURES

Employees will adhere to all other security procedures issued by the Transportation Security Administration, Airport Manager, and all security procedures and obligations, as applicable and outlined in the Airport Security Program, Exclusive Area Agreements, Guard Post Instructions and Building Security Plans. Applicable security procedures and obligations are available on a need to know basis in the Manager's Office. The following items may not be allowed into the sterile area: Knives of any kind, including steak knives and pocketknives. Rounded blade butter knives and plastic knives are permitted for use by restaurant employees and patrons. Cutting instruments of every kind including carpet knives, box cutters and other folding or retractable blades, regardless of blade length or composition, even those less than four inches, whether metallic or non-metallic.

PERSONAL CONDUCT

III. PERSONAL CONDUCT

A. USE OF PREMISES MAY BE DENIED OR WITHDRAWN

Permission to use Airport land, terminals, buildings, structures, parking lots, on-airport buses or rail systems may be denied to or withdrawn from persons who violate Port Authority Rules and Regulations, applicable laws, ordinances or regulations of other government bodies or for such other reason as may be permitted by law.

B. CLOSED & RESTRICTED AREAS

1. Closed Areas - No person except a person assigned to duty therein shall enter without permission any area of the Airport posted as a closed area or otherwise identified as closed by the Airport Manager.
2. Restricted Areas - No person shall enter without authorization any area of the Airport posted as a restricted area or otherwise identified by the Airport Manager as a restricted area unless such person complies with such restriction.

C. ENDANGERING PERSONS OR PROPERTY

No person in or upon any Airport shall do or omit to do any act if the doing or omission thereof unreasonably endangers persons or property.

D. PROPER USE OF TRAFFIC AREAS

No person shall travel on any portion of an Airport except upon the roads, walks or places provided for the particular class of traffic, nor occupy the roads or walks in such manner as to prevent their proper use.

E. USE OF LAND, STRUCTURES, MACHINERY, EQUIPMENT & ELECTRONICS

1. Only duly authorized persons shall operate or in any way tamper with any Airport machinery, equipment, or electronics.
2. Passenger elevators and escalators may not be used to carry freight.

F. PORTABLE FIRE EXTINGUISHERS

Portable fire extinguisher equipment shall be inspected in conformity with the National Fire Protection Association's regulations. Tags showing the date of the last such inspection shall be left attached to each unit.

G. DEFACING, DAMAGING, ETC., TERMINAL OR PROPERTY

No, person shall deface, mark, break, or otherwise damage any part of an Airport, or any property therein.

H. ABANDONMENT OF PROPERTY

No person shall intentionally abandon any property at an Airport or in any location therein.

I. GARBAGE DISPOSAL & REMOVAL

1. Each person is responsible for the garbage he/she generates and any other garbage in the vicinity of his/her operating area.
2. No person shall place, discharge, or deposit in any manner, offal, garbage, debris, or any refuse in or upon any Public Area, Air Operations Area, or Fuel Storage Area, except at such places as the Port Authority may from time to time prescribe, and unless all containers for such materials are kept covered, and unless such material can be prevented from leaking, dripping, or otherwise escaping, and unless such material is transported in covered vehicles.
3. Any deposit of offal, garbage, debris or refuse in unauthorized locations must be cleaned up immediately in an effective manner.
4. Garbage containers located outdoors shall have lids that are secured so that the containers' contents are not accessible by animals.

J. FOREIGN OBJECT DEBRIS (F.O.D.)

1. Each airport employee shall be responsible for the proper disposal of FOD on ramps, apron areas, and the AOA. FOD shall be properly disposed of in containers that prohibit the introduction of the FOD onto ramps, apron areas, and the AOA.
2. It is the responsibility of each lessee or other occupant of ramp and apron areas to place suitable containers labeled "Foreign Object Debris" at every gate, remote aircraft parking area, cargo, and maintenance facilities.
3. Containers labeled "Foreign Object Debris" shall be used only for the disposal of FOD.

K. LOST ARTICLES

Any person finding lost articles at an Airport shall turn them over to a Port Authority Police Officer or to the office of the Manager without unreasonable delay. Articles unclaimed by the owner will be turned over to the finders thereof, as provided by applicable law. Articles unclaimed by the owner and found by Port Authority employees shall be disposed of pursuant to applicable law and such general Port Authority rules and operating procedures as are established for the disposition of such property.

L. ANIMALS

1. No person shall knowingly bring an animal to an Airport except

a. an assistance animal, such as a “seeing-eye” dog,
b. an animal properly confined for shipment or transport,
c. an animal properly confined for boarding or medical care at an authorized veterinary facility (JFK only),
d. an animal confined in an interior area not accessible to the general public,
e. law enforcement canines, or
f. canines or raptors used for animal hazard management by authorized airport staff or their designated representatives.

2. No person shall enter any public building, arcade, observation platform, Public Area of an Air Terminal, or On-Airport Bus or Rail System with any animal except
   a. an assistance animal, such as a “seeing-eye” dog,
   b. an animal properly confined for shipment or transport,
   c. an animal properly confined for boarding or medical care at an authorized veterinary facility (JFK only), or
   d. law enforcement canines.
3. No person shall provide food or water to any animal at an Airport, other than an animal described in Paragraphs 1(a)-(f).
4. No person shall abandon an animal or release an unattended animal at an Airport.

M. SMOKING & OPEN FLAMES

1. No person shall smoke or carry a lighted cigar, cigarette, pipe, match or any open flame in or upon any Fuel Storage Area, Public Landing Area, Public Ramp or Apron Area, Public Passenger Ramp and Apron Area, Public Cargo Ramp and Apron Area or Public Aircraft Parking and Storage Area, open deck, gallery or balcony contiguous to and overlooking any such area.
2. Without limitation to Paragraph 1, no person shall smoke or carry a lighted cigar, cigarette, pipe, match or any open flame in or upon the following areas:

   (a.) indoor areas open to the public including, but not limited to, ticketing and boarding areas, ground transportation systems (including, but not limited to, indoor and outdoor areas open to the public in monorail cars and stations), elevators, waiting areas, baggage claim areas, bars, restaurants or other food service establishments (including , but not limited to, the outdoor areas of restaurants or other food service establishments, except as provided herein), retail stores, elevators, rest rooms, chapels and meditation rooms, and medical facilities;

   (b.) vehicles open to the public, including, but not limited to, limousines, buses, vans, and taxis;

   (c.) child care facilities;

   (d.) educational facilities;

(e.) indoor areas of commercial establishments used for the purpose of carrying on any trade, vocation or charitable activity not otherwise specified; and,

(f.) indoor areas places of employment of one or more persons not otherwise specified.

3. Without limitation to Paragraph 1, and notwithstanding Paragraph 2, a person may smoke tobacco, subject to such terms and conditions as the owner or operator of the relevant location may establish, in:

   (a.) a hotel or motel room rented to one or more guests, provided that in Newark Liberty International Airport and Teterboro Airport the person having control of the motel or hotel shall not permit smoking in more than 20 percent of its guest rooms;

   (b.) any outdoor dining area of a restaurant or food service establishment with no roof or other ceiling enclosure, provided that such outdoor dining area is a single contiguous area designated for smoking that constitutes no more than twenty-five percent of the outdoor seating capacity of such restaurant or food service establishment, that is at least three feet away from the outdoor area of such restaurant or food service establishment not designated for smoking, and is clearly designated with written signage as a smoking area; and,

   (c.) a private automobile.

4. The owner or operator of the relevant location having control of a facility or location subject to Paragraphs 2 and 3 (a)-(b) in which smoking is prohibited shall post a conspicuous sign at every entrance prohibiting smoking therein. The owner or operator of the relevant location of a facility or location subject to Paragraphs 2 and 3 (a)-(b) in which smoking is prohibited in some locations and permitted in some locations shall post conspicuous signs identifying smoking and non-smoking areas, as appropriate.

5. Without limitation to Paragraphs 1-4, no person shall smoke or carry a lighted cigar, cigarette, pipe, match or any open flame in or upon any area which the Manager has, in the exercise of discretion, designated as a non-smoking area.

6. Without limitation to Paragraphs 1-5, no person shall smoke or carry a lighted cigar, cigarette, pipe, match or any open flame in any area in which the owner or operator of the relevant location has posted a sign prohibiting smoking.

N. ALCOHOLIC BEVERAGES

No person shall drink, or carry an open container of, any alcoholic beverage in any public area of the Air Terminal other than an area in which alcoholic beverages are served for on-premises consumption pursuant to permission granted by the Port Authority or by a lessee or a permittee of the Port Authority.

O. BATHING, SHOWERING, ETC.

No person shall bathe or shower, or launder or change clothes, or remain undressed, in or at any public sink, washroom, or restroom, or in any other area of an Air Terminal, that is not designated as a bathing or showering facility.

P. SPITTING, ETC.

No person shall spit, urinate or defecate on any part of the Airport, On-Airport Bus or Airport Rail Transportation System other than in a urinal or toilet intended for that purpose.

BAGGAGE HANDLING

IV. BAGGAGE HANDLING

A. BAGGAGE HANDLING SERVICES

1. All baggage dollies or baggage containers shall have operating side curtains which shall be closed or secured when the dollies contains baggage in transit or stored during inactive periods.
2. Employees engaged in handling baggage shall not place baggage in the cab of tow vehicles, or in any other vehicle, under any circumstances.
3. Employees engaged in handling baggage are prohibited from carrying personal belongings including, but not limited to, handbags, tote bags, lunch bags, radios or cameras, while in the AOA.
4. Employees engaged in handling baggage shall not leave baggage at a receiving center unless the center is open and in use, and proper arrangements have been made to receive baggage at such center.
5. Each airline must post a conspicuous sign at its interline baggage receiving center, indicating the hours during which baggage can be received.

B. USE OF BAGGAGE CARTS

1. Use of baggage carts is restricted to use by or for ticketed airport passengers only.
2. No person shall tamper with any baggage cart rental device.
3. Using baggage carts to assist passengers for a fee or gratuity, or to solicit a fee or gratuity, for services similar to the service provided by airport skycaps or baggage handlers, is strictly prohibited.
4. Baggage carts are not allowed on escalators.
5. Baggage carts are not allowed to be used by children under the age of 13.
6. Baggage carts are not allowed to be taken out of an Airport or Airport Rail Transportation System.
7. Airport employees and tenants are not allowed to keep baggage carts for personal use or for any use in connection with a business, such as to transport materials.
8. No person other than duly authorized baggage cart concessionaires shall dispense or rent baggage carts unused baggage carts.

GROUND TRANSPORTATION

V. GROUND TRANSPORTATION

A. TAXI DISPATCH SERVICE

No person shall interfere with the taxi dispatch service operated by persons employed by, or employed pursuant to a contract with, the Port Authority, or the duties of personnel associated with the taxi dispatch service.

B. SOLICITATION OF GROUND TRANSPORTATION SERVICES IS PROHIBITED

1. No person shall, within an Air Terminal, solicit another person's use of ground transportation services.
2. No person shall operate a vehicle within an Air Terminal for the purpose of soliciting another person to use ground transportation services, or to attract ground transportation passengers.

C. LOCATIONS FOR LOADING & UNLOADING GROUND TRANSPORTATION SERVICES PASSENGERS

No vehicle providing ground transportation services shall load or unload passengers within an Air Terminal at any place other than that designated for that purpose.

D. PRE-ARRANGEMENT REQUIRED FOR PROVIDING GROUND TRANSPORTATION SERVICES

1. Except as provided herein, ground transportation services shall be provided at an Air Terminal only pursuant to specific pre-arrangement.
2. Ground transportation services may be provided at an Air Terminal without specific pre-arrangement by the operator of a vehicle licensed to carry passengers for hire in response to hails from prospective passengers on public streets of the municipality whose boundaries include the location within an Air Terminal at which the vehicle is located. A vehicle licensed by the NYC Taxi & Limousine Commission as a "taxicab" pursuant to the rules of the Commission is a vehicle so licensed with respect to Air Terminal locations within the City of New York.
3. Ground transportation service "is provided pursuant to specific pre-arrangement" to a passenger arriving at an Air Terminal by aircraft only when the owner or operator, or the employee of the owner or operator, of a ground transportation service vehicle displays, at such location for that activity as may be designated for that ground transportation service provider, an announcement card listing:
   a. the name of the ground transportation provider who dispatched the vehicle pursuant to pre-arrangement;
   b. the name of the person for whom pre-arrangement for ground transportation was made; and

c. the name of the airline and flight number of the flight on which the passenger arrived.

However, if pre-arrangement was made through the use of counter facilities operated by a person employed by, or employed pursuant to a permit or contract with the Port Authority, then the announcement card may list items a and b and only the name of the airline of the flight on which the passenger arrived.

E. AIRPORT RAIL TRANSPORTATION SYSTEM (AIRTRAIN)

1. Airport Rail Transportation System passengers must exit the system at a route terminus or upon completion of one entire route circuit, as is applicable.
2. It is prohibited for any person to interfere with the operation or schedule of Airport Rail Transportation System vehicles.

F. SCHEDULED SERVICE

No provision in this chapter is intended to prohibit vehicles making stops pursuant to a fixed schedule and operating pursuant to permission granted by a government regulatory agency with appropriate jurisdiction, from stopping to receive passengers at locations specifically designated for that purpose, whether or not pre-arrangement has been made to provide ground transportation services to passengers of such vehicles.

G. COURTESY VEHICLES

No provision in this chapter is intended to prohibit the operator of a vehicle from providing ground transportation services only to the place of business of a provider of another service, such as lodging, vehicle rental, or vehicle parking, to patrons of such other service, whether or not pre-arrangement has been made to provide ground transportation services to such place of business, subject to such conditions as the Airport Manager may impose on such operator and/or provider of such service.

H. ON-AIRPORT BUS SERVICE

1. On-Airport Bus Service passengers must exit the system at a route terminus or upon completion of one entire route circuit, as is applicable.
2. It is prohibited for any person to interfere with the operation or schedule of On-Airport Bus service vehicles.

VEHICLE OPERATING REQUIREMENTS

VI. AIRPORT VEHICLE OPERATING REQUIREMENTS

A. VEHICLE TYPES

All vehicles are classified into six general types as follows:

Type 1: Highway vehicles used exclusively in public areas and operate with federal or state license plates. (Examples: light-, medium-, & heavy-duty trucks, buses, and trailers.)

Type 2: Highway vehicles used within the AOA and in public areas and operate with federal or state and PANYNJ license plates. (Examples: light-, medium-, & heavy-duty trucks, buses, & trailers.)

Type 3: Highway vehicles used exclusively within the AOA and operate with PANYNJ license plates only. (Examples include light-, medium-, & heavy-duty trucks, & trailers.)

Type 4: Vehicles used within the AOA and in public areas and operate with a PANYNJ license plate only, as authorized by the General Manager. These vehicles are of a specialized design and perform unique operational functions at an Air Terminal. (Examples include aircraft tow vehicles, baggage cart vehicles, aircraft refuelers, aircraft cargo loading equipment, ground power units, auxiliary power units, Airport emergency response equipment, snow blowers, etc.)

Type 5: Off-highway, construction, and materials handling vehicles used within the AOA or public areas and operate with state, PANYNJ, or no license plates. (Examples include backhoes, loaders, cranes, excavators, paving equipment, compressors, etc.)

Type 6: Stationary equipment permanently installed within the AOA and in public areas and not required to operate with any license plates. (Examples include backup and emergency generators, fire pumps, etc.)

B. REQUIREMENTS FOR VEHICLES OPERATING IN PUBLIC AREAS

Vehicles operating in public areas or on roads outside the AOA (including crossing any public area or road outside the AOA) within the Airport's boundaries shall be operated in accordance with the following minimum requirements:

1. Driver's License

   All vehicles shall be operated in accordance with the applicable laws and regulations of the jurisdiction(s) in which the Airport is located. The driver or operator shall also have such license(s), certification(s), permit(s), endorsement(s), or qualifying instruments as required by such laws and regulations.

2. Vehicle Insurance

   (a.) Be operated in accordance with the requirements stipulated by the vehicle manufacturer, and when stricter operating requirements are required by these

Rules & Regulations or specific instructions provided by the Airport Manager for specific vehicles, the vehicle(s) shall be operated in accordance with the stricter requirements.

(b.) Drivers and operators shall only drive and operate the vehicles from the driver or operator seat and passengers shall only be transported in the vehicle passenger seat(s).

3. Vehicle Operations

(a.) Owners of Type 1 vehicles operating in public areas or on non-AOA roads shall provide the proper insurance or maintain financial security as required by the law of the state in which the vehicle is registered.

(b.) All Type 2, 3, 4 and 5 vehicles shall only be permitted to operate in a public area or on a non-AOA road if the owner is in compliance with the requirements of 3(a) and Section "C" of this Chapter.

4. Vehicle Registration & Inspection

(a.) All Type 1 Vehicles operating in public areas or on public roads outside the AOA shall be properly registered in accordance with the law of the state in which the airport is located, and shall be inspected in accordance with the provisions of the law of the state in which the vehicle is registered.

(b.) All Type 2, 3, and 4 vehicles shall only be permitted to operate in a public area or on a non-AOA road if in compliance with the vehicle registration and inspection requirements of 3(a) and Section "C" of this Chapter.

5. Following Lawful Direction

All vehicles shall at all times comply with any lawful order, signal or direction of any authorized Port Authority representative. Where vehicular traffic is controlled by traffic lights, signs, mechanical or electrical signals or pavement markings, such lights, signs, signals and markings shall be obeyed unless an authorized Port Authority representative directs otherwise.

6. Careless or Negligent Operation of Vehicles

No vehicle shall be operated in a manner which creates an unreasonable risk of harm to persons or property, or while the driver thereof is under the influence of any substance that impairs, impedes, or otherwise affects the ability of the driver to safely operate the vehicle, or if such vehicle is so constructed, equipped or loaded as to create an unreasonable risk of harm to persons or property.

No person shall operate a motor vehicle at a Port Authority Airport while using a mobile telephone to engage in a call while such vehicle is in motion. An operator of a motor vehicle who holds a mobile telephone to, or in the immediate proximity, of his or her ear while such vehicle is in motion is presumed to be engaging in a call. The operator of a motor vehicle may use a handheld mobile telephone if:

(a.) The operator has reason to fear for his/her life or safety, or believes that a criminal act may be perpetrated against him/herself or another person.

(b.) The operator is using this device to report to appropriate authorities: a fire, traffic crash, serious road hazard; medical or hazardous material emergency; or another motorist who is driving in a reckless, careless or otherwise unsafe manner or who appears to be driving under the influence of alcohol and/or drugs.

7. Vehicle Modifications

   Vehicle modifications that eliminate, or interfere with, compliance with federal or state safety requirements are prohibited.

8. Right to Inspect

   All vehicles are subject to immediate inspection by a duly authorized Port Authority representative.

9. Violations

   Violations of vehicle operating procedures as specified in these Rules & Regulations or a violation of the Ground Vehicle Specifications may result in revocation of permission for a vehicle to operate at the Airport.

10. Vehicle Condition

    All vehicles shall be properly equipped and maintained in a safe operating condition, and must meet the requirements established by the state where the Airport is located, Federal 49 CFR, and the Ground Vehicle Specifications, as is applicable.

11. Stickers

    Vehicles shall not have any stickers, posters, signs, or objects on the windshield and/or rear windows of a vehicle other than those required by, or specifically authorized by, the law or regulation of a government body.

12. Seating & Seatbelts

    Drivers, operators, and passengers shall use installed seatbelts or other restraint systems. Seatbelts and other restraint systems shall not be disabled or removed and shall be maintained in good working order.

13. Yield to Pedestrians

    All vehicles shall yield to pedestrians in front of all buildings, in roadways, and in pedestrian crosswalks.

14. Driving Restrictions & Speed Limits

    Vehicles shall not be driven or operated in excess of posted speed limits.

15. Parking, Standing or Stopping Vehicles

    (a.) No person shall park a vehicle or permit a vehicle to remain stopped within the Airport except in such areas and for such periods of time as may be prescribed by the Manager.

    (b.) No person shall park or permit a vehicle to remain stopped contrary to authorized signs, pavement markings or other traffic control devices.

(c.) No person shall stop or park a vehicle:

i. on any shoulder if the vehicle is not disabled
ii. in front of a driveway
iii. within a bus stop safety zone or taxicab zone, unless the vehicle is authorized to use such areas
iv. on any roadway
v. within 15 feet of fire hydrant
vi. within 10 feet of an AOA perimeter security fence

16. Payment of Parking Fees & Charges

No person shall park a vehicle within any public vehicular parking area except upon the payment of such parking fees and charges as are prescribed by the Port Authority.

17. Vehicles in Possession of the Port Authority

A vehicle which has been placed in the lawful possession of the Port Authority because it was illegally parked, or for non-payment of fees, or for any other reason, and in respect of which any fee or charge, including towing and storage charges, are due, may be detained by the Airport Manager until said fees or charges have been paid. Such fees may be paid under protest, and a claim may be asserted for refund pursuant to applicable law.

18. Vehicular Collisions

Any vehicular collisions that occur at the Airport shall be reported without unreasonable delay to the Port Authority Police. When any vehicle with a PANYNJ plate is involved in a collision, the vehicle may continue to operate after following the procedures listed in the section entitled “Vehicle Collisions” as stipulated in Subpart “C”. The driver of any vehicle involved in a collision with another vehicle or pedestrian on any area of the Airport which results in any injury or death to any person or damage to any property shall immediately stop the vehicle at the scene of the collision. The driver of the vehicle involved in a collision shall give his name and address, and display his/her operator’s license, and the vehicle’s registration and proof of insurance or financial security documents to the driver of the other vehicle, or if none, the person injured, or to the police officer at the scene of the collision.The operator of such vehicle shall make such report(s) of such accident required by the law and regulations of the state in which such collision occurred.

19. Disabled & Abandoned Vehicles

The Airport Manager has the authority to remove from any area of an Airport any vehicle that is disabled, abandoned, or parked in violation of these Rules & Regulations, or which presents an operational or security problem, to any other area of the Airport. The owner of a vehicle which has been removed because of abandonment or violations of these Rules & Regulations shall be held liable for the reasonable cost of the removal and storage of the vehicle.

20. Limitation of Trailered Vehicles

Tractor/semi-trailers may operate with double or triple trailers only when designed and equipped with the proper system(s) required to operate with multiple trailers.

Baggage handling tow vehicle may tow a maximum of four (4) baggage trailers. Baggage tow vehicles may tow trailers only if the trailers are affixed in weight order with the heaviest trailer located the closest to the tow vehicle, and if no trailer exceeds a laden weight of 3,000 pounds. All other tow vehicles shall only operate with a maximum of one trailer. All full trailers shall not exceed a speed limit of 15 MPH on a straight road.

21. Omnibus-Trailer Configurations

    Buses shall not have a full-trailer type design.

22. Operator's View

    The front window of a vehicle shall not be blocked by an extended superstructure or payload that obstructs the operator's view in any direction. The vehicle shall also have a rear and/or side view mirrors that provide the operator with a view toward the rear/sides of the vehicle.

23. Oversize & Overweight Vehicles

    (a.) No oversized or overweight vehicles (vehicles that exceed the state width, length, height, or weight limit) may enter or be operated on any area of an Airport without prior notice to the Port Authority Police setting forth specific oversize and overweight information, and the vehicle shall proceed only pursuant to specific instructions provided by the Police. The Police may grant permission to proceed either with or without Police assistance, and issue other specific instructions. The oversized or overweight vehicle may be required to have escort vehicles as listed below, provided by the owner/operator.

    (b.) Oversized and overweight vehicles required to be escorted shall be escorted by a lead vehicle and trailing vehicle. The lead vehicle shall have an operating yellow flashing light on the roof, and it shall be positioned not more than 40 feet in front of the oversized vehicle. The lead vehicle shall guide the oversized vehicle, warn on-coming vehicles and direct other traffic around the oversized/overweight vehicle's exposed limits. The trailing vehicle shall have an operating yellow flashing light on the roof, and it shall be positioned not more than 40 feet behind the oversized vehicle and coordinate its efforts with the lead vehicle to escort the oversized vehicle.

    (c.) Fire fighting, emergency response, aircraft refueling, snow removal vehicles, and other special purpose vehicles approved by the Airport Manager are exempt from the requirements of this section; however, these vehicles shall operate in accordance with the requirements and limitations prescribed by the Airport Manager. Aircraft service vehicles that are required to operate on or cross roadways outside the AOA, are exempt from the requirements of this section; however, such vehicle shall operate in accordance with the requirements and limitations prescribed by the Airport Manager.

24. Vehicle Security Requirements

    Refer to Chapter II entitled "Airport Security."

C. REQUIREMENTS FOR VEHICLES OPERATING WITHIN THE AOA

Vehicles operating in the AOA shall be operated in accordance with the following minimum requirements:

1. Driver's License & Training

   (a.) The driver must be properly licensed and have all required endorsement(s) to operate such vehicle on a state or municipal highway of the state in which the Airport is located.

   (b.) The driver must be fully trained in the operation of the vehicle for all of its functions, types of uses, and procedures to follow in the event of emergency

   (c.) The driver must successfully complete Port Authority Airfield Driver Training and meet all requirements for Airport Security as specified under the chapter entitled "Airport Security."

2. Vehicle Operation

   (a.) All vehicles shall be operated in accordance with the requirements stipulated by the vehicle manufacturer, and when stricter operating requirements are required by these Rules & Regulations or specific instructions provided by the Airport Manager for specific vehicles, the vehicle(s) shall be operated in accordance with the stricter requirements.

   (b.) Drivers and operators shall only drive and operate vehicles from the driver or operator seat and passengers shall only be transported in the vehicle passenger seat(s).

3. Vehicle Insurance

   Owners of Type 2, 3, 4 & 5 vehicles operating either in a public area or roadway or in the AOA shall provide insurance or maintain financial security as required by the Port Authority. The Port Authority shall inform applicants for operating permits of such requirements, and each applicant for an operating permit shall submit a current valid certificate of insurance or other documents required by the Port Authority as proof of compliance, with the initial Port Authority application. The document must be found satisfactory by the Port Authority prior to the processing of the vehicle registration application and issuance of PANYNJ plates. The applicant shall at all times maintain on file with the Port Authority a currently valid and satisfactory certificate of insurance or other acceptable proof of financial security for all vehicles operating with PANYNJ plates.

4. Vehicle Registration & Inspection

   Type 2, 3, & 4 vehicles operating on the non-AOA roads or in public areas or in the AOA shall be properly registered, inspected, and approved by the Port Authority, and be equipped with PANYNJ plates with a valid inspection identification sticker. Type 2, 3, and 4 vehicles may operate on non-AOA roads within the Airport boundaries to the extent specifically authorized and permitted by the Manager. The limitation may be restricted to specific roads, designated areas, or specific parking locations.

All vehicles shall be approved, registered, issued PANYNJ plates and inspection identification stickers, and have periodic inspections by the Port Authority as follows:

(a.) A registration application form provided by the Port Authority shall be submitted for each vehicle.

(b.) Each registration application form shall be submitted with a current valid certificate of insurance, or other document establishing financial security, or have

(c.) a current valid certificate of insurance, or other document establishing financial security on file with the Port Authority, meeting the requirements listed in the previous paragraph entitled “Vehicle Insurance.

(d.) All vehicles approved by the Port Authority for operation on the AOA shall be furnished with an initial registration certificate, a PANYNJ plate, and an inspection identification sticker.

(e.) The company operating the vehicle shall properly install the PANYNJ plates with the inspection sticker on the designated vehicle. The PANYNJ plates and inspection sticker shall be displayed on the vehicle in the manner designated by the Manager. The operating company shall also keep on file on the Airport the initial registration and insurance certificate.

(f.) All motorized vehicles, except aircraft fuel servicing vehicles and all other vehicles that handle or transport fuel products, shall be inspected every 12 months.

(g.) Each non-motorized vehicle shall be inspected once every 12 months, unless otherwise permitted.

(h.) Each aircraft fuel servicing vehicle, and each vehicle that handles or transports fuel products, shall be inspected once every 6 months.

5. Following Lawful Direction

   All vehicles shall comply with any lawful order, signal or direction of any authorized Port Authority representative. Where vehicular traffic is controlled by traffic lights, signs, mechanical or electrical signals or pavement markings, such lights, signs, signals and markings shall be obeyed unless an authorized Port Authority representative directs otherwise.

6. Careless or Negligent Operation of Vehicles

   No vehicle shall be operated in a manner which creates an unreasonable risk of harm to persons or property, or while the driver thereof is under the influence of any substance that impairs, impedes, or otherwise affects the ability of the driver to safely operate the vehicle, or if such vehicle is so constructed, equipped or loaded as to

create an unreasonable risk of harm to persons or property.

7. Vehicle Modifications

   Vehicle modifications that eliminate or interfere with compliance with federal or state safety requirements are prohibited.

8. Right to Inspect

   All vehicles are subject to immediate inspection by a duly authorized Port Authority representative.

9. Violations

   Violations of vehicle operating procedures as specified in these Rules & Regulations or a violation of the Ground Vehicle Specifications may result in revocation of permission for a vehicle to operate at the Airport.

10. Vehicle Condition

    All vehicles shall be properly equipped and maintained in a safe operating condition, and must meet the requirements established by the state where the Airport is located, Federal 49 CFR, and the Ground Vehicle Specifications.

11. Stickers

    Vehicles shall not have any stickers, posters, signs, or objects on the windshield and/or rear windows of a vehicle other than those required by, or specifically authorized by, the law or regulation of a government authority.

12. Seating & Seatbelts

    Drivers, operators, and passengers shall use installed seatbelts or other restraint systems. Seatbelts and other restraint systems shall not be disabled or removed and shall be maintained in good working order.

13. Yield to Aircraft

    Vehicles shall yield and give the right of way to all aircraft in motion.

14. Restricted Operation on Runways, Taxiways, & Landing Areas

    Non-Port Authority vehicles are prohibited from operating on any runway, taxiway and safety area unless under escort by the Port Authority or FAA maintenance. All vehicles shall obtain permission from the Control Tower before entering or operating on any runway, taxiway, or landing area. All vehicles operating in these areas shall have an operating two-way radio turned “on” and tuned to the ground control frequency, and shall have an operating rotating amber light located at the highest structure of the vehicle turned “on” between the hours of sunset and sunrise and during periods of rain, snow, fog, and other conditions resulting in low visibility. All vehicle drivers shall follow all directions provided by the FAA controller.

15. Driving Restrictions & Speed Limits

    While on the AOA, vehicles shall only be driven or operated on Restricted Vehicle Service Roads. Except for Port Authority vehicles, vehicles shall not be driven or

operated in excess of 20 MPH while on the AOA.

16. Operation of Vehicles on Ramps & Apron Areas

    No vehicle shall be operated within 30 feet of any aircraft passenger entrance door or passenger pathway when the ramp or apron areas are being used to load or discharge passengers. Speed limit in these areas is 10 MPH.

17. Parking, Standing, or Stopping Vehicles

    No person shall park a vehicle or permit the vehicle to remain stopped on roads in the AOA, except in such areas and for such periods of time as may be prescribed or permitted by the Manager.

    (a.) No person shall stop or park a vehicle contrary to restrictions posted on authorized signs, or in any of the following areas:
        i. in front of a driveway
        ii. within a bus stop safety zone or taxicab zone, except vehicles authorized to use such areas
        iii. no parking or stopping areas
        iv. on any roadway
        v. on any shoulder if the vehicle is not disabled
        vi. within 15 feet of a fire hydrant
        vii. within 10 feet of an AOA perimeter security fence
        viii. within any restricted or marked areas

18. Vehicles in Possession of the Port Authority

    A vehicle which has been placed in the lawful possession of the Port Authority because it was illegally parked, or for non-payment of fees, or for any other reason, and in respect of which any fee or charge, including towing and storage charges, are due, may be detained by the Airport Manager until said fees have been paid. Such payment may be made under protest and a claim for refund may be made pursuant to applicable law.

19. Vehicle Collisions

    Any vehicle collisions that occur at the Airport shall be reported without unreasonable delay to the Port Authority Police. When any vehicle with a PANYNJ plate is involved in an accident, the vehicle must be inspected by the Port Authority Motor Vehicle Inspector before returning to service. The driver of any vehicle involved in a collision with another vehicle or a pedestrian on any area of the Airport which results in any injury or death to any person or damage to any property shall immediately stop the vehicle at the scene of the collision, and report the collision to the Port Authority Police. The driver of the vehicle involved in an accident shall give his name and address, and display his or her operator's license and the vehicle's registration and, proof of insurance or financial security documents to the driver of the other vehicle or if none, the person injured, or to a police officer at the scene of the collision. The operator of such vehicle shall make such report(s) of such collision as required by the

law and regulations of the state in which such collision occurred.

20. Disabled & Abandoned Vehicles

    The Airport Manager has the authority to remove from any area of an Airport any vehicle that is disabled, abandoned, or parked in violation of these Rules & Regulations, or which presents an operational or security problem, to any other area of the Airport. The owner of a vehicle which has been removed because of abandonment or violations of these Rules & Regulations shall be held liable for the reasonable cost of the removal and storage of the vehicle.

21. Limitation of Trailered Vehicles

    Tractor/semi-trailers may operate with double or triple trailers only when properly designed and equipped with the proper system(s) required to operate with multiple trailers. Baggage handling tow vehicle may only have a maximum of four (4) baggage trailers, with the heaviest trailers located the closest to the tow vehicle, and no trailer shall exceed a laden weight of 3,000 pounds and an overall trailer length of sixty (60) feet. All other tow vehicles shall only operate with a maximum of one trailer. All full trailers shall not exceed a speed limit of 15 MPH on a straight road.

22. Omnibus-Trailer Configurations

    Buses shall not have a full-trailer type design.

23. Operator's View

    The front window of the vehicle shall not be blocked by an extended superstructure or payload that obstructs the operator's view in any direction. The vehicle shall also have a rear and/or side view mirrors that provide the operator with a view toward the rear/sides of the vehicle.

24. Oversize & Overweight Vehicles

    (a.) No oversized or overweight vehicles (vehicles that exceed the state width, length, height, or weight limit) may enter or be operated on any area of an Airport without prior notice to the Port Authority Police, setting forth specific oversize and overweight information. Such vehicles shall proceed only pursuant to instructions provided by the Police. The Police may grant permission to proceed either with or without their assistance, and issue other specific instructions. The oversized or overweight vehicle may be required to have escort vehicles as set forth below, provided by the owner/operator. The Airport Manager, when issuing PANYNJ plates to operate specialized vehicles for AOA operations, may exempt such vehicles from escort requirements. Permission to operate specialized equipment under such exemption shall be limited to operation in the AOA only, and limited by any other restrictions issued at the time the PANYNJ plates are issued.

        i. When oversized and overweight vehicles are required to be escorted, they shall be escorted by a lead vehicle and trailing vehicle. The lead vehicle shall have an operating yellow flashing light on the roof, and it shall be positioned not more than 40 feet in front of the oversized vehicle. The lead vehicle shall guide the oversized vehicle, warn on-coming vehicles and direct

other traffic around the oversized/overweight vehicle's exposed limits. The trailing vehicle shall have an operating yellow flashing light on the roof, and it shall be positioned not more than 40 feet behind the oversized vehicle and coordinate its efforts with the lead vehicle to escort the oversized vehicle.

ii. Fire fighting, emergency response, aircraft refueling, snow removal vehicles, and other special purpose vehicles approved by the Airport Manager are exempt from the requirement of this section; however, these vehicles shall operate in accordance with the requirements and limitations prescribed by the Airport Manger. Aircraft service vehicles that are required to operate on or cross roadways outside the AOA, are exempt from the requirements of this section; however, such vehicle shall operate in accordance with the requirements and limitations prescribed by the Airport Manager.

25. Vehicle Security Requirements

Refer to Chapter II entitled "Airport Security."

D. REQUIREMENTS FOR VEHICLES OPERATING IN PUBLIC AREAS AND WITHIN THE AOA

All such vehicles shall comply with all requirements found in both Subparts "B" and "C" of this chapter.

E. REQUIREMENTS FOR ALTERNATIVE FUELED VEHICLES & EQUIPMENT

1. Alternative Fueled Vehicles and Equipment shall be in full compliance with the appropriate NFPA standards. All Alternative Fueled Vehicles & Equipment can only be operated with the authorization and within the guidelines, limitations, and constraints set by the Airport Manager.
2. Alternative Fueled Vehicles that travel upon or cross any non-AOA roads or areas shall comply with the regulations and laws applicable to the jurisdiction in which the Airport is located.
3. LPG, LNG, & CNG Vehicles

   The operating, fueling, fuel storage and handling, repairing, and other activities affecting LPG, LNG and CNG shall comply with applicable NFPA standards and the state and local laws and regulations of the jurisdiction(s) in which the Airport is located. These vehicles and equipment shall also comply with the following:

   (a.) Fuel cylinders and containers, vehicle or equipment fueling and repairs, and signs and placards shall be in compliance with the requirements stipulated in the Ground Vehicle Specifications.

   (b.) Garaging of vehicles and the repair facilities shall comply with NFPA and all other applicable standards. All garages used for the storage and/or servicing of vehicles shall be equipped with explosion-proof equipment.

   (c.) The tenant and/or owner of the vehicle shall provide evidence that the operator is

certified to drive the vehicle according to laws and regulations of the United States and the state and municipality in which the airport is located.

(d.) Signs shall be placed on each vehicle in one inch high letters indicating that it is a vehicle or equipment fueled by LPG, LNG, or CNG.

(e.) Vehicles and equipment with LPG or LNG systems used for refrigeration or for the warming of foods shall comply with the applicable NPFA standards.

(f.) Alternative fueled vehicles shall park only in areas specifically designated by the Manger for that purpose.

(g.) Vehicles fueled by LPG or LNG shall not enter buildings, structures, tunnels, ramps, and rooms adjacent to terminal buildings or enclosed or underground parking facilities.

F. STATIONARY EQUIPMENT

Permanent and temporary stationary equipment designated as Type 6 equipment, whether located inside or outside the AOA, shall not be installed or operated without the approval of the Manager. All stationary equipment shall be in compliance with the requirements set forth in the Ground Vehicle Specifications.

G. SPECIAL AIRPORT OPERATING PROCEDURES

1. Newark Liberty International Airport – Oversize & Overweight

   Vehicles Oversized and overweight vehicles, including loaders and supertugs, shall not be operated on the RVSR behind Terminals A, B, & C.

2. LaGuardia Airport – AOA Speed Limits

   The speed limit on the Inner Vehicle Service Road and ramp/apron areas is 10 MPH.

FUELING OPERATIONS

VII. FUELING OPERATIONS

A. DESIGN & CONSTRUCTION OF VEHICLES USED IN FUELING OPERATIONS

The design and construction of all Vehicles and equipment used for fueling operations within the AOA must comply with Port Authority requirements as contained in these Rules and Regulations and in the Port Authority Ground Vehicle Specifications, which are set forth in an appendix to these Rules & Regulations, as well as to all applicable requirements of other government bodies.

B. OPERATION OF AIRCRAFT ENGINES DURING FUELING

1. Aircraft fueling is prohibited while the engine of the aircraft being fueled is running or being heated, with the following exceptions:
2. Rotorcraft powered by a turbine jet engine utilizing only jet fuel that is loaded into the rotorcraft via fueling ports located below the engine(s), may be fueled while the engine(s) is running provided that no passengers are on board, an appropriately licensed pilot knowledgeable with respect to fueling procedures under such conditions is at the controls of the rotorcraft, and the fueling is performed by ground personnel who are knowledgeable with respect to fueling procedures under such conditions.
3. Onboard auxiliary power units may be operated during fueling operations. In an emergency resulting from the failure of an onboard auxiliary unit on a jet aircraft and in the absence of suitable ground support equipment, a jet engine mounted at the rear of the aircraft or on the wing on the side opposite from the fueling point may be operated during fueling to provide power, provided that the operation follows procedures approved by the Airport Manager.

C. BONDING

1. Prior to making any fueling connection to the aircraft, the fueling equipment shall be bonded to the aircraft by use of a cable, thus providing a conductive path to equalize potential between the fueling equipment and aircraft. The bond shall be maintained until fueling connections have been removed, thus permitting the reuniting of separated charges that could be generated during the fueling operation.
2. In addition to the above, when fueling overwing, the nozzle shall be bonded with a nozzle bond cable having a clip or plug to a metallic component of the aircraft that is metallically connected to the filler port. The bond connection shall be made before the filler cap is removed. If there is no plug receptacle or means for attaching a clip, the operator shall touch the filler cap with the nozzle spout before removing the cap so as to equalize the potential between the nozzle and the filler port. The spout shall be kept in contact with the filler neck until the fueling is completed.
3. When a Hydrant Servicer Vehicle or Hydrant Service Cart is used for fueling, the hydrant coupler shall be connected to the hydrant system prior to bonding the fuel

equipment to the aircraft. Bonding and fueling connections shall be disconnected in the reverse order of connection.

4. When an Aircraft Refueling Tanker Vehicle is used for fueling, the vehicle will be bonded to the aircraft prior to making the connection to the aircraft fueling point. Bonding and fueling connections shall be disconnected in the reverse order of connection.

D. LIGHTNING PRECAUTIONS

Fuel servicing operations shall be suspended when lightning flashes are observed in the immediate vicinity of the airport.

E. PORTABLE FIRE EXTINGUISHERS

During fueling operations, UL listed dry chemical fire extinguishers shall be available on aircraft servicing ramps or aprons, as follows:

1. Each Aircraft Refueling Tanker Vehicle shall have two UL listed extinguishers, each having a rating of 20B, one mounted on each side of the vehicle.
2. Each Hydrant Service Vehicle shall have two UL listed extinguishers having a rating of at least 20B mounted in a position readily accessible by the attendant.
3. Where open hose discharge capacity of the aircraft fueling system or equipment is more than 200 gallons per minute, at least one UL listed wheeled extinguisher having a rating of not less than 80b and a minimum capacity of 125 lbs. of agent shall be provided.

F. OPERATION OF RADIO TRANSMITTERS AND GROUND SURVEILLANCE RADAR DURING FUELING

1. During fuel handling in connection with any aircraft, no person shall operate any radio transmitter or receiver in such aircraft, or switch electrical appliances on or off in such aircraft, nor shall any person do any act or use any material which is likely to cause a spark within fifty (50) feet of such aircraft. The use of non-electrically powered mechanic hand tools is permitted in the performance of routine and non-routine maintenance on the aircraft. Aircraft components may be removed or installed. If such components are powered by the aircraft electrical system, electrical power must be removed from the component circuit before removal or installation. Once component installation is completed, functional test or BITE check of system can be completed with electrical power to circuit restored. This does not include radar which can be tested but must not be placed in full operation so as to transmit or radiate.
2. Surveillance radar equipment in aircraft shall not be operated within 300 ft. of any fueling, servicing, or other operation in which flammable liquids, vapors, or mist may

be present.

G. AIRCRAFT OCCUPANCY DURING FUELING

During fuel handling in connection with any aircraft no passenger shall be permitted to remain in such aircraft or to enter or depart from such aircraft unless a qualified attendant is at each door that is in use for this purpose, and unless means of safe emergency egress is in position in the event that such device is required for the safe and rapid debarkation of the passengers.

H. PREVENTION AND CONTROL OF SPILLS

1. Fuel servicing equipment shall be maintained in safe operating condition. Leaking or malfunctioning equipment shall be removed from service.
2. Persons engaged in aircraft fuel handling shall exercise care to prevent overflow of fuel.
3. The delivery of fuel shall at all times be under the control of the vehicle attendant through the use of approved flow-controlling devices operated by the attendant, designed to shut off automatically upon release of hand or foot pressure. Latching of, or fastening devices on, the control units is prohibited.
4. In the event of fuel spillage during aircraft fueling, the aircraft's engines may not be started until the area has been cleaned in an effective manner, in conformance with all applicable environmental, health and safety laws and permission to start engines has been granted by the Airport Manager
5. If a fuel spill is over 10 ft. in any direction or over 50 sq. ft. in area, or spilled fuel continues to flow, or is otherwise a hazard to persons or property, the Port Authority Police shall be notified. In addition, the spill shall be investigated by the tenant, permittee, or lessee of the property on which the spill occurred, and the refueling operator, to determine the cause, whether emergency and notification procedures were properly carried out, and what corrective measures are required to prevent such a spill from recurring.
6. No aircraft may be fueled unless all onboard gauges and devices whose purpose is to monitor fueling to enable the detection of, or to prevent, the overfilling of tanks are in proper working order. The operation of valves that negates system overfill devices or disabling of such devices and equipment is expressly prohibited. The operator must immediately take measures to prevent fuel from entering area storm drains to prevent fuel from entering the airport storm water drainage system when fueling or conducting a maintenance activity. In the event of a fuel spill, the operator must make required spill notifications to the State Special Hotline and any other enforcement agencies required to receive such notification.
7. No more than one Aircraft Refueling Tanker Vehicle shall be permitted to be connected to the same aircraft fueling manifold unless means are provided to prevent

fuel from flowing back into a tank vehicle because of differences in pumping pressure.

I. EMERGENCY FUEL SHUTOFF SYSTEMS

Hydrant fueling systems must be designed with a means for quickly and completely shutting off the flow of fuel in the event of an emergency.

1. The emergency fuel shutoff system shall include shutoff stations located outside of probable spill areas and near the route that would normally be used to leave the spill area or to reach fire extinguishers provided for the protection of the area.
2. At least one emergency shutoff control station shall be conveniently accessible to each fueling position.
3. The emergency fuel shutoff system shall be designed so that operation of a station will shut off fuel flow to all hydrants that have a common exposure.
4. Each emergency fuel shutoff station shall be placarded "**EMERGENCY FUEL SHUTOFF**" in letters at least 2 in. high. Method of operation shall be indicated by an arrow or by the word "**PUSH**" or "**PULL**", as appropriate. Lettering shall be of a color sharply contrasting with its background for visibility (high visibility orange letters on a white background are desirable). Placards shall be weather resistant, shall be located at least 7 ft. above grade and positioned so they can be readily seen from a distance of at least 25 ft.

J. AVIATION FUEL STORAGE

All operators of an aircraft at Port Authority Air Terminals who receive, and all persons who supply, aviation fuel shall use the aviation fuel storage area and delivery facilities designated by the Port Authority for such use. If and for any period during which these facilities are not available, the operators may make other arrangements with their suppliers of aviation fuel for deliveries thereof to their aircraft, provided that such other arrangement shall be subject to the approval of the Port Authority from the standpoint of safety, environmental compliance, traffic control and similar matters.

K. TRANSFER OF FUEL BETWEEN VEHICLES

The transfer of any fuel from one Aircraft Refueling Tanker Vehicle to another is prohibited within the boundaries of an air terminal without the permission of the Airport Manager.

L. REFUELING AUTOMOTIVE VEHICLES & EQUIPMENT

Automotive and ramp equipment other than Refueling Service Vehicles and Tank Vehicles shall be refueled by authorized fuel service contractors authorized by the Port Authority only at prescribed refueling stations and from dispensing systems at the air terminal, all as approved by the Airport Manager. Refueling Service Vehicles and Tank. Vehicles may also be refueled from airport Mobile Refueling Stations at times and locations designated by the Airport Manager.

M. FUELING VEHICLE EQUIPMENT & MAINTENANCE

1. All fueling vehicles operating in the aeronautical areas at Air Terminal shall be properly equipped and maintained and must meet the requirements established by the Port Authority. All Fuel Dispensing Vehicles shall carry a copy of the approved route map showing the routing for that vehicle to and from the refueling stations, the aviation fuel storage and delivery facilities, and the vehicle storage and maintenance base.

N. SMOKING IN THE VICINITY OF FUELING VEHICLES

Smoking by any person on or within fifty (50) feet of a tank vehicle or refueling service vehicle is prohibited.

O. PARKING RESTRICTIONS

No Aircraft Refueling Tank Vehicle shall be parked within fifty feet of a building or hangar, other than a refueling service shop, or within ten feet of any other refueling tank vehicle.

P. ATTENDANTS

1. The driver, operator or attendant of any Tank Vehicle, during the routine fuel servicing of an aircraft at terminal gates, terminal hardstands, or at any stand or gate at a cargo facility, shall be in attendance with the vehicle at all times, and shall have, under his control, the delivery of fuel through the use of approved fueling control devices designed to shut-off automatically at the outlet. Under these controlled conditions, a single driver or operator may perform the complete servicing of any aircraft, provided the distance between the automatic shut-off device and the mechanism it controls shall not exceed 50 feet.
2. Any other fuel servicing not consistent with the above parameters, such as high overwing fueling, fueling from a remote ladder or remote stand in excess of six (6) feet in height, or in a position more than 50 feet from the tank vehicle, will require additional personnel on the ground, familiar with the operation, to provide a fire watch.

Q. FIRE WATCH

A fire watch shall not serve more than two (2) vehicles or two (2) aircraft under fuel servicing simultaneously and must be within 75 feet of any surveillance.

R. POSITIONING OF VEHICLES

Aircraft Fuel Servicing vehicles shall be positioned so that a path of egress from the aircraft for fuel servicing vehicles shall be maintained.

S. PARKING BRAKES

Parking brakes shall be set on fuel servicing vehicles before operators leave the vehicle cab. After leaving the cab, the first action to be taken by a fuel service vehicle operator shall be to place chocks, of appropriate size and geometry, forward and aft of the drive wheels to prevent the vehicle from moving in either direction. The last action prior to entering the cab of the vehicle for departure shall be removal of such chocks.

T. LIMITATIONS ON THE NUMBER OF FUELING VEHICLES PER AIRCRAFT WING

Not more than one Aircraft Refueling Tanker Vehicle shall be positioned to refuel each wing of an aircraft and not more than two refuelers shall be positioned to serve the same aircraft. When high capacity aircraft are refueled, additional refuelers shall not be parked or positioned within 100 feet from the aircraft served and then only in areas approved by the Airport Manager.

U. DEFUELING

The requirements applicable to fueling of an aircraft shall apply to the transfer of fuel from an aircraft to a Tank Vehicle through a hose. In addition, each operator shall establish procedures to prevent the overfilling of the Tank Vehicle, which is a special hazard during defueling.

V. LOADING OF CARGO TANKS

During the filling of the fuel cargo tank, no compartment shall be completely filled or filled higher than the “FULL” marker and the driver-operator or the attendant shall be present at the vehicle at all times. The fuel Tank Vehicle, the tank truck filling rack, and the flammable liquid discharge piping shall all be grounded to a point of zero electrical potential.

1. When top loading, the attendant shall continuously monitor the cargo tank level to prevent overfilling.
2. When bottom loading, the attendant shall perform the precheck on each compartment shortly after flow has started to ensure that the automatic high-level shutoff system is functioning properly.

W. PARKING & POSITIONING OF FUELING VEHICLES

1. When parked, Aircraft Refueling Tank Vehicles shall be positioned for immediate drive away or towing, and a clear space of not less than ten feet shall be maintained between any parked refueling tank vehicle and any similar or other parked or moving

vehicle.

2. In addition to the foregoing, where five or more vehicles are parked, there shall be chemical wheel-type fire extinguishers with a rating of 80B or greater and a minimum of 120 lbs. of agent positioned so one or more units will be located no more than 100 feet from any vehicle.
3. In areas where five or more refueling tank vehicles are parked, signs shall be posted in all directions, legible from 100 feet reading “DANGER - AIRCRAFT FUEL - NO SMOKING - NO OPEN FIRE OR LIGHTS”. Tank vehicles and Refueling Service Vehicles shall not be parked in public areas, except as designated by the Airport Manager.

X. VEHICLE MOTORS

The motor of an Aircraft Refueling Tank Vehicle shall not be run during the filling of the cargo tank, while making or breaking fuel filling connections, or during repairs to the fuel handling system. The propulsion motor for refueling service vehicles shall not be run during the fuel transfer and while making and breaking hose connections.

Y. AUTOMOTIVE FUEL DISPENSING VEHICLES

1. Automotive Fuel Dispensing Vehicles shall not be located within 50 feet of any structure other tank vehicles or aircraft while refueling operations are in progress.
2. Automotive Fuel Dispensing Vehicles shall not dispense fuel except at such times and at such Automotive Refueling Stations as approved by the Manager and, in no event, shall refueling operations take place if other tank vehicles or aircraft are within 50 feet of such refueling operation.
3. Mobile Refueling Stations and Automotive Fuel Dispensing Vehicles shall not dispense fuel unless properly grounded.
4. The Manager shall have the authority to deny the use of the Air Terminal Highways and other roadways to any vehicle that is defined as being “over-width”.
5. Automotive Fuel Dispensing Vehicles shall carry a sufficient quantity of absorbent material, approved by the Airport Manager, to contain accidental fuel spills.
6. The manager may permit Automotive Fuel Dispensing Vehicles to dispense fuel at locations other than Automotive Refueling Stations. Fuel may not be dispensed from an Automotive Fuel Dispensing Vehicle pursuant to such permission unless the site is equipped with a ground rod, suitable barricades, and a 150 pound wheeled fire extinguisher. Other protective requirements and restrictions may be prescribed by the Manager in granting such permission.

AIRCRAFT OPERATIONS

VIII. AIRCRAFT OPERATIONS

A. RESPECT FOR RIGHTS & SAFETY OF OTHERS

No Aircraft shall be operated at an Air Terminal in a manner which creates an unreasonable risk of harm to persons or property, or while the pilot, or other persons aboard controlling any part of the operation thereof, is under the influence of intoxicating liquor, or any narcotic or habit-forming drug, or any substance which impairs, impedes, or otherwise affects the ability of such person(s) to safely operate the Aircraft, or while such Aircraft is so constructed, equipped or loaded as to create an unreasonable risk of harm to persons or property.

B. FOLLOWING DIRECTIVES, SIGNAGE, LIGHTS, ETC.

The pilot or other person aboard engaged in the operation of any Aircraft (except when subject to the direction or control, for ground movement purposes, of the Federal Aviation Administration or other Federal agency) being operated at any Air Terminal must at all times comply with any lawful order, signal or direction of an authorized representative of the Port Authority. When operation of such aircraft is controlled by lights, signs, mechanical or electrical signals or pavement markings, such lights, signs, signals and markings, shall be obeyed unless an authorized representative of the Port Authority directs otherwise.

C. NON-PAYMENT OF CHARGES

The Airport Duty Manager shall have the authority to detain any Aircraft for non-payment of charges due to the Port Authority.

D. RIGHT OF DENIAL

The Manager shall have authority to deny the use of an Air Terminal to any Aircraft or pilot violating Port Authority or Federal regulations, whether at such Air Terminal or elsewhere.

E. REPORTING ACCIDENTS

The operator of any Aircraft involved in any accident causing personal injury or property damage at an Air Terminal shall report said accident promptly to the Manager and/or the Port Authority police.

F. DISPOSAL OF AIRCRAFT

The pilot or operator thereof shall be responsible for the prompt disposal of Aircraft wrecked or disabled at an Air Terminal and parts of such Aircraft as directed by the Manager; in the event of his failure to comply with such directions such wrecked or

disabled Aircraft and parts may be removed by the Port Authority at the operator's expense and without liability for damage which may result in the course of such removal.

G. EMERGENCIES

When informed of an emergency by FAA, Port Authority or other party, all Aircraft shall clear active runways and shall hold their positions unless otherwise directed by the Air Traffic Control Tower.

H. TAMPERING WITH AIRCRAFT

No person shall interfere or tamper with any Aircraft at an Air Terminal, or start the engine of such Aircraft without the operator's consent.

I. CONSENT TO ENTER AIRCRAFT

No person shall enter an Aircraft without the consent of the person in charge thereof.

J. ENPLANING & DEPLANING

Passengers shall not be permitted to enplane or deplane except in the presence of authorized personnel.

K. AIRCRAFT LOADING & UNLOADING

No Aircraft may be loaded or unloaded without permission except in designated areas and all passengers must be channeled through established routes to and from the Aircraft. When the Manager shall determine that aircraft is not compatible with boarding and de-boarding operations making use of aircraft loading bridges affixed to terminal building gates, such aircraft shall be ground boarded and de-boarded in areas designated by and pursuant to procedures established by the Manager.

L. AIRCRAFT MAINTENANCE

All repairs of aircraft beyond common ramp service, including cleaning of, or otherwise maintaining aircraft, shall be accomplished only in areas designated for that purpose by the Manager.

M. PERMISSION TO OPERATE

No aircraft may operate at any Airport without prior approval of the Airport Manager. No aircraft shall cross an air terminal highway or a non-AOA highway at an Air Terminal under its own power, or under tow, without permission.

N. REMOVAL OF SPILLS

Any spillage or dripping of gasoline, oil, grease, or any other material which may be unsightly or detrimental to the pavement in any area at an Air Terminal shall be removed immediately by suitable procedures in a manner satisfactory to the Manager. The responsibility for the immediate removal of such gasoline, oil, grease, or other material shall be assumed by the operator of the equipment causing the same. Spills that enter, or have the potential to enter, the environment (i.e., soil or water) must be reported to the State agency, and to all other governmental agencies, with environmental oversight, in accordance with State regulations, and all other applicable laws and regulations.

O. AIRCRAFT RAMP & APRON SCRUBBING

All Aircraft ramp and apron scrubbing shall be accomplished through the use of approved vacuum-type scrubbers and the wastewater picked up from the ramps shall be disposed of in a triturator or any approved designated opening to the sanitary sewer system. Scrubbing schedules, based on Aircraft ramp and apron activity and type of operation, shall be approved by and filed with the Manager.

P. AIRCRAFT DEICING – GLYCOL BASED DEICERS

Best Management Practices should be used to minimize the excessive use of glycol. Proper technique should be used when de-icing aircraft to ensure that only the amount of chemical needed to complete the job is applied. To the extent possible, other de-icing and anti-icing techniques should be utilized to minimize the use of ethylene glycol. These techniques are described in detail in FAA Advisory Circular number 20-117. Efforts must be made to collect overspray from ramp areas if feasible. Collected material should be disposed of or recycled. Quantities of deicer used (inclusive of quantities disposed of or recycled) must be reported to the Port Authority on a monthly basis.

Q. HEATING OF ENGINES

The heating of engines at an air terminal shall be done only by the use of steam, hot water, hot air or approved electric heaters.

R. USE OF GATE POSITIONS

No aircraft may use a gate position without prior permission from the Manager. Air terminals shall report gate activity to the Port Authority in such manner as shall be prescribed by the Manager.

S. COMPLIANCE WITH AIR TERMINAL RESTRICTIONS

Before commencing operations at any Port Authority airport, the aircraft operator shall give assurances when required by the Director of Aviation that the operator will comply with applicable operational, safety, and other restrictions, including (but not limited to) maximum gross take-off weight and maximum allowable wing span. Information on these restrictions can be obtained from the Office of the Director of Aviation, The Port

Authority of New York and New Jersey, Aviation Department, 225 Park Avenue South – 9th Floor, New York, N.Y. 10003.

T. LANDING & TAKING OFF

1. The Port Authority may prohibit aircraft landing and taking off at any time when, and under any circumstances under which the Manager deems such landings and takeoffs are likely to endanger persons or property, except for emergency landings.
2. No person shall navigate any aircraft, land aircraft upon, fly aircraft from, or conduct any aircraft operations on or from an Air Terminal otherwise than in conformity with then current Federal Aviation Administration and National Transportation Safety Board rules and regulations.
3. No aircraft, or helicopter, may land or take-off at an air terminal without prior permission unless it is equipped with a functioning radio capable of direct two-way communication with the Air Traffic Control Tower on all appropriate frequencies, except in case of emergency.
4. No motorless aircraft may land or take off at a Port Authority Air Terminal without permission of the Manager.
5. No ultralight aircraft may land or take off at a Port Authority Air Terminal without permission of the Manager.
6. Jet-assisted takeoffs shall not be made at an air terminal without obtaining permission of the Manager and notifying the Air Traffic Control Tower in advance.
7. No aircraft shall land, take-off or taxi at an Air Terminal with a student pilot at the controls.
8. No person shall practice aircraft landings or takeoffs at an Air Terminal without permission of the Manager.
9. No aircraft shall use any part of the public landing areas considered temporarily unsafe for landing or taking-off, or which is not available for any cause. The boundaries of such areas will be marked with orange flags by day and red lights by night, and notice thereof will be given to the Air Traffic Control Tower by the Port Authority.
10. Aircraft landing at an Air Terminal shall make the landing runway or touchdown area available to others by leaving such location as promptly as possible.
11. No Aircraft having an actual gross weight (including passengers, cargo, fuel, equipment, etc.) in excess of maximum gross weight for such Aircraft authorized by the Director of Aviation shall land, take off, or taxi at an Air Terminal without Permission of the Manager.

U. STARTING, TAXIING, TOWING & PARKING

1. Aircraft shall not be positioned, started or taxied so that propeller slipstream, jet engine exhaust blast or rotor down-wash may cause injury to persons, or damage

to property, or where it may generate turbulence across taxiways, runways, vehicle service roads, or heliport areas, so as to endanger the safety of operations on an Air Terminal. If it is impossible to taxi Aircraft without compliance with the above, then the engine or engines must be shut off and the Aircraft towed.

2. Except for helicopters, no person shall start an Aircraft engine at an Air Terminal unless there is a qualified attendant standing by outside the Aircraft with a twenty pound or larger dry chemical fire extinguisher, or unless the engines are equipped with their own fire control system. With regard to helicopters, the engine starting procedure shall be in a manner acceptable to the Manager.
3. No Aircraft shall be started, run or taxied at an Air Terminal unless a certificated pilot certificated to operate that particular type of Aircraft or a certificated A and P mechanic qualified to start, run or taxi that particular type of Aircraft is attending the controls.
4. No aircraft engine shall be started unless the main landing wheels are chocked and the brakes of the aircraft fixed and locked, unless alternate procedures approved by the Manager are followed.
5. No helicopters shall be started, run, or taxied at an Air Terminal unless a certificated helicopter pilot certificated to operate that particular type of helicopter is attending the controls, or, if the Manager has given his or her approval, a certificated A and P mechanic is attending the controls.
6. All aircraft which are being taxied, towed or otherwise moved at an Air Terminal shall be under full control and shall move or be moved at a reasonable speed.
7. Whenever any aircraft is being taxied, towed or otherwise moved on the public landing area, public ramp and apron area, public passenger ramp and apron area, or public cargo ramp and apron area, there shall be a person attending the controls of the aircraft who shall monitor by radio the transmitting frequency in use by the Control Tower or who, if necessary, will cause that frequency to be monitored by another person in the aircraft at the time. In the event of radio equipment failure, the Control Tower may use an Aldis Lamp for communication.
8. No person shall park an aircraft or leave the same standing on a public landing area, public ramp and apron area, public passenger ramp and apron area, public cargo ramp and apron area, public aircraft parking and storage area, or operational area at an air terminal except at such places as may be prescribed or permitted by the Manager. When in public storage areas, those aircraft for which tie-down fittings are provided shall be required to make proper use thereof.
9. When parked, helicopters shall have rotor braking devices and/or tiedowns applied to the rotor blades.
10. Upon direction from the Manager, the operator of any Aircraft parked or stored at an Air Terminal shall move said aircraft from the place where it is parked or stored to any other designated place. If the operator refuses to comply with such direction, the Port Authority may tow said Aircraft to such designated place at the operator's expense,

and without liability for damage which may result in the course of such moving.

11. No Aircraft shall be taxied into or out of a hangar under its own power.
12. Every Aircraft parked on a Public Ramp or Apron Area, Public Passenger Ramp or Apron Area, or Public Cargo Ramp and Apron Area shall have its running lights turned on during the hours between sunset and sunrise, except in certain areas designated by the Manager, or in areas which are illuminated during these hours.
13. All Aircraft being taxied, towed or otherwise moved at an Air Terminal shall proceed with running lights on during the hours between sunset and sunrise.
14. No person shall maneuver an Aircraft, park, or leave the same standing on a ramp or apron area in such a way that any portion of said Aircraft will protrude beyond the ramp or apron limits, unless previously authorized.
15. It is required that one wing walker, preferably two be positioned on the ground, located at the outward tip of each wing, to monitor the clearance of each wing as the aircraft enters and exits the ramp.

LaGuardia Airport is to be utilized for nonstop domestic flights and international flights pre-cleared by the Federal Inspection Services only to and from points that are located within 1,500 statute miles of LaGuardia Airport, and to and from Denver,CO. The foregoing limitation does not apply to flight operations conducted on Saturdays or to general aviation operations conducted at the Marine Air Terminal.

V. FOREIGN MILITARY & STATE AIRCRAFT

1. Due to the high volume of traffic at Port Authority Airports, foreign military and state aircraft are required to depart within two hours of arrival.
2. Overnight parking of foreign military and state aircraft at Port Authority Airports is strictly prohibited.

W. RUNUPS

No jet or turboprop aircraft engine shall be run-up except in areas authorized by the Manager. Aircraft engines shall be started and warmed up on an Air Terminal only in places designated for such purposes by the Manager. Maintenance running of jet engines to check cockpit instrumentation shall not be performed at the Public Passenger Ramp and Apron Area, but in an area designated by the Manager. Details for nighttime maintenance runups can be obtained from the Manager’s office.

AIRCRAFT NOISE RESTRICTIONS

IX. AIRCRAFT NOISE RESTRICTIONS

A. GENERAL RESTRICTIONS

In accordance with the Airport Noise and Capacity Act of 1990 (ANCA), airplanes with certificated weights greater than 75,000 pounds must conform to Stage III noise limits at Port Authority Airports. Stage III noise limits are defined in Federal Aviation Regulations (FAR) Part 36 noise level classifications. In addition, airplanes that are type certificated after January 1, 2006 must meet Stage IV noise limits as defined in Federal Aviation Regulation (FAR) Part 36 noise level classifications.

B. DEPARTURE NOISE LIMITS

Noise produced by a departing aircraft shall not exceed 112 PNdB (perceived noise level in decibels) as measured by noise monitors located in the community nearest to the runway of departure under the flight path of the departing aircraft.

At John F. Kennedy International Airport, an aircraft operator is assessed a monetary charge of $250.00 for each aircraft departure that violates this rule.

AIR CARGO OPERATING REQUIREMENTS

X. AIR CARGO OPERATING REQUIREMENTS

A. DESIGNATION OF AIR CARGO SECURITY OFFICIAL

Each Air Cargo Operator shall designate either a security officer or another management official to handle cargo security responsibilities, and each such operator shall notify the Port Authority Police at the Air Terminal of such designation.

B. EMPLOYEE IDENTIFICATION & OUTER WEAR

1. Each Air Cargo Employee shall be issued an identification card bearing the employee's picture. The identification card must be displayed on the outermost garment, above the waist, while the employee is in the Air Cargo Handling Area. See Chapter II entitled "Airport Security" for additional information.
2. Each ramp Service/Cargo Operator shall issue to each of its employees a reflective vest-type garment. The garment must be color-coded as designated by the Port Authority to distinguish the individual Operator or Service Company, and must show the Operator's or Service Company's name or logo in three-inch block lettering on the front and rear of the garment. It must also provide for the secure attachment of an identification card that will be used to hold the numbered Port Authority identification card and appropriate company identification cards or documents. This garment must be worn externally by all employees engaged in cargo movement activity whether on a ramp or within the confines of a secure area of the cargo facility.

C. DESIGNATION OF YELLOW LINE

The Air Cargo Handling Area is restricted to Air Cargo Employees and those who shall be escorted by an Air Cargo Operator authorized employee. The Air Cargo Operator shall establish a barrier or paint a yellow line in the Air Cargo Handling Area, (which must not appear to be a taxiway line) beyond which no one shall be permitted, unless escorted by an Air Cargo Operator's authorized employee.

D. EMPLOYEE & OTHER PRIVATE VEHICLES

Vehicles of Air Cargo Employees and other private vehicles shall not be permitted in the Air Cargo Handling Area. Air Cargo Operators shall designate other areas in which such vehicles may park and shall notify the Port Authority Police at the Air Terminal of such designation. Trucks shall not be parked in parking areas designated for employee or other private vehicle parking. The designation of parking areas will not be required if the Air Cargo Operator obtains the written concurrence of the Manager.

E. POSTING OF AIR CARGO SAFETY & SECURITY RULES & REGULATIONS

These Air Cargo Safety and Security Rules and Regulations must be conspicuously posted within the Air Cargo Handling Area by the Air Cargo Operator.

F. MISSING ITEMS VALUED AT $1000 OR MORE, VALUABLE OR VULNERABLE CARGO

Any missing item of cargo valued by the Air Cargo Operator at $1000 or more, which after the Air Cargo Operator's investigation is determined to be lost or stolen, must be reported by the Air Cargo Operator to the Port Authority Police at the Airport immediately. Any loss or theft of valuable or vulnerable cargo must be reported to the Port Authority Police at the Air Terminal Airport immediately.

G. POLICE ESCORT

Air Cargo Operators by timely notice shall request an escort from the Port Authority Police at the Air Terminal for ground transportation between points on the Air Terminal for the following:

1. Valuable cargo valued at $25,000 or more
2. Vulnerable cargo valued at $25,000 or more

In addition, Air Cargo Operators are encouraged to request a Police escort for vulnerable cargo valued at less than $25,000. Air Cargo Operators need not request a Police escort for valuable cargo shipments transported via armored vehicle.

H. HOURS OF OPERATION

Each Air Cargo Operator shall designate the normal hours of operation of its enclosed portion of the Air Cargo Handling Area, and shall notify the Port Authority Police at the Airport of such designation.

I. VALUABLE CARGO STORAGE AREA

Each Air Cargo Operator shall designate a Valuable Cargo storage area with limited access, and shall notify the Port Authority Police at the Airport or the Manager,or his representative, of such designation. Such designation will not be required if the Air Cargo Operator obtains the written concurrence of the Manager. A log shall be maintained by the Air Cargo Operator for this area, to record by date and time whenever a Valuable Cargo item is stored or removed from the area, and the person storing or removing the same. The log shall include airway bill numbers of the items entered into the Valuable Cargo area. Where an item is not identifiable by an airway bill number, a description of the item and the consignee's address must be noted. The log shall record the number of pieces, the date, time in and out, and signatures of persons entering the Valuable Cargo storage area.

J. SECURING EQUIPMENT & TRUCKS CONTAINING CARGO

Ground handling equipment and trucks containing cargo, if capable of being closed and locked, shall be closed and locked by the Air Cargo Operator when unattended. If not capable of being closed and locked, the cargo shall be covered and secured.

WORK PROCEDURE FIRE HAZARDS

XI. WORK PROCEDURE FIRE HAZARDS

A. REQUIRED PERMITS

1. Cutting & Welding Permit (PA2133)

   No person shall conduct any hot work on any part of an Air Terminal except in areas within leased premises specifically designated for such use by the Manager, without first obtaining a Cutting and Welding Permit from the Manager.

   No such permit will be issued for work:

   (a.) within an aircraft hangar,

   (b.) within a cargo building,

   (c.) within any Fuel Storage Area, fuel truck parking or service area, or

   (d.) upon any components or section of the hydrant fuel distribution system.

   except when such work is required for repair of the aforementioned areas, hangars, structures, or fuel systems.

2. Special Hot Work Permit (PA2847)

   A special hot work permit must also be obtained from the Manager for operations required:

   (a.) in tank truck parking and service areas, and

   (b.) in fuel storage areas whenever work is to be performed on components of the hydrant fuel distribution system.

B. OPEN FIRES

No person shall start any open fires of any type, including flare pots, torches or fires in containers formerly used for oil, paint, and similar materials on any part of an air terminal without permission of the Manager.

ENVIRONMENTAL PROTECTION

XII. ENVIRONMENTAL PROTECTION

A. COMPLIANCE WITH LAW & PORT AUTHORITY AGREEMENTS

Each person occupying or using any portion of an Air Terminal or conducting any business or trade at an Air Terminal shall implement and comply with all environmental requirements, programs and practices that any federal, state or local governmental agency, authority, department or board has required the Port Authority and its tenants or other occupants to implement at the Air Terminal or which pursuant to an agreement with any federal, state or local governmental agency, authority, department or board, the Port Authority has agreed to implement at the Air Terminal. These environmental requirements can be obtained from the Manager.

B. UREA

Urea shall not be used at an air terminal without the permission of the manager.

C. AIRPORT RECYCLING

Each person or tenant occupying or using any portion of an Air Terminal or conducting any business or trade at an Air Terminal shall comply with the Port Authority airport recycling policy. The policy can be obtained from the Manager.

HAZARDOUS MATERIALS

XIII. HAZARDOUS MATERIALS

A. HAZARDOUS, POISONOUS, EXPLOSIVE, DANGEROUS & RADIOACTIVE MATERIALS

No person shall, keep, store, handle, use, dispense, or transport at, in or upon an Air Terminal any material which is defined by Federal Regulation or the International Civil Aviation Organization as hazardous, poisonous, explosive, or radioactive at such time or place or in such manner or condition as to create an unreasonable risk of harm to persons or property. Such materials may not be kept, stored, handled, used, dispensed or transported at an Air Terminal without the prior permission of the Port Authority, and without complying with all applicable laws and regulations.

B. HAZARDOUS WASTE

Any person or entity that generates, stores, and/or transports hazardous waste (as defined by the Resource Conservation and Recovery Act, and Title 40, Code of Federal Regulations, Part 261, or any amendments thereto or successor legislation and regulations) shall do so in strict compliance with all local, State, and federal regulations, laws rules and requirements. Any waiver of such regulations or legal requirements or of any part thereof by an authorized government authority shall not constitute or be construed to constitute a waiver of these Rules or imply that the Port Authority has granted permission to keep, generate, store or transport hazardous waste in or upon an Air Terminal. The Port Authority shall be notified of, and provided copies of, pertinent local, State and federal permits required for storage and transport of hazardous waste.

C. WEAPONS OF WAR

No person shall, at any time, store, keep, handle, use or transport at, in or upon an Air Terminal any weapon of war employing atomic fission or radioactive force.

D. CIGARETTE LIGHTERS & LIGHTER FLUID

The sale and carriage of cigarette lighters with flammable liquid reservoirs (or other similar ignition devices), and containers of lighter fluid for the refilling of such lighters, is prohibited within Air Terminals.

CONDITIONS FOR USE OF PORT AUTHORITY OPERATED SPACES

XIV. CONDITIONS FOR USE OF PORT AUTHORITY OPERATED SPACES

A. EMERGENCIES

Unless a permit or grant of permission provides otherwise, the Manager may refuse the grant of any permission or permit, or suspend any permission or permit already granted, in the event of an emergency. An emergency is any condition which would create a dangerous condition or substantially interfere with airport operations (including pedestrian, vehicle, or rail traffic, aircraft movement, luggage or cargo movement, security procedure, government inspection, clean-up, repair, construction, or environmental clean-up or corrective actions, or government operations), such as a snowstorm, hurricane, flooding, aircraft or vehicular accident, power failure, or strike.

B. SLEEPING

Except with prior permission from the Manager, no person may sleep in any Air Terminal area or vehicle. In addition, no person may lie on any chair, bench, seat or sit down or lie on any floors, stairs or landings, or any place where such activity may be hazardous to such person or to others, or may interfere with the operation of the Air Terminal, pedestrian flow or comfort of Air Terminal users, tenants, or permittees.

C. SKATEBOARDING, ROLLER-SKATING, BICYCLE RIDING, ETC.

Skateboarding and roller-skating are prohibited within the Air Terminal. Except in locations designated by the Manager, and identified by posted signage, no person shall ride a scooter or any self-propelled vehicle or device on or through any part of the terminals, parking lots, escalators, moving sidewalks, elevators, staircases, on-airport buses or Rail Transportation Systems, except that Port Authority Police may use bicycles and electrically powered carts may be used by airlines for transportation of persons in Air Terminal building concourses.

D. NOISE

No person shall make or cause to be made, any sound louder than 80 decibels, measured at a one meter distance, unless such sound is produced by an emergency or warning device used in the manner and the circumstances for which it was designed. The operation of gasoline or diesel powered construction equipment, pneumatic tools, and other devices used in the conduct of construction, repair and maintenance activities pursuant to an agreement with or permit issued by the Port Authority shall not be subject to this rule, provided that such devices are authorized for use in accordance with the applicable provisions of such permit or contract.

E. SOUND REPRODUCTION DEVICES

No person shall operate or use any personal radio, television, phonograph, tape recorder or other sound reproduction device in a Port Authority operated area in such manner that the sound reproduction device is audible to another person.

F. PROHIBITED CONDUCT

(a.) The intentional touching of any person without his or her consent.

(b.) The performance of any ceremony, speech, song, carrying of any sign or placard, or other such activity which constitutes a danger to persons or property, or which interferes with the orderly formation and progression of waiting lines, or which interferes with any of the following: pedestrian and/or vehicular travel; the issuance of tickets or boarding passes or equivalent documents for air or ground transportation; luggage or cargo movement or handling; the entry to an exit from vehicles; security procedures; government inspection procedures; cleaning, maintenance, repair or construction operations.

(c.) The intentional leaving of any brochure, flyer, or any other item intended for distribution unattended.

(d.) The attachment of any placard, sign, circular or other written material, on any wall post, counter, billboard, or any other surface.

(e.) The erection of any table, chair, mechanical device or other structure, except as provided in the chapter describing “Commercial Activity.”

(f.) The use of a stick or pole to support any hand carried sign.

COMMERCIAL AND NON-COMMERCIAL ACTIVITY

XV. COMMERCIAL AND NON-COMMERCIAL ACTIVITY

A. COMMERCIAL ACTIVITY

Commercial activity at locations in Port Authority Air Terminals is subject to the following conditions and restrictions:

1. Compliance with Rules & Regulations

   Any permission granted by the Port Authority directly or indirectly, expressly or by implication, to any person or persons, to enter upon or use any air terminal or any part thereof (including aircraft operators, crew members and passengers, spectators, sightseers, pleasure and commercial vehicles, officers and employees of airlines, lessees and other persons occupying space at such air terminal, persons doing business with the Port Authority, its lessees, sub-lessees and permittees, and all other persons whatsoever whether or not of the type indicated), is conditioned upon compliance with the Port Authority Rules and Regulations.

2. Port Authority Consent

   No person shall carry on any commercial activity at any Air Terminal including, but not limited to, the sale of merchandise or services, without the consent of the Port Authority.

3. Vending Machines

   No vending machines for the sale of goods shall be permitted in the public areas of John F. Kennedy International, Newark Liberty International and LaGuardia Airports which are not occupied by a lessee, licensee or permittee. This prohibition shall not apply to vending machines in restrooms selling personal hygiene items.

4. Sightseeing Flights

   No person shall conduct sightseeing flights at any Air Terminal except under permit from the Port Authority. By sightseeing flights is meant flights on which passengers are carried for hire, and which originate and terminate at the same terminal with no intermediate stops other than emergency stops.

5. Storage of Cargo & Property without Permission

   No person shall use any area of an Air Terminal for storage of cargo or other property without permission of the Manger. If, notwithstanding the above prohibition, a person uses such areas for storage as aforesaid, without first obtaining such permission, then the Manager shall have authority to order the cargo or other property removed or to cause the same to be removed and stored at the expense of the owner or consignee thereof, without liability for damage thereto arising from or out of such removal or storage.

6. Parking & Storage of Aircraft without Permission

   Unless otherwise provided in a lease or other agreement, no person shall use any area of an Air Terminal (other than the public aircraft parking and storage areas), for parking and storage of aircraft without permission of the Manager. If, notwithstanding

the above prohibition, a person uses such areas for parking or storage as aforesaid, without first obtaining such permission, then the Manager shall have authority to order the aircraft removed or to cause the same to be removed and stored at the expense of the owner thereof, without liability for damage thereto arising from or out of such removal or storage.

7. Payment of Air terminal Fees & Charges

   No aircraft operator shall land or conduct an aircraft operation or use an Air Terminal except as otherwise provided by agreement with the Port Authority and except upon the payment of such fees and charges as may from time to time be prescribed or agreed to by the Port Authority. All charges due to the Port Authority for the use of Air Terminals shall be payable in cash unless, (a) credit arrangements satisfactory to the Port Authority have been made in advance, or (b) permission for payment by check has been granted by the Port Authority.

8. Street Pricing

   (a.) (x) No concessionaire operating in a Port Authority Airport terminal operated by the Port Authority (whether or not or the concessions operations are managed by a third party on behalf of the Port Authority) shall charge prices to its customers in excess of 115% of "Street Price(s)," and (y) no party operating a Port Authority Airport terminal under agreement with the Port Authority ("Terminal Operator") shall permit any concessionaire operating at a Port Authority Airport terminal operated by the Terminal Operator (whether or not through a concessions manager acting on behalf of the Terminal Operator) to charge prices to its customers in excess of 115% of "Street Price(s)," except, in each case, as set forth in subsection (f). For the purposes of this regulation, "Street Price(s)" shall mean:

   (i.) if the concessionaire conducts a similar business in off-airport location(s) in the Greater New York City-Northern New Jersey Metropolitan Area (the "Metro Area"), the price regularly charged by the concessionaire for the same or similar item in the Metro Area;

   (ii.) if the concessionaire does not conduct a similar business in off-airport location(s) in the Metro Area, the average price regularly charged in the Metro Area by similar retailers for the same or similar item;

   (iii.) if neither the concessionaire nor other similar retailers sell a particular item in the Metro Area, the price regularly charged by the concessionaire or similar retailers for the same or similar item in any other geographic area, with a reasonable adjustment for any cost-of-living variance between such area and the Metro Area; and

   (iv.) if a concessionaire is in the business of selling duty-free goods, the price regularly charged by the concessionaire or other similar concession operator for the same or similar duty-free item at other major airports serving large urban areas in the United States of America, not including the Port Authority airports.

   (b.) Every concessionaire operating in an Airport terminal operated by the Port Authority which offers food & beverage products or travel essentials (VFM Concessionaire) shall comply with the Port Authority's Value for Money Options

Program (VFM) which seeks to ensure that lower priced items are available for purchase. Details of the VFM Program and manner of compliance are further specified by the Port Authority in Airport General Manager's Bulletins issued from time to time and in a Customer Service Standards Manual, the then-current version of which will constitute an applicable standard for operation of a concession offering food and beverages or travel essentials at an Airport and (y) every Terminal Operator shall cause each VFM Concessionaire at the Port Authority Airport terminal operated by that Terminal Operator to comply with the Port Authority's VFM Program.

(c.) Every VFM Concessionaire operating in an Airport terminal operated by the Port Authority shall submit to the Port Authority, from time to time in accordance with the guidelines issued by the Port Authority, an annual (or other periodic) pricing report demonstrating compliance with this Street Pricing regulation, as it may be amended from time to time. Every Terminal Operator shall cause each VFM Concessionaire at the Port Authority Airport terminal operated by that Terminal Operator to submit to the Port Authority, from time to time in accordance with the guidelines issued by the Port Authority, an annual (or other periodic) pricing report demonstrating compliance with this Street Price regulation, as it may be amended from time to time. In each case, for purposes of establishing the Street Price of an item, any difference in the size or quality of a product or service shall constitute a basis for a price differential.

(d.) Every concessionaire operating in an Airport terminal operated by the Port Authority shall cooperate with the Port Authority and, in particular, its internal audit staff, to assess compliance by that concessionaire with this Street Price regulation. Every Terminal Operator shall cause each concessionaire at the Port Authority Airport terminal operated by that Terminal Operator to cooperate with the Port Authority and, in particular, its internal audit staff, to assess compliance by that concessionaire with this Street Price regulation.

(e.) Street Price Violations. Each concessionaire may be subject to the following enforcement actions:

(i.) Violation Notices.

(A) In Port Authority Airport terminals operated by a Terminal Operator, notice of a violation of this Street Price regulation may be provided in writing to the concessionaire (a "Notice of Street Price Violation") by the Terminal Operator or its agent or representative if the Terminal Operator finds any areas of non-compliance with the Street Price regulation during periodic price reviews, which may include spot-checks.

(B) The Port Authority may also provide written notice (a "Port Authority Notice of Street Price Violation") to the concessionaire and the Terminal Operator, if applicable, if the Port Authority finds any areas of non-compliance with the Street Price regulation during periodic price reviews, which may include spot-checks by Port Authority staff or contractors.

(C) For purposes hereof, non-compliance with the Street Price

regulation may be in the form of failure to submit required forms and information for approval, failure to cooperate with compliance assessments and investigations, failure to maintain required signage, and charging prices that are not in compliance with this Street Price regulation or failure to comply with the VFM Program.

ii. A concessionaire operating in an Airport terminal operated by the Port Authority shall correct any areas of non-compliance within forty-eight (48) hours of its receipt of any Port Authority Notice of Street Price Violation and provide written documentation of the resolution of such non-compliance to the Port Authority. Every Terminal Operator shall cause each concessionaire at the Port Authority Airport terminal operated by that Terminal Operator to correct any areas of non-compliance within forty-eight (48) hours of its receipt of any Notice of Street Price Violation and provide written documentation of the resolution of such non-compliance to, the Terminal Operator and, if applicable, any concession manager to the Terminal Operator.

(iii.) A Terminal Operator that has issued a Notice of Street Price Violation shall provide corrective action plans to the Port Authority with respect to all Street Price regulation discrepancies, as noted in any Notice of Street Price Violation, as well as copies of the written documentation of the resolution of such discrepancies.

(iv.) In the absence of approved pricing consistent with the Street Price regulation:

(A) The Port Authority may (x) designate similar retailers consistent with the Street Price regulation, (y) calculate the average price for similar products or service consistent with the Street Price regulation and (z) direct the maximum pricing that the concessionaire charges for that product or service (and may direct the Terminal Operator to so direct a concessionaire in a Port Authority Airport terminal operated by such Terminal Operator).

(B) The concessionaire may submit to the Port Authority for the Port Authority's consideration (or in the case of a concessionaire operating in Port Authority Airport terminal operated by a Terminal Operator may submit to the Terminal Operator for its consideration) a written justification of its price determination, however the concessionaire shall be required to and shall adopt the maximum prices established by the Port Authority (or the Terminal Operator) until the evaluation of such justification is completed and alternative pricing is approved by the Port Authority (or the Terminal Operator).

(v.) If the concessionaire does not make appropriate adjustments to comply with the Street Price regulation within three (3) days of its receipt of any Notice of Street Price Violation or Port Authority Notice of Street Price Violation (as the case may be), the products and services which are not in compliance with the Street Price regulation may be required to be removed from the relevant concession space, and, in the case of concessionaires in a Port Authority Airport terminal operated by the Port Authority, the Port Authority will have all remedies against the concessionaire for breach of the relevant concession

agreement and in the case of concessionaires in a Port Authority Airport terminal operated by a Terminal Operator, the Port Authority shall have all remedies set forth in the operating agreement or lease for breach of contract.

(vi.) The Street Price regulation is hereby promulgated to address the restricted concessions options for Airport users due to operational constraints at the Airport and is an essential element in providing a high-level customer experience at the Airport. As such, compliance with the Street Price regulation is a condition to operation by concessionaires (and Terminal Operators which manage concessionaires). The Port Authority therefore reserves the right to charge any non-complying party a reasonable "compensation charge" as set forth from time to time in its guidelines, representing the damages suffered by the Port Authority when a party, by its noncompliance, reduces the Port Authority's ability to ensure Airport users that Airport concession prices are reasonably related to Street Price(s) as described above.

(f.) Notwithstanding the definition of "Street Price(s)" in section 8(a) herein, no concessionaire or Terminal Operator shall be in violation of this Street Price regulation if it includes on any customer bill or invoice a fee (referred to as an "Employee Benefit and Retention Surcharge") not to exceed 3% of the pre-tax total thereof on account of the particular costs of doing business at the Airport as compared to off-airport locations. The Employee Benefit and Retention Surcharge will not constitute "Gross Receipts" under any agreement with the Port Authority pursuant to which the Port Authority receives a portion of any concessionaire's or Terminal Operator's "Gross Receipts".

B. NON-COMMERCIAL ACTIVITY

Non-commercial activity at locations in Port Authority Air Terminals which are not occupied by a tenant, lessee, licensee or permittee is subject to the following conditions and restrictions:

1. Conduct Prohibited Inside Buildings & Structures

   The following conduct is prohibited within the interior areas of buildings or structures at an Air Terminal if conducted by a person to or with passers-by in a continuous or repetitive manner:

   (a.) The distribution of any merchandise, including but not limited to jewelry, food stuffs, candles, flowers, badges and clothing.

   (b.) The solicitation and receipt of funds.

   (c.) The provision of any service.

   (d.) The distribution of any raffle ticket or entry in a game of chance.

   (e.) The conduct of a game of chance.

2. Conditions for Distribution of Literature

   The continuous or repetitive distribution of flyers, brochures, pamphlets, books or any other printed or written material is prohibited within the interior areas of buildings or structures at an Air Terminal which are controlled or operated by the Port Authority unless conducted pursuant to the following provisions of this rule:

   (a.) No person may distribute literature on behalf of himself or herself, another individual or an organization, unless that person's name has been submitted in writing no less than 24 hours earlier to the Manager .

   (b.) Each time a person enters a Port Authority controlled or operated Air Terminal to distribute literature pursuant to this rule, he or she must report his arrival to the manager, as set forth below. If a person's name has not been submitted to the manager pursuant to section 2(a), the person will not be permitted to distribute literature pursuant to this rule. Each time a person leaves a Port Authority airport terminal after distributing literature, he or she must report his departure to the Manager, as set forth below.

(i.) At LaGuardia Airport, arrivals and departures must be reported in person at the Airport Operations Duty Manager's Office, located on the first floor of the Central Terminal Building. All individuals distributing literature shall sign in prior to beginning the distribution of literature and sign out upon completion.

(ii.) Newark Liberty International Airport: Arrivals and departures must be reported by telephone to the Duty Manager of Terminal B at (973) 961-6995 prior to distributing literature, and upon completion.

(c.) Each person distributing literature on behalf of an organization must display an identification badge that states the name of the organization represented. The badge shall be worn on the upper left breast of the outermost garment and be clearly visible.

(d.) The distribution of literature pursuant to this rule is permitted only at the locations set forth in an appendix to these Rules and Regulations. Access to these locations will be granted on a first come, first served basis each day upon request. Locations containing time limitations are available only at the times set forth. No more than three representatives of a single organization or person are permitted to distribute literature at any one location at any one time.

(e.) A table may be used in connection with the distribution of literature pursuant to this rule in the following manner only:

(i.) Only one table may be used in each location, on a first-come, first-serve, basis.

(ii.) At LaGuardia Airport, no table may be used that exceeds 52 inches in length or 30 inches in width.

(iii.) At Newark Liberty International Airport, no table may be used other than a table supplied by the Port Authority. Such tables are available upon request on a first-come, first-serve, basis.

(f.) The Manager may prohibit the distribution of literature otherwise permitted by this rule in the event of a snowstorm, aircraft accident, air traffic delay, power failure, transportation strike or other event or condition under which the distribution of literature in such space creates a danger to persons or property, interferes with the orderly formation and progression of waiting lines, or interferes with any of the following: pedestrian and/or vehicular travel; the issuance of tickets or boarding passes or equivalent documents for air or ground transportation; luggage or cargo movement or handling; the entry to and exit from vehicles; security procedures; government inspection procedures; cleaning, maintenance, repair or construction operations.

TETERBORO AIRPORT

XVI. TETERBORO AIRPORT

1.0 GENERAL

1.1 EXCLUSIONS

Scheduled operations are excluded from Teterboro Airport. For purposes of this section, "scheduled operation" means any common passenger-carrying operation for compensation or hire conducted by an air carrier or commercial operator as to which the certificate holder or its representative holds out to the public that the operation is provided between identified locations at set times announced by a timetable or schedule which is published in a newspaper, magazine, internet website or other advertising medium.

1.2 BREACH OF RULES

A violation of any rule or regulation shall constitute a "Breach of Rules". The Airport Manager will cite breach of rules. The penalty for a breach of a specific rule shall be in accordance with policy and schedule of fines as defined by the airport manager.

1.3 CONDITIONS OF ACCESS

1.3.1 Any permission granted directly or indirectly by the Manager, expressly or by implication, to any person or persons, to enter upon or use the Air Terminal or any part thereof (including aircraft operators, crew members and passengers, spectators, sightseers, pleasure and commercial vehicles, officers and employees of lessees, and other persons occupying space at the Air Terminal, persons doing business with the Port Authority, its subcontractors and permittees, and all other persons whatsoever whether or not of the type indicated), is conditioned upon compliance with these rules and regulations.

1.3.2 No person shall use or occupy the AOA for any purpose whatsoever except a purpose pertaining to the servicing of tenants (an individual, company or organization having an executed agreement to occupy space at Teterboro Airport), concessionaires, airport users, or governmental agencies, or a purpose connected with a maintenance and operation of the Air Terminal, without approval of the Manager.

1.4 COMMERCIAL ACTIVITY

No person shall conduct any commercial activity at the Air Terminal without the consent of the Manager or without complying with the conditions imposed upon such activity by the Manager.

1.5 PARKING

Unless otherwise provided in a lease or other agreement, no person shall use any area of the Air Terminal (other than the public aircraft parking and storage areas), for parking and storage of Aircraft without permission of the Manager. When the Manager deems that such use will not interfere with the operation of the Air Terminal, and such permission is granted, the charge for such use shall be provided in the Schedule of Charges at the Air Terminal for the public aircraft parking and storage area there, this charge to apply from the time the aircraft is so parked or stored at the Air Terminal. If, notwithstanding the above prohibition, a person uses such areas for parking or storage as aforesaid, without first obtaining such permission, then the Manager shall have authority to order the aircraft removed or to cause the same to be removed and stored at the expense of the owner thereof, without liability for damage thereto arising from or out of such removal or storage. The above rate shall apply for the time said aircraft has been so parked or stored at the Air Terminal.

1.6 OPERATIONAL REQUIREMENTS

1.6.1 All persons Operating aircraft at the Air Terminal shall do so in compliance with Teterboro Airport's Noise Abatement Rules and Regulations.

1.6.2 The Manager's waiver of any rule, regulation contained in these Rules and Regulations for any person will not be deemed a waiver of such condition for any other person.

2.0 AIRCRAFT

2.1 GENERAL

2.1.1 The Airport Manager may prohibit Aircraft landing and taking off at any time when, and under any circumstances under which, the Manager deems landings and takeoffs are likely to endanger persons or property.

2.1.2 No person shall conduct an activity or navigate any aircraft, land aircraft upon, fly Aircraft from, or conduct any Aircraft operations or offer any service on or from the Air Terminal otherwise than in conformity with the current applicable U.S. Department of Transportation, Federal Aviation Administration and National Transportation Safety Board Regulations, applicable state and local laws, and these Rules and Regulations, and applicable airport grant assurances.

2.1.3 No Aircraft shall be operated during takeoff or landing or on the surface of a public landing area, public ramp and apron area, public passenger ramp and apron area, public cargo ramp and apron area or public aircraft parking and storage area in a manner or at a speed which creates an unreasonable risk of harm to persons or property, or while the pilot, or other persons aboard controlling any part of the operation thereof, is under the influence of intoxicating liquor, or any narcotic, or habit-forming drug, or substance which impairs such person's ability to safely

operate the Aircraft, or if such Aircraft is so constructed, equipped or loaded as to create an unreasonable risk of harm to persons or property.

2.1.4 The pilot or other person aboard engaged in the operation of any Aircraft (except when subject to the direction or control, for ground movement purposes, of the Federal Aviation Administration or other Federal agency) being operated on the surface of any operational area, public landing area, public ramp and apron area, public passenger ramp and apron area, public cargo ramp and apron area or public aircraft parking and storage area must at all times comply with any lawful order, signal or direction of an authorized representative of the Airport Operator. When operation of such Aircraft is controlled by lights, signs, mechanical or electrical signals or pavement markings, such lights, signs, signals and markings shall be obeyed unless an authorized representative of the Airport Operator directs otherwise.

2.1.5 No motorless Aircraft may land or takeoff at the Air Terminal without permission of the Manager.

2.1.6 No jet Aircraft may land or takeoff at the Air Terminal without permission of the Manager.

2.1.7 No aircraft having an actual gross weight over 100,000 pounds, including passengers, cargo, fuel, equipment, etc. shall land, takeoff or taxi at the Air Terminal without permission of the Manager.

2.1.8 The Manager shall have authority to deny the use of the Air Terminal to any person, pilot or aircraft violating the rules and regulations of the United States, Department of Transportation, the Federal Aviation Administration, the National Transportation Safety Board, applicable airport grant assurances, state and local laws and these Rules and Regulations.

2.1.9 When informed of an emergency by FAA, the Port Authority or other party, all Aircraft shall clear active runways and shall hold their positions unless otherwise directed by the Air Traffic Control Tower.

2.2 EQUIPMENT REQUIREMENTS

No aircraft may land or takeoff at the Air Terminal unless it is equipped with brakes and a functioning radio capable of direct two-way communication with the control tower, except in the case of an emergency landing.

2.3 TAXIING, TOWING AND STARTUP

2.3.1 No jet or turbo-prop aircraft shall be taxied at the Air Terminal where the exhaust blast may cause injury to persons or do damage to property. If it is impossible

to taxi such aircraft without compliance with the above, then the engine must be shut off and the aircraft towed to the desired destination.

2.3.2 No jet or turbo-prop aircraft engines shall be started while the aircraft is parked on the Air Terminal where exhaust blast may cause injury to persons or do damage to property.

2.3.3 Aircraft engines shall be started and warmed up on the Air Terminal only in places designated for such purposes by the Manager. No jet or turbo-prop aircraft engine shall be run-up except in areas authorized by the Manager

2.3.4 Aircraft shall not be positioned or taxied so that propeller slip-stream or jet engine exhaust is directed at spectators, personnel, hangars, shops, or other buildings in such a manner as to cause personal injury, property damage or the actuation of sprinkler systems or fire detection systems.

2.3.5 No person shall start an aircraft engine at the Air Terminal unless there is a twenty (20) pound or larger dry chemical fire extinguisher on site or unless the engine is equipped with its own fire control system.

2.3.6 No Aircraft engine shall be started or run at the Air Terminal unless a pilot certified to operate that particular type of aircraft or a certificated Airframe and Powerplant mechanic qualified to start and run the engines of that particular type of aircraft or a student in the course of training is attending the controls. Wheel blocks equipped with ropes or other approved devices for blocking an aircraft shall always be placed at the front and rear of each main landing wheel and the brakes of the aircraft shall be on and locked before the engine or engines are started, unless alternate procedures approved by the Manager are followed.

2.3.7 No aircraft shall be taxied at the Air Terminal unless a certificated pilot qualified to operate that particular type of aircraft, a student pilot in the course of training who has been certificated to operate that particular type of aircraft as the sole operator, or a certificated Airframe and Powerplant mechanic properly qualified to taxi that particular type of aircraft, is attending the controls. In the case of helicopters, only a certified helicopter pilot shall attend the controls.

2.3.8 No aircraft shall cross an airport roadway or a public highway at the Air Terminal under its own power without permission of the Manager.

2.3.9 No aircraft shall be taxied into or out of hangar under its own power.

2.3.10 No aircraft shall be taxied, towed or otherwise moved at the Air Terminal between sunset and sunrise without illuminated position/navigation lights or similar lighting acceptable to the Manager.

2.4 PASSENGER BOARDING

No passenger shall enter or exit a single engine aircraft (except helicopters) until the engine has been shut down. No passenger shall enter or exit an aircraft having more than one engine until the engine(s) on the side of the aircraft where entry or exit is made has/have been shut down.

2.5 TAKEOFFS AND LANDINGS

2.5.1 Jet-assisted takeoffs shall not be made at the Air Terminal without in advance, obtaining the Manager's permission and notifying the Control Tower.

2.5.2 Practice aircraft landings or takeoffs shall not be made at the Air Terminal without the permission of the Air Traffic Control Tower.

2.5.3 A student pilot shall not takeoff or land at the Air Terminal without the prior permission of the Air Traffic Control Tower.

2.5.4 No aircraft shall use any part of the public landing areas not available for any cause. The boundaries of such areas will be marked with traffic cones by day and amber construction lights by night, and notice thereof will be given to the Air Traffic Control Tower by the Manager.

2.5.5 Aircraft landing at the Air Terminal shall make the landing runway available to others by leaving the line of traffic as promptly as possible.

2.6 PARKING AND STORAGE

2.6.1 Every Aircraft parked on a public ramp or apron area, public passenger ramp or apron area, or public cargo ramp and apron area shall have its position/navigation lights, or similar lighting acceptable to the Manager, illuminated between sunset and sunrise, except in areas designated by the Manager.

2.6.2 No person shall park an Aircraft or leave the same standing on a public landing area, public ramp and apron area, public passenger ramp and apron area, public cargo ramp and apron area, public aircraft parking and storage area or operational area at the Air Terminal except at such places as may be prescribed by the Airport Operator. When in such an area, every aircraft shall be firmly tied to the ground by ropes and stakes, or method approved by the manager. The main landing wheels of every such aircraft shall be chocked with wheel blocks unless other procedures approved by the Manager are followed. Helicopters shall have braking devices and/or rotor mooring blocks applied to the rotor blades.

2.6.3 Upon direction from the Manager, the Operator of any Aircraft parked or stored at the Air Terminal shall move said aircraft from the place where it is parked or stored to any other designated place; if the operator refuses to comply with such direction, the Airport Operator may tow said aircraft to such designated place at the operator's expense, and without liability for damage which may result in the course of such moving.

2.7 AIRCRAFT DUMP VALVE TESTING

Aircraft dump valves shall be tested only in those areas designated for that purpose by the Manager.

2.8 AIRCRAFT ACCIDENTS/INCIDENTS

2.8.1 The pilot of any aircraft involved in any accident causing personal injury or property damage at the Air Terminal shall make a prompt and full report of said accident to the Manager, in addition to making any other reports required by law.

2.8.2 Subject to any instructions by the pertinent federal accident investigating authorities, the pilot or operator thereof shall be responsible for the prompt disposal of aircraft wrecked or disabled at the Air Terminal and parts of such aircraft, as directed by the Manager; in the event of the failure to comply with such directions or as necessitated by airport operations, such wrecked or disabled aircraft and parts may be removed by the Airport Operator at the operator's expense and without liability for damage which may result in the course of such removal.

2.9 TERMINAL FEES

2.9.1 All charges due for the use of the terminal shall be billed to the owner of the aircraft using the terminal unless payment is made to the Airport Operator at the time services are rendered.

2.9.2 The Manager may detain any aircraft for nonpayment of fees or charges owed to the Airport Operator.

3.0 SAFETY

3.1 GENERAL

No person in or upon the Air Terminal shall do or omit to do any act if the doing or omission thereof creates an unreasonable risk of harm to persons or property.

3.2 SMOKING

All regulations regarding smoking set forth elsewhere in the Airport Rules and Regulations are applicable to Teterboro Airport.

3.3 FIRE HAZARD

3.3.1 No person shall operate an oxy-acetylene torch, electric arc or similar flame or spark producing device on any part of the Air Terminal except in areas within leased premises designated for such use by the Manager, without first obtaining a Cutting and Welding Permit from the Manager. No such permit will be issued for such operations within an aircraft hangar or within any fuel storage area or fuel parking area, unless the work is required for the repair and maintenance of said hangars or areas.

3.3.2 No person shall start any open fires or any type, including flare pots, torches or fires in containers formerly used for oil, paint, or similar materials on any part of the Air Terminal without permission.

3.4 DE-ICING

Aircraft de-icing shall be performed in accordance with the Teterboro De-icing Program on file in the office of the Manager.

3.5 FIRE DETECTION/SUPPRESSION SYSTEMS

3.5.1 Fire extinguisher equipment at the Air Terminal shall not be tampered with at any time or used for any purpose other than fire fighting or fire prevention. All such equipment shall be inspected in conformity with the National Fire Protection Association regulations. Tags showing the date of the last such inspection shall be left attached to each unit.

3.5.2 Heater valves, sprinkler valves and devices, blower motors or any other Air Terminal machinery or equipment shall not be tampered with at any time. No person other than an authorized Airport Operator employee or designee may turn heaters in public areas on and off or operate any other airport equipment, except in leased areas. In leased areas, only employees or designees of the lessee or the Airport Operator may perform these functions.

4.0 FUEL HANDLING

4.1 FUEL HANDLING OF AIRCRAFT

4.1.1 Aircraft fueling and/or defueling is prohibited while the engine of the aircraft being serviced is running or is being heated. Fuel shall be delivered or drained through hose and connections approved by the Underwriter's Laboratories, Inc.

4.1.2 Aircraft fuel handling at the Air Terminal shall be conducted at least fifty (50) feet from any hangar or other building, except where the location of underground fuel tanks presently installed requires such fuel handling closer to existing buildings or hangars.

4.1.3 Each tenant who is authorized to dispense fuel at the Air Terminal shall designate fueling areas for the fueling of all ramp vehicles.

4.1.4 Each tenant and/or aircraft operator is required to notify airport operations in the event of a fuel spill. All tenants and aircraft operators are responsible for responding to and cleaning up spills on his/her property and from his/her aircraft.

4.1.5 During fuel handling operations in connection with any aircraft at the Air Terminal, at least two twenty (20) pound or larger dry chemical fire extinguishers shall be immediately available for use in connection therewith.

4.1.6 During fuel handling in connection with any aircraft, no person shall operate any radio transmitter or receiver in such aircraft, or switch electrical appliances on or off in such aircraft, nor shall any person do any act or use any material which is likely to cause a spark within fifty (50) feet of such aircraft.

4.1.7 As per NFPA 407 2-1.4, surveillance radar equipment in aircraft shall not be operated within 300 feet of any fueling, defueling, servicing, or other operations in which flammable liquids, vapors, or mist may be present. Weather-mapping radar equipment in aircraft shall not be operated when the aircraft in which it is mounted is undergoing fuel servicing.

4.1.8 During fuel handling in connection with aircraft, no passenger or passengers shall be permitted to remain in such aircraft unless at least one qualified person trained in emergency evacuation procedures is at the door and a passenger ramp is in position if the same is required for the safe and rapid debarkation of passengers. Only personnel engaged in the fuel handling, or in the maintenance and operation of the aircraft being fueled or defueled shall be within fifty feet of the fuel tanks of such aircraft during the fuel handling operations.

4.1.9 Persons engaged in aircraft fuel handling shall exercise care to prevent overflow of fuel.

4.1.10 No person shall start the engine or engines of any aircraft when there is gasoline or any type of fuel on the ground under the aircraft. In the event of the spillage of gasoline or any type of fuel, no person shall start an aircraft engine in the area in which the spillage occurred, even though the spillage may have been cleaned up, until the Airport Manager has granted permission for the starting of engines in the area.

4.1.11 Unless otherwise provided in a lease or other agreement, all operators of aircraft who receive, and all persons who supply, aviation fuel and lubricating oil at the Air Terminal, shall use only these aviation fuel storage and delivery facilities designated and approved by the Manager for such use.

4.2 BONDING

During all fuel handling operations in connection with any aircraft at the Air Terminal, the aircraft and the fuel dispensing or draining apparatus shall be bonded by wire to prevent the possibility of static ignition of volatile liquids.

4.3 FUELING OF OTHER VEHICLES

4.3.1 The transfer of bulk aircraft or commercial fuel from one vehicular tender into another is prohibited within the boundaries of the Air Terminal.

4.3.2 Automotive and ramp equipment shall be refueled only at refueling stations and from dispensing devices approved by the Manager for such use.

5.0 VEHICLES

5.1 GENERAL

5.1.1 All vehicular traffic on or upon a Public Vehicular Parking Area, AOA, fuel storage area, Public Landing Area, Public Ramp and Apron Area, Public Passenger Ramp and Apron Area, Public Cargo Ramp and Apron Area or Public Aircraft Parking and Storage Areas must at all times comply with any lawful order, signal or direction. When such traffic is controlled by traffic lights, signs, mechanical or electrical signals, or pavement markings, such lights, signs, signals and markings shall be obeyed.

5.1.2 No vehicle shall be operated in or upon a Public Vehicular Parking Area, AOA, fuel storage area, Public Landing Area, Public Ramp and Apron Area, Public Passenger Ramp and Apron Area, Public Cargo Ramp and Apron Area, or Public Aircraft Parking and Storage Area in a manner at a speed which creates an unreasonable risk of harm to persons or property, or while the driver thereof is under the influence of intoxicating liquor, or any narcotic or habit-forming drug or any substance which affect the ability of the driver to operate the vehicle safely or if such vehicle is so constructed, equipped or loaded as to create an unreasonable risk of harm to persons or property.

5.1.3 No motorized vehicle shall be operated in or upon a Public Vehicular Parking Area or roadway unless (1) the driver thereof is duly authorized to operate such vehicle in New Jersey, and (2) such vehicle is registered in accordance with the provisions of the law of New Jersey.

5.2 EQUIPMENT REQUIREMENTS

All equipment shall comply with Port Authority Rules & Regulations governing the use of such equipment on airport property as further described in the Ground Vehicle Specifications, attachment B.

5.3 VEHICLES ENTERING THE PUBLIC LANDING AREA

All vehicles operating on the public landing area shall obtain clearance from the control tower before entry thereon. Between the hours of sunrise and sunset, such vehicles shall have a radio receiver in operation, and shall display a yellow flashing beacon, or a checkered flag, not less than three feet square, of international orange and white, the checks being at least one square foot on each side; between the hours of sunset and sunrise, such vehicles shall have a radio receiver in operation and a yellow flashing beacon shall be displayed.

5.4 SPEED LIMITS

Vehicles at the Air Terminal shall be operated in strict compliance with speed limits as indicated by posted traffic signs. Except as indicated by such signs, no vehicle shall exceed the speed of fifteen (15) miles per hour; and no vehicle shall exceed (5) miles per hour within 50 feet of an aircraft or on the Public Ramp and Apron Area, Public

Passenger Ramp and Apron Area, Public Cargo Ramp and Apron Area, and Public Aircraft Parking or Storage Area.

5.5 TAXICABS/LIMOUSINES

The following vehicles are not permitted on the AOA without the permission of the Manager: Limousines, Taxis, Delivery Vehicles, Busses, Vans, Postal/Mail Package Delivery Vehicles and any other service/transportation vehicles which are not owned or operated by the tenant and used in the course of doing business. Personal vehicles are not permitted on the airside.

5.6 PARKING

5.6.1 No person shall park a vehicle or permit the same to remain halted on a public vehicular parking area, operational area, fuel storage area, public landing area, public ramp and apron area, public passenger ramp and apron area, public cargo ramp and apron area or public aircraft parking and storage area, except at such places and for such periods of time as may be prescribed or permitted by the Manager. No aircraft refueling vehicle shall be parked within 50 feet of a building or hangar other than a refueling service-shop or within 10 feet of any other aircraft refueling vehicle.

5.6.2 No person shall stop or park a vehicle:

(a) In front of a driveway

(b) Within a bus stop safety zone or taxicab zone, except vehicles authorized to use such areas.

(c) In other than leased or authorized areas for the purpose of washing, greasing or repairing a vehicle, except repairs necessitated by an emergency.

(d) On the roadway side of any stopped or parked vehicle (double parking).

(e) Within 15 feet of a fire hydrant.

(f) Other than in accordance with restrictions posted on authorized signs.

5.6.3 No person shall park a vehicle within any public vehicular parking area except upon the payment of such parking fees and charges as may from time to time be prescribed.

5.6.4 The Manager shall have authority to detain vehicles parked in Air Terminal vehicular parking areas for non-payment of parking charges. Such fees may be paid under protest and a claim may be asserted for refund pursuant to applicable law.

5.7 VEHICLE COLLISIONS

The driver of any vehicle involved in a collision on a public vehicular parking

area, operational area, fuel storage area, public landing area, public ramp and apron area, public passenger ramp and apron area, public cargo ramp and apron area or public aircraft parking and storage area which results in injury or death to any person or damage to any property shall immediately stop such vehicle at the scene of the accident, and give his/her name, address, and operator's license and vehicle registration number to the owner or operator of any damaged property, to any person injured, to the Manager, or to any police officer or witnesses of the injury. The operator of such vehicle shall make a report of such accident in accordance with the law of the State of New Jersey.

5.8 DRIVER TRAINING

Any and all persons who operate a vehicle(s) on any area of the Air Terminal may be required to successfully complete a driver training course as specified by the Manager.

6.0 MISCELLANEOUS

6.1 GENERAL

No person shall interfere or tamper with any aircraft at the Air Terminal, or start the engine of such aircraft without the operator's consent.

6.2 FOREIGN OBJECT DEBRIS (F.O.D.) CONTROL

Each tenant and aircraft operator shall maintain their respective ramp and facility in a clean and orderly manner. Each tenant shall control and prevent foreign object debris and ensure safety during all aspects of ramp operations.

6.3 RAMP ACCESS

6.3.1 No person shall travel on any portion of the Air Terminal except upon the roads, walks or places provided for the particular class of traffic; nor occupy the roads or walks in such manner as to hinder or obstruct their proper use.

6.3.2 No person shall enter any restricted area of the Air Terminal posted as being closed to the public without permission except persons assigned to duty therein who have been issued a Teterboro Airport Identification Badge, or are authorized representatives of the Port Authority or its designee. The Airport Manager reserves the right to determine who is required to obtain identification badges.

6.3.3 No person shall enter upon the Public Landing Area, Public Ramp and Apron Area, Public Passenger Ramp and Apron Area or the Public Cargo Ramp and Apron Area of the Air Terminal without permission except persons assigned to duty therein, authorized representatives of the Port Authority or the Airport

Operator, or passengers and crews entering upon the public ramp and apron areas for purposes of embarkation or debarkation.

6.3.4 No person shall enter any Port Authority Operated Area, Public Landing Area, Public Ramp and Apron Area, Public Passenger Ramp and Apron Area, or Public Cargo Ramp and Apron Area of the Air Terminal with any animal except a "seeing-eye" dog, or other service animal, or one properly confined for shipment. Animals may be permitted in other areas of the Air Terminal if on a leash or confined in such a manner as to be under control.

6.3.5 The following areas and portions of the Air Terminal operated by the Airport Operator shall be available for use for the following purposes; and such areas and portions of the Air Terminal may be used by members of the traveling public, by aircraft operators (and by officers and employees of aircraft operators), and by other persons, only for such purposes. The use of such areas and portions of the Air Terminal for any other purpose is forbidden; and any right, permit, license or permission, express or implied, to enter upon, pass through, or otherwise use any such areas or portions of the Air Terminal is subject to the conditions that they shall be used only for such purposes, and in the event any person shall use or attempt to use such areas or portions of the Air Terminal for any other purpose or purposes, or shall use the same for an authorized purpose but in a disorderly manner, then any right, permit, license or permission theretofore granted to persons to use such areas or portions of the Air Terminal for any purpose whatsoever shall forthwith cease and terminate without further action by the Airport Operator.

6.4 ENPLANING AND DEPLANING

Passengers shall not be permitted to enplane or deplane except in the presence of authorized personnel of the aircraft operator.

6.5 DEFACING, DAMAGING, ETC., TERMINAL OR PROPERTY

No, person shall deface, mark, break, or otherwise damage any part of an Airport, or any property therein.

6.6 NON-COMMERCIAL EXPRESSIVE ACTIVITY

6.6.1 No person shall engage in the continuous or repetitive distribution of flyers, brochures, pamphlets, books or any other printed or written material in any area of the Air Terminal other than the sidewalk adjacent to Moonachie Avenue.

6.6.2 Any person engaging in activity pursuant to Section 6.6.1 shall notify the Manager or his designee in person not less than 24 hours prior to the commencement of such activity.

6.6.3 No Person engaging in non-commercial expressive activity pursuant to Section 6.6.1.

(a) The intentional touching of any person without his or her consent.

(b) The performance of any ceremony, speech, song, carrying of any sign or placard, or other such activity which constitutes a danger to [persons or property, or which interferes with the use of the sidewalk or adjacent roadway or parking area, or cleaning, maintenance, repair or construction operations.

(c) The intentional leaving of any brochure, flyer, or any other item intended for distribution unattended.

6.7 AIRCRAFT MAINTENANCE AND CLEANING

Cleaning of or otherwise maintaining aircraft shall be accomplished only in areas designated for that purpose by the Manager.

6.8 CONSTRUCTION

All construction must be conducted in accordance with all applicable local, state and federal regulations and with the prior approval of the Manager.

7.0 TANK VEHICLES

7.1 REGISTRATION AND INSPECTION

7.1.1 No tank vehicle shall be used for transportation of flammable liquids within the Air Terminal unless registered, inspected and approved by the Airport Operator.

7.1.2 Every application for registration, inspection or reinspection of such tank vehicle shall be made upon forms prescribed and furnished by the Airport Operator accompanied by a detailed, authorized statement of the tank vehicle operator certifying compliance with the provision of these rules and regulations.

7.1.3 Vehicles shall be submitted for registration and inspection prior to their use upon the Air Terminal and shall be submitted for reinspection every six months thereafter.

7.1.4 The Manager reserves the right to inspect all Tank Vehicles operating on the Air Terminal, and to issue registration and inspection certificates therefore, quarterly. The Manager may also require display of such certificates on or in all tank vehicles.

7.2 OPERATION
VEHICLE MOTORS

Motors of tank vehicles shall not be run during cargo tank filling, making or breaking filling connections, or during fuel handling system repairs. The propulsion motor for refueling service vehicles shall not be run during fuel transfer or, making or breaking of hose connections.

8.0 PUBLIC LANDING AREA

8.1 SCHEDULE OF CHARGES FOR THE USE OF PUBLIC LANDING AREA

The operators of any aircraft using the public landing area at Teterboro Airport, except pursuant to the terms of a lease or other agreement with The Port Authority of NY& NJ or the Airport Operator, shall pay for such use at the rate(s) established by the Manager. The schedule of charges for Teterboro Airport is published as a separate document by The Port Authority NY&NJ.

8.2 FREE USE OF PUBLIC LANDING AREA

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

8.2.1 Aircraft owned, leased or chartered by the agencies of the following governmental entities:

a. The United States of America provided, however, that during any calendar month;
   1) The total number of movements (counting each landing as a movement and each takeoff as a movement) of such government aircraft does not exceed 300. For each landing after the 300th movement, the standard landing fee will be charged, as stated in Section I. Public Landing Area Charges, and
   2) The gross accumulative weight of such government aircraft (the total movements multiplied by gross certified weights of such aircraft) does not exceed five million pounds.

b. The State of New York and their agencies.

c. The State of New Jersey and their agencies.

d. States other than New York and New Jersey and their agencies with whom the Port Authority has entered into reciprocal fee-waiver agreements applicable to fees at Teterboro Airport.

e. Local governmental agencies within the Port District.

f. Any local governmental agency, when there is a reciprocal fee waiver agreement applicable to fees at Teterboro Airport between that agency and The Port Authority of New York and New Jersey.

8.2.2 Aircraft owned, leased or chartered by the Port Authority of New York and New Jersey.

8.2.3 Aircraft operated under orders of the Civil Air Patrol when engaged in the execution of official airport search and rescue missions or in officially ordered practice aircraft search and rescue missions.

9.0 NOISE ABATEMENT RULES AND REGULATIONS

9.1 PREFACE

Sections 9.1 - 9.7.2 of these Rules and Regulations predate the Airport Noise and Capacity Act of 1990 (ANCA)

9.1.1 FIRST VIOLATION-shall mean the first violation of the MNL-based noise standard by an individual aircraft.

9.1.2 MAXIMUM NOISE LEVEL-shall mean the maximum level of a noise event, measured in dB(A).

9.1.3 MNL-shall mean Maximum Noise Level.

9.1.4 OPERATIONS-shall mean operations by Stage Two Low Bypass Ratio airplanes.

9.1.5 PART 36 OF THE FEDERAL AVIATION REGULATIONS OR PART 36- shall mean 14 C.F.R., Part 36, including noise levels under Appendix C of that Part.

9.1.6 SECOND VIOLATION-shall mean the second violation of the MNL-based noise standard by an individual aircraft.

9.1.7 STAGE TWO, LOW BYPASS RATIO AIRPLANE-shall mean an airplane that complies with the noise levels prescribed in Sections C36.5(a)(2) of Appendix C of Part 36, or in Chapter 2 of Annex 16 (including use of applicable tradeoff provisions), and which is powered by jet engines with a bypass ratio of 3.0 or less.

9.1.8 STAGE TWO, LOW BYPASS OPERATIONS-shall mean operations by Stage Two, Low Bypass Ratio Airplanes.

9.1.9 STAGE THREE AIRPLANE-shall mean an airplane that complies with noise levels prescribed in Section C36.5(a)(3) of Appendix C of Parr 36, or in Chapter 2 of Annex 16 (including use of applicable tradeoff provisions), and which is powered by jet engines with a bypass ratio of 3.0 or less.

9.1.10 STAGE THREE OPERATIONS-shall mean operations by Stage Three Airplanes.

9.1.11 THIRD VIOLATION-shall mean the third violation of the MNL-based noise standard by an individual aircraft.

9.2 GENERAL

9.2.1 Aircraft operating at Teterboro Airport must abide by the applicable noise rules, as defined in the following paragraphs. Airport noise rules are based upon maximum noise lever (MNL) and Federal Aviation Regulations (FAR) Part 36 noise level classification.

(a) No jet powered aircraft may operate at Teterboro Airport without prior

approval of the Airport Manager.

(b) No aircraft may operate at Teterboro Airport if such operations shall result in emitted noise above levels prescribed by the Airport Rules and Regulations.

(c) No operations by subsonic Stage Two, low bypass, jet aircraft, exceeding 75,000 pounds maximum certified take-off gross weight (MTOGW), may be planned or scheduled at the airport between the hours of 12:00 midnight and 6:00 a.m.

(d) Effective May 1, 2002, no operations of Stage I Aircraft will be permitted at anytime (24 hours) at Teterboro Airport.

9.3 APPROVAL TO OPERATE JET AIRCRAFT

9.3.1 In order to use Teterboro Airport, all operators of jet powered aircraft must complete and submit to the Airport Manager, a form entitled "Request To Operate Jet Powered Aircraft Into Teterboro Airport".

9.3.2 This form must be completed and submitted by the aircraft owner or operator either before the first operation by any jet powered aircraft or prior to the first departure by such aircraft. If the form has not been completed and submitted prior to the first arrival at Teterboro Airport, the Captain of the arriving aircraft shall contact the duty Airport Operations Supervisor to request a copy of the form.

9.3.3 Upon presentation of the "Request To Operate" form to the Captain, the Airport Operations Supervisor shall provide information to such persons regarding the Teterboro Airport noise regulations.

9.3.4 Approval must be obtained for each jet powered aircraft the owner or operator plans to operate at Teterboro Airport. Owners or operators may gain approval for more than one aircraft during initial contact with airport management.

9.3.5 Aircraft owners or operators shall advise Teterboro Airport management any time that they have sold, or are no longer in direct control of, an aircraft which has been approved by airport management under the process provided for in these Noise Abatement Rules and Regulations.

9.4 MAXIMUM NOISE LEVELS

9.4.1 NOISE LIMITS

Takeoffs will be permitted only if they are so planned and conducted that the MNL, as measured on the ground by the Airport Noise Monitoring System, will not exceed the following:

(a) Runway 24:
Between the hours of 2200 and 0700 local times - 80 dB(A). At all other times - 90 dB(A).

(b) All Other Runways:
Takeoffs from all other runways and helicopter routes originating at the

Airport may not exceed 95 dB(A).

9.4.2 VIOLATIONS

(a) Whenever an aircraft operation has resulted in emission of a sound level above the prescribed limit, the Airport Manager shall issue a noise violation notification. Such notification shall be mailed, via certified or registered mail, to the address given by the owner or operator on the "Request To Operate Jet Powered Aircraft Into Teterboro Airport" form, or to the registered owner/operator (in the case on non jet aircraft).

(b) Failure on the part of the aircraft operator to receive such notification shall not be cause for dismissal of the violation.

(c) A record of First Violations and Second Violations shall be kept for two years (from the date of the violation). Upon the second anniversary of the First Violation or Second Violation, the record of that violation shall be expunged. If a record of a Second Violation exists when the record of a First Violation is expunged, the Second record of the Violation shall revert in status to a record of First Violation. Any downgraded violation record shall be expunged on the second anniversary of its original date of occurrence.

(d) Aircraft that have three (3) recorded MNL violations shall not be permitted to operate at Teterboro Airport.

9.4.3 EXEMPTIONS

(a) Upon prior approval of the Airport Manager, operators may conduct up to two flight tests on any one aircraft at Teterboro Airport. These tests may be conducted for the purpose of evaluating noise abatement procedures. Permission for such tests will not be granted if there is a record of a Second Violation for the aircraft involved.

(b) If Runway 19 is officially closed, by NOTAM, the applicable MNL for Runway 24 shall be 95 dB(A).

(c) If the cross-wind component existing at the time of an intended Runway 19 takeoff exceeds the maximum allowable cross-wind component as listed in the operator's handbook for the aircraft being used, the applicable MNL for Runway 24 shall be 95 dB(A).

(d) Exemptions may be granted by the Airport Manager, in his or her discretion, in cases where, due to circumstances that could not have been foreseen prior to departure, noise abatement procedures were abandoned in order to assure safety of flight.

9.4.4 APPEALS

a) Operators may appeal the assessment of a MNL violation. Letters of appeal must be received by the Airport Manager within thirty (30) days of the date that the violation notification was received by the operator.

b) Letters of appeal should clearly state the specific ground upon which the appeal is based. Mitigating circumstances must be verifiable and documented.

c) Letters of appeal may be reviewed by the Teterboro Airport Noise Abatement Advisory Committee (TANAAC), in which case the Advisory Committee may, in its discretion provide comments on the appeal letter to the Airport Manager, within ninety (90) days of the receipt of the appeal letter. The Airport Manager, with or without the advice of TANAAC, shall render a decision concerning the appeal. The decision of the Airport Manager shall be final.

d) All violation records shall remain in effect until a decision on such appeal has been rendered by the Airport Manager. If the violation is overturned by the Airport Manager on appeal the record of violation shall immediately be expunged.

9.5 REMOTE NOISE MONITOR LOCATIONS

9.5.1 Remote Monitoring Site (RMS) locations are depicted on the Teterboro Airport Minimum Sound Tracks chart, available at the Airport Operations Office, 399 Industrial Avenue, Teterboro, NJ 07608, (201)288-1775.

9.5.2 FIXED RMS LOCATIONS ARE AS FOLLOWS:

RMS#1: Carlstadt - Corner of Berry Street and 7th Avenue, 1.9NM from the normal brake release point at Runway 24 threshold.

RMS #2: Hasbrouck Heights - Hamilton Avenue across the street from the Municipal Building, 0.7NM west of the west boundary of the airport.

RMS#3: Hackensack - Roof of the Hackensack Medical Center, 2.5NM from the normal brake release point at Runway 01 threshold.

RMS#4: Hackensack - Park Street, 300 feet North of Central Avenue, 1.8NM north of the northern boundary of the airport.

RMS#5: Bogota - In the yard of the Bogota High School, 2.8 NM from the normal brake release point at Runway 06 threshold.

RMS#6: Moonachie - Joseph Street, 0.4NM east of Runway 01/19.

9.6 STAGE TWO OPERATIONS

Noise Rule

No operations by subsonic Stage Two, Low Bypass jet aircraft, exceeding 75,000 pounds maximum certified take-off gross weight (MTOGW), may be planned or scheduled at the airport between the hours of 12:00 midnight and 6:00 a.m.

Operators that violate the 12:00 midnight to 6:00 a.m. restriction may lose all

operating privileges at Teterboro Airport, in the discretion of the Airport Manager.

9.7 AIRCRAFT/ENGINE MAINTENANCE RUN-UPS

9.7.1 The procedure listed below shall be followed by all persons who engage in aircraft/engine maintenance run-ups.

(a) Jet and turbine engine aircraft run-ups are prohibited on ramp areas. Piston powered aircraft, when positioned away from buildings and vehicles, may be conducted on ramp areas. Caution should be exercised in order to prevent undue noise and prop blast on airport tenant areas. Aircraft shall not be positioned so that propeller slip-stream or engine exhaust is directed at spectators, personnel, hangars, shops or other buildings in such a manner as might cause personal injury, property damage or the activation of sprinkler systems and/or fire detection systems.

(b) Prior to conducting a maintenance run-up, including piston powered aircraft run-up on ramp areas, the operator shall provide the following information to Airport Operations, at 288-1775.

1. Operator name
2. Aircraft owner
3. Type of aircraft
4. Aircraft registration number
5. Whether aircraft will be escorted to run-up area
6. Total expected time of run-up operation
7. Engine power settings anticipated and approximate period of time at stated settings.
8. Reason for engine run-up
9. Run-up area requested

(c) All maintenance run-ups shall be conducted between the hours of 8:00

(d) a.m. and 8:00 p.m., Monday through Saturday, or between the hours of 12:00 p.m. and 6:00 p.m. on Sundays. In an emergency, the Airport Manager, in his or her discretion, may approve maintenance run-ups during other hours -- on a case-by-case basis. Run-up hours may be adjusted, at the discretion of the Airport Manager, if the noise impact on the local community so warrants.

(e) All aircraft operators conducting a maintenance run-up must maintain a listening watch on the Teterboro Ground Control frequency (121.9 MHz), or alternate frequency assigned by Air Traffic Control if the aircraft is equipped with only one aeronautical communications radio. If the aircraft is equipped with dual aeronautical radios, listening watch shall be maintained on both Teterboro Ground Control and ARINC (130.575 MHz).

(f) Although it is recognized that, under certain wind conditions, operators may favor aircraft headings other than the preferred headings, the Airport Manager reserves the right to reposition aircraft and/or terminate

maintenance run-ups. Preferred run-up areas and aircraft headings are as follows:

1) Taxiway Golf at east extension. Preferred headings are 010 degrees and 190 degrees.
2) Holding area adjacent to Taxiway Alpha (between Runways 19 and 24). Preferred location is as close to Runway 19 as possible on a heading of 190 degrees.

9.7.2 These regulations are set forth in order to provide maximum possible relief to residents of the communities surrounding Teterboro Airport. While the Airport Manager recognized the need for maintenance run-ups to ensure safety of flight, the Airport Manager asks all aircraft operators to carefully consider the impact of noise on our neighbors and plan run-up activities accordingly.

9.8 STAGE ONE OPERATIONS

Effective May 1, 2002, no operations of subsonic Stage I aircraft are permitted. For the purposes of this section, Stage I aircraft shall have the same meaning as the definition in Part 36 of the Federal Aviation Regulations.

STEWART INTERNATIONAL AIRPORT

XVII. STEWART INTERNATIONAL AIRPORT

1.0 GENERAL

1.1 CONDITIONS OF ACCESS

1.1.1 Use of any area or portion of an Air Terminal in a manner contrary to law or a manner contrary to the Airport Rules and Regulations may result in a withdrawal of permission to enter or remain in such air terminal by the Port Authority. *{Ref: PANYNJ R & R Chapter I, paragraph B1}*

1.1.2 Nothing herein contained shall be construed to limit the use of any area or portion of any air terminal by officers or employees of the Port Authority, or by Port Authority contractors, or to prevent any Police Officer, Fire Officer or other public officer or employee from entering upon any part of the air terminal when properly required so to do in the performance of his official duties. *{Ref: PANYNJ R & R Chapter I, paragraph B2}*

1.1.3 The Port Authority may prohibit any conduct that violates any requirement for, or condition of, the receipt of federal grant in aid funds, the approval of the imposition of Passenger Facility Charges, or any other governmental program in which the Port Authority participates to obtain funds for use at an Airport. *{Ref: PANYNJ R & R Chapter I, paragraph B3}*

1.1.4 Permission to use Airport land, terminals, buildings, structures, parking lots, on- airport buses or rail systems may be denied to or withdrawn from persons who violate Port Authority Rules and Regulations, applicable laws, ordinances or regulations of other government bodies or for such other reason as may be permitted by law. *{Ref: PANYNJ R & R Chapter III, paragraph A}*

1.2 COMMERCIAL ACTIVITY

Commercial activity at locations in Port Authority Air Terminals is subject to the following conditions and restrictions:

1.2.1 Compliance with Rules & Regulations
Any permission granted by the Port Authority directly or indirectly, expressly or by implication, to any person or persons, to enter upon or use any air terminal or any part thereof (including aircraft operators, crew members and passengers, spectators, sightseers, pleasure and commercial vehicles, officers and employees of airlines, lessees and other persons occupying space at such air terminal, persons doing business with the Port Authority, its lessees, sub-lessees and permittees, and all other persons whatsoever whether or not of the type indicated), is conditioned upon compliance with the Port Authority Rules and Regulations. *{Ref: PANYNJ R & R Chapter XV, paragraph A1}*

1.2.2 Port Authority Consent
No person shall carry on any commercial activity at any Air Terminal including,

but not limited to, the sale of merchandise or services, without the consent of the Port Authority.*{Ref: PANYNJ R & R Chapter XV, paragraph A2}*

1.2.3 Vending Machines

No vending machines for the sale of goods shall be permitted in the public areas of Stewart International Airport that is not occupied by a lessee, licensee or permittee, unless permitted to do so by the General Manager, or the designee thereof. This prohibition shall not apply to vending machines in restrooms selling personal hygiene items. {*Ref: PANYNJ R & R Chapter XV, paragraph A3}*

1.2.4 Sightseeing Flights

No person shall conduct sightseeing flights at any Air Terminal except under permit from the Port Authority. By sightseeing flights is meant flights on which passengers are carried for hire, and which originate and terminate at the same terminal with no intermediate stops other than emergency stops. *{Ref: PANYNJ R & R Chapter XV, paragraph A4}*

1.2.5 Storage of Cargo & Property without Permission

No person shall use any area of an Air Terminal for storage of cargo or other property without permission of the General Manager, or the designee thereof. If, notwithstanding the above prohibition, a person uses such areas for storage as aforesaid, without first obtaining such permission, then the General Manager, or the designee thereof, shall have authority to order the cargo or other property removed or to cause the same to be removed and stored at the expense of the owner or consignee thereof, without liability for damage thereto arising from or out of such removal or storage. *{Ref: PANYNJ R & R Chapter XV, paragraph A5}*

1.3 PARKING

Unless otherwise provided in a lease or other agreement, no person shall use any area of an Air Terminal (other than the public aircraft parking and storage areas), for parking and storage of aircraft without permission of the General Manager, or the designee thereof. If, notwithstanding the above prohibition, a person uses such areas for parking or storage as aforesaid, without first obtaining such permission, then the General Manager, or the designee thereof, shall have authority to order the aircraft removed or to cause the same to be removed and stored at the expense of the owner thereof, without liability for damage thereto arising from or out of such removal or storage. *{Ref: PANYNJ R & R Chapter XV, paragraph A6}*

1.4 OPERATIONAL REQUIREMENTS

1.4.1 All persons Operating aircraft at the Airport shall do so in compliance with Stewart International Airport's noise abatement procedures.

1.4.2 The General Manager's, or the designee's thereof, waiver of any rule, regulation contained in these Rules and Regulations for any person will not be deemed a waiver of such condition for any other person.

2.0 AIRPORT SECURITY

{Ref: PANYNJ R & R Chapter II}

2.1 ADHERENCE TO SECURITY REGULATIONS AND PROCEDURES

All persons entering an Air Terminal shall comply with all applicable security regulations and procedures. The Port Authority complies with or requires compliance with 49 CFR, Chapter XII, Parts 1540 and 1542, with the exception of Teterboro Airport established separately by the Teterboro Airport Manager. All amendments to the regulations listed above are to be complied with as requested by the Transportation Security Administration.

2.2 MANAGER'S RIGHT TO RESCIND ACCESS

The General Manager, or the designee thereof, shall have the right to rescind permission for the use of any access control device and confiscate any Airport ID previously given to any individual for any lawful reason, including but not limited to violations of airport security and violations of Airport Rules and Regulations.

2.3 VALID IDENTIFICATION AND ESCORT REQUIREMENTS

No person may enter or be in the Airport Operations Area (AOA) or Security Identification Display Area (SIDA) unless he or she is:

a. Displaying a valid Airport ID indicating that he or she has unescorted access privileges; or,

b. In the case of a location subject to an Exclusive Area Agreement, which allows the use of an Air Carrier ID for limited access to the AOA or SIDA, displaying a valid approved Air Carrier ID; or,

c. in the case of aircraft crewmembers, dressed in the full uniform of his/her company, displaying a photo ID issued by an authorizing airline; or,

d. in the case of an FAA Aviation Safety Inspector conducting his/her assigned duties, displaying an FAA Form 8000-39 with photograph; or,

e. under the escort of an individual not employed by the same company as the person being escorted who has a valid Airport Operator Identification Card indicating that he or she has unescorted access privileges and privileges to escort others.

2.4 FLIGHT CREWS

2.4.1 Flight crewmembers may, when wearing a valid ID as noted herein, dressed in the full uniform of his/her company, and when performing the duties of their flight crew assignment, have unescorted access to certain areas of the AOA or SIDA only:

a. To travel directly from the terminal building to the aircraft to which they are assigned and/or,

b. to perform necessary assigned flight checks on an aircraft, but only while remaining within 25 feet of that aircraft; and,

c. no unnecessary diversions are made when traveling as described in a. and b. above.

2.4.2 If any flight crewmember requires access to the AOA or SIDA for reasons other than those stated herein, or if it is impossible for a flight crewmember to follow the regulations as stated herein, an escort is required.

2.5 DISPLAYING VALID IDENTIFICATION

While in the AOA or SIDA, individuals who are not under escort must display the approved ID in full view, above waist level, on their outermost garment. Such approved ID must be presented upon demand in response to a challenge made pursuant to paragraph 2.8 below.

2.6 AIRPORT IDENTIFICATION (ID) RESPONSIBILITIES

2.6.1 Caring for Airport ID

It is the responsibility of the individual to whom an Airport ID is issued to secure and care for that card. An expired, mutilated, defaced, misused and invalidated identification card will be confiscated and/or suspended and/or revoked.

2.6.2 Reporting the Misuse of Airport ID

It is the responsibility of every individual to whom an Airport ID has been issued to report any one displaying an expired, mutilated, defaced, or otherwise invalid Airport ID to the SWF Airport Operations Office without unreasonable delay.

2.7 ESCORT PROCEDURES

2.7.1 Escorting People

The required procedure for escorting people on the AOA or SIDA is to accompany and supervise any individual who does not have unescorted access authority in a manner sufficient to take action should the individual engage in activities other than those for which the escorted access is granted. While under escort, the person being escorted must continuously be within the line of sight of the person performing the escort. Escorting of people will be conducted for business purposes only.

2.7.2 Escorting Vehicles

Vehicles without a valid SWF Ramp Permit, and drivers who do not have an Airport ID with driver privileges, must be escorted while on the AOA by an individual who:

(i) possesses a valid Airport ID with driver and escort privileges, and

(ii) uses a vehicle that is in full compliance with these Rules and Regulations.

(iii) The operator of an escorting vehicle shall remain in close proximity to an escorted svehicle until the escorted vehicle leaves the AOA.

2.8 RESPONSIBILITY TO CHALLENGE

It is the responsibility of every individual issued an Airport ID that allows unescorted access to the AOA or SIDA:

2.8.1 To challenge the authority or purpose of a person without proper escort who attempts to enter the AOA or SIDA and who is not displaying a valid Airport ID that allows that person access to the area, and to prevent him or her from entering the AOA or SIDA if that individual does not offer valid Airport ID, or to report the incident to the SWF Airport Operations Office as soon as possible while attempting to keep the individual within view; and,

2.8.2 To challenge the authority or purpose of a person who is in the AOA or SIDA and who is not displaying a valid Airport ID that allows access to the area, and escort him or her from the AOA or SIDA if that individual does not offer a valid Airport ID, or to immediately report the incident to the SWF Airport Operations Office as soon as possible while attempting to keep the individual within view.

2.9 FIREARMS, EXPLOSIVES, MUNITIONS AND PYROTECHNICS

No person shall carry any firearms, explosives, munitions, or pyrotechnics into the SIDA or AOA except:

2.9.1 Persons authorized to do so by an Airport ID with the appropriate privileges issued by the SWF Airport Operations Office; or,

2.9.2 Persons under escort by SWF Airport Operations staff; or,

2.9.3 Persons authorized by the General Manager, or the designee thereof, to use firearms, explosives, munitions, and pyrotechnics for animal control activity at the Air Terminal or in the AOA.

2.10 EMPLOYMENT OF SECURITY SERVICES

Any one who employs any person, company or corporation for the purpose of providing security services at an air terminal shall notify the General Manager, or the designee thereof, of the nature of such services. Such person must also furnish the name, business address, and telephone number of such person, company or corporation to the General Manager, or the designee thereof, together with a copy of the license or other government authorization of such person, company, or corporation as may be required to perform such service in the city and state in which the Airport is located.

2.11 VEHICLES AND DRIVERS

All vehicles operating on the AOA, except those vehicles under escort according to the procedures required by these Rules & Regulations, must display a valid SWF Ramp Permit and must be operated by an individual who is authorized to drive on the AOA. AOA driver privileges will not be granted unless the applicant possesses a valid state driver's license from their state of residence, and has successfully passed the Port Authority approved airport specific Airfield Driver Training Course.

2.12 OTHER SECURITY PROCEDURES

Employees will adhere to all other security procedures issued by the Transportation Security Administration, General Manager, or the designee thereof, and all security procedures and obligations, as applicable and outlined in the Airport Security Program, Exclusive Area Agreements, Guard Post Instructions and Building Security Plans.

Applicable security procedures and obligations are available on a need to know basis in the General Manager's, or the designee's thereof, Office. The following items may not be allowed into the sterile area: Knives of any kind, including steak knives and pocketknives. Rounded blade butter knives and plastic knives are permitted for use by restaurant employees and patrons. Cutting instruments of every kind including carpet knives, box cutters and other folding or retractable blades, regardless of blade length or composition, even those less than four inches, whether metallic or non-metallic.

3.0 AIRCRAFT

3.1 GENERAL

3.1.1 No Aircraft shall be operated at an Air Terminal in a manner which creates an unreasonable risk of harm to persons or property, or while the pilot, or other persons aboard controlling any part of the operation thereof, is under the influence of intoxicating liquor, or any narcotic or habit-forming drug, or any substance which impairs, impedes, or otherwise affects the ability of such person(s) to safely operate the Aircraft, or while such Aircraft is so constructed, equipped or loaded as to create an unreasonable risk of harm to persons or property. *{Ref: PANYNJ R & R Chapter VIII, paragraph A}*

3.1.2 The pilot or other person aboard engaged in the operation of any Aircraft (except when subject to the direction or control, for ground movement purposes,of the Federal Aviation Administration or other Federal agency) being operated at any Air Terminal must at all times comply with any lawful order, signal or direction of an authorized representative of the Port Authority. When operation of such aircraft is controlled by lights, signs, mechanical or electrical signals or pavement markings, such lights, signs, signals and markings, shall be obeyed unless an authorized representative of the Port Authority directs otherwise. *{Ref:PANYNJ R & R Chapter VIII, paragraph B}*

3.1.3 The General Manager, or the designee thereof shall have authority to deny the use of an Air Terminal to any Aircraft or pilot violating Port Authority or Federal regulations, whether at such Air Terminal or elsewhere. *{Ref: PANYNJ R & R Chapter VIII, paragraph D}*

3.1.4 Operators shall obtain prior permission from the General Manager, or the designee thereof, before conducting the following activities at the Airport:

a. Motorless Aircraft – Gliders, sailplanes or any other certificated or non-

certificated motorless aircraft shall not land upon, or take-off from the Airport without prior written permission of the Airport Operator.

b. Ultralight Vehicles – Ultralight vehicles shall not land upon, or take off from the Airport without prior permission of the Airport Operator.

c. Lighter-than-Air Aircraft – Airships, dirigibles, and other certificated lighter-than-air aircraft shall not land upon, moor or take-off from the Airport without prior written permission of the Airport Operator.

d. Banner or Glider Towing – No person shall tow banners, gliders, or any other device to or from the Airport without prior written permission of the Airport Operator.

e. Formation Landings or Take-Offs – No person shall land upon or depart from the Airport in a formation or two or more aircraft without prior written of the Airport Operator.

f. Parachute Drop – No person shall conduct a parachute drop on Airport property without prior written permission

3.1.5 When informed of an emergency by FAA, Port Authority or other party, all Aircraft shall clear active runways and shall hold their positions unless otherwise directed by the Air Traffic Control Tower. *{Ref: PANYNJ R & R Chapter VIII, paragraph G}*

3.2 TAXIING, TOWING AND STARTUP

3.2.1 Aircraft shall not be positioned, started or taxied so that propeller slipstream, jet engine exhaust blast or rotor down-wash may cause injury to persons, or damage to property, or where it may generate turbulence across taxiways, runways, vehicle service roads, or heliport areas, so as to endanger the safety of operations on an Air Terminal. If it is impossible to taxi Aircraft without compliance with the above, then the engine or engines must be shut off and the Aircraft towed. *{Ref: PANYNJ R & R Chapter VIII, paragraph U1}*

3.2.2 Except for helicopters, no person shall start an Aircraft engine at an Air Terminal unless there is a qualified attendant standing by outside the Aircraft with a twenty-pound or larger dry chemical fire extinguisher, or unless the engines are equipped with their own fire control system. With regard to helicopters, the engine starting procedure shall be in a manner acceptable to the General Manager, or the designee thereof. *{Ref: PANYNJ R & R Chapter VIII, paragraph U2}*

3.2.3 No Aircraft shall be started, run or taxied at an Air Terminal unless a certificated pilot certificated to operate that particular type of Aircraft or a certificated A and P

mechanic qualified to start, run or taxi that particular type of Aircraft is attending the controls. *{Ref: PANYNJ R & R Chapter VIII, paragraph U3}*

3.2.4 No aircraft engine shall be started unless the main landing wheels are chocked and the brakes of the aircraft fixed and locked, unless alternate procedures approved by the General Manager, or the designee thereof, are followed. *{Ref: PANYNJ R & R Chapter VIII, paragraph U4}*

3.2.5 No helicopters shall be started, run, or taxied at an Air Terminal unless a certificated helicopter pilot certificated to operate that particular type of helicopter is attending the controls, or, if the General Manager, or the designee thereof, has given his or her approval, a certificated A and P mechanic is attending the controls. *{Ref: PANYNJ R & R Chapter VIII, paragraph U5}*

3.2.6 All aircraft which are being taxied, towed or otherwise moved at an Air Terminal shall be under full control and shall move or be moved at a reasonable speed. *{Ref: PANYNJ R & R Chapter VIII, paragraph U6}*

3.2.7 Whenever any aircraft is being taxied, towed or otherwise moved on the public landing area, public ramp and apron area, public passenger ramp and apron area, or public cargo ramp and apron area, there shall be a person attending the controls of the aircraft who shall monitor by radio the transmitting frequency in use by the Control Tower or who, if necessary, will cause that frequency to be monitored by another person in the aircraft at the time. In the event of radio equipment failure, the Control Tower may use an Aldis Lamp for communication. *{Ref: PANYNJ R & R Chapter VIII, paragraph U7}*

3.2.8 No Aircraft shall be taxied into or out of a hangar under its own power. *{Ref: PANYNJ R & R Chapter VIII, paragraph U11}*

3.2.9 All Aircraft being taxied, towed or otherwise moved at an Air Terminal shall proceed with running lights on during the hours between sunset and sunrise.*{Ref: PANYNJ R & R Chapter VIII, paragraph U13}*

3.2.10 No person shall maneuver an Aircraft, park, or leave the same standing on a ramp or apron area in such a way that any portion of said Aircraft will protrude beyond the ramp or apron limits, unless previously authorized. *{Ref: PANYNJ R & R Chapter VIII, paragraph U14}*

3.2.11 It is required that one wing walker, preferably two be positioned on the ground, located at the outward tip of each wing, to monitor the clearance of each wing as the aircraft enters and exits the ramp. *{Ref: PANYNJ R & R Chapter VIII, paragraph U15}*

3.3 ENPLANING AND DEPLANING

Passengers shall not be permitted to enplane or deplane except in the presence of authorized personnel. *{Ref: PANYNJ R & R Chapter VIII, paragraph J}*

3.4 PARKING AND STORAGE

3.4.1 No person shall park an aircraft or leave the same standing on a public landing area, public ramp and apron area, public passenger ramp and apron area, public cargo ramp and apron area, public aircraft parking and storage area, or operational area at an air terminal except at such places as may be prescribed or permitted by the General Manager, or the designee thereof. When in public storage areas, those aircraft for which tie-down fittings are provided shall be required to make proper use thereof. *{Ref: PANYNJ R & R Chapter VIII, paragraph U8}*

3.4.2 When parked, helicopters shall have rotor braking devices and/or tiedowns applied to the rotor blades. *{Ref: PANYNJ R & R Chapter VIII, paragraph U9}*

3.4.3 Upon direction from the General Manager, or the designee thereof, the operator of any Aircraft parked or stored at an Air Terminal shall move said aircraft from the place where it is parked or stored to any other designated place. If the operator refuses to comply with such direction, the Port Authority may tow said Aircraft to such designated place at the operator's expense, and without liability for damage which may result in the course of such moving. *{Ref: PANYNJ R & R Chapter VIII, paragraph U10}*

3.4.4 Every Aircraft parked on a Public Ramp or Apron Area, Public Passenger Ramp or Apron Area, or Public Cargo Ramp and Apron Area shall have its running lights turned on during the hours between sunset and sunrise, except in certain areas designated by the General Manager, or the designee thereof, or in areas which are illuminated during these hours. *{Ref: PANYNJ R & R Chapter VIII, paragraph U12}*

3.5 AIRCRAFT DUMP VALVE TESTING

Aircraft dump valves shall be tested only in those areas designated for that purpose by the General Manager, or the designee thereof.

3.6 REPORTING ACCIDENTS

3.6.1 The operator of any Aircraft involved in any accident causing personal injury or property damage at an Air Terminal shall report said accident promptly to the General Manager, or the designee thereof, and/or the New York State Police.*{Ref: PANYNJ R & R Chapter VIII, paragraph E}*

3.6.2 The pilot or operator thereof shall be responsible for the prompt disposal of Aircraft wrecked or disabled at an Air Terminal and parts of such Aircraft as directed by the General Manager, or the designee thereof; in the event of his failure to comply with such directions such wrecked or disabled Aircraft and parts may be removed by the Port Authority at the operator's expense and without liability for damage which may result in the course of such removal.*{Ref: PANYNJ R & R Chapter VIII, paragraph F}*

3.7 AIRPORT FEES AND CHARGES

3.7.1 No aircraft operator shall land or conduct an aircraft operation or use an Air Terminal except as otherwise provided by agreement with the Port Authority and except upon the payment of such fees and charges as may from time to time be prescribed or agreed to by the Port Authority. All charges due to the Port Authority for the use of Air Terminals shall be payable in cash unless credit arrangements satisfactory to the Port Authority have been made in advance or permission has been secured for payment by check. *{Ref: PANYNJ R & R Chapter XV, paragraph A7}*

3.7.2 The Airport Duty Manager shall have the authority to detain any Aircraft for non-payment of charges due to the Port Authority. *{Ref: PANYNJ R & R Chapter VIII, paragraph C}*

3.8 AIRCRAFT NOISE RESTRICTIONS

In accordance with the Airport Noise and Capacity Act of 1990 (ANCA), airplanes with certificated weights greater than 75,000 pounds must conform to Stage III noise limits at Port Authority Airports. Stage III noise limits are defined in Federal Aviation Regulations (FAR) Part 36 noise level classifications. In addition, airplanes that are type certificated after January 1, 2006 must meet Stage IV noise limits as defined in Federal Aviation Regulation (FAR) Part 36 noise level classifications. *{Ref: PANYNJ R & R Chapter IX, paragraph A}*

4.0 SAFETY

4.1 ENDANGERING PERSONS OR PROPERTY

No person in or upon any Airport shall do or omit to do any act if the doing or omission thereof unreasonably endangers persons or property. *{Ref: PANYNJ R & R Chapter III, paragraph C}*

4.2 SMOKING

All regulations regarding smoking set forth elsewhere in the Airport Rules and Regulations are applicable to Stewart International Airport.

4.3 FIRE HAZARD

4.3.1 No person shall operate an oxy-acetylene torch, electric arc or similar flame or spark producing device on any part of the Airport except in areas within leased premises designated for such use by the General Manager, or designee, without first obtaining a Cutting and Welding Permit from the General Manager, or the designee thereof.

4.3.2 No person shall start any open fires or any type, including flare pots, torches or fires in containers formerly used for oil, paint, or similar materials on any part of

the Airport without written permission of the General Manager, or the designee thereof.

4.4 DE-ICING AND ENVIRONMENTAL

4.4.1 De-icing must be performed in accordance with the SWF De-icing Program. The SWF De-icing Program is available for review by contacting the Airport Operations office.

4.4.2 All tenants and airport users must abide by all applicable Federal, State and Local regulations and orders with respect to hazardous material handling and spill reporting.
The Airport maintains an aggressive storm water sampling and monitoring plan as per the State Pollution Discharge Elimination System (SPDES) permit from the New York State Department of Environmental Conservation (NYSDEC). In particular, spills from, (but not limited too), petroleum products, and Propylene Glycol on the airport grounds can cause discharges into the waterways of New York, which could put the responsible party in violation of Federal, and State water quality laws. It is of upmost importance that not only every effort is made to prevent spills, but immediate reporting of spills to the NYSDEC, any other applicable governmental entity, and Airport Operations is mandatory. Each tenant or airport user is responsible for all cleanup costs of a spill they cause.

4.4.3 Tenants and airport users are responsible for costs and expenses of the Port Authority resulting from violations of laws, regulations and orders with respect to environmental protection and hazardous materials management, including, but not limited to, costs of remediation, disposal, civil penalties and fines.
An airport tenant or user shall obey any order of the General Manager, or the designee thereof, to halt any activity that violates any law, regulation or order with respect to environmental protection and hazardous materials management.

4.5 FIRE DETECTION/SUPPRESSION SYSTEMS

4.5.1 Fire extinguisher equipment at the Airport shall not be tampered with at any time or used for any purpose other than fire fighting or fire prevention. All such equipment shall be inspected in conformity with the National Fire Protection Association regulations. Tags showing the date of the last such inspection shall be left attached to each unit.

4.5.2 Heater valves, sprinkler valves and devices, blower motors or any other Airport machinery or equipment shall not be tampered with at any time. No person other than an authorized Airport Operator employee or designee may turn heaters in public areas on and off or operate any other airport equipment, except in leased areas. In leased areas, only employees or designees of the lessee or the Airport Operator may perform these functions.

5.0 FUEL HANDLING

5.1 FUEL HANDLING OF AIRCRAFT

5.1.1 Aircraft fueling and/or defueling is prohibited while the engine of the aircraft being serviced is running or is being heated. Fuel shall be delivered or drained through hose and connections approved by the Underwriter's Laboratories, Inc.

5.1.2 Aircraft fuel handling at the Airport shall be conducted at least fifty (50) feet from any hangar or other building, except where the location of underground fuel tanks presently installed requires such fuel handling closer to existing buildings or hangars.

5.1.3 Each tenant who is authorized to dispense fuel at the Airport shall designate fueling areas for the fueling of all ramp vehicles.

5.1.4 Each tenant and/or aircraft operator is required to notify airport operations in the event of a fuel spill. All tenants and aircraft operators are responsible for responding to and cleaning up spills on his/her property and from his/her aircraft.

5.1.5 During fuel handling operations in connection with any aircraft at the Airport, at least two twenty (20) pound or larger dry chemical fire extinguishers shall be immediately available for use in connection therewith.

5.1.6 During fuel handling in connection with any aircraft, no person shall operate any radio transmitter or receiver in such aircraft, or switch electrical appliances on or off in such aircraft, nor shall any person do any act or use any material which is likely to cause a spark within fifty (50) feet of such aircraft.

5.1.7 As per NFPA 407, surveillance radar equipment in aircraft shall not be operated or ground tested in any area of the Airport wherein the directional beam of high intensity is within 300 feet, or the direction beam of low intensity radar (less than 1.0 KW output) is within 100 feet, of any fueling, defueling, servicing, or other operations in which flammable liquids, vapors, or mist may be present. Weather-mapping radar equipment in aircraft shall not be operated when the aircraft in which it is mounted is undergoing fuel servicing.

5.1.8 During fuel handling in connection with aircraft, no passenger or passengers shall be permitted to remain in such aircraft unless at least one qualified person trained in emergency evacuation procedures is at the door and a passenger ramp is in position if the same is required for the safe and rapid debarkation of passengers. Only personnel engaged in the fuel handling, or in the maintenance and operation of the aircraft being fueled or defueled shall be within fifty feet of the fuel tanks of such aircraft during the fuel handling operations.

5.1.9 Persons engaged in aircraft fuel handling shall exercise care to prevent overflow of fuel.

5.1.10 No person shall start the engine or engines of any aircraft when there is gasoline or any type of fuel on the ground under the aircraft. In the event of the spillage of gasoline or any type of fuel, no person shall start an aircraft engine in the area in which the spillage occurred, even though the spillage may have been cleaned up,

until the General Manager, or the designee thereof, has granted permission for the starting of engines in the area.

5.1.11 Unless otherwise provided in a lease or other agreement, all operators of aircraft who receive, and all persons who supply, aviation fuel and lubricating oil at the Airport, shall use only these aviation fuel storage and delivery facilities designated and approved by the General Manager, or the designee thereof, for such use.

5.2 BONDING

During all fuel handling operations in connection with any aircraft at the Airport, the aircraft and the fuel dispensing or draining apparatus shall be bonded by wire to prevent the possibility of static ignition of volatile liquids.

5.3 FUELING OF OTHER VEHICLES

5.3.1 The transfer of bulk aircraft or commercial fuel from one vehicular tender into another is prohibited within the boundaries of the Airport.

5.3.2 Automotive and ramp equipment shall be refueled only at refueling stations and from dispensing devices approved by the General Manager, or the designee thereof, for such use. Automotive equipment shall be refueled at the Airport only at refueling stations and from dispensing devices approved by the Airport Operator.

6.0 VEHICLES

6.1 GENERAL

6.1.1 All vehicular traffic on or upon a Public Vehicular Parking Area, AOA, fuel storage area, Public Landing Area, Public Ramp and Apron Area, Public Passenger Ramp and Apron Area, Public Cargo Ramp and Apron Area or Public Aircraft Parking and Storage Areas must at all times comply with any lawful order, signal or direction. When such traffic is controlled by traffic lights, signs, mechanical or electrical signals, or pavement markings, such lights, signs, signals and markings shall be obeyed.

6.1.2 No vehicle shall be operated in or upon a Public Vehicular Parking Area, AOA, fuel storage area, Public Landing Area, Public Ramp and Apron Area, Public Passenger Ramp and Apron Area, Public Cargo Ramp and Apron Area, or Public Aircraft Parking and Storage Area in a manner at a speed which creates an unreasonable risk of harm to persons or property, or while the driver thereof is under the influence of intoxicating liquor, or any narcotic or habit-forming drug or any substance which affect the ability of the driver to operate the vehicle safely or

if such vehicle is so constructed, equipped or loaded as to create an unreasonable risk of harm to persons or property.

6.1.3 No motorized vehicle shall be operated in or upon a Public Vehicular Parking Area or roadway unless (1) the driver thereof is duly authorized to operate such vehicle in New York, and (2) such vehicle is registered in accordance with the provisions of the law in the State of New York or the vehicle is of specific nature to the operation of the airport and is not intended for road use.

6.1.4 Aircraft service vehicles that are used only in the non-movement aircraft parking areas along need only be painted and marked so as to be easily distinguishable from equipment operated by other companies.

6.1.5 All vehicles entering the air operations area that are legal to operate must get a 'Ramp Authorized' permit for Airport Operations prior to entering the air operations area. The permit sticker must be attached to the vehicle on the driver's front bumper.

6.1.6 All vehicle operators in the air operations area must posses a valid SIDA badge with driving privileges.

6.1.7 Motorcycles, motorbikes, three-wheeled motor vehicles, and scooters are prohibited from operating in the air operations area, unless approved by the General Manger, or the designee thereof.

6.1.8 Operators to be Licensed and Vehicles to be Properly Equipped:

(a) No vehicle shall be operated in or upon the Airport unless the driver thereof is duly licensed to operate such vehicle on state highways or the vehicle is of specific nature to the operation of the Airport and is not intended for road use.

(b) No vehicle shall be operated in or upon the Airport unless it is in sound mechanical order, has adequate lights, horn and brakes and clear vision from the driver's position. In addition, trailers and semi-trailers will not be permitted unless they are equipped with reflectorized devices on all sides and unless they are equipped with proper brakes so that when disengaged from a towing vehicle, neither aircraft blast nor wind will cause them to become free rolling. Positive locking couplings shall be required for all towed equipment. Except for vehicles that are exclusively used in or upon the Airport and are permitted by written authorization of the Airport Operator, all vehicles shall meet New York State licensing and inspection requirements.

(c) Aircraft service vehicles that are used only in the Non-Movement aircraft parking areas along need only be painted and marked so as to be easily distinguishable from equipment operated by other companies.

(d) All vehicles entering the air operations area that are legal to operate on public roads must get a 'Ramp Authorized' permit for Airport Operations prior to entering the air operations area. The Permit sticker must be attached to the vehicle on the driver's side front bumper.

(e) To get a 'Ramp Authorization', the registration and current insurance documents must be presented with a copy to remain with Airport Operations.

6.2 EQUIPMENT REQUIREMENTS

All equipment shall comply with Port Authority Rules & Regulations governing the use of such equipment on airport property as further described in the Ground Vehicle Specifications, attachment B.

6.3 VEHICLES ENTERING THE PUBLIC LANDING AREA

Non-Port Authority vehicles are prohibited from operating on any runway, taxiway and safety area unless under escort by the Port Authority or FAA maintenance. All vehicles shall obtain permission from the Control Tower before entering or operating on the movement areas. All vehicles operating in these areas shall have an operating two-way radio turned "on" and tuned to the ground control frequency, and shall have an operating rotating amber light located at the highest structure of the vehicle turned "on" at all times. All vehicle drivers shall follow all directions provided by the FAA controller while in the movement areas. *{Ref: PANYNJ R & R Chapter VI, paragraph C14}*

6.4 SPEED LIMITS

Vehicles at the Airport shall be operated in strict compliance with speed limits as indicated by posted traffic signs. Except as indicated by such signs, no vehicle shall exceed the speed of fifteen (15) miles per hour; and no vehicle shall exceed (5) miles per hour within 50 feet of an aircraft or on the Public Ramp and Apron Area, Public Passenger Ramp and Apron Area, Public Cargo Ramp and Apron Area, and Public Aircraft Parking or Storage Area.

(a) No vehicle shall exceed the speed of fifteen (15) miles per hour on Fire Lanes. No vehicle shall exceed the speed of thirty-five (35) miles per hour on Taxiways.

Snow removal equipment and emergency response vehicles shall be exempt from these speed limits during snow removal operations and required emergency responses.

(b) "Airport Tenant Vehicles" Vehicles shall be painted in a manner approved by the Airport Operator. Vehicles must display a logo or sign, which identifies the organization that operates the vehicle. Vehicles must be equipped with an approved amber rotating or flashing beacon on the roof or uppermost point of the vehicle observable from 360 degrees. All vehicles operating in the runway and taxiway safety areas of the Airport shall be equipped or operated with a functioning two-way radio capable of communicating on the proper aeronautical frequencies and shall obtain a clearance from the Airport Air Traffic Control Tower before entry into the movement areas.

(c) "Airport Construction Vehicles" Construction vehicles used only in the

construction area during daytime hours may use an approved high visibility checkerboard flag on the roof or uppermost point of the vehicle; or be equipped with an approved amber rotating or flashing beacon on the roof or uppermost point of the vehicle if the vehicle observable from 360 degrees may be used at any other time during the day. All vehicles operating in the runway and taxiway safety areas of the Airport shall be equipped or operated with a functioning two- way radio capable of communicating on the proper aeronautical frequencies and shall obtain a clearance from the Airport Air Traffic Control Tower before entry into the movement areas.

(d) Vehicles used on an irregular basis or not meeting the requirements of this section in or upon the Airport shall operate in 'Under Escort" conditions as dictated by Airport Operations and shall have in operation the flashing parking lights.

6.5 TAXICABS/LIMOUSINES

The following vehicles are not permitted on the AOA without the permission of the General Manager, or the designee thereof: Limousines, Taxis, Delivery Vehicles, Busses, Vans, Postal/Mail Package Delivery Vehicles, Personal Vehicles and any other service/transportation vehicles which are not owned or operated by the tenant and used in the course of doing business. Personal vehicles are not permitted by the tenant and used in the course of doing business.

6.6 PARKING, STANDING, OR STOPPING VEHICLES

6.6.1 No person shall park a vehicle or permit the vehicle to remain stopped on roads within the Airport or within the AOA, except in such areas and for such periods of time as may be prescribed or permitted by the General Manager, or the designee thereof. *{Ref: PANYNJ R & R Chapter VI, paragraph B15 & C17}*

6.6.2 No person shall stop or park a vehicle {Ref: PANYNJ R & R Chapter VI, paragraph B15 & C17}:

(a) in front of a driveway

(b) within a bus stop safety zone or taxicab zone, except vehicles authorized to use such areas

(c) no parking or stopping areas on any roadway

(d) on any shoulder if the vehicle is not disabled

(e) within 15 feet of a fire hydrant

(f) within 10 feet of an AOA perimeter security fence

(g) within any restricted or marked areas

6.6.3 No person shall park a vehicle within any public vehicular parking area except upon the payment of such parking fees and charges as are prescribed by the Port Authority. *{Ref: PANYNJ R & R Chapter VI, paragraph B16}*

6.6.4 A vehicle which has been placed in the lawful possession of the Port Authority because it was illegally parked, or for non-payment of fees, or for any other reason, and in respect of which any fee or charge, including towing and storage charges, are due, may be detained by the General Manager, or the designee thereof, until said fees or charges have been paid. Such fees may be paid under protest, and a claim may be asserted for refund pursuant to applicable law. *{Ref: PANYNJ R & R Chapter VI, paragraph B17}*

6.6.5 No vehicle shall load or unload passengers or cargo in or upon the Airport at any place other than those areas designated by the Airport Operator.

6.6.6 The General Manager, or the designee thereof, has the authority to remove from any area of an Airport any vehicle that is disabled, abandoned, or parked in violation of these Rules & Regulations, or which presents an operational or security problem, to any other area of the Airport. The owner of a vehicle that has been removed because of abandonment or violations of these Rules & Regulations shall be held liable for the reasonable cost of the removal and storage of the vehicle. *{Ref: PANYNJ R & R Chapter VI, paragraph B19}*

6.7 VEHICLE COLLISIONS

The driver of any vehicle involved in a collision on a public vehicular parking area, operational area, fuel storage area, public landing area, public ramp and apron area, public passenger ramp and apron area, public cargo ramp and apron area or public aircraft parking and storage area which results in injury or death to any person or damage to any property shall:

(a) Immediately stop such vehicle at the scene of the collision; and

(b) Display his/her operator's license, the vehicle's registration certificate and proof of vehicle insurance to: the owner or operator of any damaged property or vehicle; any injured person; and to a police officer who arrives at the site of the collision; and

(c) Send a written report of a collision to the General Manager, or the designee thereof, describing the circumstances of the collision and the name(s), address(es), telephone number(s), vehicle registration number (s), operator license number(s) of any person(s) and vehicle(s) involved in the collision; and

(d) Send of file any report required by New York State law in addition to the reports required by this section.

6.8 DRIVER TRAINING

Any and all persons who operate a vehicle(s) on any area of the Airport shall abide by the following requirements *{Ref: PANYNJ R & R Chapter VI, paragraph C1}*:

(a) The driver must be properly licensed and have all required endorsement(s) to operate such vehicle on a state or municipal highway of the state in which the Airport is located.

(b) The driver must be fully trained in the operation of the vehicle for all of its functions, types of uses, and procedures to follow in the event of emergency

(c) The driver must successfully complete Port Authority Airfield Driver Training and meets all requirements for Airport Security as specified under the chapter entitled "Airport Security."

7.0 MISCELLANEOUS

7.1 TAMPERING WITH AIRCRAFT

No person shall interfere or tamper with any Aircraft at an Air Terminal, or start the engine of such Aircraft without the operator's consent. *{Ref: PANYNJ R & R Chapter VIII, paragraph H}*

7.2 FOREIGN OBJECT DEBRIS (F.O.D.) CONTROL

{Ref: PANYNJ R & R Chapter III, paragraph J}

7.2.1 Each airport employee shall be responsible for the proper disposal of FOD on ramps, apron areas, and the AOA. FOD shall be properly disposed of in containers that prohibit the introduction of the FOD onto ramps, apron areas, and the AOA.

7.2.2 It is the responsibility of each lessee or other occupant of ramp and apron areas to place suitable containers labeled "Foreign Object Debris" at every gate, remote aircraft parking area, cargo, and maintenance facilities.

7.2.3 Containers labeled "Foreign Object Debris" shall be used only for the disposal of FOD.

7.3 RAMP ACCESS

7.3.1 No person shall travel on any portion of the Airport except upon the roads, walks or places provided for the particular class of traffic; nor occupy the roads or walks in such manner as to hinder or obstruct their proper use.

7.3.2 No person shall enter any restricted area of the Airport posted as being closed to the public without permission except persons assigned to duty therein who have been issued a Stewart International Airport Security Identification Display Area (SIDA) Badge, or are authorized representatives of the Port Authority or its designee. The General Manager, or the designee thereof, reserves the right to determine who is required to obtain identification badges.

7.3.3 No person shall enter upon the Public Landing Area, Public Ramp and Apron Area, Public Passenger Ramp and Apron Area or the Public Cargo Ramp and Apron Area of the Airport without permission except persons assigned to duty therein, authorized representatives of the Port Authority or the Airport Operator,

or passengers and crews entering upon the public ramp and apron areas for purposes of embarkation or debarkation.

7.3.4 No person shall enter any Port Authority Operated Area, Public Landing Area, Public Ramp and Apron Area, Public Passenger Ramp and Apron Area, or Public Cargo Ramp and Apron Area of the Airport with any animal except a "seeing-eye" dog, or other service animal, or one properly confined for shipment.

7.4 DEFACING, DAMAGING, ETC., TERMINAL OR PROPERTY

No, person shall deface, mark, break, or otherwise damage any part of an Airport, or any property therein. {Ref: PANYNJ R & R Chapter III, paragraph G}

7.5 NON-COMMERCIAL EXPRESSIVE ACTIVITY

{Ref: PANYNJ R & R Chapter XV paragraph B}

Non-commercial activity at the Airport which are not occupied by a tenant, lessee, licensee or permittee is subject to the following conditions and restrictions:

7.5.1 Conduct Prohibited Inside Buildings & Structures

The following conduct is prohibited within the interior areas of buildings or structures at an Air Terminal if conducted by a person to or with passers-by in a continuous or repetitive manner:

(a) The distribution of any merchandise, including but not limited to jewelry, food stuffs, candles, flowers, badges and clothing.

(b) The solicitation and receipt of funds.

(c) The provision of any service.

(d) The distribution of any raffle ticket or entry in a game of chance.

(e) The conduct of a game of chance.

7.5.2 Conditions for Distribution of Literature

The continuous or repetitive distribution of flyers, brochures, pamphlets, books or any other printed or written material is prohibited within the interior areas of buildings or structures at an Airport which are controlled or operated by the Port Authority unless conducted pursuant to the following provisions of this rule:

(a) No person may distribute literature on behalf of himself or herself, another individual or an organization, unless that person's name has been submitted in writing no less than 24 hours earlier to the General Manager, or the designee thereof.

(b) Each time a person enters a Port Authority controlled or operated Air Terminal to distribute literature pursuant to this rule, he or she must report his arrival to the manager, as set forth below. If a person's name has not been submitted to the manager pursuant to section 2(a), the person will

not be permitted to distribute literature pursuant to this rule. Each time a person leaves a Port Authority airport terminal after distributing literature, he or she must report his departure to the General Manager, or the designee thereof, as set forth below.

(c) Each person distributing literature on behalf of an organization must display an identification badge that states the name of the organization represented. The badge shall be worn on the upper left breast of the outermost garment and be clearly visible.

(d) Continuous expressive activity is prohibited in, or within 10 feet of, any of the following: Doorway, entrance or exit; stairway or, entrance or exit landing thereof; sidewalk cut or crosswalk; elevator or entrance or exit thereof; escalator or landing, entrance or exit thereof; bus passenger waiting, loading or unloading area; taxicab passenger waiting, loading or unloading area.

(e) Continuous expressive activity is prohibited in, or within 10 feet of, any of the following: reclamation, construction or maintenance equipment or activity; a barrier marking or surrounding an area containing reclamation, construction or maintenance equipment or activity.

(f) The General Manager, or the designee thereof, may prohibit the distribution of literature otherwise permitted by this rule in the event of a snowstorm, aircraft accident, air traffic delay, power failure, transportation strike or other event or condition under which the distribution of literature in such space creates a danger to persons or property, interferes with the orderly formation and progression of waiting lines, or interferes with any of the following: pedestrian and/or vehicular travel; the issuance of tickets or boarding passes or equivalent documents for air or ground transportation; luggage or cargo movement or handling; the entry to and exit from vehicles; security procedures; government inspection procedures; cleaning, maintenance, repair or construction operations.

7.6 AIRCRAFT MAINTENANCE AND CLEANING

Cleaning of or otherwise maintaining aircraft shall be accomplished only in areas designated for that purpose by the General Manager, or designee.

7.7 CONSTRUCTION

All construction must be conducted in accordance with all applicable local, state and federal regulations and with the prior approval of the General Manager, or the designee thereof.

7.8 GARBAGE OR OTHER REFUSE DISPOSAL RESTRICTED

No person shall place, discharge or deposit in any manner, garbage or any refuse in or upon any part of the Airport, except at such places and under such conditions as the

Airport Operator from time to time may prescribe.

8.0 TANK VEHICLES

8.1 REGISTRATION AND INSPECTION

8.1.1 No tank vehicle shall be used for transportation of flammable liquids within the Airport unless registered, inspected and approved by the Airport Operator.

8.1.2 Every application for registration, inspection or re-inspection of such tank vehicle shall be made upon forms prescribed and furnished by the Airport Operator accompanied by a detailed, authorized statement of the tank vehicle operator certifying compliance with the provision of these rules and regulations.

8.1.3 Vehicles shall be submitted for registration and inspection prior to their use upon the Airport and shall be submitted for re-inspection every six months thereafter.

8.1.4 The General Manager, or the designee thereof, reserves the right to inspect all Tank Vehicles operating on the Airport, and to issue registration and inspection certificates therefore, quarterly. The General Manager, or the designee thereof, may also require display of such certificates on or in all tank vehicles.

8.2 VEHICLE MOTORS

The motor of an Aircraft Refueling Tank Vehicle shall not be run during the filling of the cargo tank, while making or breaking fuel filling connections, or during repairs to the fuel handling system. The propulsion motor for refueling service vehicles shall not be run during the fuel transfer and while making and breaking hose connections. *{Ref: PANYNJ R & R Chapter VII, paragraph X}*

9.0 PUBLIC LANDING AREAS

9.1 SCHEDULE OF CHARGES FOR THE USE OF PUBLIC LANDING AREA

The operators of any aircraft using the public landing area at Stewart International Airport, except pursuant to the terms of a lease or other agreement with The Port Authority of New York and New Jersey or the Airport Operator, shall pay for such use at the rate(s) established by the General Manager, or the designee thereof. The schedule of charges for Stewart International Airport is published as a separate document by The Port Authority NY&NJ.

9.2 FREE USE OF PUBLIC LANDING AREA

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

9.2.1 Aircraft owned, leased or chartered by the agencies of the following governmental entities:

(a) The United States of America provided

(b) The State of New York and their agencies.

(c) The State of New Jersey and their agencies.

(d) States other than New York and New Jersey and their agencies with whom the Port Authority has entered into reciprocal fee-waiver agreements applicable to fees at Stewart International Airport.

(e) Local governmental agencies within the Port District.

(f) Any local governmental agency, when there is a reciprocal fee waiver agreement applicable to fees at Stewart International Airport between that agency and The Port Authority of New York and New Jersey.

9.2.2 Aircraft owned, leased or chartered by the Port Authority of New York and New Jersey.

9.2.3 Aircraft operated under orders of the Civil Air Patrol when engaged in the execution of official airport search and rescue missions or in officially ordered practice aircraft search and rescue missions.

AMMENDED RULES EFFECTIVE JANUARY 1, 2025 FOR IMPLEMENTATION OF MINIMUM WAGE POLICY FOR NON-TRADE LABOR SERVICE CONTRACTS – LAGUARDIA AIRPORT, JOHN F. KENNEDY INTERNATIONAL AIRPORT AND NEWARK LIBERTY INTERNATIONAL AIRPORT

XVIII. AMENDED RULES EFFECTIVE JANUARY 1, 2025 FOR IMPLEMENTATION OF MINIMUM WAGE POLICY FOR NON-TRADE LABOR SERVICE CONTRACTS – LAGUARDIA AIRPORT, JOHN F. KENNEDY INTERNATIONAL AIRPORT AND NEWARK LIBERTY INTERNATIONAL AIRPORT

1.0 Summary:

The Port Authority of New York and New Jersey first adopted a Minimum Wage Policy ("Policy") in April 2014. By these Rules for Implementation of Minimum Wage Policy for Non-Trade Labor Service Contracts–LaGuardia Airport, John F. Kennedy International Airport and Newark Liberty International Airport ("Rules"), the Policy was implemented with respect to LaGuardia Airport, John F. Kennedy International Airport, and Newark Liberty International Airport (collectively, "Airports"), to enhance safety, security, and quality of service at the Airports. An initial amendment to this Policy was adopted in November 2018 providing for additional incremental wage rate requirements and applying to all employees who perform either "Covered Services" or "Port District Covered Services." This Policy is now further amended as set forth below effective on January 1, 2025 ("Effective Date").

2.0 Compensation:

The minimum wage for workers performing Covered Services or Port District Covered Services on the Effective Date shall be increased in three increments as part of the transition from the 2018 rates to the current rate policy, as amended herein. Thereafter, the minimum wage will increase automatically on January 1 of each year in the period 2027-2032 in accordance with the moving three-year average in the Consumer Price Index for Urban Wage Earners and Clerical Workers, Northeast Region as reported by the U.S. Bureau of Labor Statistics using the 12-month periods ending each September ("CPI-W").

EFFECTIVE DATE OF INCREASE	1/1/2025	7/1/2025	1/1/2026	1/1/2027 – 1/1/2032	9/1/2032
	$19.75	$20.50	$21.25	Annual increase on January 1 of each year by CPI-W calculated as described above.	If hourly minimum wage rate remains below $25 on January 1, 2032, it will be increased to $25 effective September 1, 2032

Workers who perform "Covered Services" are workers who perform the "Covered Services" listed in the Addendum to these Rules, within the geographical boundaries of one of the Airports.

Workers who perform "Port District Covered Services" are workers who perform the "Port District Covered Services" listed in the Addendum to these Rules, within the geographical boundaries of the Port District.

By October 30, in each year, beginning with October 30, 2026, the Port Authority will post on its website the minimum wage rate for the succeeding calendar year

3.0 Applicability:

These Rules shall apply only to lessees, permittees, and contractors, as well as the subcontractors and sublessees of those entities (collectively, "Contractors") who provide Covered Services or Port District Covered Services.

In all events, Covered Services shall include services provided by non-trade employees whose work requires that they obtain access to the Airfield Operations Area (AOA) whether such AOA access is obtained by the issuance of a badge or an escort.

These Rules are issued by the Port Authority solely in its proprietary capacity, under the power granted by its governing Compact to operate transportation facilities and own and control real property. Acting in their governmental or regulatory capacities, agencies may have various powers — to initiate prosecutions, for example, or to gather evidence using criminal or administrative subpoenas. The Port Authority is not exercising any such powers with respect to enforcement of its minimum wage rules. Rather, the Port Authority is acting in a purely proprietary capacity. Accordingly, while the Port Authority will enforce its minimum wage rules very aggressively, it will do so only using the means that would be available to a similarly-situated private party. These means include initiating a breach of contract lawsuit, based on the theory that a given Airport employer's non-compliance with the minimum wage rules is a material breach of the employer's binding legal agreement or agreements with the Port Authority.

4.0 Exclusions:

The Policy implemented by these Rules will not apply in instances where other applicable laws or regulations provide higher minimum rates for employees falling within the Policy and Rules, as demonstrated by the employer.

5.0 Tipped Employees:

A Contractor seeking to demonstrate compliance for employees, who receive tips, shall have the burden of proving that the employee received compensation (including tips) in amounts equal to the minimum wage levels set forth in these rules.

The federal government and certain states allow an employer to count all or part of an employee's tips towards its minimum wage obligations and some states set a maximum "tip credit" toward the minimum wage. For purposes of these rules, only if a Contractor/Employer takes advantage of the applicable "tip credit" for federal, state or local minimum wage compliance, will the Covered Service worker's receipt of tips be considered in determining whether the Contractor/employer is compliant with the Port Authority Minimum Wage Policy.

Contractors/Employers who seek to take advantage of the payment of "tips" or a "tip credit" towards compliance with the Minimum Wage Policy and these Rules, will be

required to certify that they are in compliance with the applicable (federal, state or local) minimum wage requirements governing the receipt of a credit for tips for their Covered Service workers.

“Tipped Employees” are those who engage in occupations in which tips are customarily and regularly received from patrons.

Contractors who employ Airport tipped workers and seek to benefit from a tip credit must maintain detailed, contemporaneous records that establish for each employee: (a) how many hours the employee worked in a given pay period, and what the employee was paid; (b) the tips the employee received during the pay period; and (c) supporting documentation to substantiate (a) and (b). With respect to (b), supporting documentation may come in a variety of forms. As to Airport workplaces that rely upon real-time logging of tips through an electronic POS system, supporting documentation may be in the form of the records generated by the POS system. As to all other Airport workplaces, such supporting documentation must include copies of written reports provided by an employee to his or her employer (“Employee Tip Report”). An Employee Tip Report must describe the tips the employee has received during a given shift, and should be prepared and submitted to the Contractor as the shift ends or as soon thereafter as is reasonably practicable.

In addition to any other record-keeping requirements imposed by federal, state, or local law, records described in the preceding paragraph must be retained by the Contractor for two years. Records related to an employee must be immediately made available by the Contractor to that employee upon the employee’s request.

Should a Contractor disagree with an Employee Tip Report, the Contractor must inform that employee in writing of the reasons for the disagreement within 48 hours of the Report being received by the employer. If the Contractor does not do so, the Employee Tip Report will be treated as valid.

If a Contractor determines that it must “top off” an employee’s pay for a given pay period because the employee has not received sufficient tips, the Contractor must make the required supplemental payment as promptly as is reasonably practicable. The supplemental payment should be made on the day the employee is paid for the pay period in question. If that is not reasonably practicable, the supplemental payment should be made no later than the employee’s next regularly-scheduled pay day.

Contractors who elect to take a tip credit must inform all tipped employees in writing of how the tip credit works, including an explicit statement that if the tips an employee receives are insufficient, the Contractor is obligated to “top off” the employee’s wages until the employee’s pay equals the minimum wage required by these Rules. Contractors must retain a record documenting that this communication was made. In addition to any record-keeping requirements imposed by federal or state law, these records must be retained by the Contractor for two years.

Contractors must fully and promptly cooperate with all Port Authority audits as to wage payments to Airport workers, including by complying with all reasonable requests for documents or interviews. In the context of such audits, employers must produce clear and convincing evidence that they have retained all required

records and that they have in place effective systems for ensuring that all of their tipped employees are receiving the wages to which they are entitled. If this burden is not met, the Port Authority shall prepare an audit report, to be provided to the employer in question; any impacted employees; relevant state Department of Labor officials; and the Port Authority's Director of Aviation, who shall determine what Port Authority remedies may be appropriate. These remedies may include a breach of contract lawsuit or, in the case of especially serious or persistent violations, denial of permission for the employer to continue operating at the Airports.

6.0 Martin Luther King, Jr. Day:

All Contractors subject to the Policy and these Rules shall provide its workers performing Covered Services or Port District Covered Services a paid holiday for Martin Luther King, Jr. Day.

7.0 Implementation:

These Rules are applicable to all current and future employees of Contractors providing Covered Services or Port District Covered Services. In addition, the Port Authority will take further appropriate steps, including, but not limited to, the inclusion of appropriate provisions in new or amended agreements, permits, contracts, and consents, as a condition for such Contractors doing business at the Airports. In the future, all agreements entered into between the Port Authority and those Contractors, including leases, permits, contracts, and consents, shall contain a clause which states that the Contractor has reviewed the Policy and Rules and that it will comply with the Policy and Rules, as amended by the Port Authority from time to time. Additionally, Contractors shall be required to include such a clause in their subleases and subcontracts.

To the extent that an Airport employer required to revise its minimum wages hereunder to be effective January 1, 2025 would suffer a significant administrative burden and expense, each such employer shall be entitled to defer its increased payments under this amendment until April 1, 2025. Each such employer who chooses this option must continue to pay its employees at their currently scheduled rates until April 1, 2025. Thereafter such employer must retroactively pay their employees the difference between (a) $19.75 per hour and (b) the employees' currently scheduled pay rates, for each hour worked between the Effective Date and March 31, 2025. That retroactive payment must be made on the first regular payday after April 1, 2025. Any employer who wishes to elect this deferred payment option must inform the Port Authority of this decision by December 19, 2024.

The Port Authority acknowledges that there may be circumstances which warrant an exception to the Rules, which exception may be granted by the Port Authority, for good cause, at its sole and absolute discretion.

8.0 Certification:

Annually, a responsible officer of each Contractor providing Covered Services or Port

District Covered Services shall deliver to the Port Authority a statement certifying, in a form to be approved by the Port Authority, that it is in compliance with the Policy and Rules. The Port Authority reserves the right to audit such compliance at any time.
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9.0 Severability:

Should a court of competent jurisdiction determine that any part of the Policy and/or these Rules is invalid, illegal, or unenforceable, such determination shall in no way affect or impair the validity, legality, and enforceability of the remaining parts of the Policy and/or these Rules.

10.0 Amendments to Rules:

The Port Authority reserves the right to amend these Rules, from time to time.

11.0 ADDENDUM – COVERED SERVICES

11.1 Passenger Related Security Services

- Escorts
- Catering Security
- Passenger Aircraft Security
- Fireguards
- Terminal Security
- Traffic Security

11.2 Cargo Related and Ramp Services

- Cargo Screening (including Guards) and Warehouse Security
- Baggage and Cargo Handling
- Load Control and Ramp Communication
- Aircraft Mechanics and Fueling of Aircraft
- Provision of water, cooling/heating, power
- Equipment and toilet services to Aircraft
- Passenger Aircraft Servicing
- Cabin Equipment Maintenance
- Guiding Aircraft in and out of Gates
- Gateside Aircraft Maintenance
- Ramp area cleaning

11.3 In-Terminal and Passenger Handling Services

- Baggage handling
- Skycap
- Wheelchair attendant
- Ticketing agent
- Customer Service Representatives

- Queue Managers
- ID Checkers
- Porter Service for Baggage
- Passenger and Employee Shuttle Drivers

11.4 Cleaning Services

- Building Cleaning
- Aircraft and Cabin cleaning
- Plane washers

11.5 Concession Services

- Food Service (including, food and beverage service, wait service, busing, cashiers)
- Retail Service (including news/gifts and duty-free)
- Cleaning for concession services
- Security for concession services
- Airport Lounge Services (Food, Retail, Cleaning and Security Services)

11.6 Airport Catering Workers

With respect to food or beverages prepared and packaged for the specific purpose of in-flight consumption by Airport aircraft crew or Airport passengers in aircraft departing from the Airports ("In-Flight Meals"):

- Preparing and packaging In-Flight Meals
- Inspecting In-Flight Meals, to ensure food safety and to detect contraband
- Cleaning dishes, utensils, and glassware used for In-Flight Meals
- Cleaning and operating kitchens or other nearby facilities (such as warehouses) used for the preparation, packaging, and storage of In-Flight Meals
- Direct delivery of In-Flight Meals to Airport locations where they are needed, from kitchens where they are prepared or from nearby facilities (such as warehouses) where they are stored

12.0 ADDENDUM – PORT DISTRICT COVERED SERVICES

12.1 Airport Catering Workers

With respect to food or beverages prepared and packaged for the specific purpose of in-flight consumption by Airport aircraft crew or Airport passengers in aircraft departing from the Airports ("In-Flight Meals"):

- Preparing and packaging In-Flight Meals
- Inspecting In-Flight Meals, to ensure food safety and to detect contraband
- Cleaning dishes, utensils, and glassware used for In-Flight Meals
- Cleaning and operating kitchens or other nearby facilities (such as warehouses) used for the preparation, packaging, and storage of In-Flight Meals
- Direct delivery of In-Flight Meals to Airport locations where they are needed, from kitchens where they are prepared or from nearby facilities (such as warehouses) where they are stored

AMMENDED RULES FOR ZERO-EMISSION AIRSIDE VEHICLES AT LAGUARDIA AIRPORT, JOHN F. KENNEDY INTERNATIONAL AIRPORT, AND NEWARK LIBERTY INTERNATIONAL AIRPORT

XIX. AMENDED RULES FOR ZERO-EMISSION AIRSIDE VEHICLES AT LAGUARDIA AIRPORT, JOHN F. KENNEDY INTERNATIONAL AIRPORT, AND NEWARK LIBERTY INTERNATIONAL AIRPORT

This Chapter establishes requirements for transitioning Airside Vehicles to Zero-Emission by 2030, subject to the Commercial Availability and Operational Feasibility of Zero-Emission Vehicles and the availability of charging/refueling infrastructure for them.

1.0 Applicability

1.1 This Chapter applies to any Airside Vehicle

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1.2 Exemptions

1.2.1 Conventional Small, Emergency Response, snow removal, Low-Use and Temporary Conventional Airside Vehicles are exempt from Sections 3 and 4.

1.2.2 Existing Conventional Airside Vehicles that are subject to a lease with an original effective date earlier than August 1, 2022 are exempt from Sections 3 and 4 through 2027. This exemption does not apply to Vehicles that are subject to lease amendments, modifications or extensions entered into after August 1, 2022. Starting August 1, 2028, Existing Conventional Airside Vehicles under this paragraph 1.2.2 shall be subject to Sections 3 and 4.

1.2.3 Airside Vehicles owned or operated by a government entity.

1.2.4 Buses, sedans, two-door cars, hatchbacks, station wagons, sport utility vehicles, crossover vehicles, vans, and pick-up trucks.

2.0 Report on Usage of Zero-Emission Airside Vehicles

2.1 Except as set forth in Section 2.2, starting 2024, and then every other year thereafter, persons owning or operating Zero-Emission Airside Vehicles shall submit by the last working day of January a report on the usage (hours) of such vehicles during the prior two calendar years, which report shall include for each such vehicle, at a minimum, identification of the vehicle by PANYNJ Plate number, the type of vehicle or equipment (baggage tug, cargo tractor, etc.), and the hours of usage for the prior two calendar years.

2.2 Persons owning or operating PANYNJ Plated Zero-Emission Airside Vehicles that were acquired in connection with, or funded by, a government grant that requires reporting of Vehicle usage, shall comply with all reporting requirements (including the reporting schedules) of the grant instead of the reporting requirements set forth in Section 2.1.

3.0 Registration of Additional and Replacement Conventional Airside Vehicles

Starting February 1, 2023, Additional and Replacement Conventional Airside Vehicles shall be eligible for Registration only if the following requirements are met:

3.1 Zero-Emission models are not Commercially Available, the Applicant demonstrates (on forms to be provided by the Port Authority) that Zero-Emission models are not Operationally Feasible, or sufficient charging/refueling equipment for Zero-Emission models does not exist;

3.2 each Additional and Replacement Conventional Airside Vehicle is new (not used) and meets or exceeds the U.S. Environmental Protection Agency emissions standards applicable for such new vehicle as of the date that Registration is sought;

3.3 the Replacement Conventional Airside Vehicle will be the same type of vehicle as the Existing Conventional Airside Vehicle that it is replacing (e.g., baggage tug shall replace a baggage tug);

3.4 the Existing Airside Vehicle to be replaced shall be Conventional;

3.5 replacements of Existing Conventional Airside Vehicles shall be in the order of model year, from oldest to more recent, unless a newer Airside Vehicle has to be replaced because it is inoperable; and

3.6 the Existing Conventional Airside Vehicle that is being replaced shall not be relocated to any Port Authority airport.

4.0 Registration Renewals for Existing Conventional Airside Vehicles

The following schedule shall apply to Registration renewals for Existing Conventional Airside Vehicles:

4.1 Except as set forth in sections 4.2 through 4.7, all Existing Conventional Airside Vehicles shall be eligible for Registration renewal.

4.2 Starting August 1, 2022, the Port Authority will not renew the Registration for any Existing Conventional Airside Vehicle that is older than model year 1971, unless its engine meets (as applicable) (a) USEPA Tier 3 emissions standards for nonroad compression ignition (diesel) equipment, (b) Tier 2 emissions standards for nonroad large spark ignition (gasoline) equipment, or (c) for other categories of Airside Vehicles, the most stringent applicable USEPA emissions standards in effect at the time of Registration expiration.

4.3 Starting August 1, 2023, the Port Authority will not renew the Registration for any Existing Conventional Airside Vehicle that is 40 years old or more as of the year of its Registration expiration, unless its engine meets (as applicable) (a) USEPA Tier 3 emissions standards for nonroad compression ignition (diesel) equipment, (b) Tier 2 emissions standards for nonroad large spark ignition (gasoline) equipment, or (c) for other categories of Airside Vehicles, the most stringent applicable USEPA emissions standards in effect at the time of Registration expiration.

4.4 4.4 Starting August 1, 2027 and subject to Sections 4.5 and 4.6, the Port Authority will not renew the Registration for any Existing Conventional Airside Vehicle that is 30 years old or more as of the year of its Registration expiration, unless its engine meets (as applicable) (a) USEPA Tier 3 emissions standards for nonroad compression ignition (diesel) equipment, (b) Tier 2 emissions standards for nonroad large spark ignition (gasoline) equipment, or (c) for other categories of Airside Vehicles, the most stringent applicable USEPA emissions standards in effect at the time of Registration expiration.

4.5 Starting August 1, 2028, the Port Authority will not renew the Registration for the following Conventional Airside Vehicles:

4.5.1 Existing Conventional diesel Airside Vehicles that are subject to 40 C.F.R. Part 1039 (Control of Emissions from New and In-Use Nonroad Compression-Ignition Engines) and that do not meet applicable USEPA Tier 3 emissions standards set forth at 63 Fed. Reg. 56968 (Oct. 23, 1998); and

4.5.2 Existing Conventional large spark-ignition Airside Vehicles that are subject to 40 C.F.R. Part 1048 (Control of Emissions from New, Large Nonroad Spark-Ignition Engines) that do not meet applicable USEPA Tier 1 emissions standards set forth at 67 Fed. Reg. 68242 (Nov. 8, 2002).

4.6 Starting August 1, 2029, the Port Authority will not renew the Registration for the following Conventional Airside Vehicles:

4.6.1 Existing Conventional diesel Airside Vehicles that are subject to 40 C.F.R. Part 1039 (Control of Emissions from New and In-Use Nonroad Compression-Ignition Engines) and that do not meet applicable USEPA Tier 4 emissions standards set forth at 63 Fed. Reg. 56968 (Oct. 23, 1998); and

4.6.2 Existing Conventional large spark-ignition Airside Vehicles that are subject to 40 C.F.R. Part 1048 (Control of Emissions from New, Large Nonroad Spark-Ignition Engines) that do not meet applicable USEPA Tier 2 emissions standards set forth at 67 Fed. Reg. 68242 (Nov. 8, 2002).

4.7 Baggage tugs, belt loaders and aircraft tractors: Starting January 1, 2027, the Port Authority will not renew the Registration of Existing Conventional baggage tugs, belt loaders and aircraft tractors unless the Applicant demonstrates (on forms to be provided by the Port Authority) that Zero-Emission models are not Operationally Feasible, or sufficient charging/fueling equipment for Zero-Emission models does not exist.

4.8 Starting January 1, 2030, the Port Authority will not renew the Registration of any Existing Conventional Airside Vehicle unless the vehicle is not Commercially Available in Zero-emission models, the Applicant demonstrates (on forms to be provided by the Port Authority) that Zero-Emission models are not Operationally Feasible, or sufficient charging/refueling equipment for Zero-Emission models does not exist.

5.0 Registration of Zero-Emission Airside Vehicles

All Zero-Emission Airside Vehicles are eligible for Registration.

6.0 Operational Feasibility of Zero-Emission Airside Vehicles

The Port Authority's determination of the Operational Feasibility of a Zero-Emission Airside Vehicle may be appealed to the Aviation Director of the Port Authority or his/her designee.

The Port Authority's determination of the Operational Feasibility of a Zero-Emission Airside Vehicle may be appealed by the Applicant. Such appeal must be timely initiated by the Applicant, by notifying the Aviation Director of the Port Authority in writing within 10 business days of the issuance of the determination. The Aviation

Director will then resolve the appeal on an expedited basis. The Director's ruling shall be conclusive and final; rendered in writing; and based on any information the Director deems relevant and reliable. The Director's ruling shall be issued pursuant to written procedures to be promulgated by the Port Authority. Those procedures will, among other things: (1) permit the Applicant to make a submission of written materials, (2) permit consultation between the Director and the Applicant and/or any others, to the extent the Director deems useful, and (3) provide a timely opportunity for the Applicant to review and comment on any written materials, not submitted by the Applicant, that the Director considers as part of his or her decision.

7.0 Definitions Applicable to Chapter XIX

"Additional" shall mean an Airside Vehicle that would increase the total number of Airside Vehicles in the Applicant's fleet at a specific airport.

"Airside Vehicle" shall mean the following vehicles required to have a PANYNJ Plate: a self-propelled Vehicle and a Non-Motorized Vehicle or Non-Motorized Equipment that is equipped with powered equipment. Examples include aircraft air conditioning units, Aircraft Refueling Tanker Vehicles, air start units, aircraft tractors, AOA vehicles, Automotive Fuel Dispensing Vehicles or Automotive Refuelers, baggage tractors, belt loaders, bobtails, cargo loaders, cargo tractors, catering trucks, deicing vehicles, forklifts, fuel trucks, generators, ground power units, Hydrant Service Carts, Hydrant Service Vehicles or Hydrant Servicers, lavatory trucks, lavatory carts, lifts, Mobile Refueling Stations, passenger stairs, portable lights, sweepers, Tank Vehicle or Tanker, trucks, utility carts, water trucks, water carts, and welders.

"Applicant" shall mean the person or entity applying to the Port Authority for a PANYNJ Plate, Registration or Registration renewal.

"Commercially Available" and **"Commercial Availability"** shall mean that a Vehicle can be procured at reasonable cost (taking into consideration purchase price, operating costs and pay-back period) on a reasonable timetable within the United States from more than one manufacturer and/or distributor with a proven industry track record for producing and supporting such Vehicles, which Commercially Available Vehicles are identified on a list of Commercially Available vehicles maintained by the Port Authority (available at the airport general manager's office) and developed in collaboration with airport stakeholders.

"Conventional" shall mean a Vehicle with an internal combustion (ICE) engine, including hybrids and alternative fuel vehicles (e.g., propane, CNG).

"Emergency Response Vehicle" shall mean a Vehicle that is dedicated to emergency response.

"Existing" shall mean a Vehicle with a valid PANYNJ Plate.

"Low-Use Vehicle" shall mean a Vehicle that is used in the AOA less than 200 hours in a 12-month period as set forth in the FAA's Aviation Environmental Design Tool

(AEDT) model.

“Operationally Feasible” and **“Operational Feasibility**” shall mean a Zero-Emission Vehicle determined by the Port Authority to be capable of safely performing the same tasks as its Conventional equivalent.

“Registration” shall have the same meaning as set forth in Chapter VI, Section C (Requirements for Vehicles Operating Within the AOA).

“Replacement” shall mean a Vehicle that is proposed to replace an Existing Vehicle.

“Small Vehicle” shall mean a Conventional Vehicle with an engine that is less than 25 horsepower (less than 19 kilowatts).

“Temporary Conventional Vehicle” shall mean a Conventional Vehicle that is intended for use only during periods of peak demand when Existing Vehicles cannot accommodate operations.

“Zero-Emission” shall mean no exhaust.

APPENDIX A - DEFINITIONS

DEFINITIONS

"AOA vehicles" shall mean specialized vehicles designed to support airport or aeronautical operations. Examples include baggage carts, tugs, aircraft fuel servicing vehicles, aircraft fueling hydrant service vehicles, snow blowers, aircraft rescue and fire fighting vehicles, aircraft baggage or cargo handling equipment.

"**Aeronautical Area**" **or** "**Aeronautical Operations area**" **or** "**Air Operations Area**" **or** "**AOA**" shall mean a portion of an airport designed and used for landing, taking off, or surface maneuvering of airplanes.

"**Air Cargo Handling Area**" shall mean those portions of an Airport designated and made available by the Port Authority for the reception, storage and distribution of air cargo or for the loading and unloading of air cargo from aircraft.

"**Air Cargo Employee**" shall mean a person employed by an Air Cargo Operator who performs duties in the Air Cargo Handling Area.

"**Air Cargo Operator**" shall mean any person who shall have a lease or other agreement with the Port Authority authorizing or consenting to the use of any portion of the Air Cargo Handling Area.

"**Air Terminal Highway**" shall mean those roadways at an Air Terminal designated as Air Terminal Highway by the Port Authority.

"**Aircraft**" shall mean any and all contrivances now or hereafter used for the navigation of flight in air or space, including but not limited to airplanes, airships, dirigibles, helicopters, gliders, amphibians and seaplanes.

"**Aircraft Operation**" shall mean departure or arrival of an aircraft at an Airport.

"**Aircraft Operator**" shall mean the owner of an aircraft or any person who has obtained such aircraft for the purpose of operation by himself or his own agents.

"**Aircraft Refueling Tanker Vehicle**" shall mean an aircraft refueling tank vehicle equipped with hose(s) and other necessary devices designed to transport flammable liquids and to supply fuel into an aircraft or to defuel an aircraft. An aircraft refueling tanker vehicle transports and dispenses jet fuel and includes any vehicle with an integral tank, full trailer tank, or tractor and semi-trailer tank combination. These vehicles only fuel aircraft and do not fuel vehicles or equipment.

"**Airfield Driver Training Course**" shall mean a course given by the Port Authority or its designee as a prerequisite to the granting of AOA driver privileges.

"**Airport**" **or** "**Air Terminal**" shall mean LaGuardia Airport, John F. Kennedy International Airport, Newark International Airport, Teterboro Airport, and Stewart International Airport.

"**Airport Bus**" shall mean a vehicle designed to carry more than ten persons including airport shuttle buses of all kinds, employee parking lot buses, inter-terminal buses, and public parking lot buses that provide transportation services to Airport users.

"**Airport Rail Transportation System**" shall mean the light rail system at JFK, the monorail system at EWR, and any other rail type system that operates on any Port Authority Air Terminal.

"**Airport ID**" shall mean the identification card issued by the Port Authority of NY & NJ Security ID Office.

"**Alternative Fueled Vehicles and Equipment**" shall mean vehicles or equipment that operate on one or more fuels classified by regulatory definition as alternative fuels by the Department of Energy, such as Compressed Natural Gas (CNG), Liquified Natural Gas (LNG), Liquefied Petroleum Gas (Propane or LPB), methanol, ethanol, hydrogen, and electric power.

"**Automotive Fuel Dispensing Vehicle**" **or** "**Automotive Refueler**" shall mean a hazardous material tank vehicle designed to carry gasoline, diesel fuel, aviation gasoline, fuel oil, or jet fuel from a central fueling site, bulk plant, fuel farm, fuel storage area, or other bulk fuel provider, and to transfer that fuel directly in to the fuel tanks of vehicles, stationary equipment, and stationary fuel tanks. Automotive Fuel Dispensing Vehicles may be Highway Vehicles or AOA Vehicles, Automotive Fuel Dispensing Vehicles do not dispense fuel into aircraft.

"**Automotive Refueling Station**" shall mean a permanent automotive refueling station that has a fuel dispensing system to supply fuel into vehicles.

"**Baggage**" shall mean trunks, bags, parcels and suitcases checked by the traveling public.

"**Baggage-Handling Operator**" shall mean any person providing baggage transportation or handling services pursuant to an agreement with, or the consent of, an aircraft operator pursuant to an agreement with, or the consent of the Port Authority.

"**Commercial Activity**" shall mean and include any and all activity conducted at or out of the Airport by any person, in which any product is exchanged or sold, or any service provided for monetary gain or exchange of goods or services.

"**Engage in a call**" shall mean talking into or listening on a hand-held mobile telephone, but shall not include holding a mobile telephone to activate, deactivate or initiate a function of such telephone.

"**Escort**" shall mean the process wherein an individual with a valid Airport Operator Identification Card and the appropriate escort privileges accompanies an individual who does not have access authority to areas restricted for security purposes.

"**Escorting Vehicle**" shall mean a vehicle authorized by the Port Authority to operate in an Air Operations Area, which is used to lead or follow a vehicle or group of vehicles not authorized to operate in the Air Operations Area.

"**Exclusive Area Agreement**" **or** "**EAA**" shall mean an agreement between the Port Authority and one or more air carriers or FAA approved party by which the air carrier(s) or FAA approved party assumes exclusive security responsibility for a clearly defined part of the airport, pursuant to applicable FAA regulations.

"**Fixed Base Operator**" shall mean a firm doing business at the Airport dedicated to the sale, storage and hangaring of aircraft, the sale of petroleum, oil and lubricants, the services of maintenance, repair and modification of aircraft, engines and ancillary equipment, the cleaning and provisioning of aircraft, and the provision of transient and related services pursuant to an agreement with the Port Authority.

"**Flight Training**" shall mean any use of an aircraft to increase or maintain pilot proficiency.

"**Foreign Object Debris**" **or** "**FOD**" shall mean any debris that could damage aircraft.

"**Ground Transportation Services**" shall mean providing transportation of a passenger by any vehicle, including a taxi cab, limousine, van or bus, in any business, trade or commercial transaction.

"**Hardstand**" shall mean a parking location for aircraft, which has been approved by the Manager and is physically remote from a terminal building. A terminal building is a building used for enplanement and deplanement of passengers either directly or by use of ground vehicles.

"**Hazardous Material**" **or** "**Hazardous Waste**" shall mean any hazardous material or hazardous waste as defined by Federal, State, and/or local laws, regulations, codes

or other legal requirements.

"**Highway Vehicle**" shall mean a motorized or non-motorized vehicle designed to operate on improved or semi-improved road surfaces, licensed or registered for highway use by the owner/operator pursuant to State Law and conform to the size, weight, and other Federal and State regulations required for use as a vehicle on public streets and roads. Some examples are passenger cars, vans, trucks, buses and motorcycles, etc.

"**Hot Work**" shall mean any work involving burning, welding, or similar operations that is capable of initiating fires or explosions, including cutting, welding, thermit welding, brazing, soldering, grinding, thermal spraying, thawing pipe, and torch applied roofing.

"**Hydrant Service Cart**" shall mean an aircraft refueling trailer unit equipped with hose(s) and other necessary devices designed to supply fuel into an aircraft form the airport fuel hydrant system.

"**Hydrant Service Vehicle**" **or** "**Hydrant Servicer**" shall mean an aircraft refueling vehicle equipped with hose(s) and other necessary devices designed to supply fuel into an aircraft from the airport fuel hydrant system.

"**Immediate proximity**" shall mean that distance as permits the operator of a mobile telephone to hear telecommunications transmitted over such mobile telephone, but shall not require physical contact with such operator's ear.

"**Jet Aircraft**" shall mean and include any and all aircraft which are not propeller-driven, and which accomplish motion entirely as a direct reaction to the thrust of any engine, including but not limited to engines which operate on turbine, ram, rocket or nuclear principles.

"**Manager**" shall mean the Port Authority General Manager, Manager or other Port Authority official in charge of an Airport, or his or her duly authorized representative.

"**Mobile Refueling Station**" shall mean a tank truck especially designed and equipped to carry and transfer automotive fuel from a fuel storage area to and into Automotive Refueler Vehicles and Tank Vehicles.

"**Mobile Telephone**" shall mean the device used by subscribers and other users of wireless telephone service to access such service.

"**Movement Area**" means the runways, taxiways, and other areas of an airport that are used for taxiing, takeoff, and landing of aircraft, exclusive of loading ramps and aircraft parking areas.

"**Non-Motorized Vehicle**" **or** "**Non-Motorized Equipment**" shall mean a non-self-propelled vehicle or piece of equipment designed or used to transport persons or property on land, but excluding any equipment that runs on stationary rails, guideways, or tracks. Non-Motorized Vehicles and Non-Motorized Equipment do not have self-propelling power systems permanently or temporarily attached, but may be equipped with powered equipment. Examples include trailers, solar or battery powered arrow or message boards, baggage carts, aircraft ground power units, aircraft air power units, dollies, nitrogen carts, work stands, aircraft tow bars, etc.

"**PANYNJ Plates**" are special license plates issued by the Port Authority which permit vehicles to operate in the AOA for the airport(s) for which they are issued.

"**Passenger cars**" shall mean all motorized vehicles designed to be operated on public roadways, highways, and conform to the size, weight, and other Federal and State regulations for use as a vehicle on public streets and roads. Note: Sedans are not authorized for use on the AOA at any Port Authority Airport, nor will PANYNJ plates be issued for use on the AOA for security reasons. (Exceptions would be Federal, State and local Law Enforcement and Port Authority sedans only).

"**PNdB**" is a rating for single aircraft flyovers, expressed in decibels.

"**Permission**" shall mean permission granted by the Manager, unless otherwise specifically provided.

"**Person**" shall mean any individual, firm, partnership, corporation, association, or company (including any assignee, receiver, trustee or similar representative thereof) or the United States of America or any foreign government or any state or political subdivision thereof, or the United Nations.

"**Port Authority**" shall mean The Port Authority of New York and New Jersey.

"**Port Authority Air Terminal Ground Vehicle Specifications**" **shall mean the Port Authority document entitled** "**Air Terminal Ground Vehicle Specifications**" prepared by the Port Authority Central Automotive Division.

"**Port Authority Airports**" shall mean John F. Kennedy International Airport (JFK), Newark International Airport (EWR), LaGuardia Airport (LGA), Teterboro Airport (TEB), and Stewart International Airport (SWF).

"**Port Authority Operated Areas**" shall mean all areas of an Airport which are operated by the Port Authority, including real estate, structures, Airport Buses, Airport Rail Systems, and including all Public Areas.

"**Port Authority Airport Rules and Regulations**" shall mean these Rules and

Regulations.

"**Pre-arrangement**" shall mean an agreement or reservation for ground transportation at an Air Terminal made by or on behalf of a ground transportation passenger: prior to the arrival of the passenger at the Air Terminal; or

- through the use of counter facilities operated by persons employed by, or employed pursuant to a permit or contract with, the Port Authority; or
- through telecommunications with the person or firm who dispatches the vehicle to provide ground transportation to a passenger in the absence of any solicitation of the passenger for such communications by the operator of the vehicle.

"**Propeller Aircraft**" shall mean and include all aircraft which accomplish motion by means of engine driven propeller(s).

"**Public Aircraft Parking and Storage Areas**" shall mean those portions of an Airport designated and made available temporarily or permanently by the Port Authority to the public for the parking or storage of aircraft. These areas may be used for the purpose of parking and storing aircraft, for the purpose of servicing aircraft with fuel and lubricants and other supplies for use thereon, and for the purpose of performing operations commonly known as "**ramp services.**"

"**Public Areas**" shall mean all areas except the Air Operations Area, and areas occupied pursuant to a lease or other agreement providing for the area's exclusive use by one or more tenants

"**Public Cargo Ramp and Apron Areas**" shall mean those portions of an Airport designated and made available temporarily or permanently by the Port Authority to the public for the loading and unloading of cargo (but not passengers) onto and from aircraft. Allowable activities on these areas include:

1. loading and unloading cargo, mail and supplies to or from aircraft
2. servicing aircraft with fuel and lubricants
3. performing operations commonly known as "ramp services"
4. performing inspection, minor maintenance and other services upon or in connection with aircraft incidental to performing "ramp service," and
5. parking mobile equipment used in connection with such operations.

"**Public Landing Areas**" shall mean those portions of an Airport, including runways, taxiways, and helipads, designated and made available temporarily or permanently by the Port Authority to the public for the movement and landing and taking-off of aircraft, and including areas between and adjacent to said runways and taxiways

within the AOA. These areas may be used for the purpose of landing and taking-off of aircraft and for the purpose of the ground movement of aircraft.

"**Public Passenger Ramp and Apron Areas**" shall mean and include those portions of an Airport designated and made available temporarily or permanently by the Port Authority to the public for the loading or unloading of passengers onto and from aircraft (but not cargo except to the extent that cargo is loaded or unloaded on or from passenger aircraft). Allowable activities on these areas include:

1. loading and unloading passengers, baggage and supplies to or from aircraft
2. servicing aircraft with fuel and lubricants
3. performing operations commonly known as **"ramp service"**
4. performing inspection, minor maintenance and other services upon or in connection with aircraft, incidental to performing **"ramp services,"**
5. parking mobile equipment actively used in connection with such operations.

"**Public Ramp and Apron Areas**" shall mean and include those portions of an Air Terminal designated and made available temporarily or permanently by the Port Authority to the public for loading or unloading of both passengers and cargo on and from aircraft.). Allowable activities on these areas include:

1. loading and unloading passengers, baggage, cargo, mail and supplies to or from aircraft,
2. servicing aircraft with fuel and lubricants
3. performing the operations commonly known as "**ramp services**"
4. performing inspection, minor maintenance and other services upon or in connection with aircraft incidental to performing "**ramp service**", and
5. parking mobile equipment actively used in connection with such operations.

"**Public Vehicular Parking Areas**" shall mean those portions of an Airport designated and made available temporarily or permanently by the Port Authority to the public for the parking of vehicles. These areas may be used for the purpose of parking highway vehicles.

"**Restricted Vehicle Service Road**" **or** "**RVSR**" shall mean roadways designated and marked by the Port Authority within the AOA for use by Airport vehicles while driving or operating on the AOA.

"**Safety Area**" shall mean a defined area comprised of either a runway or taxiway and the surrounding surfaces that is prepared or suitable for reducing the risk of damage to aircraft in the event of an undershoot, overshoot, or excursion from a runway or the

unintentional departure from a taxiway.

"**Security Identification Area**" **or** "**SIDA**" shall mean any area identified by the Manager as requiring continuous display of an Airport Operator Identification Card, or an escort by a person authorized to provide escort in such areas.

"**Vulnerable Cargo**" shall mean those items, irrespective of intrinsic value, whose mishandling or misuse may endanger public safety. Sensitive cargo includes, but is not limited to, the following items:

1. Explosives
2. Firearms and other weapons
3. Narcotics and dangerous drugs
4. Medical supplies and biological items
5. Nuclear and radioactive materials
6. Corrosive materials

"**Stage 3 Airplane**" shall mean an airplane that complies with the noise levels prescribed in Sec. C36.5 (a)(3) of Appendix C of FAR Part 36.

"**Stationary Equipment**" shall mean a mechanical device that is primarily designed to operate at a fixed location where it may be permanently or temporarily installed. This equipment may be equipped with an internal or external combustion engine(s) or any other type of power system.

Examples include emergency or standby generators, and emergency or standby fire pumps, etc.

"**Tank Vehicle**" **or** "**Tanker**" shall mean any vehicle used to transport and/or dispense any liquid product or material that is not classified as a hazardous material as defined by 49CFR172. A Tank Vehicle includes any vehicle with an integral tank, any tank full trailer, or any tractor and semi-trailer combination.

"**Turboprop Aircraft**" shall mean and include any and all aircraft that accomplish motion by means of a jet engine having a turbine driven propeller whose thrust may or may not be supplemented by that of hot exhaust gasses issuing in a jet from the engine itself.

"**Valuable Cargo**" shall mean a single cargo shipment valued at $25,000 or more containing commodities that are especially vulnerable to theft or loss. These commodities include but are not limited to, the following items:

- Art works
- Bills of exchange
- Bonds
- Computer Equipment
- Currency
- Electronic Devices
- Furs (finished)
- Gems, cut or uncut
- Gold bullion, coined, uncoined
- Jewelry (other than costume jewelry)
- Money
- Pearls
- Platinum
- Precious Metals
- Securities, negotiable
- Silver bullion, coined or uncoined
- Stamps, postage or revenue
- Stock certificates
- Watches and watch movements (excluding watch parts)

"**Vehicle**" shall mean a motorized or non-motorized contrivance designed or used to transport any person or property on land, excluding aircraft and any equipment that run on stationary rails, guideways, or tracks. Examples include automobiles, trucks, buses, motorcycles, cargo loaders, cargo dollies, baggage carts, trailers, fueling vehicles, hazmat vehicles, etc.