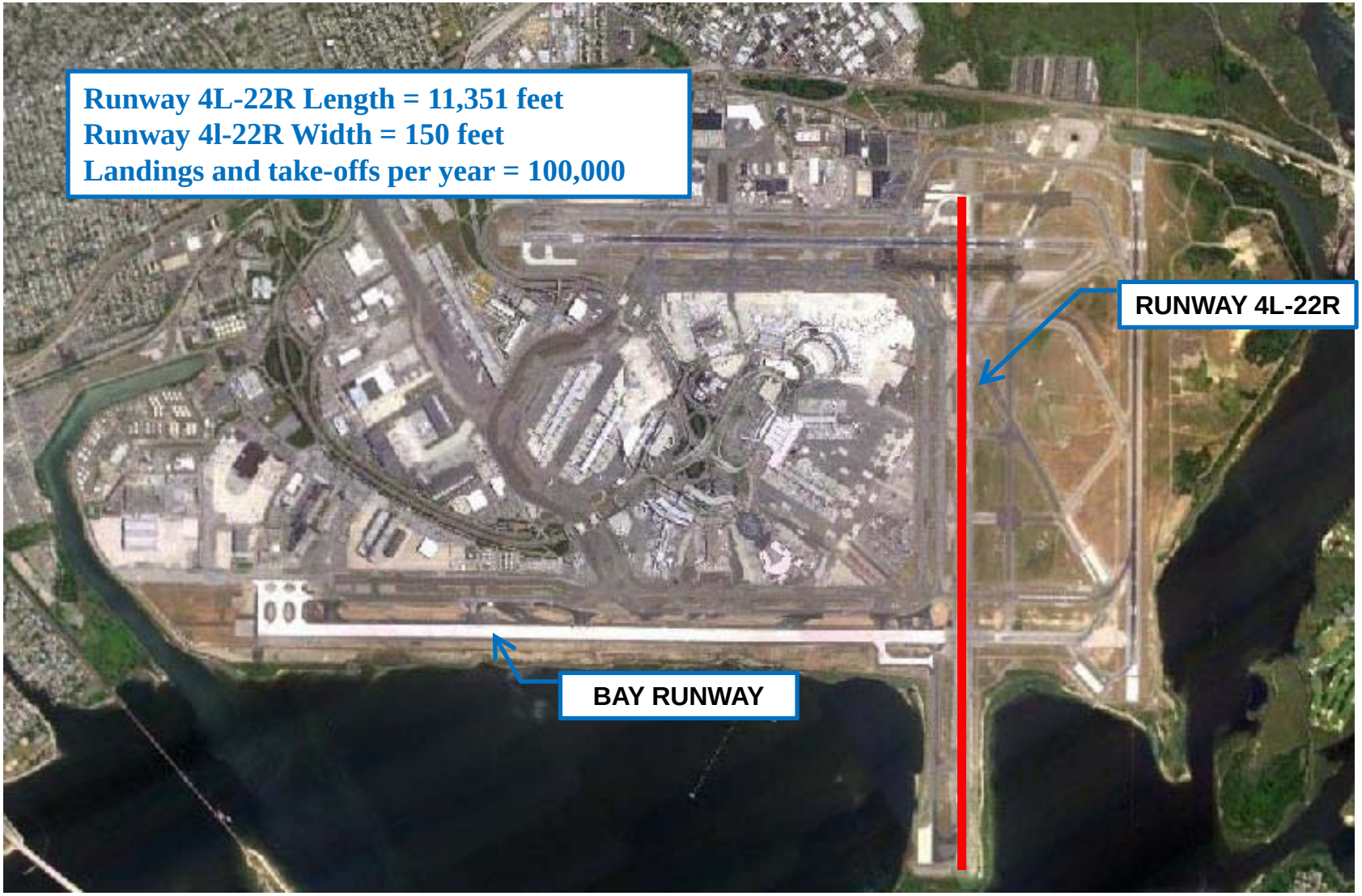
John F. Kennedy International Airport Rehabilitation of Runway 4L-22R – Status of Planning

Committee on Capital Programs/ Agency Planning

March 29, 2011

Location of Work – 4L-22R

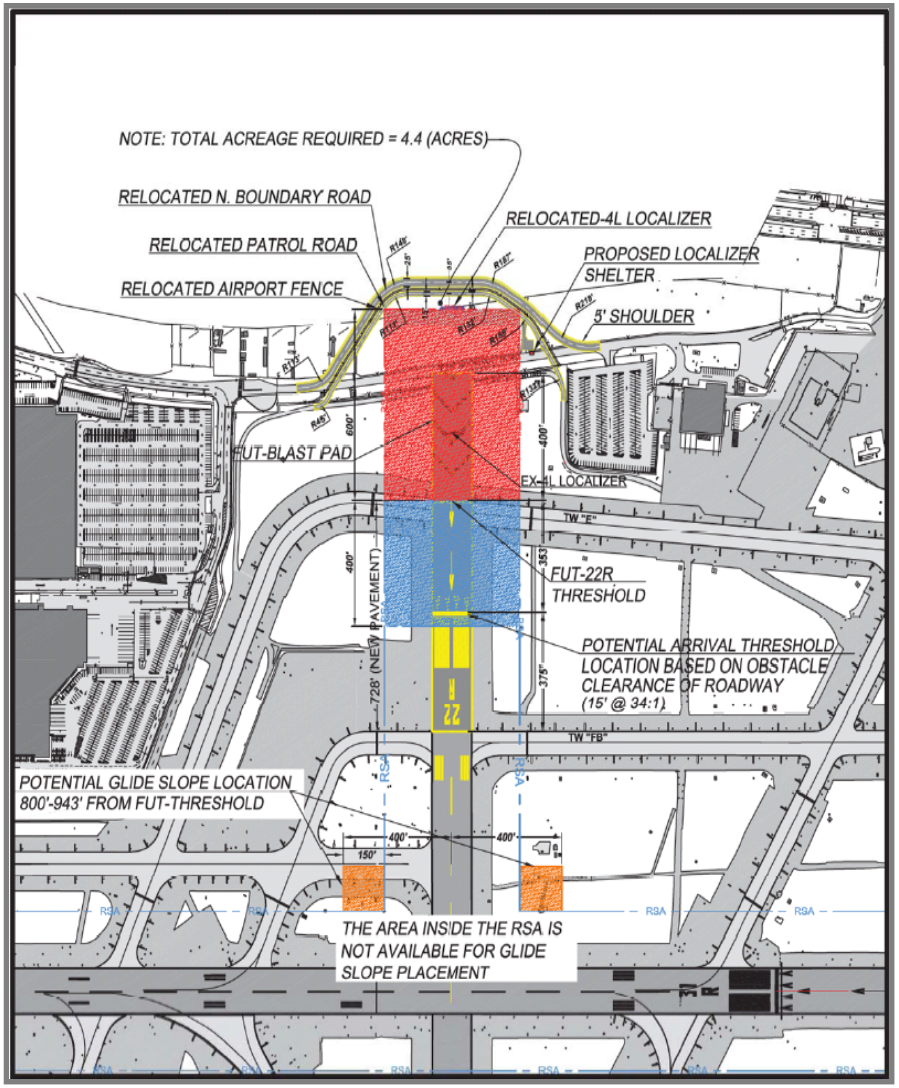


Objectives - Mandatory

Compliance of Runway Safety Area – Congressional Mandate

- 1,000’ overshoot required
  - Existing 4L overshoot 885’
  - Exiting 22R overshoot 141’
- 600’ undershoot required
  - Existing 4L undershoot 141’
  - Existing 22R undershoot meets standards at over 600’

Widen runway to 200’ to comply with Group VI aircraft standards



Objectives – State of Good Repair

- 2011 Runway Surface = Fair
- Condition will degrade with continued usage and exposure to weather
- Need to rehabilitate anticipated being coincident with RSA construction

Objectives – System Enhancement

Delay Reduction Initiatives

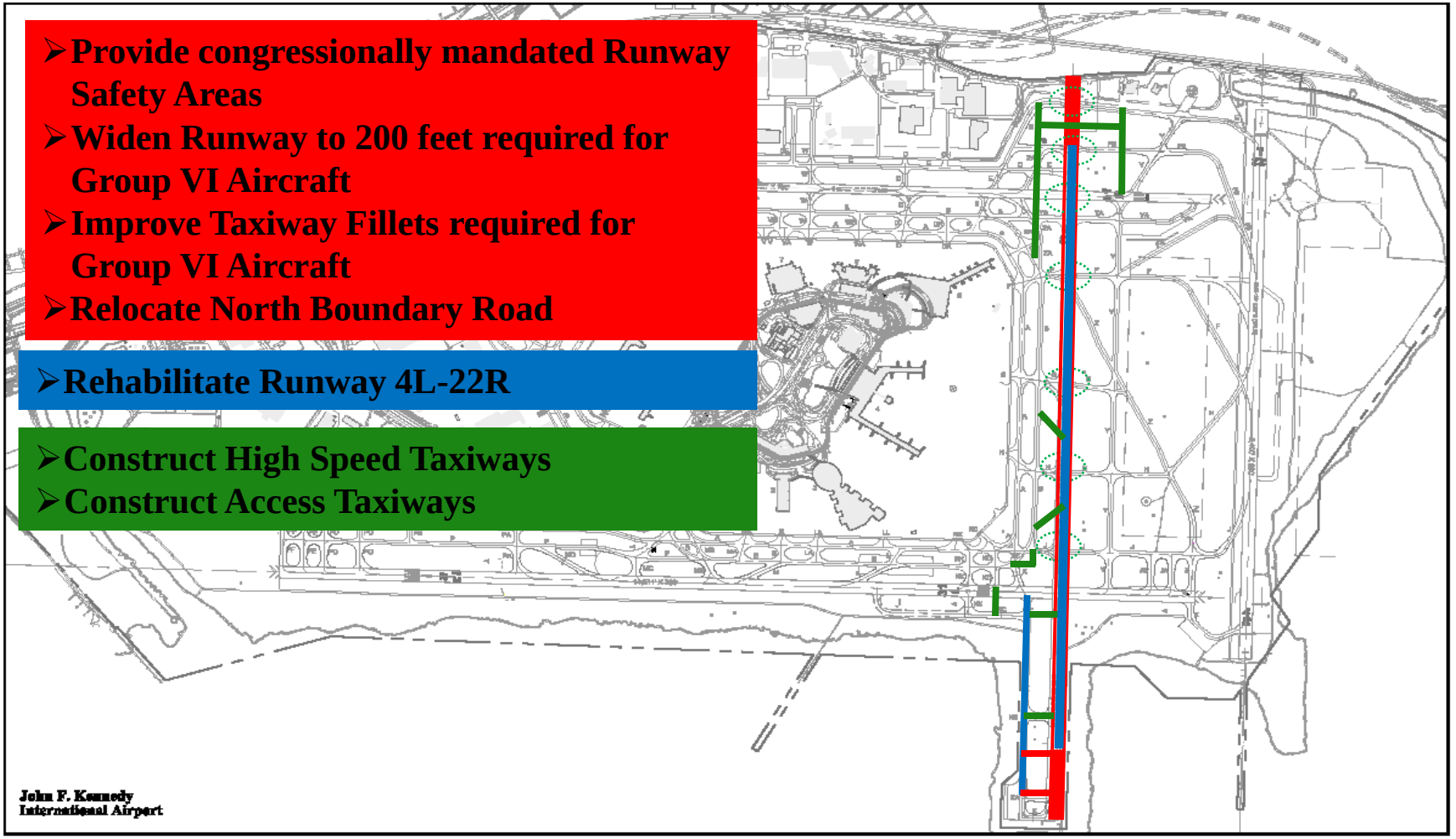
- High Speed Taxiways
- Access Improvements
- Preliminary Analysis
  - Runway 22 R – Capacity increase of 2 operations per hour
  - Runway 4L – Capacity increase of 1 operation per hour

Scope of Work

- Provide congressionally mandated Runway Safety Areas
- Widen Runway to 200 feet required for Group VI Aircraft
- Improve Taxiway Fillets required for Group VI Aircraft
- Relocate North Boundary Road

- Rehabilitate Runway 4L-22R

- Construct High Speed Taxiways
- Construct Access Taxiways



Economic Impact

- 1.5% reduction in total aircraft operating costs and passenger delays annually
- 2% increase in departure weight
- 800 jobs during construction peak
- 2,000 total economic impact jobs

Schedule

✈ Planning Authorization	June 2011
✈ Preliminary Design	July 2011 – March 2012
✈ Project Authorization	March 2012
✈ Final Design	April 2012 – June 2013
✈ Contract Award	June 2013
✈ Project Completion	December 2015