

**Air Carrier Consultation and Public Notice of  
Passenger Facility Charge Use Authority Application for  
Newark Liberty International Airport (EWR), LaGuardia Airport  
(LGA), John F. Kennedy International Airport (JFK), and Stewart  
International Airport (SWF)  
November 4, 2014**

The Port Authority of New York and New Jersey (Port Authority) hereby provides notice of its intent to submit an application to the Federal Aviation Administration (FAA) for the use of Passenger Facility Charges (PFCs) on two projects for which the FAA had previously approved PFC impose authority as part of PFC applications 12-08-C-00-EWR, 12-08-C-00-JFK, 12-08-C-00-LGA, and 12-08-C-00-SWF. The following provides details on the two projects for which the Port Authority intends to seek use authority.

**1. LGA Runways 4 and 31 Runway Safety Area Construction**

**PFC Level: \$4.50**

**Estimated Cost / Impose Authority Approval Amount: \$137,894,737**

**Requested Use Authority: \$137,894,737**

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This project involves construction of improvements to the Runway 4 and Runway 31 runway departure end safety areas. The current safety areas do not comply with FAA requirements. Through a Congressional mandate, all airports certificated under 14 Code of Federal Regulations (CFR) Part 139 must comply with the FAA's Runway Safety Area Program by 2015. In compliance with that mandate, the RSAs for Runway 4 and Runway 31 will be modified in accordance with the project's final design, bringing the RSAs into compliance with FAA standards. The Port Authority has completed planning for this project and determined that the preferred alternative for these RSA improvements will be construction of EMAS beds at the runway ends on extensions of the runway decks. These RSAs will be fully compliant with FAA standards, and preserve the operational capability of LGA.

The project will enable LGA to meet FAA RSA requirements to the extent practicable in accordance with FAA design standards. This project will make a significant contribution to improving and enhancing safety at LGA.

**2. Rehabilitation of JFK Runway 4L/22R**

**PFC Level: \$4.50**

**Estimated Cost / Impose Authority Approval Amount: \$150,000,000**

**Requested Use Authority: \$150,000,000**

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This project includes the planning, design, and construction of pavement rehabilitation of the existing Runway 4L/22R, as well as associated improvements to drainage, lighting, signage, and marking. Runway 4L-22R is 11,351 feet long by 150 feet wide and serves both domestic and international operations. The runway pavement is 13 years old and in fair condition. The Port Authority's 2009-2015 Pavement Management Plan states that the runway, at the time the study was done, was in fair condition with a Pavement Condition Index (PCI) of 65 out of 100. However, the study also noted that, at its current rate of usage, pavement rehabilitation would be required in 2 to 3 years. This rehabilitation will extend the useful life of the pavement.

According to FAA Air Traffic Control Tower data, and confirmed by FAA Air Traffic Activity System data, Runway 4L/22R accommodates approximately 45 percent of JFK's annual departures. Therefore, if Runway 4L/22R were taken out of service due to pavement failure, departing aircraft on parallel runway 4R/22L would have to take a circuitous route from the terminal area, crossing active runways to avoid the failed runway. This would cause the slowing of airport operations and increased delays.

The existing lighting and signage is also 13 years old. The Port Authority states that the current system is functional but is approaching the end of its useful life. This project includes several modernization upgrades to the existing lighting components including runway centerline and touchdown zone lighting, edge lighting, and signs. In addition, runway guard lights will be installed at key runway/ taxiway intersections.

Thus, this rehabilitation will extend the useful life of the existing runway 4L/22R and will make a significant contribution to reducing anticipated congestion at JFK, which would occur if the runway were not available.

Carriers may provide written certification of agreement or disagreement with the projects to the Port Authority no later than **December 4, 2014**. Carriers failing to provide timely certification of agreement or disagreement with the amendment requests are considered to have certified their agreement.

Any written comments submitted by the public must also be received by the Port Authority no later than **December 4, 2014**.

For purposes of official correspondence, please send all correspondence to:

Ms. Patty Clark  
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Thank you for your attention.

Sincerely,

Thomas L. Bosco  
Director  
Aviation Department