

John F. Kennedy International Airport

**PORT
AUTHORITY
NY NJ**
AIR LAND RAIL SEA



Welcome & Introductions

Teresa Rizzuto General Manager, JFK

John P. Arancio, Deputy General Manager, JFK

JFK's History

Where we were and where are we heading

- Construction began in 1942 by the City of New York at Idlewild Golf Course in Queens, NY
- June 1, 1947, PANYNJ began operating the soon-to-open airport
- July 9, 1948, commercial flight operations begin at New York International Airport
- December 24, 1963, the airport is rededicated as John F. Kennedy International Airport, in memory of the 35th president of the U.S.

80+ Airlines

6 Terminals

125 Gates



1.4 million

tons of cargo
come through
the airport
each year.



Each year, about
60 million
passengers
use the airport.



Operations

Emanuel Ciminiello Manager, Airport Operations

Aeronautical Operations

Primary responsibilities

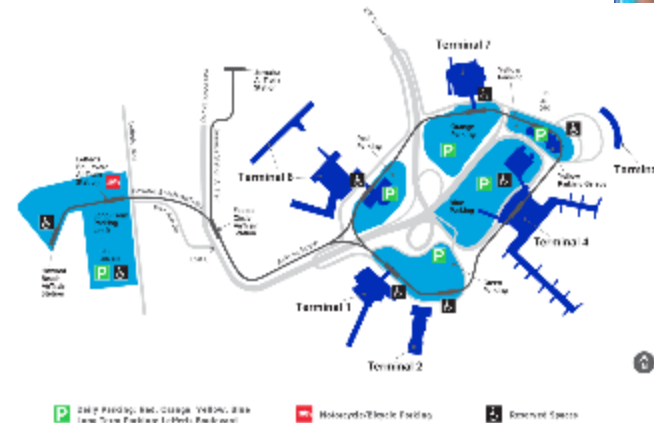
- Perform airfield inspections to ensure compliance with Federal Aviation Administration Requirements 14 Code of Federal Regulations (CFR) Part 139 - Airport Certification
- Administer the airport's airfield driver training program
- Administer Construction Safety Phasing Plans
- Lead airfield snow removal efforts
- Respond to airfield emergencies
- Coordinate runway and taxiway closures with Air Traffic Control Tower
- Conduct wildlife control activities
- Manage the Airport Certification Manual



Landside Operations

General Overview

- Airport Roadway Inspections and Management
- Inspection of Terminal frontages and pre-security areas
- Ground Transportation
- Customer Service (Welcome Centers) & Homeless Outreach
- Parking Lot Management and Parking Revenue Collection



Airport Operations Center

Key Objectives and Priorities

- Central point of contact for the JFK Community for concerns and questions
- Ensure timely and accurate customer service messaging and communication across multiple platforms to travelers and airport community as concerns are addressed in real time regarding wait times, system outages, etc.
- Produce long term operational forecasts for planning as well as day-of collaborative decision-making to ensure appropriate service levels
- Support all local, State and Federal partners throughout COVID-19 operational changes and resumption of airport operations
- Centralizing key stakeholders allows for faster, aligned response
- Enhancing communications and situational awareness
- Analysis of historical data to evaluate performance and support forecasting



Physical Plant & Maintenance

Anna Stachula – Manager, Physical Plant

Physical Plant

- Facility Projects
- Tenant Facility Office
- Maintenance
 - Structural Maintenance
 - Electrical Maintenance
 - Mechanical Maintenance
 - Environmental Maintenance
- Project Management – Dotted line reporting structure

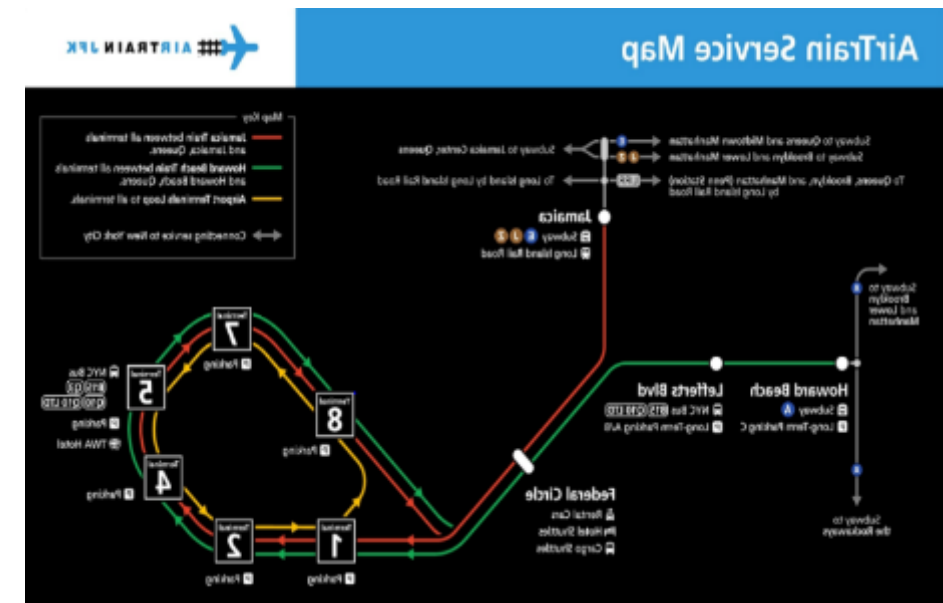


AirTrain

Jamaal Cox – Manager, AirTrain

JFK AirTrain System Layout

- Fully Automatic Driverless System
- 24hr Operations, 365 days per year
- 22,000,000 passengers moved per year
- 8.1 Dual Mile Guideway
- 10 Passenger Stations
- 32 Vehicles that can be utilized as single, 2 car, 3 car or 4 car trains



Security

Steve Brocchini – Manager, Airport Security

Airport Security

Regulated by the Department of Homeland Security's Transportation Security Administration (TSA)

- Airport Security Program
 - The foundation of the airport security system
 - Describes how the airport intends to comply with 49 CFR Part 1542 – Airport Security
- Security Directives & National Amendments
 - Issued by the TSA to amend security requirements
 - Regulatory amendments on a national level to improve security procedures
- Airport Security Coordinator
 - Primary contact for the Federal government for security related issues at the airport and must be available 24/7
 - Ensures all the regulatory requirements are met and takes corrective actions on non-compliant conditions
- Exclusive Agreement Agreements and Airport Tenant Security Programs (ATSPs) for tenant operators at the airport
 - Tenant commitment to security
 - Established security procedures in place to maintain the security integrity of the airport

Security Oversight

Daily Security Operations



Security Guard Post



Perimeter patrols



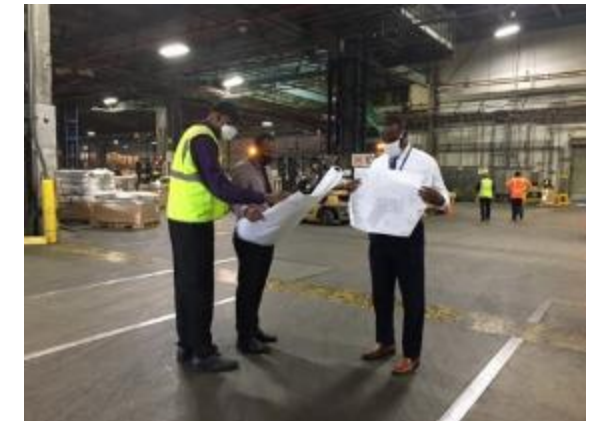
Fenceline inspections



Security Operations Center



Employee screening



Cargo terminal inspections

Airport Security Credentialing Office

“Keys to the airport”

- Security credentials required to work at various areas of the Airport. Background checks are completed prior to issuance of an Airport Security ID Card – Heavily regulated process (Criminal History Record Check & Security Threat Assessment)
- Training is provided prior to issuance of an Airport Security ID Card to ensure all employees at the airport follow all the security rules. Employees must successfully pass a test in order to be issued an Airport Security ID.
- Several hundred employees served daily



JFK Redevelopment Program Overview

Guiding Principles:

- Create a more unified, interconnected terminal layout
- Simplify the on-airport roadway network
- Airside improvements to reduce ground delays
- Increase capacity of the AirTrain
- Improve roadway access (Van Wyck expansion) and expand rail mass transit to JFK
- Develop state-of-the-art cargo facilities
- Centralize parking facilities
- Ensure world-class amenities

Current Issues and Challenges

- **Airside**
 - Gates too small for current aircraft fleet
 - Cul-de-sacs around T1, T2 & T7 leads to pushback onto taxiways
 - Lack of Ground Service Equipment (GSE) space
 - Lack of buffer time allowed between flights on gates
- **Terminals**
 - Old age and obsolescence
 - Designed before 9/11
- **Roads & Parking**
 - Lack of capacity on roads
 - Roadway Network is confusing
 - Frontages very overloaded
- **Utilities**
 - Lack of capacity in network
 - Limited resiliency in case of failure
 - End-of-life assets

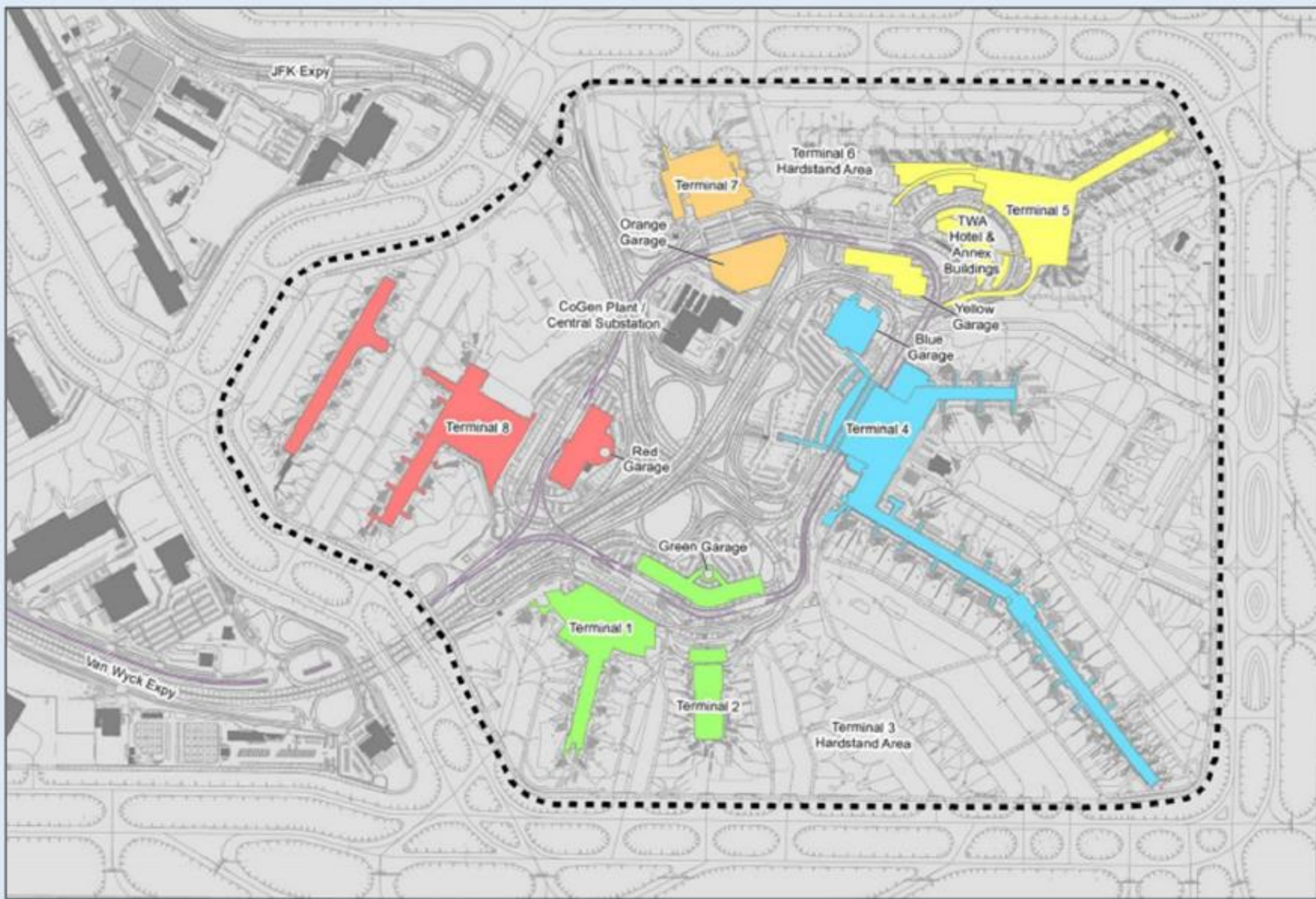
Current Issues and Challenges Particular to Customer Experience

- Overcrowding in terminal buildings in peak times
- Significant delays for arrival and departing passengers resulting from lack of facilities
- Overcrowding on the frontage roads • Inter-terminal wayfinding for connecting passengers is difficult
- Complex journeys and unclear wayfinding in a number of terminals
- Very long walks in some locations January 2020 Program Overview

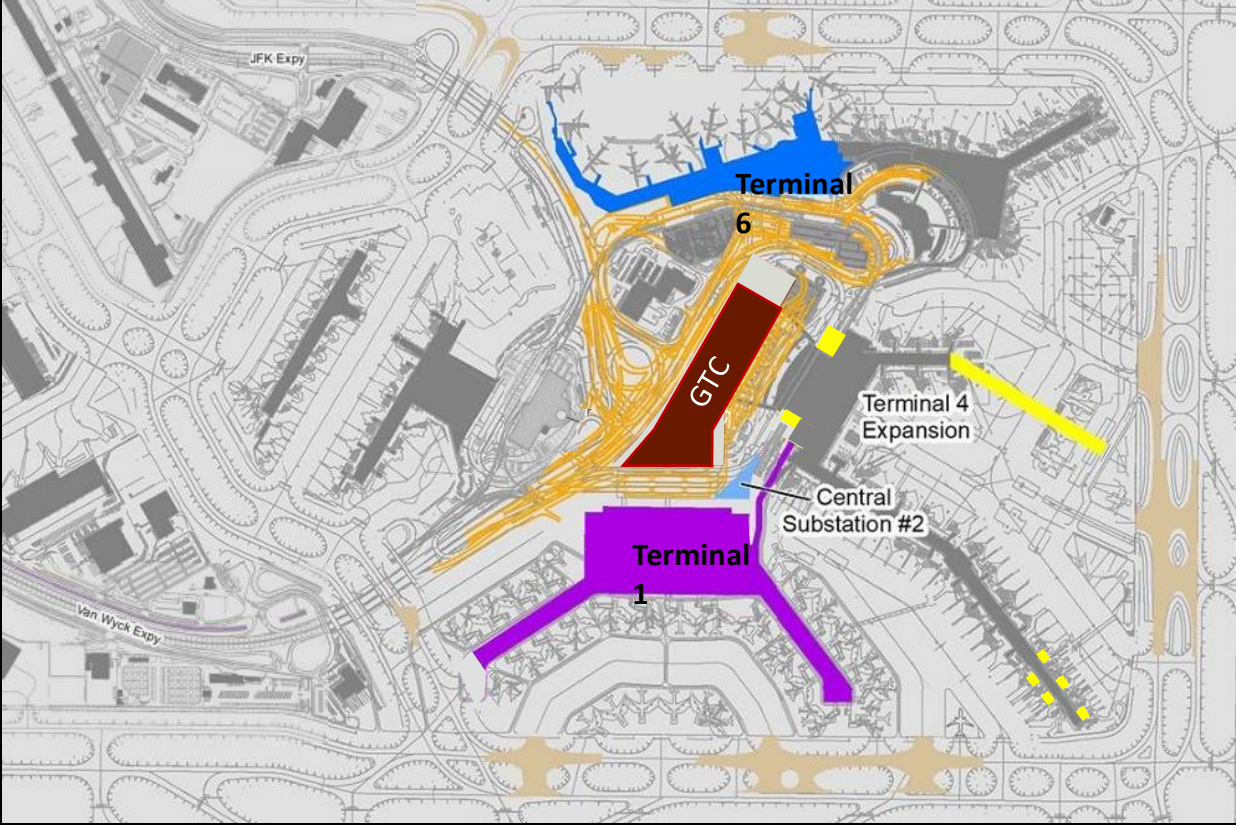
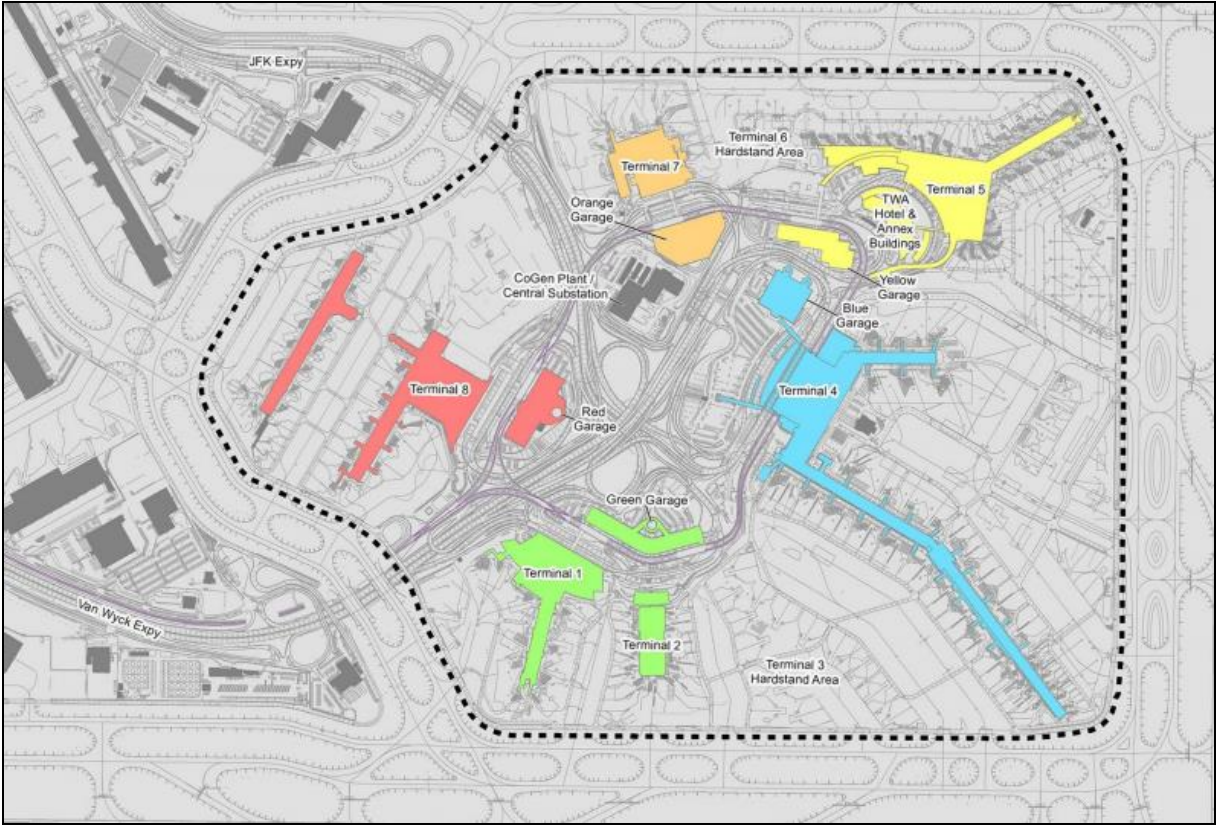
Development Considerations

- **Terminal capacity** – expands capacity to support growth in passenger demand from 60 million annual passengers (MAP) today, growing in line with the forecasts.
- **Customer experience** – dramatically enhances the end-to-end customer experience through innovation and global best practices
- **Design excellence** – creates exceptional design and aesthetics
- **Security** – leverages state-of-the-art technologies, systems, and protocols to protect the traveling public while maintaining a seamless and efficient customer journey
- **Sustainability** - Using principles of sustainability (e.g., materials, systems, energy sources) and resiliency
- **Access to airport** – complementary with improved airport access initiatives (e.g. expanded frontage roads, drop-off/pick-up zones, parking, connection to AirTrain, etc.)
- **Technology**-Touchless / biometric-based passenger journey
- **Community Involvement** - MWBE participation

Existing Terminal Layout



JFK Redevelopment Overview



Sustainability

- 20% of parking with EV chargers by 2030 with plans for 100% electrification
- Aircraft deicing fluid capture and reuse
- All-electric Ground Service Equipment fleet
- Zero waste program
- 50% improvement in AirTrain access and service
- Zero emissions bussing for workers and passengers
- Barging



Ground Transportation Center (GTC)

- The proposed Ground Transportation Center (GTC) is expected to have a 16- acre footprint and will include structural parking on two levels as well as a comprehensive arrival function at grade.
- The GTC would optimize landside operations by consolidating passenger pick-up activity in one central area and simplifying access to parking.
- The arrivals level of the GTC will have ample space for taxis, shuttles, and other for hire vehicles in a single location, thus removing them from the terminal curb frontage.
- Adequate parking capacity of approximately 3,500 spaces to replace the existing Green and Blue Garages and at-grade parking.
- The garage will include technological features to enhance efficiency, including automated entrance gates for passholders (e.g. EZPass), electric vehicle charging stations, and a wayfinding system to direct drivers to available parking.
- Pedestrian access to Terminal 1 and Terminal 4 will be available via pedestrian bridges from the fourth level of the GTC and at-grade.

Ground Transportation Center (GTC)





Thank You!

