

DRP Report - June 2023

Activity Name	IMS Description	IMS Status	Start	Finish
Kennedy Airport				
13R/13L FiberOptic Telecomm System (FOTS) JFK Phase 3			10/4/2021 A	4/19/2023
Installation/Checkout Runway 13 Left	Installation of fiber optic duct bank and fiber cable for 13L GS and 31R LOC facilities back to ATCT.	Activity complete.	10/4/2021 A	12/31/2021 A
Installation/Checkout Runway 13 Right	Installation of fiber cable for 31L LOC and 31L GS back to ATCT.	Activity complete.	4/18/2022 A	6/28/2022 A
Work Complete	Completion of 13R/13L Fiber Optics cable.	Cutover of ILS systems (2 LOC and 2 GS) happened May 10th, 2023. JAI was initiated the same day. JAI exceptions clearance is in progress.		5/10/2023 A
Amend SKORR departure, JFK			14-May-20 A	TBD
Part 150 JFK Noise abatement measure #1	The intention of "Tighten SKORR" departure procedure concept is to reduce aircraft noise over Howard Bch, Old Howard Bch & Hamilton Bch (Queens) by moving the SKORR waypoint from it's current loc to Jamaica Bay. Also route over Riis Parks parking lot.	SKORR Departure will remain & a new primary departure will be developed with higher climb gradient which will allow turns to a fix located over Floyd Bennett Field.	14-May-20 A	TBD
Develop GLS Rwy 4R/4L, 22R/22L, 13L 31R/31L, (GBAS), JFK			9/12/2015 A	12/26/2024
Develop GLS Overlays	PANYNJ's Ground-Based Augmentation System (GBAS) provides navigation and precision approach services with extremely high accuracy, availability, and integrity. FAA will develop overlays of ILS procedures for 4R/L, 22L, 13L, 31R/L and RNAV (GPS) 22R	PANYNJ indicated they plan to complete installation by end of 2024. Publication of IFPs scheduled for 26 Dec 2024 to align with equipment and procedure flight inspection in September 2024.	9/12/2015 A	12/26/2024
Install GBAS JFK			6/15/2023	10/15/2024
Construction - GBAS	PANYNJ will install Non-Fed GBAS at JFK. Needs to be tied into AT Cab monitor panel(ICMS/UIC).	Project will go out for bid next spring. Reimbursable Agreement may be needed for RE support for Cab Installation or Tech Ops may escort contractors. Monitor panel coordination ongoing as ICMS is being replaced-backup is temp Honeywell display.	6/15/2023	9/15/2024
Equipment Flight Inspection	GBAS equipment is ready for flight inspection for certification. FAA has aligned equipment and procedure flight inspections to provide GBAS service as soon as possible.	Honeywell equipment Installation is expected by September 2024 for flight inspection. GBAS included in proposed ALP Revision 3.	9/16/2024	10/15/2024
Mitigate Impacts to FAA Comm Due to Redevelopment			11/6/2023	9/20/2024
Program Management/Support	Reimbursable agreement for design, resulting in relocation and/or mitigations to FAA communications infrastructure due to ALL redevelopment issues. Currently anticipate comm issues in 2025, with full skinning of Terminal 1.	Reimbursable agreement is under development to mitigate impact to tower frequencies. A temp solution may be needed if full relocation can't occur before then.	11/6/2023	9/20/2024

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Siting Study for the Relocation of ATCT, JFK			7/13/2022 A	3/3/2023 A
Siting Study	Siting Study for relocation of the JFK ATCT to mitigate possible LOS issues with Airport redevelopment.	RA signed 7/13/23 to conduct AFTIL & siting study. Project funded September, 2022. AFTIL 1 conducted February 28th -March 3rd. Project is on hold after 4/28/23 meeting while considering alt options including realignment of TWY A & B.	7/13/2022 A	3/3/2023 A
Terminal Flight Data Manager, JFK			11/5/2019 A	TBD
Hardware Installation	Hardware installation to implement departure queue management tool at JFK. It will assist in reducing gridlock occurrences by identifying departure constraints sooner, also reduce taxi out times and reduce fuel burn.	Because TFDM does not interface directly with the Departure Sequencing Program, it cannot be deployed to NY region at this time. All NY facilities have been moved to the bottom of the deployment waterfall.	11/5/2019 A	TBD
LaGuardia Airport				
Develop GLS Rwy 04/22 & 13, LGA			10/18/2018 A	12/26/2024
Develop GLS Rwy 04/22 & 13/31 Overlay of ILS, LGA	PANYNJ Initiative for Precision vertical guidance procedure using Ground-Based Augmentation System & Global Navigation Satellite System. Alternative to RNAV. FAA will develop overlays of ILS procedures for 4/22 & 13, and LGA 31 RNAV (GPS) Z.	PANYNJ indicated they plan to complete installation by end of 2024. Publication of IFPs scheduled for 26 Dec 2024 to align with equipment and procedure flight inspection in September 2024.	10/18/2018 A	12/26/2024
DEVELOP RNAV (GPS) Y RWY 13, LGA			4/21/2022 A	1/25/2024
DEVELOP RNAV (GPS) Y RWY 13, LGA	Develop procedure most aircraft can fly to replace ILS 22 Circle to RWY 13. Aircraft on existing base to final turn are inconsistent resulting in increased AT workload to maintain separation & forcing reduction in arrival & departure rates.	Environmental Determination issued 12/19/2022.	4/21/2022 A	1/25/2024
Eight Departure, LGA			7/27/2021 A	1/22/2026
Establish LGA Eight Departure	Develop a LGA departure procedure that does not require waivers and fully meets both N90 needs and existing criteria before existing waiver expires 5/21/2026.	Waiver approved until 5/21/2026. Full Workgroup Meeting was held April 25-27 to finalize designs with industry and other FAA facilities.	7/27/2021 A	1/22/2026
Install GBAS, LGA			9/16/2024	10/15/2024
Construction - GBAS	PANYNJ will install Non-Fed GBAS at LGA. Needs to be tied into AT Cab monitor panel (ICMS/UIC).	PANYNJ design underway. Construction start date to be determined. A Reimbursable Agreement may need to be developed for Resident Engineer support for Cab Installation. ALP change approved 8/19/2022.	9/16/2024	9/16/2024
Equipment Flight Inspection	GBAS equipment is ready for flight inspection for certification. FAA has aligned equipment and procedure flight inspections to provide GBAS service as soon as possible.	Honeywell equipment Installation is expected by September 2024 for flight inspection.	9/17/2024	10/15/2024

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Jet Fuel Transmission System, LGA			7/15/2023	9/30/2024
Construction - Jet Fuel Transmission System	PANYNJ will install a Hydrant Fueling Line. Majority of system is underground, above ground items in fuel farm will be below existing structures.	Construction scheduled to start 3rd quarter 2023. Phasing plans under review. Expect TWY B & A reductions to ADG III or smaller, in addition to nightly & ext. weekend closures.	7/15/2023	9/30/2024
Redevelop Terminals C & D, LGA, NY			8/1/2017 A	4/18/2025
Construction - Terminal C & D	Delta is redeveloping Terminals C & D parallel with the CTB construction. The head house will be relocated closer to Grand Central Parkway and construction 4 piers extending from both Terminals. There will be dual taxi lanes between each pier.	New Terminal C Headhouse and new Concourse E opened on June 4, 2022. New Concourse F partial opened first 4 gates on 10/4/2022.	8/1/2017 A	4/18/2025
Delta Air Lines Proposal	Delta has proposed to retain and rehabilitate the existing Delta Terminal C-West Concourse in lieu of replacement with an entirely new Concourse D.	Work will take place around the existing emergency tower, and should not have significant impact. Airside portion of Concourse D work now underway. Operations on TWY A restricted to ADG III aircraft and TWY A will be closed on overnights.	8/1/2017 A	4/18/2025
Relocate the RTR at LaGuardia Airport, Flushing, NY			1/10/2022 A	5/15/2025
Plants Engineering-TSSC	Design of RTR site.	75% design completed. Sched. will be rebaselined once we rec'v TSSC updated sched. PRG will coord w/ PANYNJ to determine if there are any impacts to airport projects. Full funds rec'd. Remaining design, const, and RE will be under the T5 Contract.	1/10/2022 A	10/20/2023
Plant Construction	Construction of new RTR building and Antenna Towers at Echo site.		11/20/2024	4/16/2025
Perform Commissioning	Commissioning.			6/5/2025
Replace MALSR RWY 04 (LGA)			6/12/2023	11/10/2024
Plants Construction -Phase 1 - Parent	Phase 1 work consists of infrastructure (conduit and cable) replacement along the entire MALSR length. Includes boring under GCP and other local roads. Reference JCN 1101576.	Construction contract was awarded 3/26/23. No extended system outage during phase 1.	6/12/2023	12/4/2023
Plants Construction - Phase 2 - Parent	In Phase 2 the MALSR equipment and additional infrastructure (foundations, poles, any remaining conduit & cable), will be replaced. The light bridge will also be built in this phase.	MALSR outage estimated from April 15 - November 10, 2024.	4/15/2024	10/3/2024
Work Complete - Phase 1 & 2 - Parent	The system will be out of service starting April 15 and be returned to service November 10, before the Thanksgiving moratorium.	Equipment replacement and light bridge will happen during phase 2.		11/10/2024
Replace PAPI, RWY 4 LGA			7/10/2023	9/25/2023
Plant Construction aligned with LGA MALSR 19004356	Replacement of PAPI damaged during Hurricane Ida. Perform Engineering and Construction.	Requested 30 day outage from June needs to move to August 10 - Sept 10, 2023. Note: construction start moved to July 2023 for new relocated PAPI infrastructure.	7/10/2023	8/18/2023

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Installation/Checkout	Perform installation and prepare for flight inspection.	Scheduled construction/installation dates brought into FY23 to reflect expected outage approval.	8/21/2023	9/11/2023
Perform Commissioning	The RWY04 PAPI will be relocated coincident with the ILS and RNAV Procedures. This will result in a Threshold Crossing Height within 50' to 60' and will provide more stopping distance on the runway for Height Group 3 aircraft.			9/25/2023
Replace URD/TKD LOC Building, LGA			4/15/2025	6/30/2025
Plant Construction	Replace 10' x 36' equipment building that houses RWY 22 Localizer, LDA-A & DME with 1-2 smaller shelters. 1 may not be needed as FAA considering decommissioning LDA. Approval required for cables & add'l shelter.	Cable/Shelter approval pending design cost estimate. Funding scheduled avail Feb 2024. Jan 2023-Tech Ops initiated decommissioning LDA-A.	4/15/2025	6/20/2025
Work Complete	Relocate equipment, install new RF cables-may need flight inspection. Tech Ops will provide manual control for RWY 04 MALSR, PAPI & GS for 2 short periods.	3 day outage at beginning to temp relocate equipment. 7-10 day outage expected about 2 months later to finish the project. Proposed outage dates in Mid April and June 2025 will need to be coordinated with AT & airlines.		6/30/2025
Terminal Flight Data Manager, LGA			12/11/2019 A	TBD
Hardware Installation	Hardware installation to Implement departure queue management tool at LGA. It will assist in reducing gridlock occurrences by identifying departure constraints sooner, also reduce taxi out times and reduce fuel burn.	Because TFDM does not interface directly with the Departure Sequencing Program, it cannot be deployed to NY region at this time. All NY facilities have been moved to the bottom of the deployment waterfall.	12/11/2019 A	TBD
Newark Liberty Airport				
Develop EWR RNAV (GPS) RWY 29			1/20/2022 A	9/5/2024
Develop EWR RNAV(GPS) W RWY29	Develop RNAV(GPS) overlay of EWR 29 Stadium Visual prior to RWY 4L-22R rehab, currently scheduled in 2025. Airlines would prefer RNAV to existing circling approach to RWY29.	Procedure request was entered in gateway on 6/21/22. Publication moved up from February 2025 to Sept 2024 per N90's request.	1/20/2022 A	9/5/2024
EWR Replace the ATCT York Chillers (Includes JCN 1507825 EWR Replace Johnson Control			4/28/2023	11/15/2023
Plant Construction	Chillers for the EWR tower were replaced with a temp system while a permanent system is designed.	Still working on notice to proceed date with the contractor based on approved submittals. We are working with facility to get temporary chiller system running but we are having difficulties scheduling a meeting to review the PRP with air traffic.	6/26/2023	10/6/2023
Work Complete		AT requires 30 days to review the PRP. We scheduled the meeting March 14 but AT was not available and the new date is May 24th. Looks like the earliest start for the temporary chillers will be late June. We are probably looking at NTP in July.		11/15/2023

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Missed Approaches RWY 11 EWR			9/23/2021 A	6/15/2023
Amend RWY 11 Missed Approaches, EWR	Redesign ALL RWY11 missed approach procedures to a single design that will remain at 2000 feet and in EWR Tower's airspace as long as possible while making a right turn south/southwest bound to a holding fix.	Amendment addresses gateway request & allows use of EWR GLS RWY 11 during adverse wx by deconflicting MA with JFK & LGA.	9/23/2021 A	6/15/2023
Missed Approaches RWY 4L/4R EWR			1/6/2022 A	6/15/2023
Amend RWY 4L/4R Missed Approach Procedures, EWR	RNAV missed approach added to all RWY 4L/4R approaches. This design will diverge from the amended Newark SID by 15° and provide ATC delegated airspace containment when LGA is landing RWY 13 and EWR is on Northeast flow.	Designs developed in collaboration with N90 and PHL TRACON. Simulator eval in December satisfactory. Waivers & Flight Inspection passed 5/19/2023.	1/6/2022 A	6/15/2023
Newark Departures			1/6/2022 A	11/30/2023
AMEND Newark SID, EWR (ATO OSG)	Change initial heading from 60 to 55 degrees to provide 15 degree divergence from redesigned 4L/4R missed approaches. Publish concurrent with new conventional SID for 4L/4R "DEVIL ONE".	Newark FIVE rescheduled for 30 Nov 2023 due to termination of "Move fix ELVAE" project.	1/6/2022 A	11/30/2023
Add RWY 29 Departure Top Altitude (ATO OSG)	EWR 29 departures currently climb initially to 5,000 ft. Amending top altitude to 3000 ft. aligns 29 with other EWR runways, and reduces communication required to provide clarification to pilots.	NEWARK SID TOP ALTITUDE: RWY 4L/4R/11/29: 3000, 22L/22R: 2500	1/6/2022 A	11/30/2023
Publish DEVIL Climb Out RWY 4L/4R (ATO OSG)	Reduce ground to air communications when LGA landing RWY 13 and EWR is on NE flow by publishing : "CLIMB HEADING 039 UNTIL I-EZA 4 DME (USE I-EWR 3.6 DME WHEN I-EZA IS NOT AVAILABLE) THEN CLIMBING LEFT TURN HEADING 290, MAINTAIN 2000, THENCE..."	This stand alone procedure addresses United Airlines objection and will be codable in the FMC.	1/6/2022 A	11/30/2023
Relocate South RTR			4/2/2026	2/3/2027
Plant Construction	The FAA RTR will be relocated to mitigate impacts from Terminal redevelopment. Frequency Interference Study (12/2021) showed coverage below ICAO/FAA standards.	Reimbursable drafted, sent to PANYNJ for review. PRG still working on cost estimate. PA has approved project, design to start 2023.	8/20/2026	3/29/2027
Perform Commissioning				6/23/2027
REPLACE EWR FOTS system, Phase 2			7/25/2022 A	7/8/2023
Installation/Checkout- Pull Strings	Manufacturer doesn't support Premnet 5000 multiplexer and units reaching/reached end of life cycle. Tech Ops ID'd this as a top priority. Phase 2 of 5 (5 JCN's) with project completion 2026. This phase is for installation of fiber cables on RWY 11-29.	Inaccessible manholes now uncovered by Port Authority. ES has two weeks of additional pull string installation work, and are coordinating a Runway Shutdown. Expected finish July 2023. Fiber pulls now de-scoped from Phase 2 and added to Phase 4.	7/25/2022 A	7/28/2023

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Activity Name	IMS Description	IMS Status	Start	Finish
Installation/Checkout-Fiber	Manufacturer doesnt support Premnet 5000 multiplexer and units reaching/reached end of life cycle. Tech Ops ID'd this as a top priority. Phase 2 of 5 (5 JCN's) with project completion 2026. This phase is for installation of fiber cables on RWY 11-29.	This activity has been de-scoped and added to Phase 4. The activity has been actualized.	10/10/2022 A	4/4/2023 A
Work Complete	Installation of Fiber Cables.			7/28/2023
REPLACE EWR FOTS system, Phase 3			5/13/2024	1/22/2025
Plant Construction	New FOTS equipment will be installed on Runway 4L-22R utilizing existing multi-mode fiber. This will replace the current unsupported Premnet equipment.		5/13/2024	1/17/2025
Work Complete				1/22/2025
RNAV (RNP) Y RWY 29			9/6/2022 A	TBD
AMEND RNAV (RNP) Y RWY 29, EWR (ATO OSG)	Adjust the final approach fix "JIMLO" location and crossing altitude to contain the procedure within EWR Tower's Delegated airspace per ATC request.	Designs developed in collaboration with N90 and PHL TRACON, awaiting workgroup concurrence. Schedule TBD and will follow .41 process.	9/6/2022 A	TBD
Stadium Visual RWY 29			1/6/2022 A	6/15/2023
AMEND Stadium Visual RWY 29, EWR (ATO OSG)	Adjust the crossing altitudes on the Stadium Visual and adding a new fix with crossing restriction of block altitude 1500-2000 feet 4.9 NM north of SLIMR to contain the procedure within EWR Tower delegated airspace to deconflict with LGA operations.	Flight Inspection completed and package sent to charting for pre-publication preparation 3/29 - on track for 6/15/2023.	1/6/2022 A	6/15/2023
Terminal A Redevelopment, EWR			4/1/2018 A	6/30/2023
Construct	Reconfigure Terminal A airside including aircraft parking and taxi lanes to improve movement. Reconfigure stormwater collection system with capability of isolating de-icing fluids for collection and disposal.	Terminal One partially opened December 2022. Final gates to open later in 2023.	4/1/2018 A	6/30/2023
Terminal Flight Data Manager, EWR			17-Oct-19 A	TBD
Hardware Installation	Hardware installation to Implement departure queue management tool at EWR. It will assist in reducing gridlock occurrences by identifying departure constraints sooner, also reduce taxi out times and reduce fuel burn.	Because TFDM does not interface directly with the Departure Sequencing Program, it cannot be deployed to NY region at this time. All NY facilities have been moved to the bottom of the deployment waterfall.	17-Oct-19 A	TBD
New York ARTCC				
Digital Non-Voice Communications (DataComm), ZNY			19-Mar-10 A	TBD
Digital Non-Voice Communications	This NextGen initiative will allow use of digital data communications to reduce routine voice transmissions, hear-back and read-back errors, as well as reduce frequency congestion.	Due to impacts from COVID-19 restrictions the enroute data comm waterfall has been replanned. As of March 2023, implementation of DataComm at ZNY is now tentatively scheduled for spring 2024.	19-Mar-10 A	TBD

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Long Island MacArthur Airport				
Replace CCC VOR Roof and Teepee			5/1/2023 A	6/29/2023
Plant Construction	Repairs at the Calverton (CCC)VOR to existing roof, teepee & sideband antenna radomes will be replaced & VOR will be tuned up. Integrated with TACAN replacement w/DME antenna & frequency change.	Construction began on 05/01. VOR outage schedule 4/17- 6/15. Construction completed on 05/11/2023. JAls cleared on 5/15/2023. Flight Inspection scheduled in 2 weeks, but has been delayed elsewhere.	5/1/2023 A	5/5/2023 A
Work Complete	Completion of repairs at VOR			5/11/2023 A
Replace DPK VOR Roof and Teepee			3/22/2024	8/14/2024
Plant Construction	Replace the existing roof, teepee and sideband antenna radomes. Tune-up Deer Park (DPK) VOR.	Civil engineering complete. Electronic engineering ongoing. ES plans to learn from electronic engineering lead on the CCC project. Construction start and finish not expected to change. Electronic engineering anticipated to be completed on 6/30/2023.	3/22/2024	5/16/2024
Work Complete				8/14/2024
Replace RVR (Teledyne) with PC-Based RVR, ISP			8/19/2024	9/30/2024
Plant Construction - Tiger Team FY24	Replace RVR (Teledyne) with PC-Based RVR at PC-Based RVR at Islip.	Design complete; the RVR waterfall has been rebalanced to accomodate resources, equipment, and training and this project has been moved to complete in FY24.	8/19/2024	9/30/2024
Terminal Flight Data Manager, ISP			TBD	TBD
Hardware Installation	Hardware installation to implement departure queue management tool at ISP. It will assist in reducing gridlock occurrences by identifying departure constraints sooner, also reduce taxi out times and reduce fuel burn.	Because TFDM does not interface directly with the Departure Sequencing Program, it cannot be deployed to NY region at this time. All NY facilities have been moved to the bottom of the deployment waterfall.	TBD	TBD
Republic Airport				
Study of Comm Impacts			7/5/2023	2/17/2026
Program Management/Support	Reimbursable agreement-funded project to relocate antenna platform that is impacted by airport development.	Other Program Office Work (Comm Facilities Sustainment and NEXCOM) has been coordinated with this Redevelopment mitigation. Draft RA is being reviewed by sponsor.	7/5/2023	2/17/2026
Teterboro Airport				
Cable ELD Construction			6/20/2023	10/17/2023
Plant Construction	Aging power cable causing problems of restorability/reliability of power to airport facilities.	TAA(#T-03620) to be submitted with modifications to include other NAVAIDS systems. Project will require 2 RWY 19 nightly closures at start of project and 2 nightly closures at the end. Site Survey completed in January 2022. Construction start in 2023.	6/20/2023	10/12/2023
Work Complete				10/17/2023

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ESTABLISH DME RWY 06, TEB			7/5/2023	11/30/2023
Plant Construction Tiger Team RWY 6	Installation of a low power DME in the RWY06 LOC shelter. Project was created to support a revised requirement from the flight procedure office after decommissioning memo.	3/28/23: NCP for non-standard DME antenna was approved. On schedule for a July 2023 installation start.	7/5/2023	8/14/2023
Perform Commissioning		2/2/23: Instrument flight procedure amendments on schedule for November 30, 2023.		11/30/2023
Missed Approach RWY 6 TEB			1/6/2022 A	8/10/2023
AMEND RWY 6 Missed Approach Procedures, TEB (ATO OSG)	Redesign ALL RWY 6 missed approach procedures to track to the Northwest at 2000 ft then tracking Southwest climbing to 3000 ft to holding fix. ATC requested to contain these procedures within EWR sector delegated airspace.	Project slipped from 6/15/2023 to 8/10/2023 due to resource shortfalls within AIS.	1/6/2022 A	8/10/2023
Replace TEB ATCT and Base Bldg, TEB, NJ			11/18/2019 A	10/13/2024
Design-Build Contract Period of Performance	Existing 1974 Air Traffic Control Tower (ATCT) doesn't meet current standards. 171' AGL ATCT is the shortest possible height to meet criteria, will enhance safety & efficiency by improving depth perception, line of sight, and visibility of movement area.	Work hrs M-F 7AM-3:30PM pending work & weather. Building is weathered in. Major power systems in. GC working on interior finishes, exterior grading and site work, curb in and prepping for parking lot as of March 2023.	11/18/2019 A	7/23/2023
Beneficial Occupancy Date (BOD)	ATCT Construction complete. FAA takes ownership and begins electronics equipment installation.			7/24/2023
Service Available - ATCT-TRACON	Teterboro Airport Traffic Control Tower (ATCT) is certified for Air Traffic Operations. All equipment has been certified operational by Technical Operations and Air Traffic Control representatives.	Commissioning date is tentative.		10/13/2024
Replace VASI with PAPI RWY 01			6/5/2023	8/10/2023
Plant Construction	The existing Visual Approach Slope Indicator (VASI) equipment is over 30 years old. Replace current VASI System with a new PAPI System. This project will be performed with the cable ELD construction JCN 1100216.	Nav aids Performed Site Survey 02/08/2022. PAPI to be constructed during the TEB ELD Project. ELD contract award in October 2022. Due to holiday moratoriums, construction will start in Spring 2023.	6/20/2023	8/15/2023
Perform Commissioning	Perform commissioning.			8/24/2023
Terminal Flight Data Manager, TEB			3/29/1935	TBD
Hardware Installation	Hardware installation to implement departure queue management tool at TEB. It will assist in reducing gridlock occurrences by identifying departure constraints sooner, also reduce taxi out times and reduce fuel burn.	Because TFDM does not interface directly with the Departure Sequencing Program, it cannot be deployed to NY region at this time. All NY facilities have been moved to the bottom of the deployment waterfall.	3/29/2035	TBD

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Westchester County Airport				
Terminal Flight Data Manager, HPN			TBD	TBD
Hardware Installation	Hardware installation to Implement departure queue management tool at HPN. It will assist in reducing gridlock occurrences by identifying departure constraints sooner, also reduce taxi out times and reduce fuel burn.	Because TFDM does not interface directly with the Departure Sequencing Program, it cannot be deployed to NY region at this time. All NY facilities have been moved to the bottom of the deployment waterfall.	TBD	TBD
Morristown Municipal Airport				
Airport Sponsor Project for 2023, MMU			6/14/2023	9/18/2023
Construction	Culvert replacement under RWY 5/23 and TWY A; install cattle guard crossing RW 5 departure ERSA and associated ERSA grading.	Anticipated summer 2023 construction. AIP funding and bid prices will dictate the scope and scale. Airport estimating 25 day runway closure in July/August 2023.	6/14/2023	9/18/2023
Airport Sponsor Project for 2024, MMU			4/1/2024	11/29/2024
Construction	Reconstruction of TW D; grade RW 5/23 RSA from TW D to TW B; partial overlay of RW 5/23; install RW/TW lighting.	Anticipated summer 2024 construction. AIP funding and bid prices will dictate the scope and scale. Work may include RWY05 EMAS, which will involve FAA Localizer.	4/1/2024	11/29/2024