

DRP Report - February 2024

Activity Name	IMS Description	IMS Status	Start	Finish
Kennedy Airport				
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 has tentative plans to complete installation by end of 2025. Estimated publication date has been rescheduled to 1/22/2026 to align equipment and procedure flight inspections.	9/12/2015 A	1/22/2026
Siting Study for the Relocation of ATCT, JFK			7/13/2022 A	12/31/2024
Siting Study	Siting Study for relocation of the JFK ATCT to mitigate possible LOS issues with Airport redevelopment. Note: Not expected that a new ATCT can be constructed in time to mitigate NTO LOS issues, so interim plan would be needed.	ATCT replacement on hold. PA is considering alt options including realignment of TWY A & B. A new ATCT may be studied as a longer term vision plan.	7/13/2022 A	12/31/2024
Amend SKORR departure, JFK			5/14/2020 A	12/26/2024
Part 150 JFK Noise abatement measure #1	PANYNJ Part 150 request to reduce aircraft noise over Howard Bch, Old Howard Bch & Hamilton Bch. SKORR WP will be moved over Floyd Bennett. SKORR departure will be amended with a higher climb gradient to allow for earlier turns to fix.	Procedure coordinated with stakeholders. Next step -environmental review.	5/14/2020 A	12/26/2024
Install GBAS JFK			9/1/2024	10/31/2025
Construction - GBAS	PANYNJ will install Non-Fed GBAS at JFK. Needs to be tied into AT Cab monitor panel(ICMS/UIC). GBAS included in proposed ALP Revision 3.	Reimbursable may be needed. AT specified that they would like to mirror EWR's installation, which shows status on the ICMS/UIC. Tech Ops will escort contractor if needed.	9/1/2024	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.	As of 8/2023, PANYNJ anticipates construction award 9/2024, with commissioning October 2025.	10/1/2025	10/31/2025
Mitigate Impacts to FAA Comm Due to Redevelopment			11/6/2023	1/23/2025
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 2024, with full construction and skinning of New Terminal One.	Temp solution needed to mitigate impacts by summer 2024. RA signed 10/26/2023. First payment made 11/1/2023. A temporary solution is being developed by TSOG - meeting will be rescheduled for January.	1/29/2024 A	1/23/2025

DRP Report - February 2024

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LaGuardia Airport				
DEVELOP RNAV (GPS) Y RWY 13, LGA			4/21/2022 A	2/22/2024
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.	Publication slipped to 2/22/2024 due to required changes from Flight Standards.	4/21/2022 A	2/22/2024
LGA 31 Missed Approaches			3/6/2023 A	12/26/2024
Amend Procedure - LGA RWY 31 Missed Approaches	Redesign ALL RWY 31 missed approach procedures to a single design to provide a repeatable procedure that will deconflict with RWY 4 and 31 departures.	N90 submitted Gateway Request on 3/10/2023. Environmental Determination issued 5/26/2023. Publication date slipped from 10/31/2024 to 12/26/2024 due to publication cycle saturation.	3/6/2023 A	12/26/2024
RNAV Copter Hudson River North Bound (LGA)			6/30/2023 A	7/11/2024
Develop RNAV Copter Point In Space Departure Hudson River North Bound	Develop Northbound RNAV Copter departure allowing IFR capable helicopters over the Hudson River to climb into the IFR Enroute structure and to remain clear of fixed wing traffic into LGA and EWR. No expected impacts to LGA arrival routes.	Submitted 6/2023. Design concurrence from N90 and LGA TWR has been submitted to OSG. AJV-A updated the IDF ALT from 880 to 920MSL and AJV-A feels the procedure needs to be named YOMAN per 8260.46J. Flight Standards is reviewing.	6/30/2023 A	7/11/2024
Relocate the RTR at LaGuardia Airport, Flushing, NY			1/10/2022 A	1/12/2026
Plants Engineering-TSSC	Design of RTR site.	TSSC5 Work Release scope funded 10/18/2023. Project schedule updated to reflect new TSSC5 design timeline. Currently with TSSC design center.	1/10/2022 A	7/11/2024
Plant Construction	Construction of new RTR building and Antenna Towers at Echo site.		1/31/2025	6/25/2025
Perform Commissioning	Commissioning.			1/12/2026
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 has tentative plans to complete installation by end of 2025. When installation plans are confirmed, procedure publication date will be rescheduled to align equipment and procedure flight inspections.	10/18/2018 A	12/26/2024
Install GBAS, LGA			9/16/2024	12/31/2025
Construction - GBAS	PANYNJ will install Non-Fed GBAS at LGA. Needs to be tied into AT Cab monitor panel (ICMS/UIC). ALP change approved 8/19/2022.	Reimbursable may be needed. AT specified that they would like to mirror EWR's installation, which shows status on the ICMS/UIC. Tech Ops will escort contractor if needed.	9/16/2024	12/31/2025
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.	As of August 2023, PANYNJ anticipates construction start September 2024 with completion end of 2025.	9/17/2024	12/31/2025

DRP Report - February 2024

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Jet Fuel Transmission System, LGA			1/15/2024 A	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.	Contractor is mobilizing and began construction in January 2024. Phasing plans being refined at PANYNJ monthly stakeholder meetings. Expect TWY B & A reductions to ADG III or smaller, in addition to nightly & extended weekend closures.	1/15/2024 A	9/30/2024
LGA Eight Departure			7/27/2021 A	2/20/2025
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.	Current waiver is approved until 5/21/2026. Full Work Group (WG) meeting held April 2023 & replacement RNAV DPs approved. N90, LGA TWR has meeting 3/7/2024 to review. Chart date moved to 2/20/2025 to account for workgroup meeting date noted above.	7/27/2021 A	2/20/2025
Replace MALSR RWY 04 (LGA)			8/14/2023 A	11/5/2024
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.	Phase 1 construction completed 1/19/2024.	8/14/2023 A	1/19/2024 A
TAA - Tenant Alteration Authorization	TAA G-2930 provides conditional approval for construction on the project. There are 6 outstanding design comments. ES is working to address the comments and is submitting updates on 1/12/24. No impact expected on ongoing work or future construction.	The PANYNJ acknowledged the current TAA approval does include the Phase 2 and no other submissions are required other than responding to the outstanding questions. ES is working on the responses but have been assured work can continue.	3/6/2023 A	3/22/2024
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. Contractor to submit request for renewal for all permits for Ph 2 work. ES requested list of permits and timeline for submission/approval. Contractor has until March to complete this task.	4/8/2024	10/18/2024
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 will happen during phase 2. The light bridge may happen during phase 2 or after the equipment has been returned to service depending on material (steel) lead time.		11/5/2024
Replace URD/TDK LOC Building, LGA			4/15/2025	7/2/2025
Plant Construction	Replace 10' x 36' equipment building that houses RWY 22 Localizer, LDA-A, and DME with 1 smaller shelter. FAA decommissioned LDA. Approval required for cables & add'l shelter.	The TKD LDA and DME were both decommissioned and are off the air. Pursuing single shelter option. Funding scheduled avail Jul 2024.	4/7/2025	6/27/2025
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.		7/2/2025

This action plan is intended to establish a climate of accountability for the FAA, airports, and airlines. No project will be implemented prior to the completion of all required analysis, review, and approvals. The information provided is for planning purposes only. For actual runway and taxiway closures and equipment outages, please review current Notices to Airmen (NOTAMs).

DRP Report - February 2024

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Replace PAPI, RWY 4 LGA			7/29/2023 A	6/13/2024
Plant Construction aligned with LGA MALSR 19004356	Replacement of PAPI damaged during Hurricane Ida. Perform Engineering and Construction.	This activity will not require the existing PAPI to be out of service. Note: construction start 7/29/2023 for new relocated PAPI infrastructure.	7/29/2023 A	10/13/2023 A
Installation/Checkout	Conduct boring; Perform installation & prepare for flight inspection. This will not require the existing PAPI to be out of service. After coordination with PSG and Tiger Team, all of the work can be done with existing PAPI in service and can do a cutover.	Bore target date is April 2024. Contractor boring responsibilities have been clarified. Contractor is liable for damages caused during boring activities Tentatively to be finished 5/2024.	4/15/2024	5/30/2024
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.	JAI expected to signed by 06/13/2024. AIS is working the LGA04 note removal as a P-NOTAM and it is slated for 5/16/24 publication. OSG will reschedule date when flight inspection date is known.		6/13/2024
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
Relocate South RTR			8/20/2026	6/23/2027
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.	Draft RA is being reworked by PRG. Anticipate submittal to PA for signature in February/March 2024. Plan is to install a temp RTR initially. Language recieved from PA legal, currently with OGC.	8/20/2026	3/29/2027
Perform Commissioning				6/23/2027
REPLACE EWR FOTS system, Phase 3			10/2/2023	2/5/2024 A
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.	Project baseline completed 8/7/2023. Electronics installation started 10/2/2023, and is scheduled to complete February 2024.	10/2/2023 A	2/2/2024 A
Work Complete				2/5/2024 A
REPLACE EWR FOTS system, Phase 4			8/9/2024	5/6/2025
Plant Construction	Finish installation of conduit/ductbank/pull strings around the remaining sections of the airfield (2 sections around 4L-22R and 1 section around 4R-22L). Pull new single-mode fiber around the entire airfield.	Baseline completed 11/2/2023 in CWP. Construction planned for August through September 2024, with Electronics Installation to follow. Finish May 2025.	8/9/2024	9/20/2024
Work Complete		No extended runway closures expected for this work, per PRG 11/16/2023.		5/6/2025

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DRP Report - February 2024

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EWR Replace the ATCT York Chillers (Includes JCN 1507825 EWR Replace Johnson Control)			8/14/2023 A	1/29/2025
Plant Construction	Chillers for the EWR tower were replaced with a temp system while a permanent system is designed.	Procurement delays - expected spring 2024. Roofing is merged into this project. There is no schedule for the roofing completion yet. Don't expect schedule until weather warms back up in March. We have equipment on site ready for installation in Apr 2024.	1/29/2025	1/29/2025
Work Complete			1/29/2025	1/29/2025
New York ARTCC				
Digital Non-Voice Communications (DataComm), ZNY			3/19/2010 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 October 2023, DataComm implementation at ZNY is postponed due to staffing issues.	3/19/2010 A	TBD
Long Island MacArthur Airport				
Replace DPK VOR Roof and Teepee			5/6/2024	7/23/2024
Plant Construction	Replace the existing roof, teepee and sideband antenna radomes. Tune-up Deer Park (DPK) VOR.	Electronic engineering ongoing. Engineering pushed to 9/29/2023 due to lack of ES resources. The design push has not affected the overall schedule because of built-in float.	5/6/2024	6/7/2024
Work Complete				7/23/2024
Republic Airport				
Study of Comm Impacts			6/3/2024	1/15/2027
Program Management/Support	Reimbursable agreement-funded project to relocate comm antenna platform that is impacted by airport hangar development. Political interest.	Other Program Office work (Comm Facilities Sustainment and NEXCOM) coordinated with this Redevelopment mitigation. Sponsor has not yet signed RA, so schedule dates are being pushed back. No further information available.	6/3/2024	1/15/2027
Teterboro Airport				
Amend RUUDY Departure, TEB			4/27/2023 A	7/11/2024
Amend the RUUDY Departure	A new RNAV DP off RWY 6 was decided to help with the vertical deviations that has plagued the RUUDY DP. This RNAV DP will be named the WENTZ with a TOP Altitude of 1500 (Via waiver) the RUUDY will remain for at least one chart cycle.	A meeting was held on Dec 7, and it was decided that the WENTZ DP and the TOP Altitude will be published at 1500 via WAIVER. DAVIM WP will also remain on the WENTZ DP.	4/27/2023 A	7/11/2024

DRP Report - February 2024

Activity Name	IMS Description	IMS Status	Start	Finish
Develop RNAV (GPS) RWY 1, TEB			1/25/2022 A	2/20/2025
Develop RNAV (GPS) RWY 1	Develop a procedure most aircraft can fly to replace ILS 6 Circle to RWY 1. Procedure increases safety to those aircraft landing on RWY 1 with lateral and advisory vertical guidance to the RWY. Addresses Part 150 TEB Noise Abatement Measure #6.	PANYNJ submitted Gateway request on 1/25/2022. Design drafted. N90 will need a work group approval by 3/26/2024 to make this chart date.	1/25/2022 A	2/20/2025
Replace TEB ATCT and Base Bldg, TEB, NJ			11/18/2019 A	10/20/2024
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.	The contractor's period of performance is complete and Beneficial Occupancy has been established; the FAA has conducted the CAI and the electronics installation phase of the project is in progress. (Status - 10/16/2023).	11/18/2019 A	7/23/2023 A
Wetlands Mitigation	To mitigate impacts due to construction, the FAA is developing 8 acres of wetlands in Little Ferry.	Plantings completed 11/10/21. Short Term Monitoring begins for duration of 5 years.	8/20/2020 A	11/10/2021 A
Beneficial Occupancy Date (BOD)	ATCT Construction complete. FAA takes ownership and begins electronics equipment installation.	The FAA accepted the building from the contractor as of 07/23/2023, denoting Beneficial Occupancy (BOD).		7/24/2023 A
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.	Electronics installation phase of the project is in progress. Cutover to new TEB ATCT is Saturday October 19, 2024 at midnight into Sunday morning October 20, 2024. Commissioning date is tentative.		10/20/2024
Replace VASI with PAPI RWY 01			4/22/2024	6/27/2024
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.	Contractor has other projects awarded and will work on those instead. Project delayed until 4/2024. Resubmission of TAA by Engineering Services expected first week of Feb.	4/22/2024	6/17/2024
Perform Commissioning	Perform commissioning.	The majority of the construction of the PAPI will take place while the VASI is still in service.		6/27/2024
ESTABLISH DME RWY 06, TEB			9/5/2023 A	3/21/2024
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.		9/5/2023 A	10/11/2023 A
Perform Commissioning		Comm delayed from March to May. Freq change is required for the TEB GS/LOC due to interference issues discovered during Nov flight inspection. Outage required for freq change - will take place May 2024 to avoid winter wx related AT issues.		5/16/2024

DRP Report - February 2024

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Cable ELD Construction			4/22/2024	6/27/2024
Plant Construction	Aging power cable causing problems of restorability/reliability of power to airport facilities.	PAPI to be constructed during the TEB ELD. Contractor has other projects awarded and will work on those instead. Project delayed until 4/2024. Planned completion and submittal of TAA to PA by the week of February 5, 2024.	4/22/2024	6/17/2024
Work Complete	Project is being done by NAVAIDS resources with a Power Services Group (PSG) contract.	No long-term outage is expected.		6/27/2024
Westchester County Airport				
Amend ILS & RNAV (GPS) Y RWY 34, HPN			7/27/2023 A	10/2/2025
Amend ILS & RNAV (GPS) Y RWY 34	Amend ILS & RNAV procedures for RWY34. Moving the Intermediate and Initial RNAV legs further north, deconflicting with LGA RWY 22 approach & North Shore Copter routes & changing Missed Approach, allowing for lower minimums.	Design coordination ongoing with N90. N90 entered Gateway Request on 7/27/2023. HPN Airport requested on 8/29/2023.	7/27/2023 A	10/2/2025
Morristown Municipal Airport				
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 RWY 5 EMAS, which will involve FAA Localizer. Reimbursable signed 11/28/2023.	4/1/2024	11/29/2024