

APD's Common Review comments:

TAA's reviewed by APD vary in scope and complexity, ranging from terminal Basis of Design (BOD) packages to concession fit outs. The comments listed below may or may not be applicable/appropriate for all TAA's. Additionally, these comments represent a collection of often missed items/elements that are necessary for APD's review. This list is not intended to be comprehensive as additional information might be needed based on the nature and scope of a specific TAA. For a comprehensive overview of the information needed by APD, please refer to the Port Authority Airport Planning Standards published in September 2018.

The comments have been categorized into four (4) categories below:

1. Safety Related Items and standards

This category includes information needed to assess compliance with safety standards and other regulatory requirements listed in the PA Airport Planning Manual and the applicable (based on the project) FAA Advisory Circulars (ACs).

- Packages lack information needed to assess compliance with the geometric design criteria (Apron Depth, Aircraft Clearances, Aircraft Safety Envelope and Jet Engine Intake Zone, etc.) and determine the functional relationship between the various components (taxiing aircraft, parked aircraft, GSE staging and service areas, OFA, TSA, etc.)
- Packages lack the JetBlast contours and analysis (as required by the PA Planning Standards and the FAA) or do not provide details related to the mitigation measures to address JetBlast safety concerns.
- Gate stands don't have the required object free clearances for Power-in or even Tow-in operations while adjacent gate aircraft being serviced by Ground Services Equipment (GSE) like baggage loader, water truck, catering truck, baggage carts etc.
- Packages lack details necessary to determine compliance with ADA standards for Passengers Loading Bridges (PBB) including rotunda heights, aircraft fleet mix, apron grading, etc.
- Packages lack the necessary details and dimensions to assess deicing facilities compliance with FAA standards (AC 150/5300-14C) including the identification of VSZ, VMZ, aircraft clearances and concept of operations.
- Packages lack necessary phasing layout, information and details necessary to assess compliance with the PA Planning Standards and FAA Circulars for all phases.

2. Industry Best Practices and Standards

- Package do not contain the necessary information to determine compliance with NFPA standards such as fueling points and distance from terminal building.
- Package lack the necessary information, details and functional elements to assess compliance with industry best practices (ARCP, etc.)

3. Capacity and Demand

- Packages lack the Design Day Flight Schedule (DDFS), required by the PA Airport Planning Standards, to determine the demand levels for the various milestone years.
- Packages lack the necessary calculations showing that the provided facilities are sufficient to meet the demand while providing an adequate level of service (LoS). These include: Gated DDFS and hardstand allocation Gantt Charts, deicing capacity calculations, Terminal Processor calculations showing areas provided and maximum queue times, holdroom layouts and calculations to assess compliance with PA Airport Planning Standards
- Package lack layout drawing with details to assess compliance with several PA Planning Standards requirements such as circulation width, distance from restrooms, holdroom layout, etc.

4. Operational Performance and Optimization

- Packages do not include the proposed concept of operation necessary to assess impact to airport wide operations and delay.
- Packages lack details and calculations to assess the impact of non-compliant conditions on the expected level of service.
- Packages deviate from the RPW and Basis of Design and the resulting deviations negatively impact the performance of the facility and/or its expected level of service