



William R. DeCota
Director

July 11, 2008

Mr. John R. Dermody
Airport Engineer
FAA - New York Airports District Office
600 Old Country Rd., Suite 446
Garden City, New York 11530

RE: JFK A380 Modification of Standards Conditional Compliance

Dear Mr. Dermody:

The Port Authority of NY & NJ (PANYNJ) in preparation for the arrival of the Airbus A380 aircraft prepared and submitted a packet of 5 Modifications of Standards (MOS) to the FAA. Four MOS documents were submitted in January 2002 followed by a fifth in December 2002. The FAA has subsequently responded with conditional approvals to 4 of the MOS requests. In compliance with the conditions set forth by the FAA within the approvals the PANYNJ has implemented the following airfield pavement, lighting, marking, signage, and operational plan as required.

MOS – Taxiway A Centerline to Fixed of Movable Object

<u>Condition</u>	<u>Action</u>
Taxiway A, except for bridge sections, must be moved 16 feet toward parallel Taxiway B.	The relocation of Taxiway A will be fully completed within the 2008 construction schedule.
Taxiway Q closed for all A380 operations	JFK – A380 Operational Plan
Taxiing Speed	Not required per EB63A
Taxiway Centerline Lighting	TWY A centerline lights spacing meet the longitudinal spacing required for below 1200 feet RVR.
Taxiway Edge Delineators	TWY A Edge Delineators have been installed at 75-foot intervals.
Maintain existing 14-foot maximum vehicle height restriction on service roads.	The current vehicle service road height restriction of 14-foot remains in effect.
Jet Blast Effects – placement of jet blast warning signs on the vehicle service road at the 150 th Street and Van Wyck bridges.	Jet Blast Warning Signs have been installed on the vehicle service road prior to the bridges at the 150 th Street and Van Wyck bridges.
New Taxiways – for Group VI A/C meet Group VI Design Criteria	New Taxiways intended for the use of Group VI Aircraft will comply with Group VI Design Criteria when feasible.

MOS – Taxiway Width for Straight Sections – 75 feet

<u>Condition</u>	<u>Action</u>
Compliance with Engineering Brief 63	Engineering Brief 63B allows A380 Operations on a 75-foot wide TWY.

Aviation Department
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New York, NY 10003



MOS – Runway Centerline to Parallel Taxiway Centerline Separation

<u>Condition</u>	<u>Action</u>
Develop an Operational Plan for the A380	JFK – A380 Operational Plan has been developed
Taxiway Markings and Signs identify restricted areas.	Restricted areas for A380 aircraft have been identified within the JFK – A380 Operational Plan. The Plan utilizes existing airfield guidance signs and markings therefore eliminating none standard signs and makings.
New Taxiways – for Group VI A/C meet Group VI Design Criteria	New Taxiways intended for the use of Group VI Aircraft will comply with Group VI Design Criteria when feasible.

MOS – Taxiway Centerline to Taxiway Centerline

<u>Condition</u>	<u>Action</u>
Taxiway A, except for bridge sections, must be moved 16 feet toward parallel Taxiway B.	The relocation of Taxiway A will be fully completed within the 2008 construction schedule.
Taxiway B and Taxiway Q closed for all A380 operations	JFK – A380 Operational Plan
Simultaneous Taxiing Operations on parallel taxiways between an A380 and aircraft with a wingspan greater than 214 feet, prohibited.	JFK – A380 Operational Plan
Bridge Operations (Taxiway) – No simultaneous aircraft operations with an A380.	JFK – A380 Operational Plan The A380 Ops Plan applies this restriction to the south bridge pair (less than a 284’ centerline to centerline separation). The A380 Ops Plan does NOT apply a restriction to the north bridge pair which are separated by 290’, greater than the 284’ separating Taxiway A and B.
Taxiing Speed	Not required per EB63A
Taxiway Edge Delineators	TWY A Edge Delineators have been installed at 75-foot intervals.
Taxiway Centerline Lighting	TWY A centerline lights spacing meet the longitudinal spacing required for below 1200 feet RVR.
Jet Blast Effects – placement of jet blast warning signs on the vehicle service road at the 150 th Street and Van Wyck bridges.	Jet Blast Warning Signs have been installed on the vehicle service road prior to the bridges at the 150 th Street and Van Wyck bridges.
New Taxiways – for Group VI A/C meet Group VI Design Criteria	New Taxiways intended for the use of Group VI Aircraft will comply with Group VI Design Criteria when feasible.



THE PORT AUTHORITY OF NY & NJ

MOS – Runway Width of 150 feet for Group VI Aircraft

A response from the FAA concerning this MOS has not been received. However the JFK Runways 150-foot width meet the requirements of Engineering Brief 65, permitting A380 operations.

If you have any comments or questions regarding this subject please contact me at 212-435-3898.

Respectfully,

Scott Marsh

Supervisor, Technical & Operational Support

Cc: T. Bock - PANYNJ
K. Bleach – PANYNJ
B. Junge – PANYNJ
J. Selden - PANYNJ