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JFK NLA
MOS FILE



U. S. Department
of Transportation

Federal Aviation
Administration

New York Airports District Office
600 Old Country Rd, Suite 446
Garden City, New York 11530
Telephone: 516-227-3800
Fax: 516-227-3813

August 26, 2004

Mr. Kevin Bleach, Manager
Aeronautical & Technical Services Division
The Port Authority of NY & NJ
233 Park Ave. South, 9th Floor
New York, NY 10003

**RE: John F. Kennedy International Airport (JFK), Jamaica, New York
Conditional Approval of a Modification of Standards (M.O.S.) for the
Runway to Parallel Taxiway Separation for the Airbus A380 New Large
Aircraft (NLA)**

Dear Mr. Bleach:

Our office, in conjunction with the FAA Eastern Region Safety and Standards Branch (AEA-620), and FAA headquarters Airport Engineering Office (AAS-100) reviewed the attached request for a Modification of Standards (M.O.S.) for John F. Kennedy International Airport. This M.O.S. was requested by the PANYNJ to accommodate the Airbus A380 New Large Aircraft (NLA) at JFK. The A380 is within the Airplane Design Group (DG) VI category. This M.O.S. was also reviewed and concurred by all other appropriate FAA divisions and has been conditionally approved as described herein:

M.O.S. REQUEST: To allow the A380 to operate at non-standard Runway to Parallel Taxiway Separation distances.

Standard/ Requirement: 600 feet, Group VI

Proposed: 400 feet for T/W B to R/Ws 4L-22R, 13L-31R, 13R-31L
450 feet for T/W K to R/W 4L
550 feet for T/W P (from T/Ws PE to PA) to R/W 13R

CONDITIONALLY APPROVED. The conditions of approval are detailed in the following attachments and hereby incorporated into this approval letter:

- A) "JFK MOS #1 Runway CL To Parallel Taxiway CL Separation" – dated April 14, 2004 – 1 page.
- B) Memorandum dated June 30, 2004 from ATO-T to AEA-600 – "Comments on Runway Taxiway Separations at JFK; Your Memo dtd 05/13/04" – 1 page

- C) Memorandum dated August 18, 2004 from AEA-400 to AEA-600 – “Runway Taxiway Separations at JFK; A380 New Large Aircraft Modification of Standards; Your Memo dtd 07/08/04” – 1 page.
- D) Email correspondence from Alan B. Jones, AFS-420, dated 3/24/04 detailing results of the Collision Risk Model Analysis – 2 pages.

Please note that this approval does not, by itself, allow the operation of the A380 at JFK since several other FAA approval actions are required including ALP, environmental, airspace and aircraft certification actions.

If you have any questions, please contact myself or John R. Dermody of this office. Thank you.

Sincerely,



Philip Brito
Manager – FAA NYADO

- Cc: W. Flanagan – AEA-600
H. DeGraw – AEA-620
G. Felix – AEA-620
J. Dermody – NYADO
R. Marinelli – AAS-100
AEA-200/ 400/ 500/ NYFPO

**FAA EASTERN REGION
MODIFICATION OF AIRPORT DESIGN STANDARDS**

MODIFICATION: Runway to Parallel Twy Cls		LOCATION: JFK	PAGE 2 OF 2	
14. SIGNATURE OF ORIGINATOR: Kevin Bleach		15. ORIGINATOR'S ORGANIZATION: PANY & NJ		16. TELEPHONE: 212-435-3727
17. DATE OF LATEST FAA SIGNED ALP:				
18. ADO RECOMMENDATION: Conditional Approval		19. SIGNATURE: Philip Brito		20. DATE: 8/26/04
21. FAA DIVISIONAL REVIEW (AT, AF, FS):				
ROUTING SYMBOL	SIGNATURE	DATE	CONCUR	NON-CONCUR
AFS-420	John McGraw	4/12/04	with comments	
AEA-230	John E. Peck	4/29/04		
AEA-500	Joe McCarty	6/30/04	with comments	
COMMENTS: See ATTACHMENT (E-mail).				
AEA-400	<i>[Signature]</i>	8/18/04	Concur	
NYFPO	<i>[Signature]</i> <small>Mike Vennema</small>	7-7-04	CONCUR	
22. AIRPORTS' DIVISION FINAL ACTION:				
<input type="checkbox"/> UNCONDITIONAL APPROVAL		<input checked="" type="checkbox"/> CONDITIONAL APPROVAL		<input type="checkbox"/> DISAPPROVAL
DATE: 5/12/04	SIGNATURE: <i>[Signature]</i>	TITLE: Manager, AAS-100		
CONDITIONS OF APPROVAL: See Attachments: JFK MOS#1 Runway CL to Parallel Taxiway CL separation				

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BY:.....

April 14, 2004

**John F. Kennedy International Airport
A380 Modification to Standards (MOS)**

JFK MOS #1 Runway CL to Parallel Taxiway CL Separation

1. MOS Type - Conditional Approval
2. General Conditions for Approval:
 - a. For the PANY&NJ designated A380 runway usage and taxiing routes at JFK, ATCT implements an A380 Operational Plan that ensures compliance with established Flight Standards operational restrictions. As described below, the A380 Operational Plan must comply with the acceptable Collision Risk Model analysis for taxiing aircraft when any aircraft is on approach. That is, the taxiing restrictions are independent of the aircraft design group on the approach. **NOTE:** For runway centerline to taxiway centerline separations distances falling between two adjacent values given below, use the restrictions of the lesser separation.
 - (1) CAT I Operations:
 - (A) Runway Centerline to Taxiway Centerline – at least 400 feet:
Not more than one Design Group VI aircraft (e.g., A380) may be on the first 3000 feet of the taxiway from the threshold.
 - (B) Runway Centerline to Taxiway Centerline – at least 500 feet:
Design Groups VI aircraft may taxi unrestricted.
 - (2) CAT II/III Operations:
 - (A) Runway Centerline to Taxiway Centerline – at least 400 feet:
No Design Group VI aircraft may be on the first 4000 feet of the taxiway from the threshold.
 - (B) Runway Centerline to Taxiway Centerline – at least 500 feet:
Not more than one Group VI aircraft may be on the first 3000 feet of the taxiway from the threshold.
 - (C) Runway Centerline to Taxiway Centerline – at least 550 feet:
Design Groups VI aircraft may taxi unrestricted.
3. Taxiway markings and signs that indicate the start of restricted taxiing sections as outlined in item #2 above must be placed to ensure compliance. **NOTE:** The FAA Office of Airport Safety and Standards will determine in the near future the final taxiway marking and signage to be installed at required points outlined in item #2 above.
4. Construction of new taxiways for DG VI airplane operations must be in accordance with *AC 150/5300-13, Airport Design*.

END