

JFK NLA  
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FAA  
Airports Division

Eastern Region

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

November 16, 2005

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

**RE: John F. Kennedy International Airport (JFK), Jamaica, New York  
Revised A380 Taxiway Routing Plan - 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 revised A380 taxiway routing plan as presented in Scott Marsh's attached letter dated 1/12/05; in regards to the Modification of Standards (M.O.S.) for Runway to Taxiway Separation for the A380 at John F. Kennedy (JFK) International Airport.


This updated plan, as depicted in Attachment #1, "NLA A380 Route Map" and Attachment #2, "Taxiway "N" Realignment" utilizes a reconfigured Taxiway "N" to transition between Taxiway "A" and "P" which brings an A380 within a 450 foot separation distance from the Runway 13R centerline.

As shown in the attached memo from AEA-620 dated October 4, 2005, the revised plan is conditionally approved as described below:

"From Runway 13R approach end, conditional approval for VFR only operations for the proposed location of Twy N connector (450 feet CL to CL with Rwy 13R/31L and within a distance of roughly 2,400 feet to 3,000 feet from Rwy 13R end.)"

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

Sincerely,

  
Philip Brito  
Manager - FAA NYADO

H. DeGraw - AEA-620  
G. Felix - AEA-620  
J. Dermody - NYADO  
R. Marinelli - AAS-100  
D. Siewert - JFK ATCT  
S. Marsh - PANYNJ