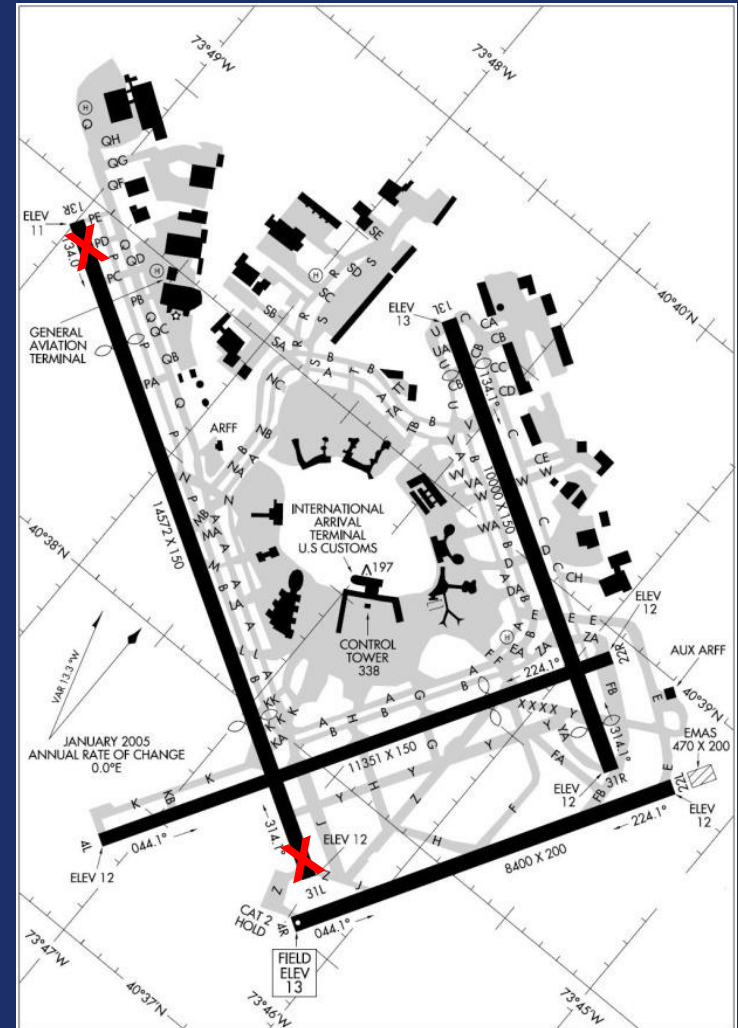


JFK Bay Runway Construction

December 2009



Federal Aviation Administration

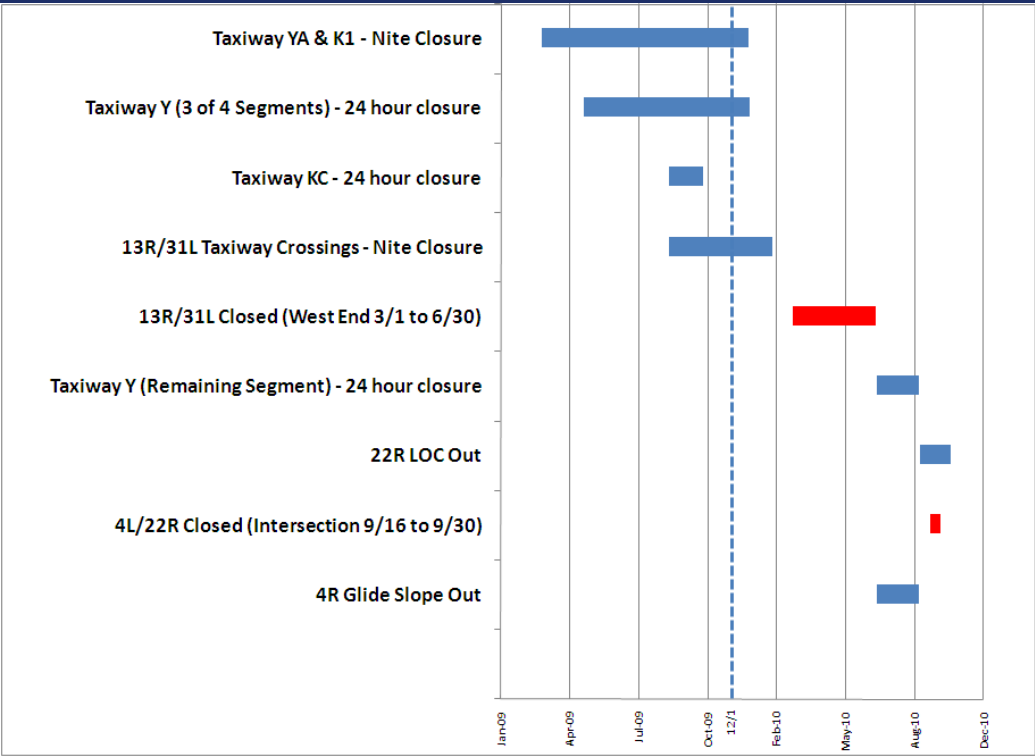


Included

- **Major initiative timeline**
- **Dual ground control**
- **Summary of KAAMCO-presented planned runway configurations and traffic flows**
 - 4s Ground Operations – August 20, 2009
 - 4s Airspace Flows - September 17, 2009
 - 22s Ground Operations & Airspace Flows – October 15, 2009
 - 31L/4L Intersection Closure – November 19, 2009



Runway Taxiway Closures/Approach Impacts



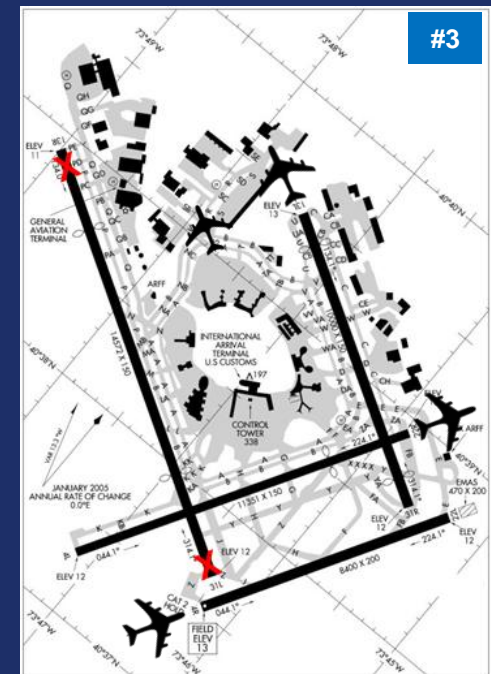
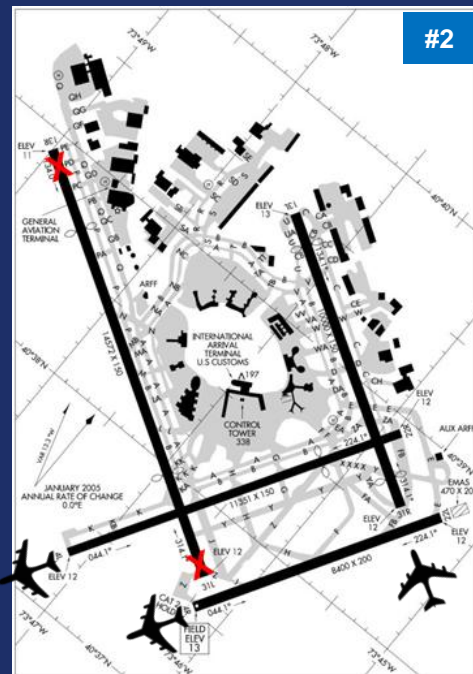
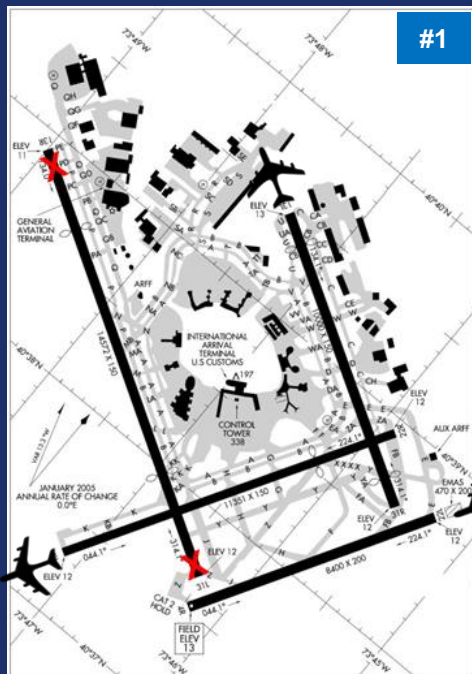
Dual Ground Control/SMS Process

- SRMD signature in process
- Training starts during January



Departure Favorable Configurations

- Arrivals to 22L; departures from 22R & 31R (1)
- Arrivals to 31R; departures from 22R & 22L (2)
- Arrivals to 4R; departures from 4L and 31R (3)



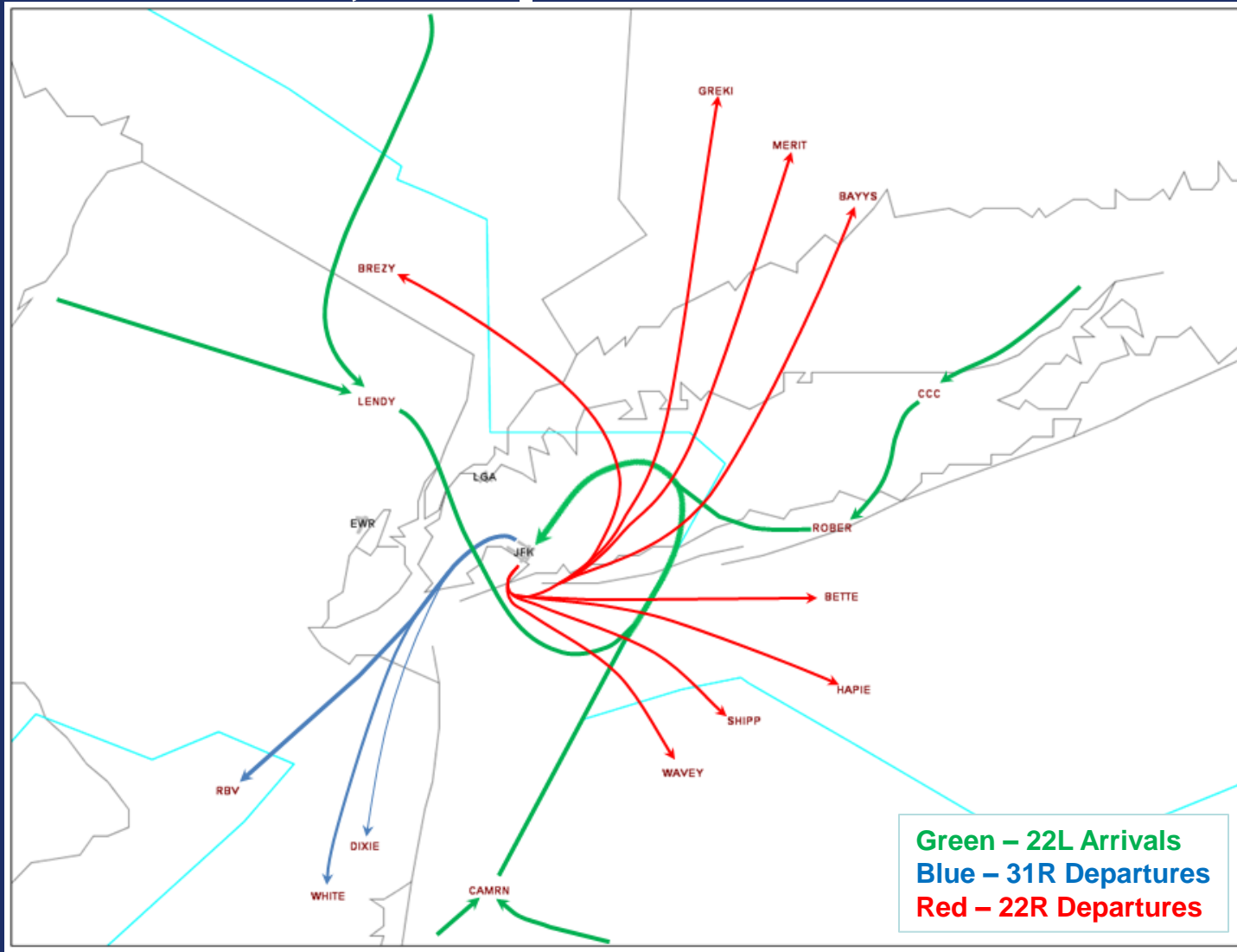
Departure Configuration

Arrive 22L; Depart 22R & 31R

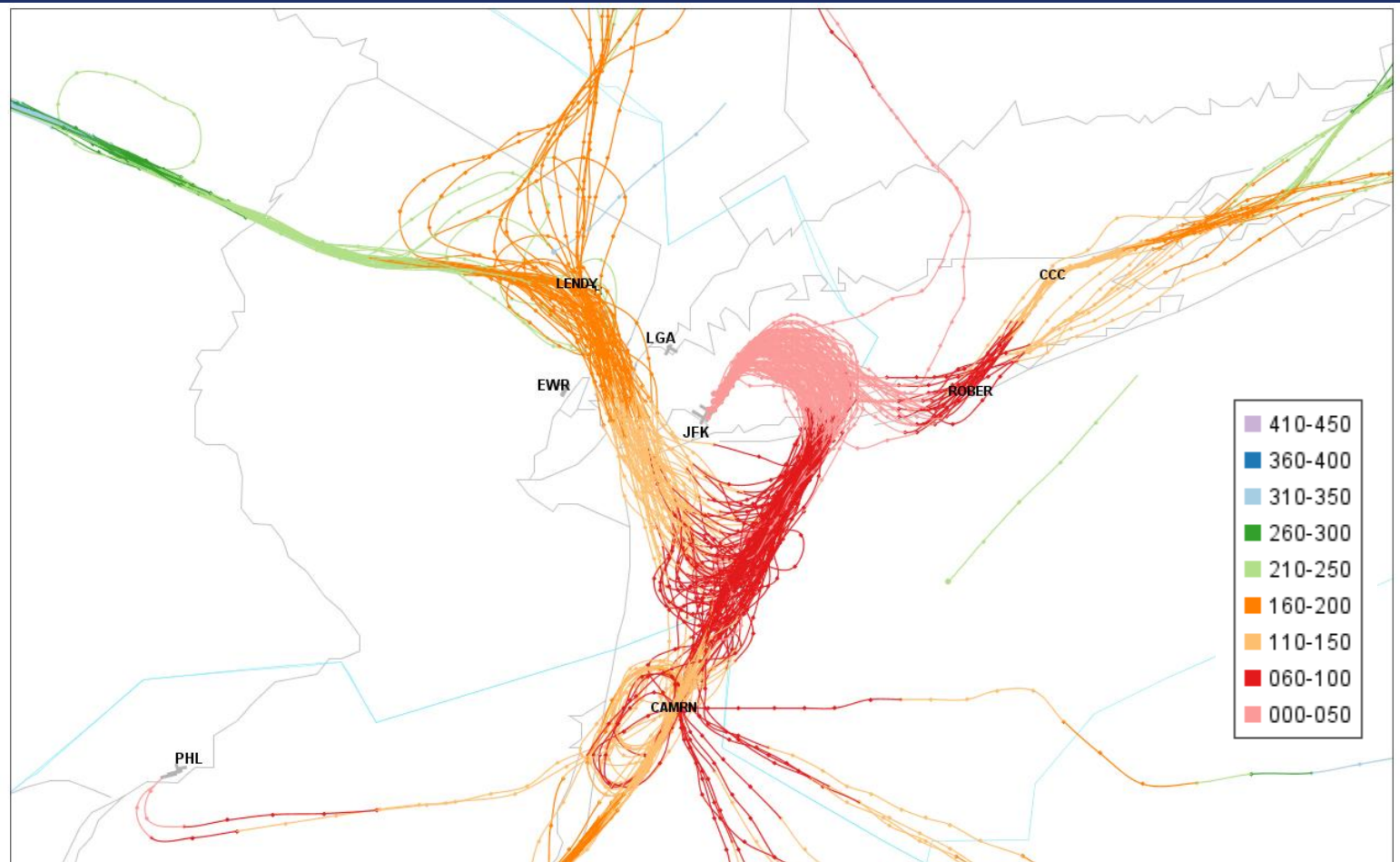
- **Arrive 22L**
 - Cross active departure runway (22R) at multiple locations
 - No airspace changes needed
- **Depart 22R and 31R**
 - Jetblast from 31R departures affect 22L arrivals – Eastern Service Center and Flight Standards investigating
 - 31R use DIXIE, WHITE, RBV
 - Considering 22R departures at 'YA' (newly constructed) to avoid intersection (22R/31R)
 - 31R Jetblast implications
 - 22R use other departure fixes – depart runway heading



Arrive 22L, Depart 22R & 31R



22L Arrivals

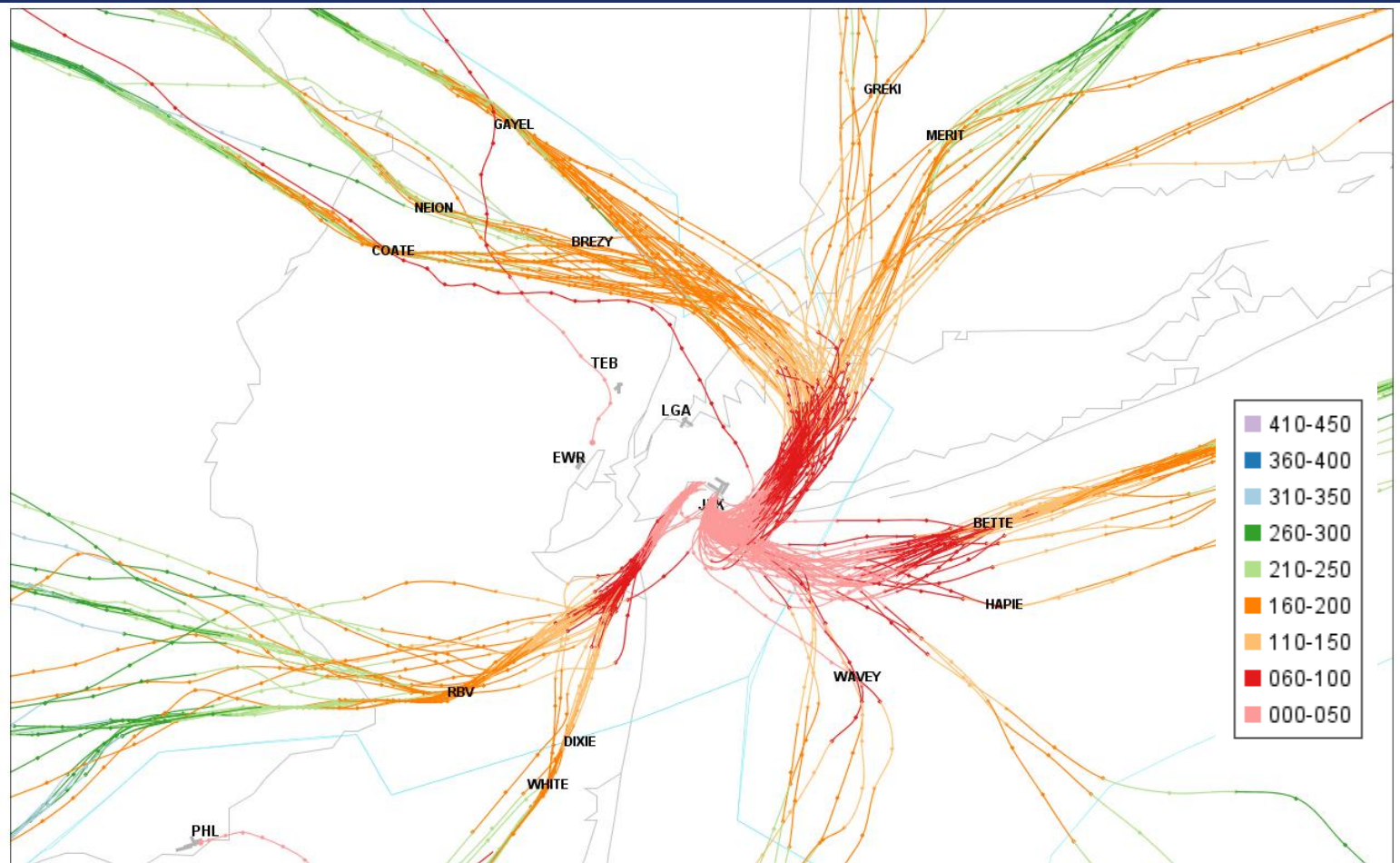


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22R & 31 Departures

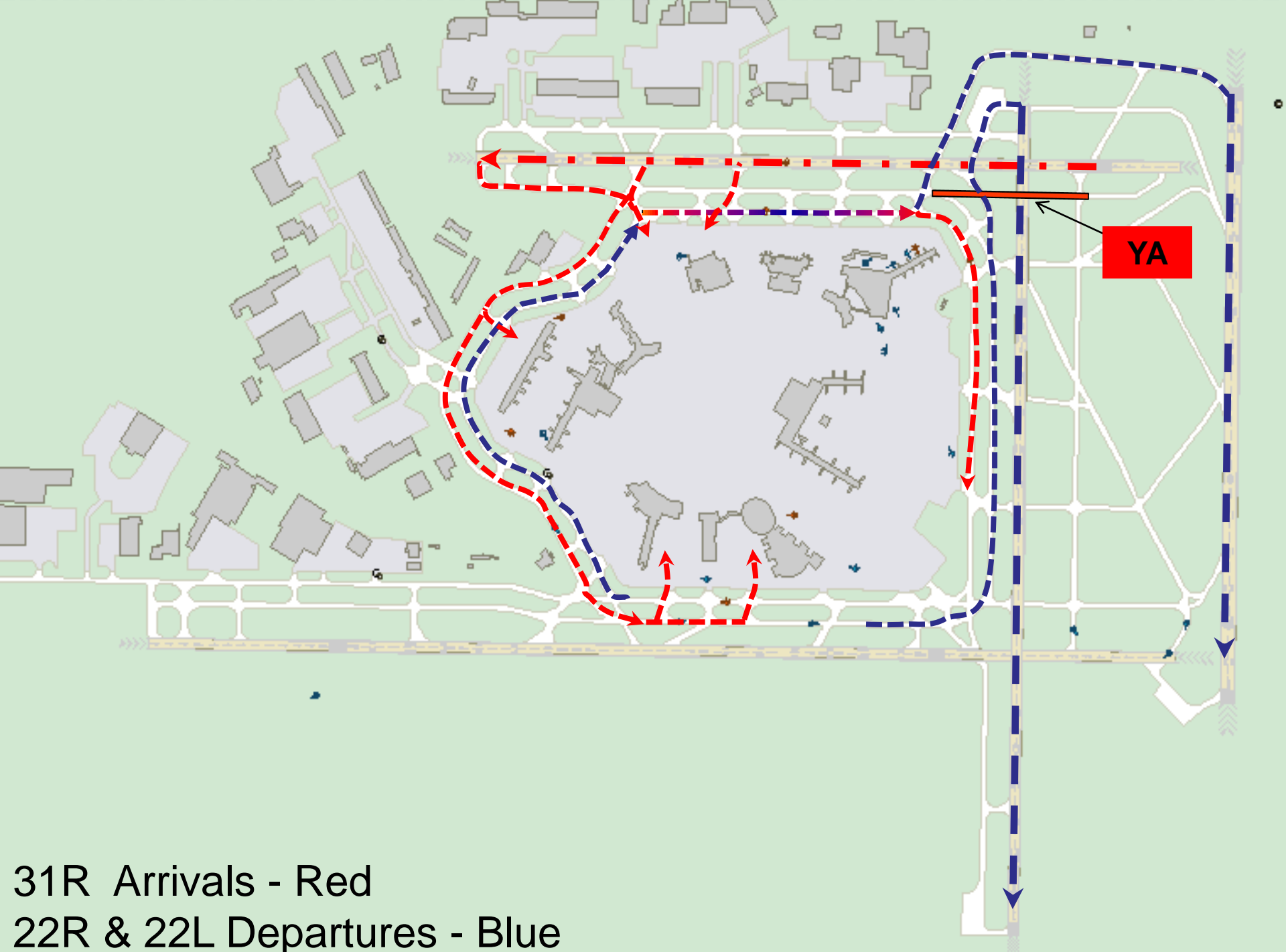


Departure Configuration

Arrive 31R; Depart 22R & 22L

- **Arrive 31R**
 - Displaced threshold – 9000' available
 - Airspace reallocation
- **Depart 22R and 22L**
 - Taxi route crosses 31R
 - 22R and 31R intersection – Eastern Service Center and Flight Standards reviewing jetblast implications
 - Considering 22R departures at 'YA' (newly constructed) to avoid intersection (22R/31R)
 - 22L depart on 205 heading, 22R rwy heading
 - 22L departures mostly to north and east

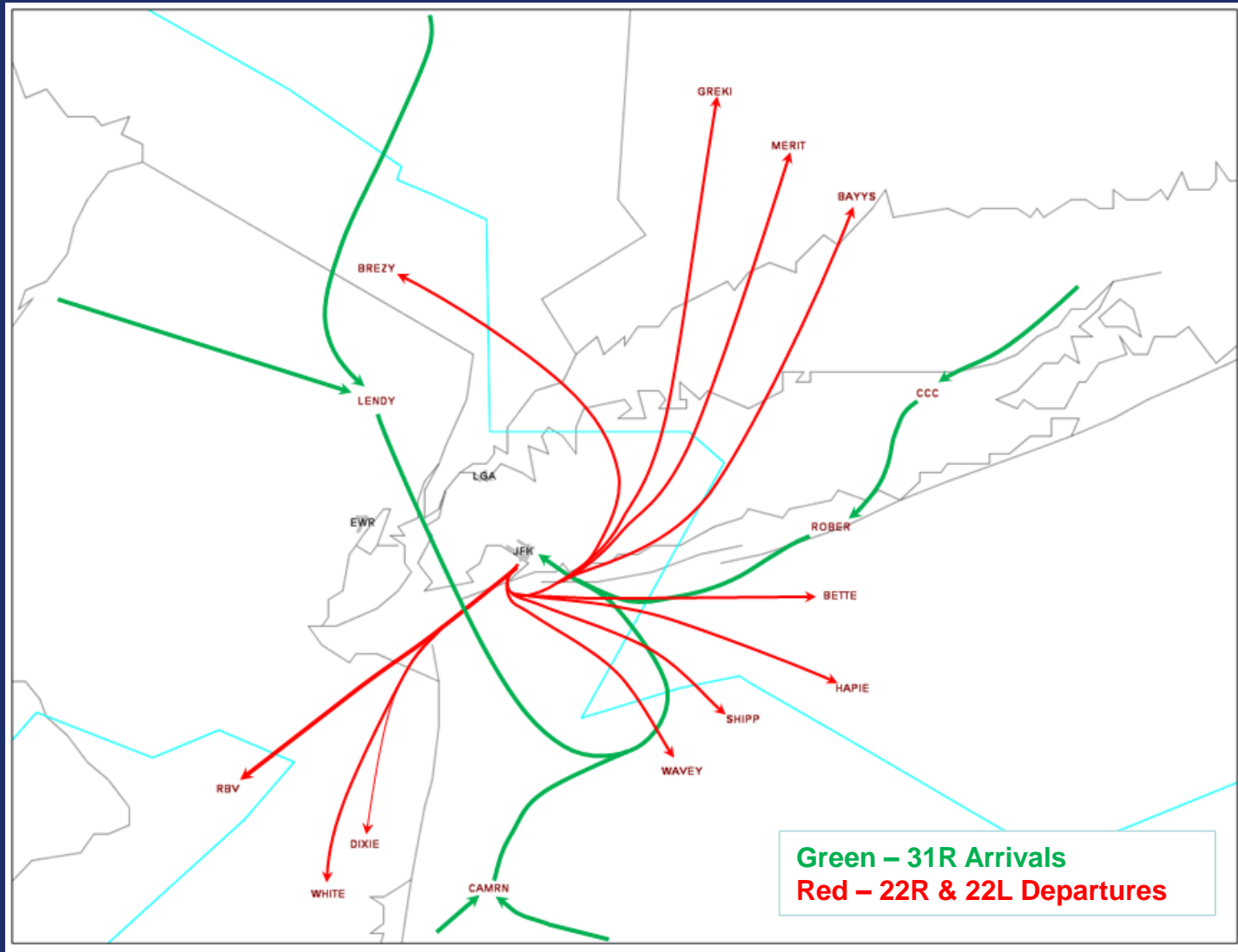




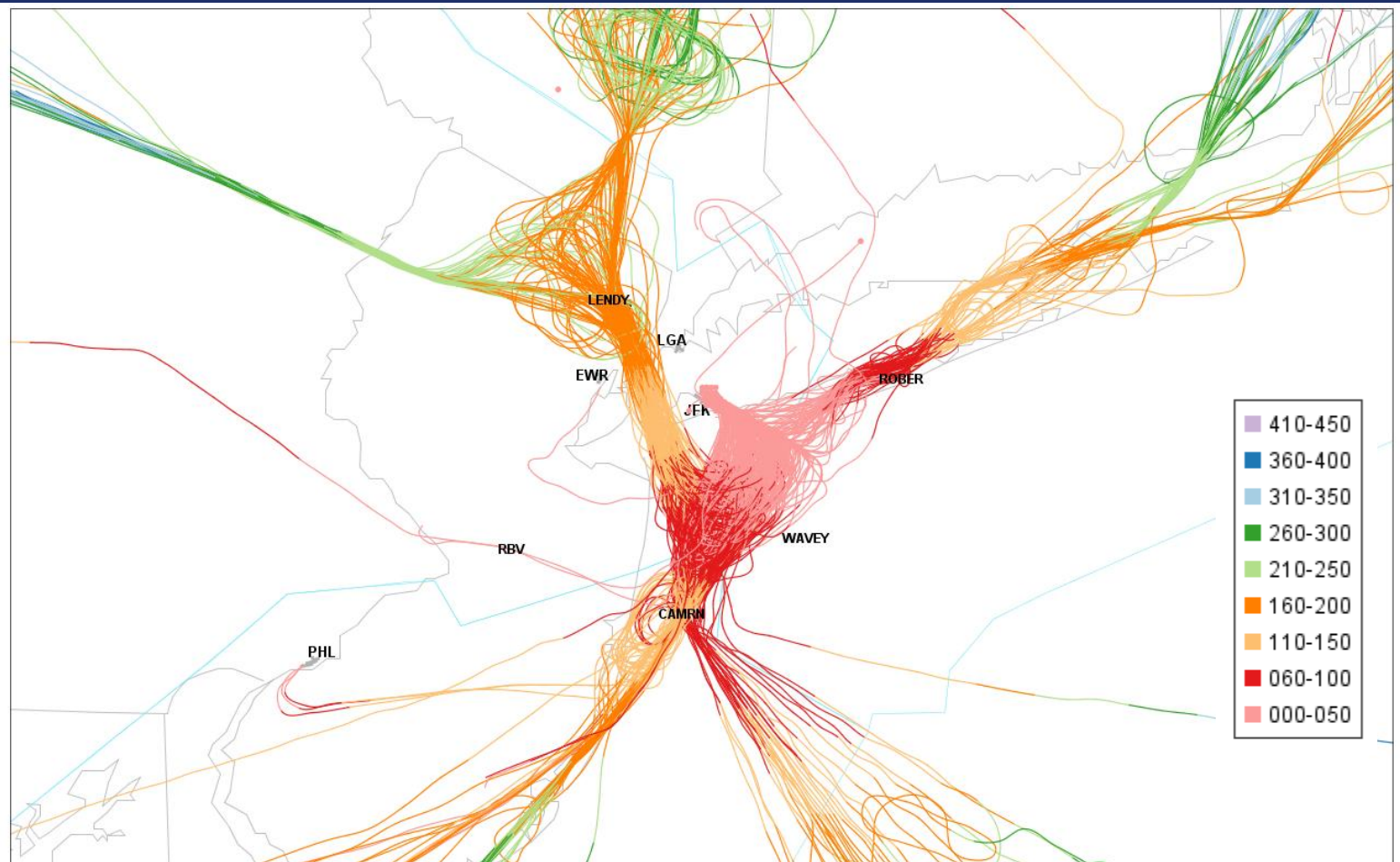
YA

31R Arrivals - Red
22R & 22L Departures - Blue

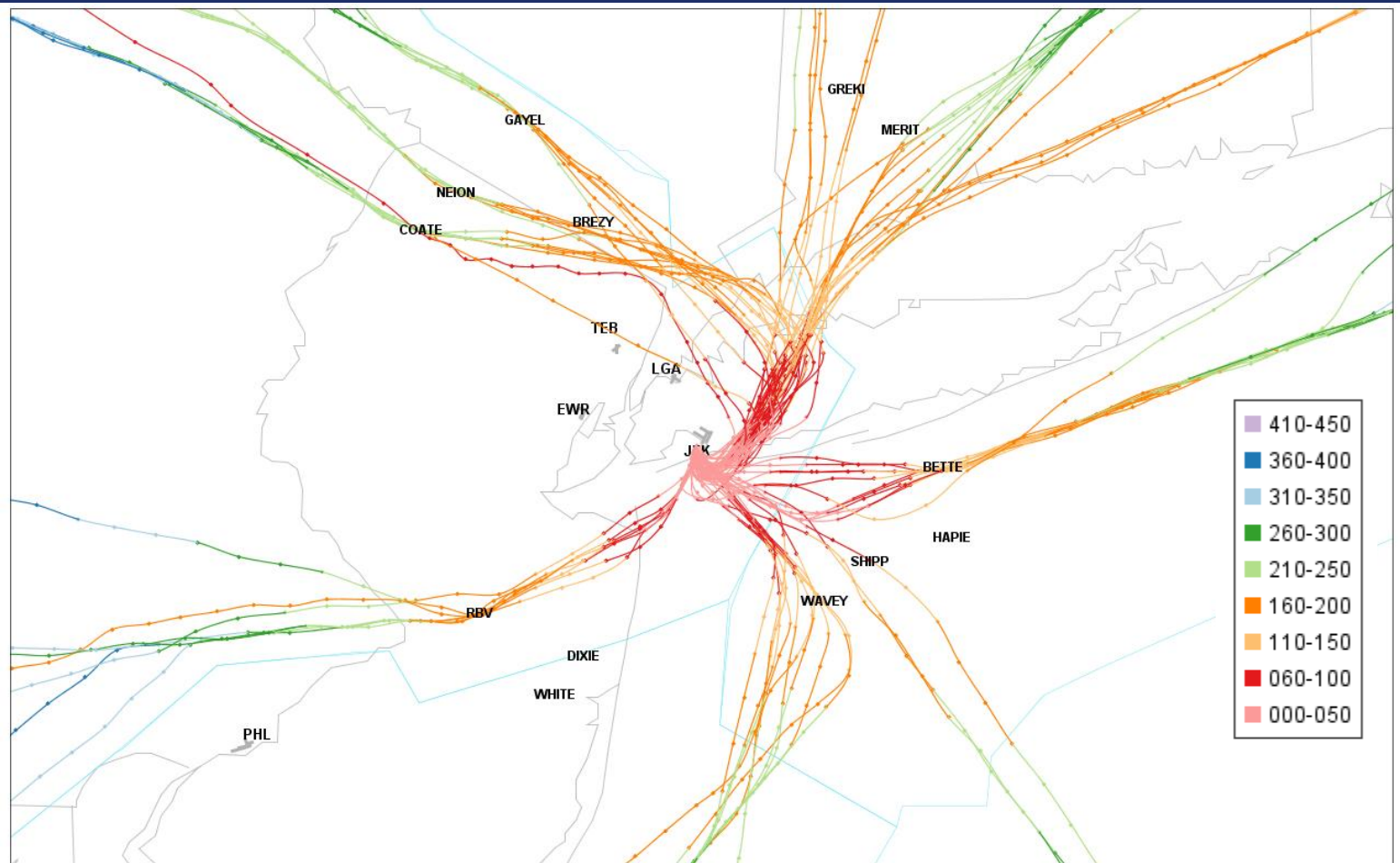
Arrive 31R, Depart 22R & 22L



31R Arrivals



22 Departures

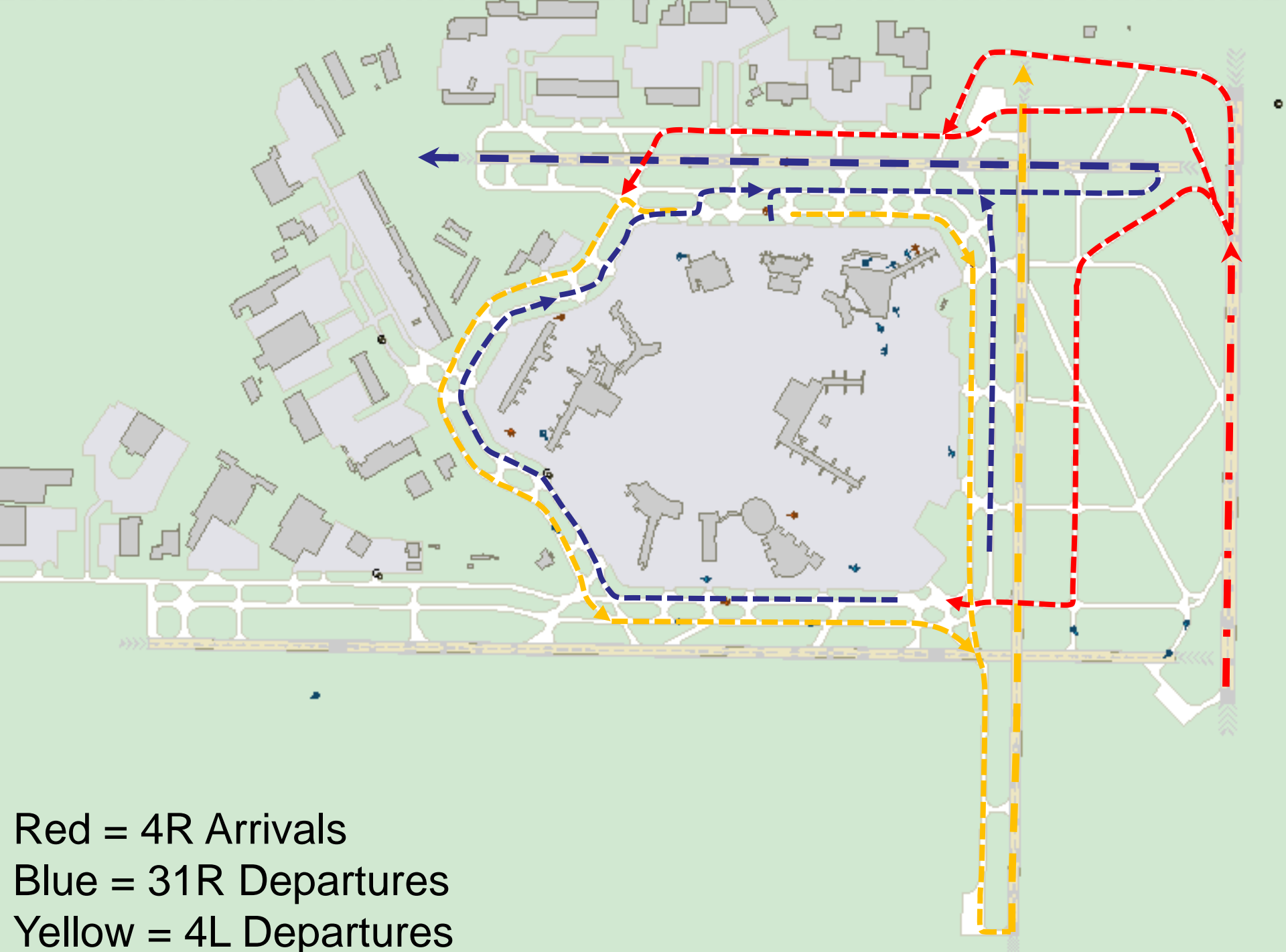


Departure Configuration

Arrive 4R; Depart 4L & 31R

- **Arrive 4R**
 - No airspace changes needed
- **Depart 4L and 31R**
 - 31R Jetblast affects 4R arrivals taxi to ramp
 - Approval to depart 4L runway heading in progress (right to 100° required)
 - De-conflicts arrivals and departures (+ 3-5 departures per hour)
 - 31R used for RBV, WHITE & DIXIE departures



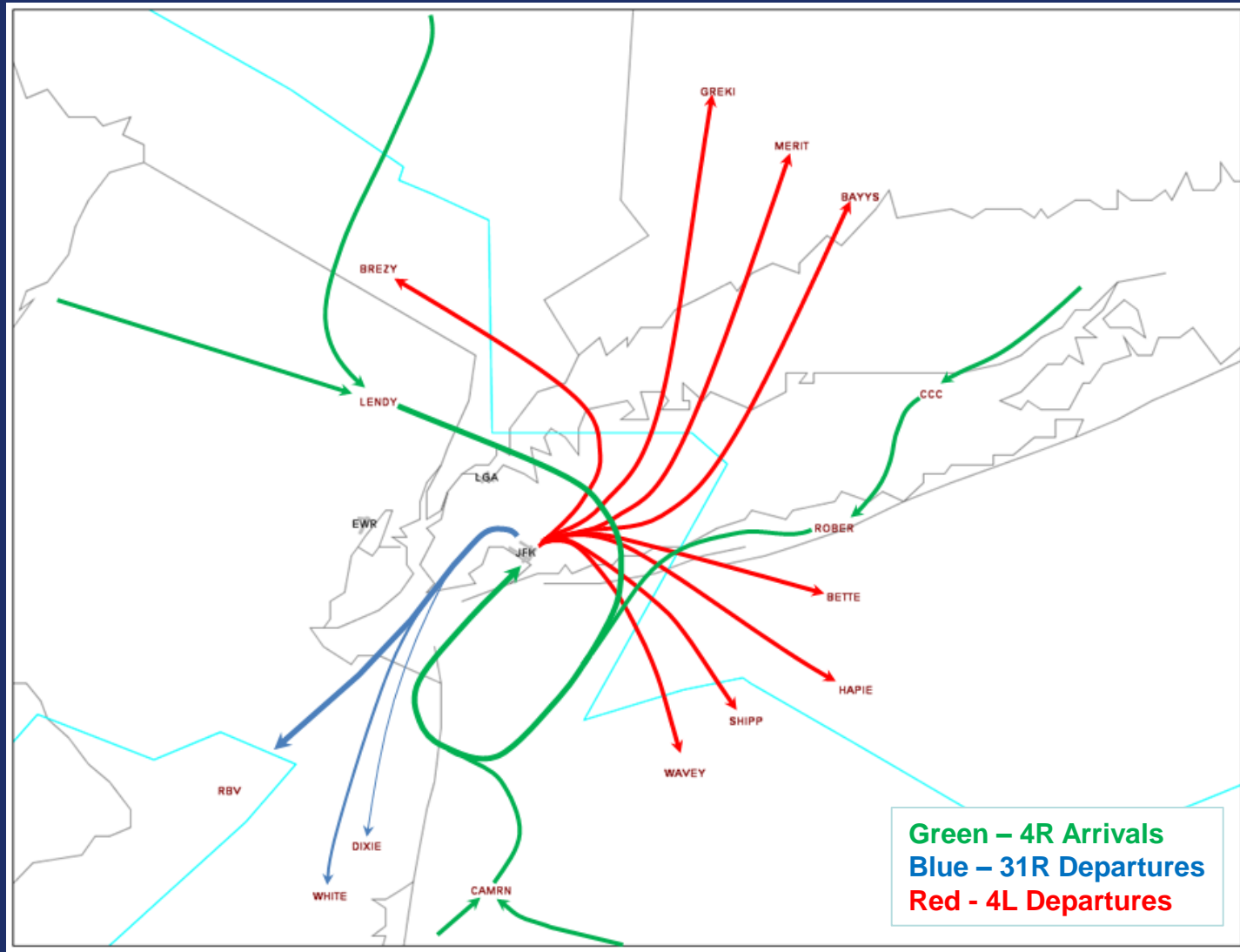


Red = 4R Arrivals

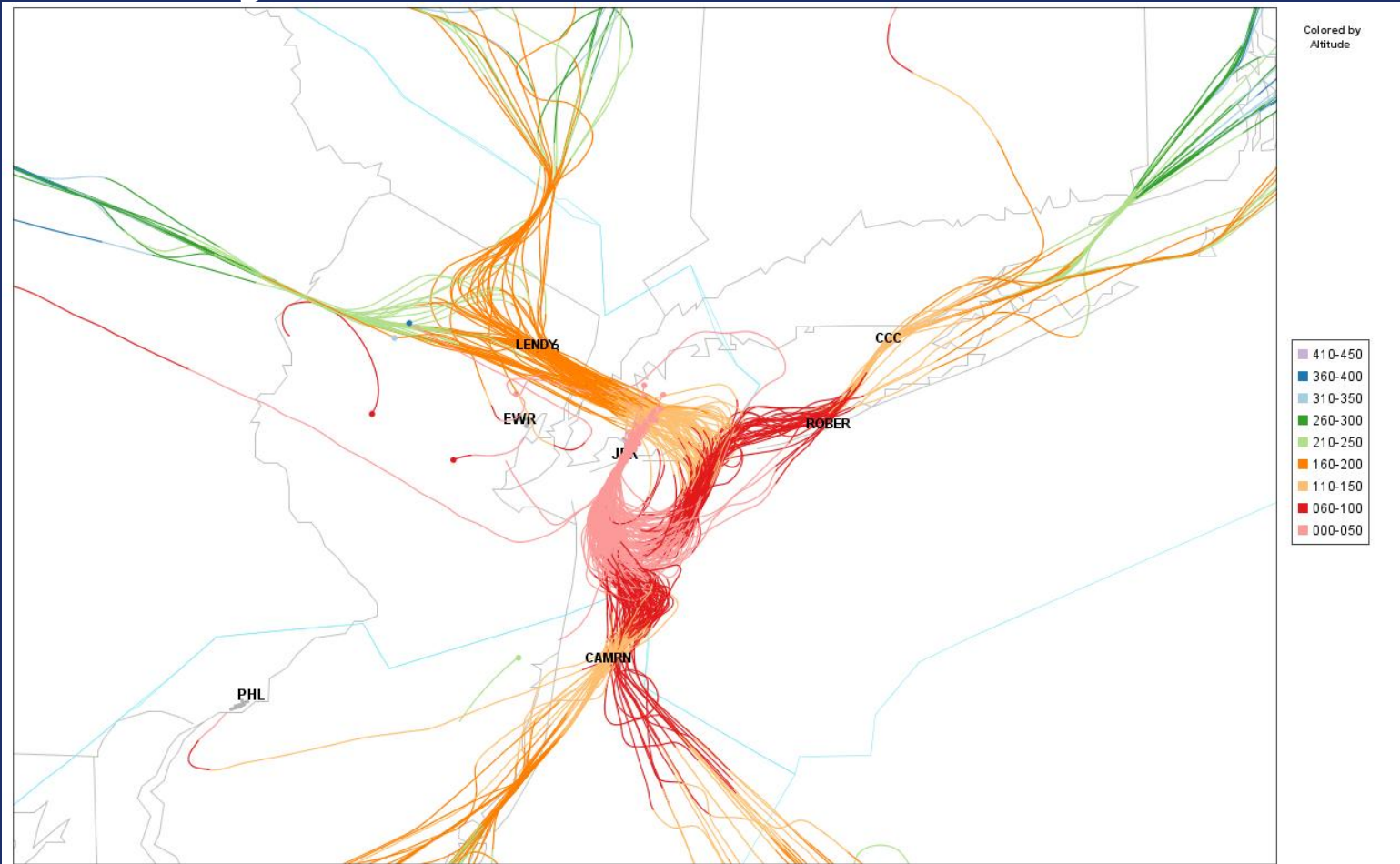
Blue = 31R Departures

Yellow = 4L Departures

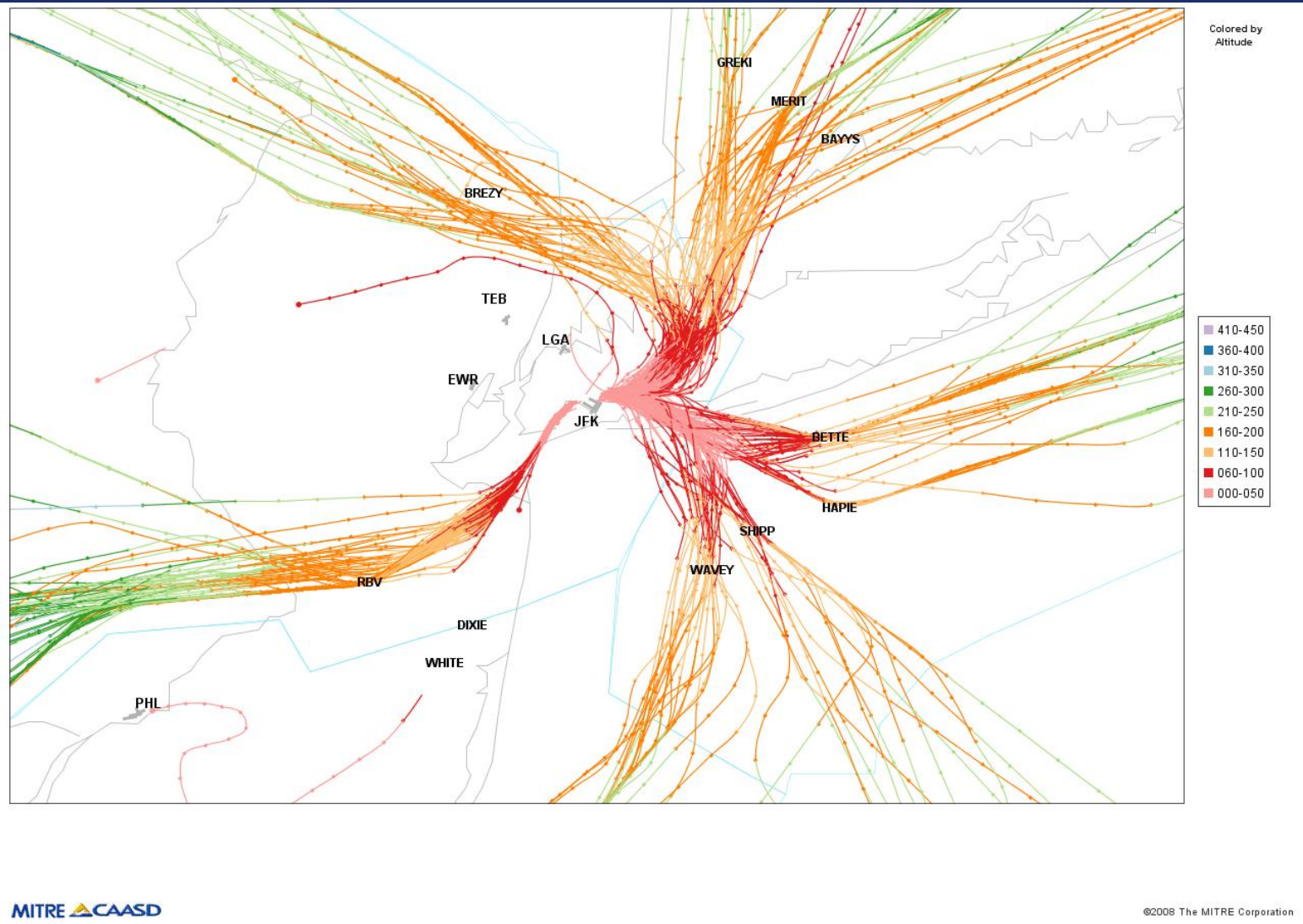
Arrive 4R, Depart 4L & 31R



Runway 4 Arrival Tracks

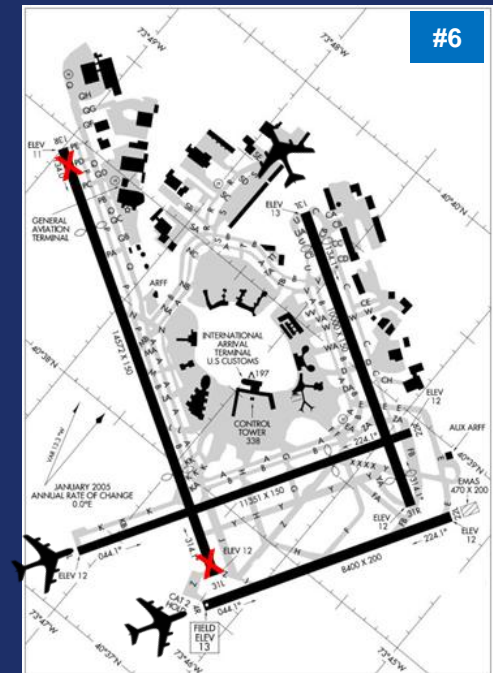
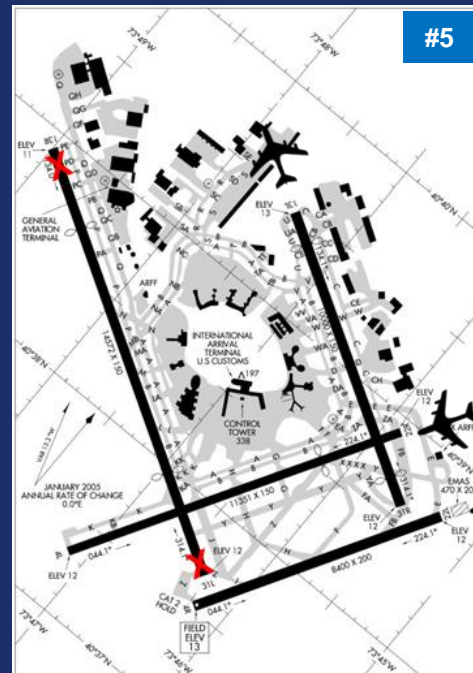
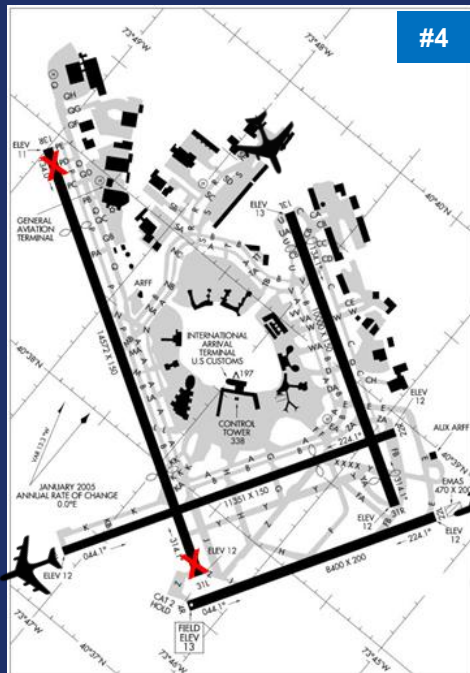


Runway 4 & 31 Departure Tracks



Arrival Favorable Configurations

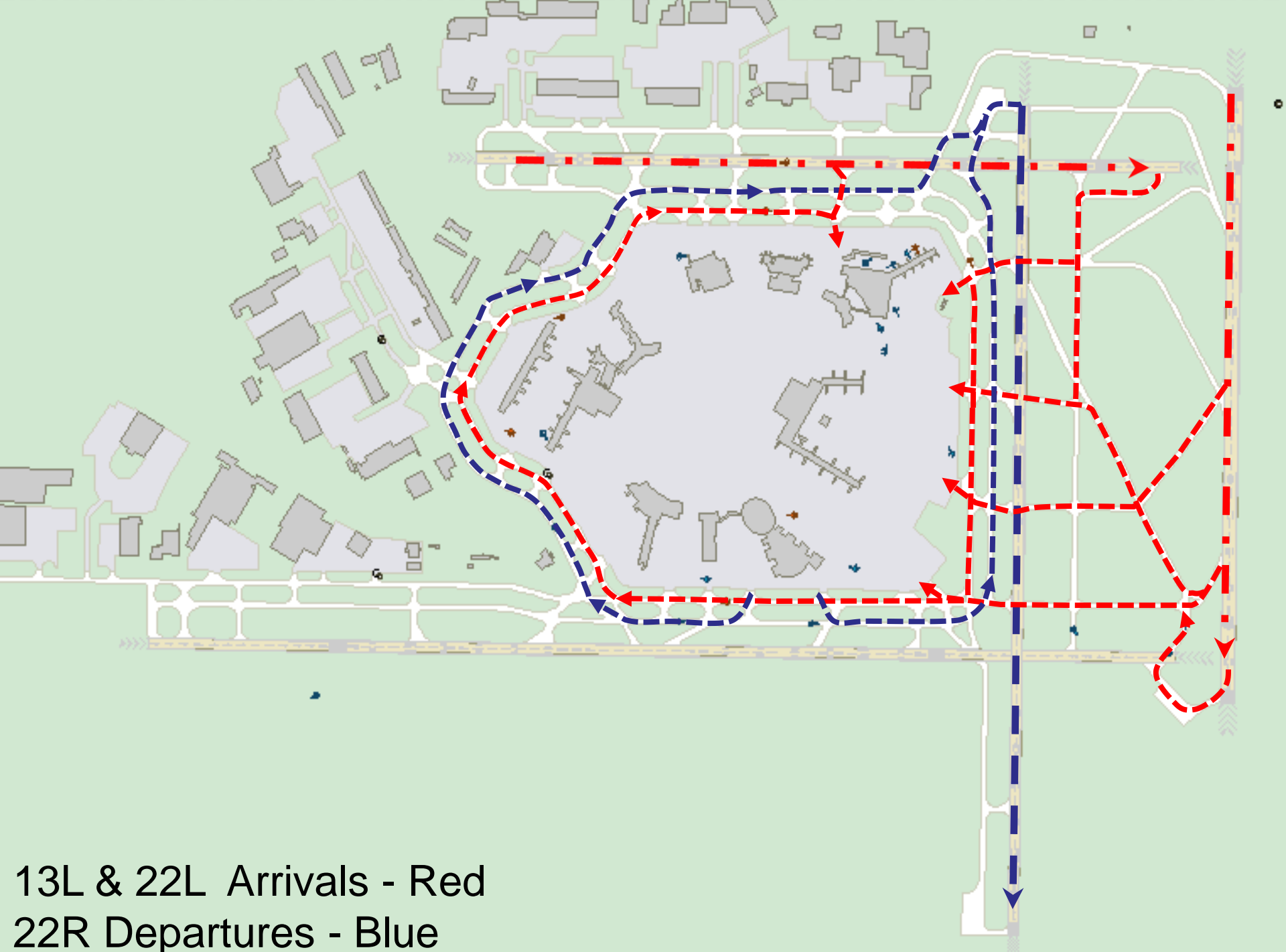
- Arrivals to 13L & 22L; departures from 22R (4)
- Arrivals to 22L & 22R; departures from 31R (5)
- Arrivals to 4R and 4L; departures from 31R (6)



Arrival Configuration

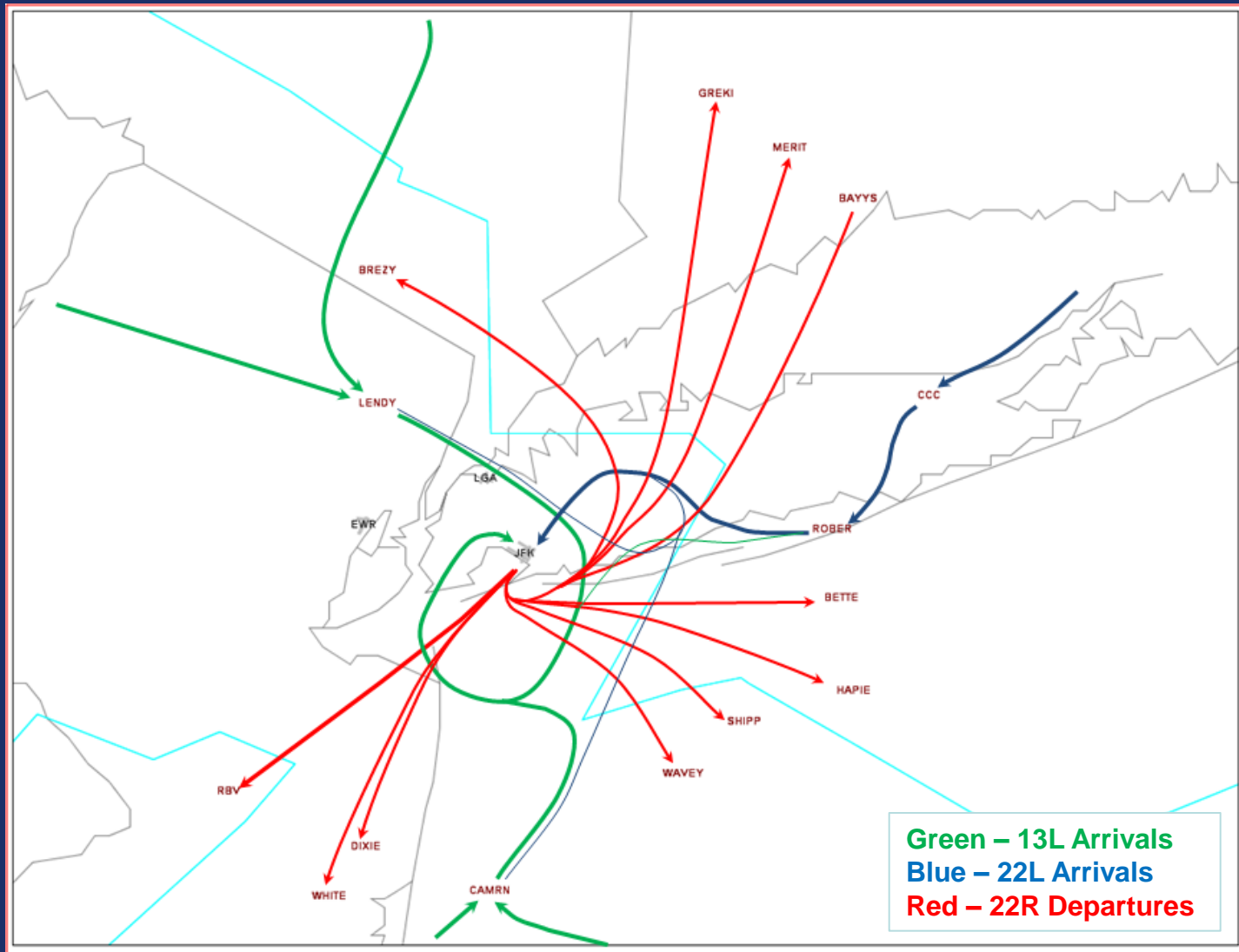
Arrive 13L & 22L; Depart 22R

- **Arrive 13L and 22L**
 - 13L displaced threshold, 9000' available
 - If 13L landings go to end, cross active departure runway (22R) at multiple locations
 - 13L primarily use CAMRN and LENDY
 - No airspace changes needed
 - 22L arrivals cross active departure runway (22R) at multiple locations
 - 22L primarily use ROBER
- **Depart 22R**
 - Considering departing at 'YA' to avoid intersection (22R/13L)
 - Reduce runway crossings
 - Runway heading departures

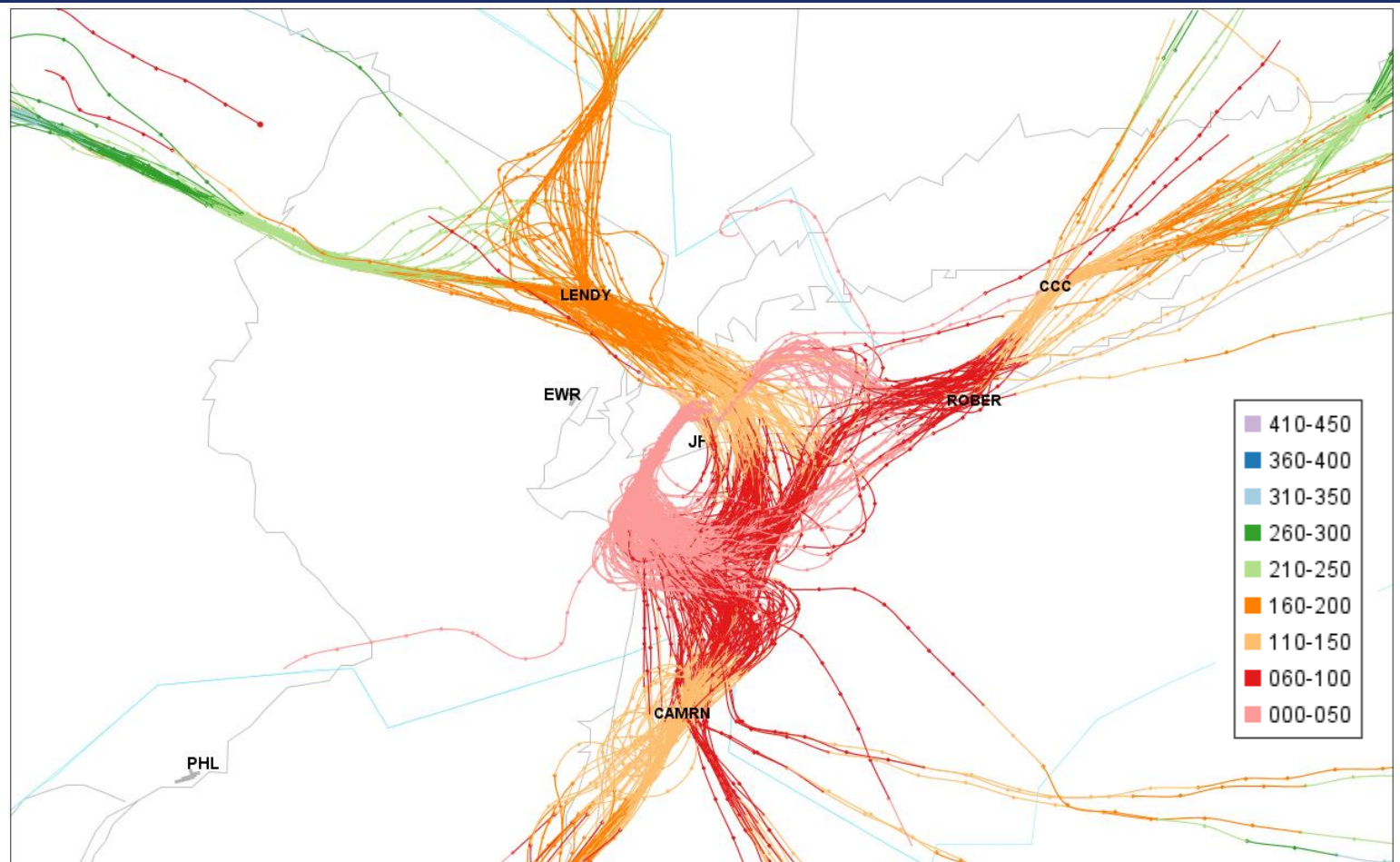


13L & 22L Arrivals - Red
22R Departures - Blue

Arrive 13L & 22L, Depart 22R



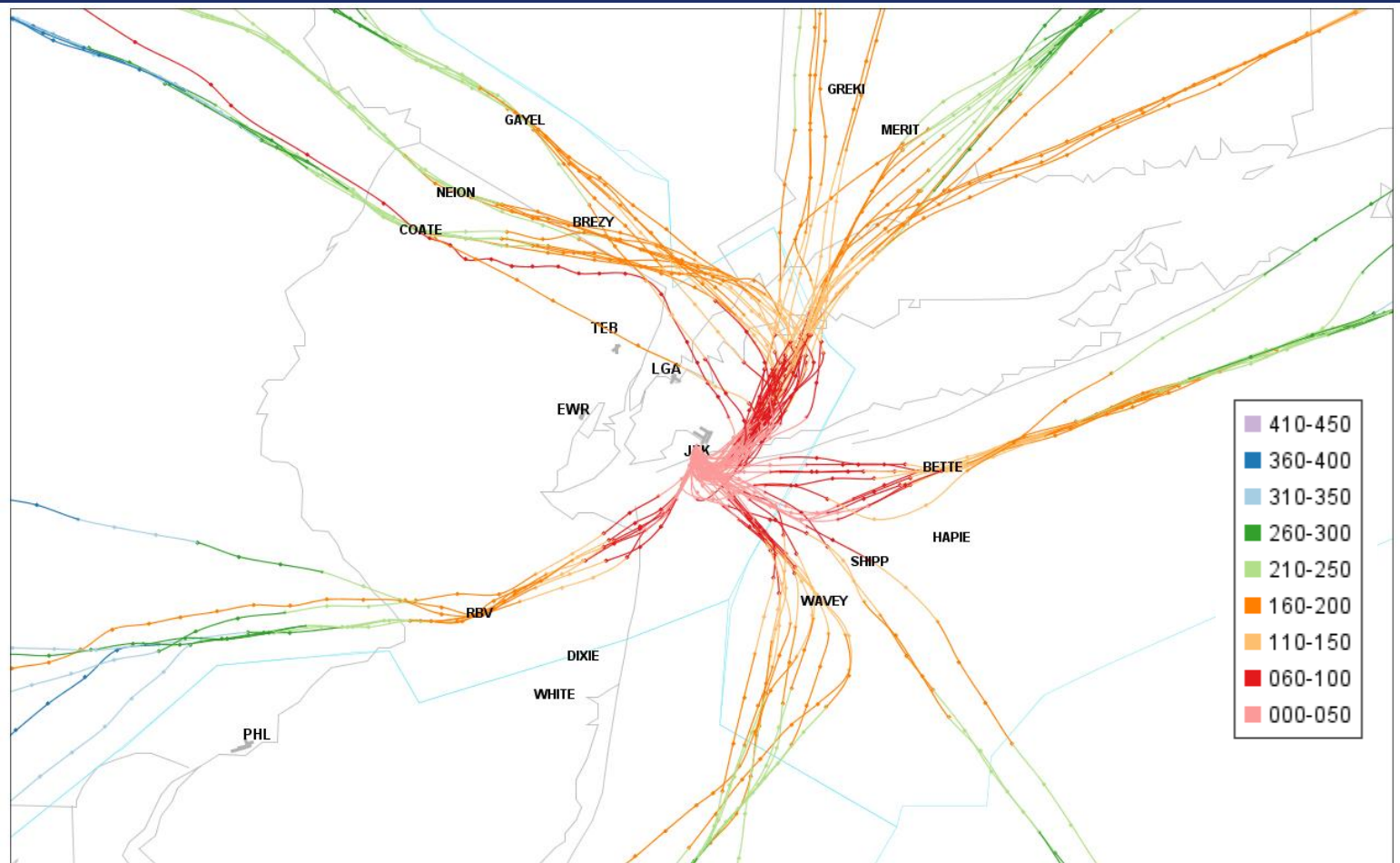
13R & 22L Arrivals



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22R Departures

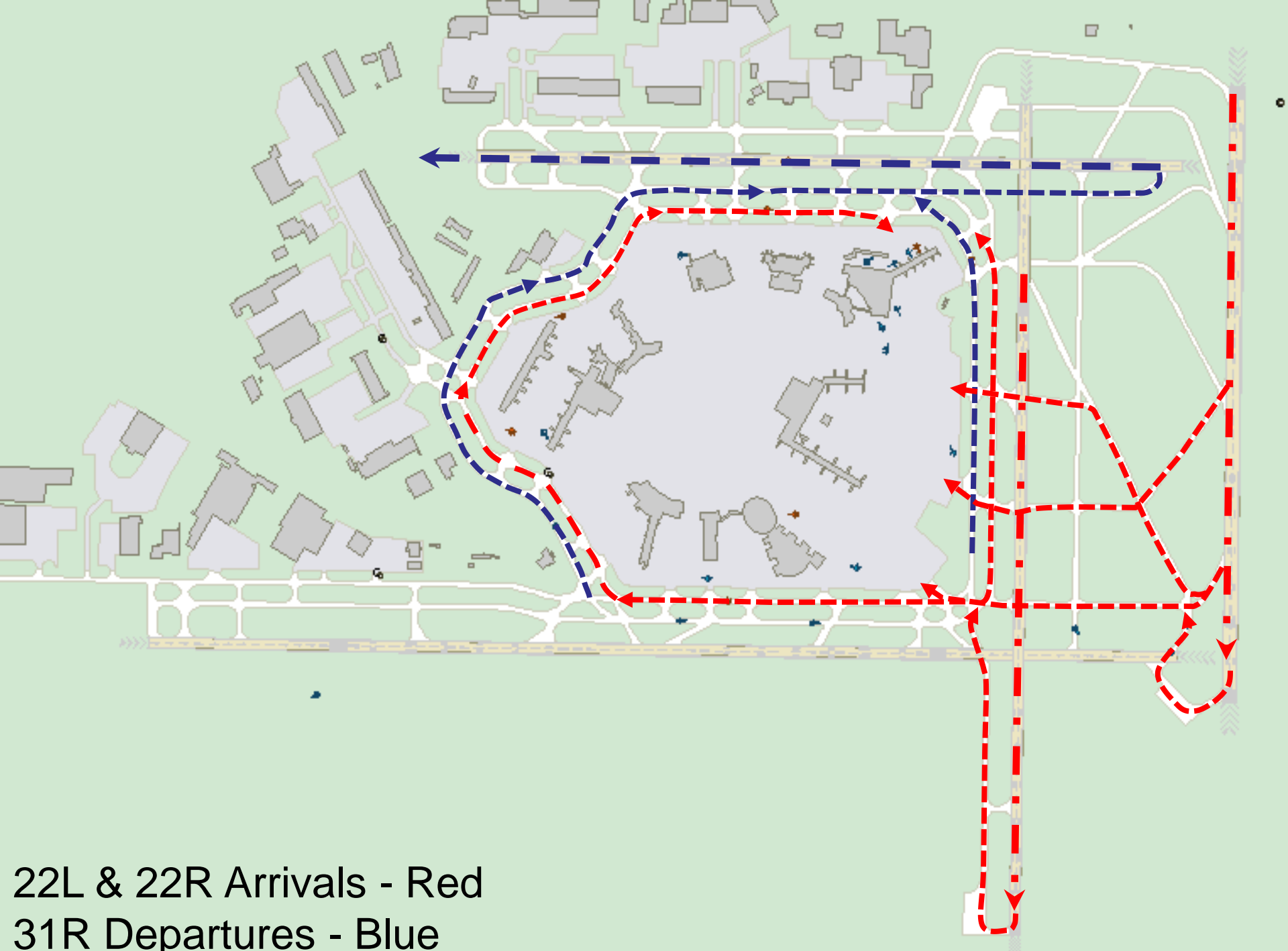


Arrival Configuration

Arrive 22R & 22L; Depart 31R

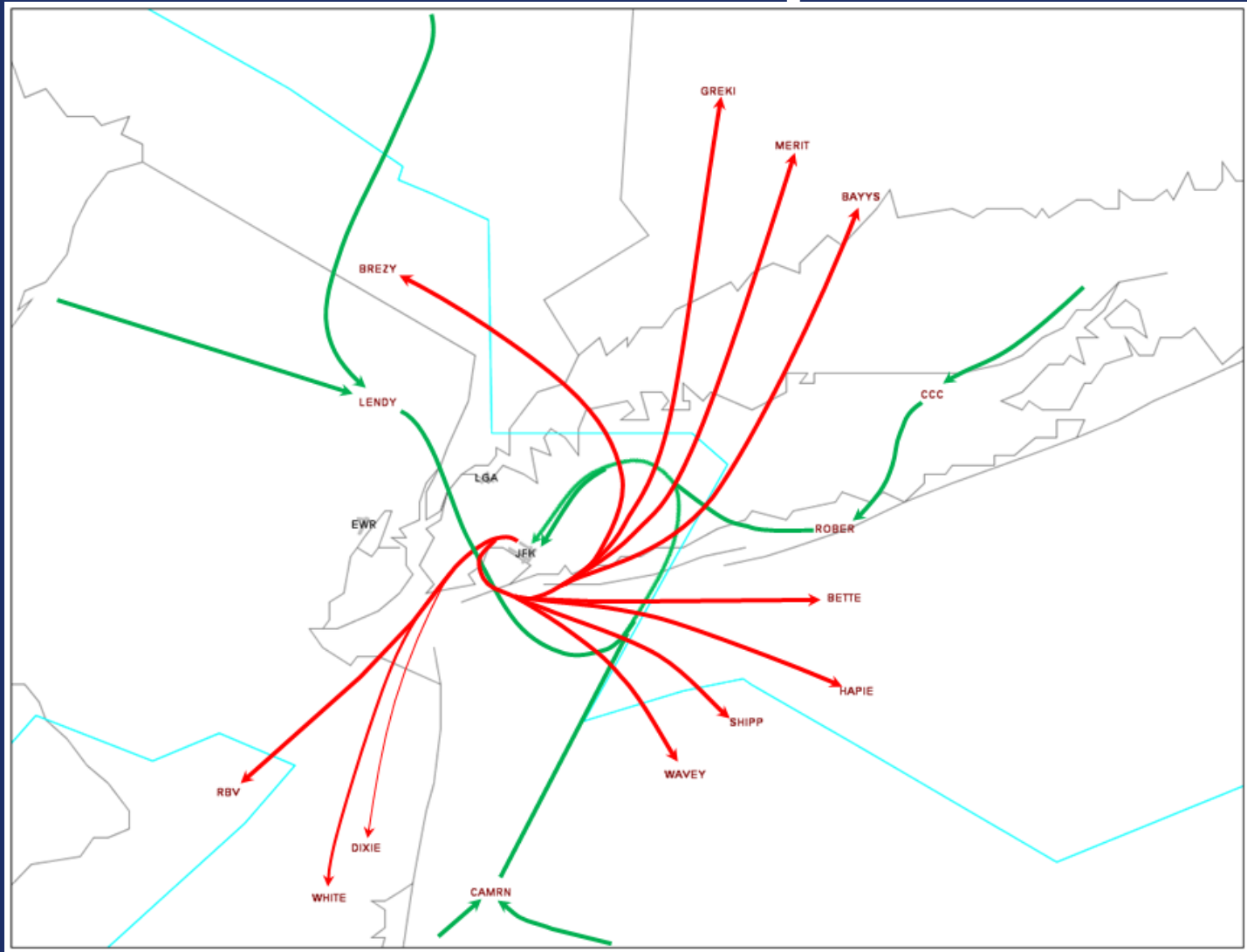
- **Arrive 22R and 22L**
 - 22L arrivals cross active arrival runway (22R) at multiple locations
 - 22R displaced threshold – 8000' available
 - No airspace changes needed
- **Depart 31R**
 - Dependent on LGA configuration (not departing Rwy 13)
 - Mitigated by LGA RNAV SIDs (4-8-2010)
 - Jetblast from 31R departures affect 22L arrivals – Eastern Service Center and Flight Standards investigating



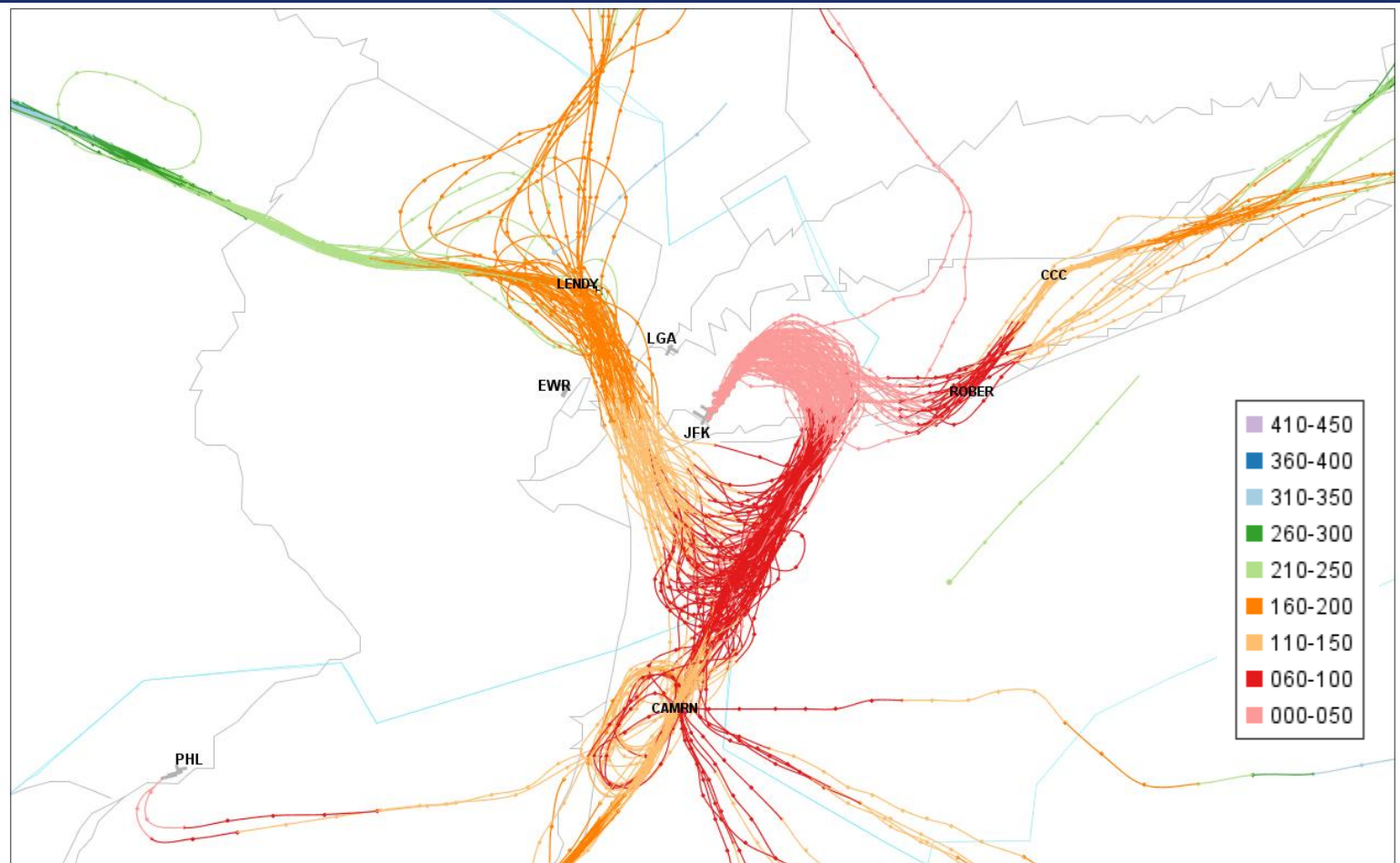


22L & 22R Arrivals - Red
31R Departures - Blue

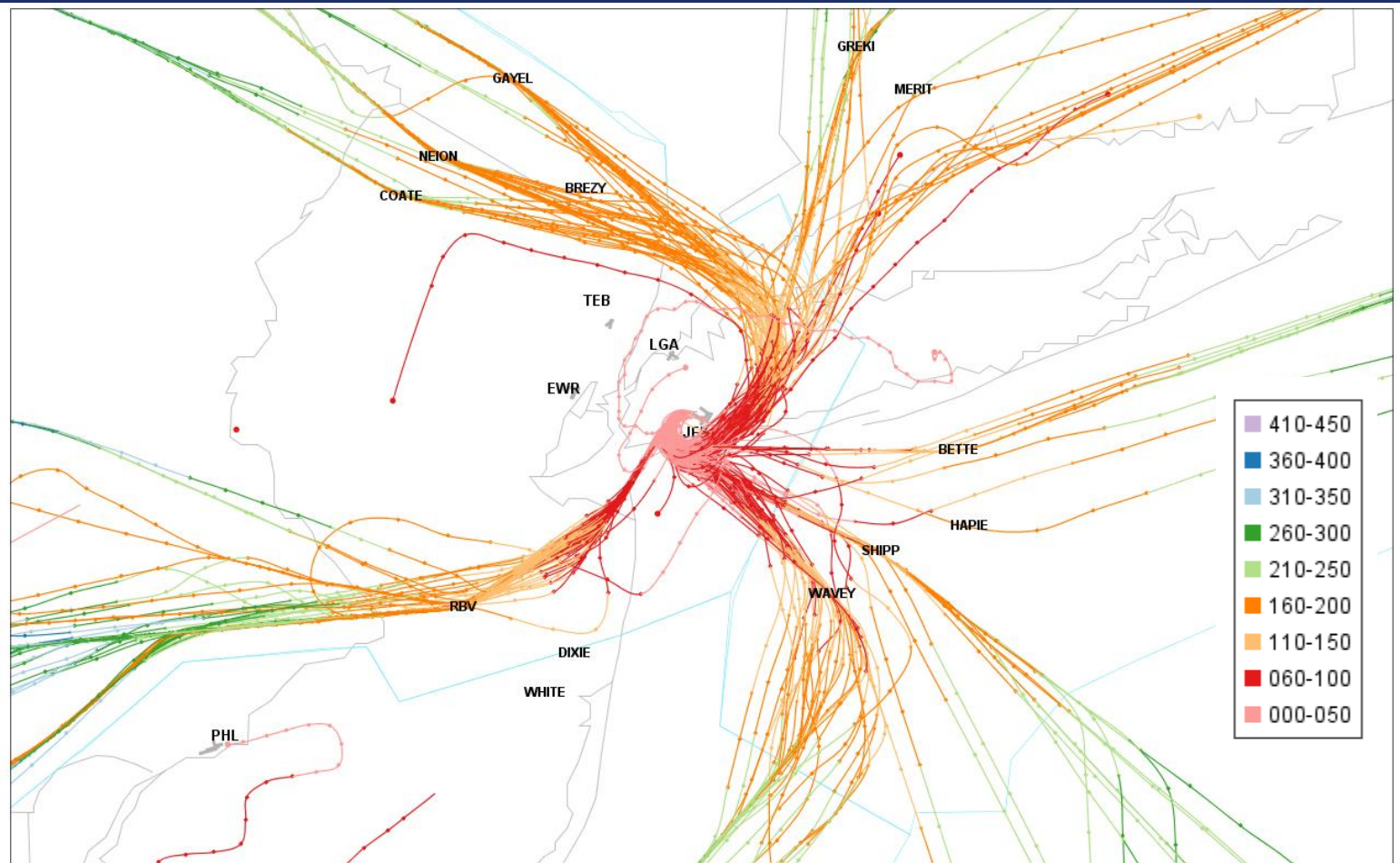
Arrive 22R & 22L, Depart 31R



22 Arrivals



31R Departures



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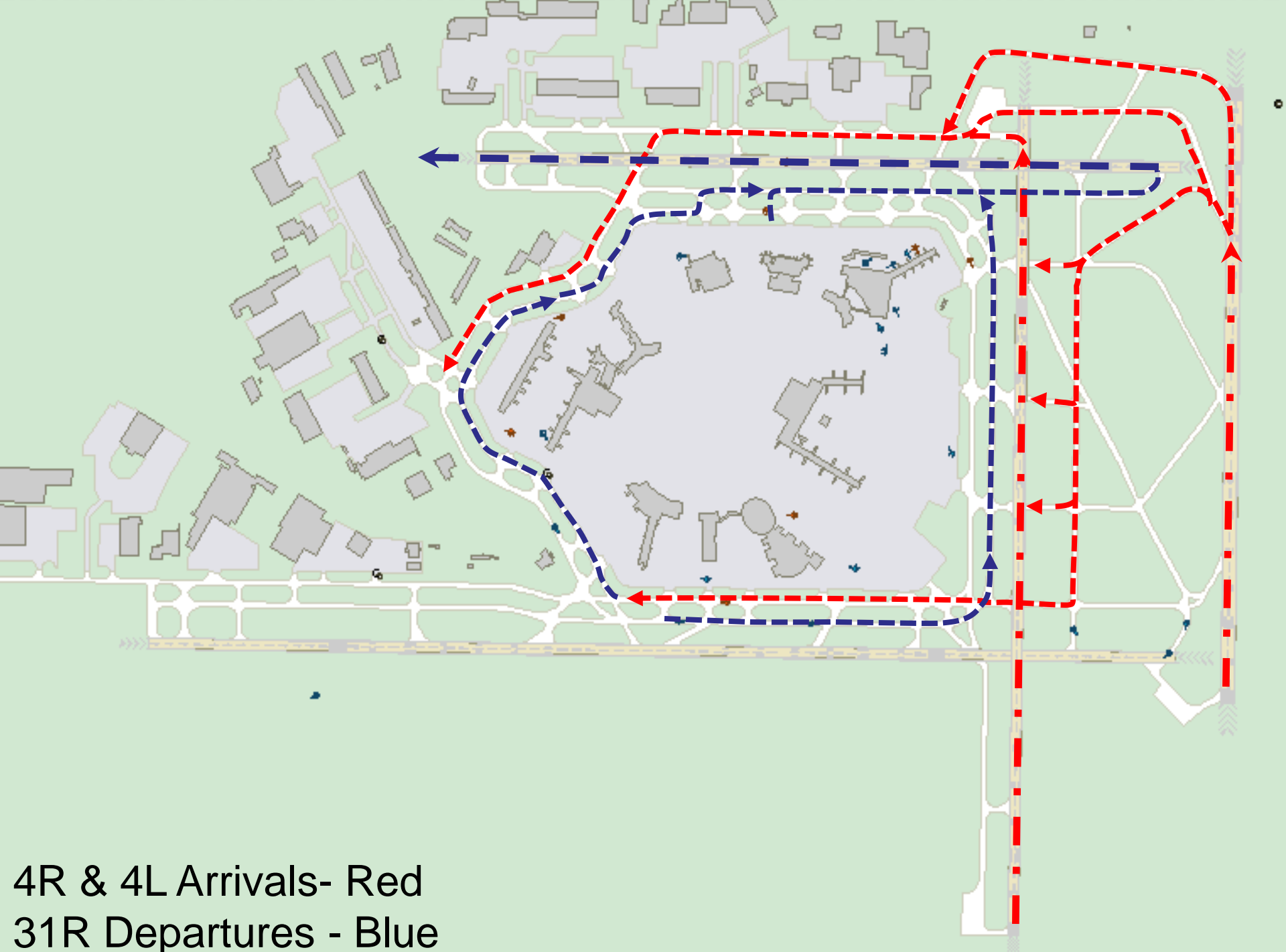
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Arrival Configuration

Arrive 4R & 4L; Depart 31R

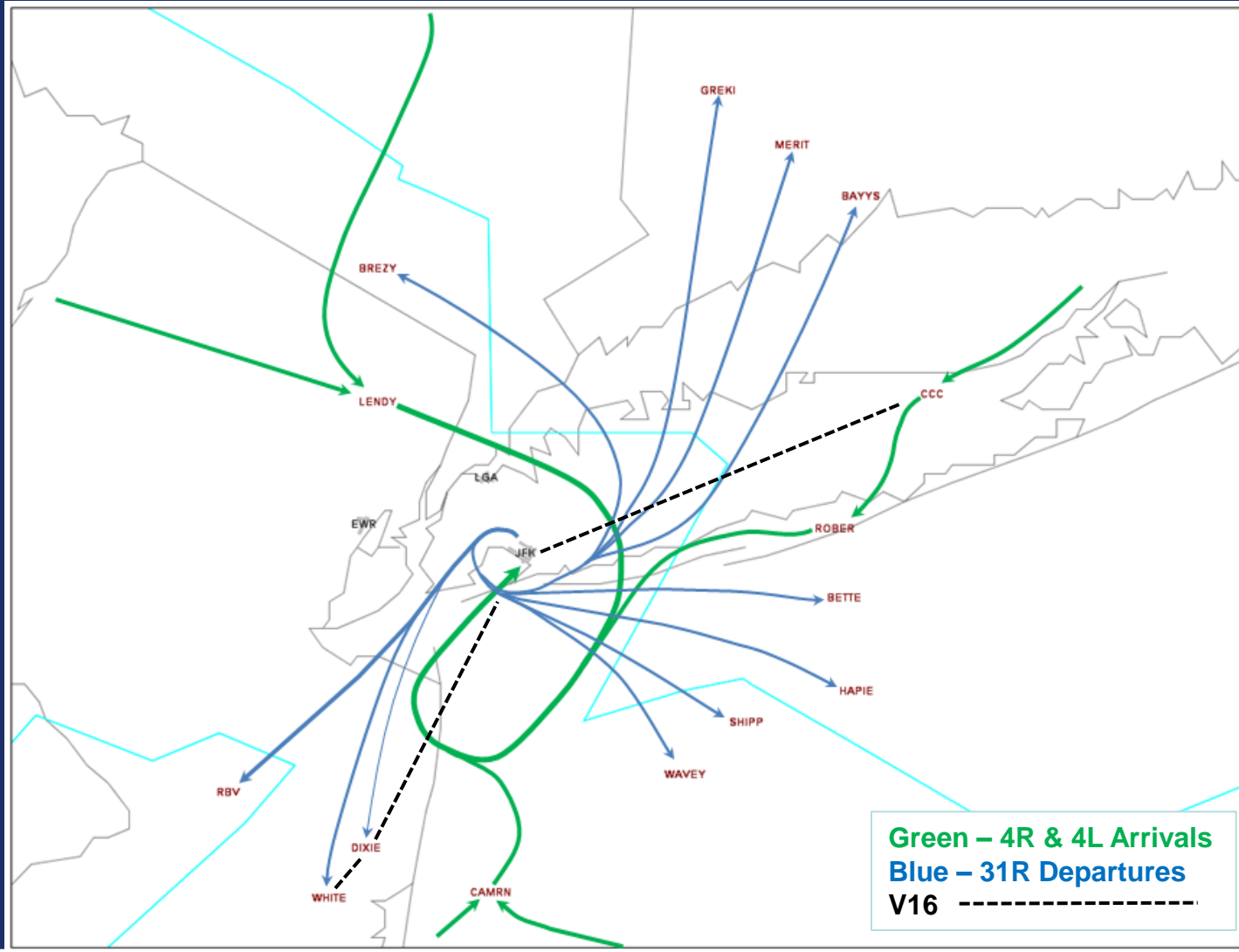
- **Arrive 4R & 4L**
 - No airspace changes needed
- **Depart 31R**
 - Jetblast affecting 4R arrivals taxi to ramp
 - 4L Arrival & 31R departure intersecting runway separation
 - May require additional spacing between successive 31R departures
 - All must top Rwy 4 arrivals except RBV, WHITE and DIXIE departures
 - Departure airspace modification
 - Reroute V16 prop traffic



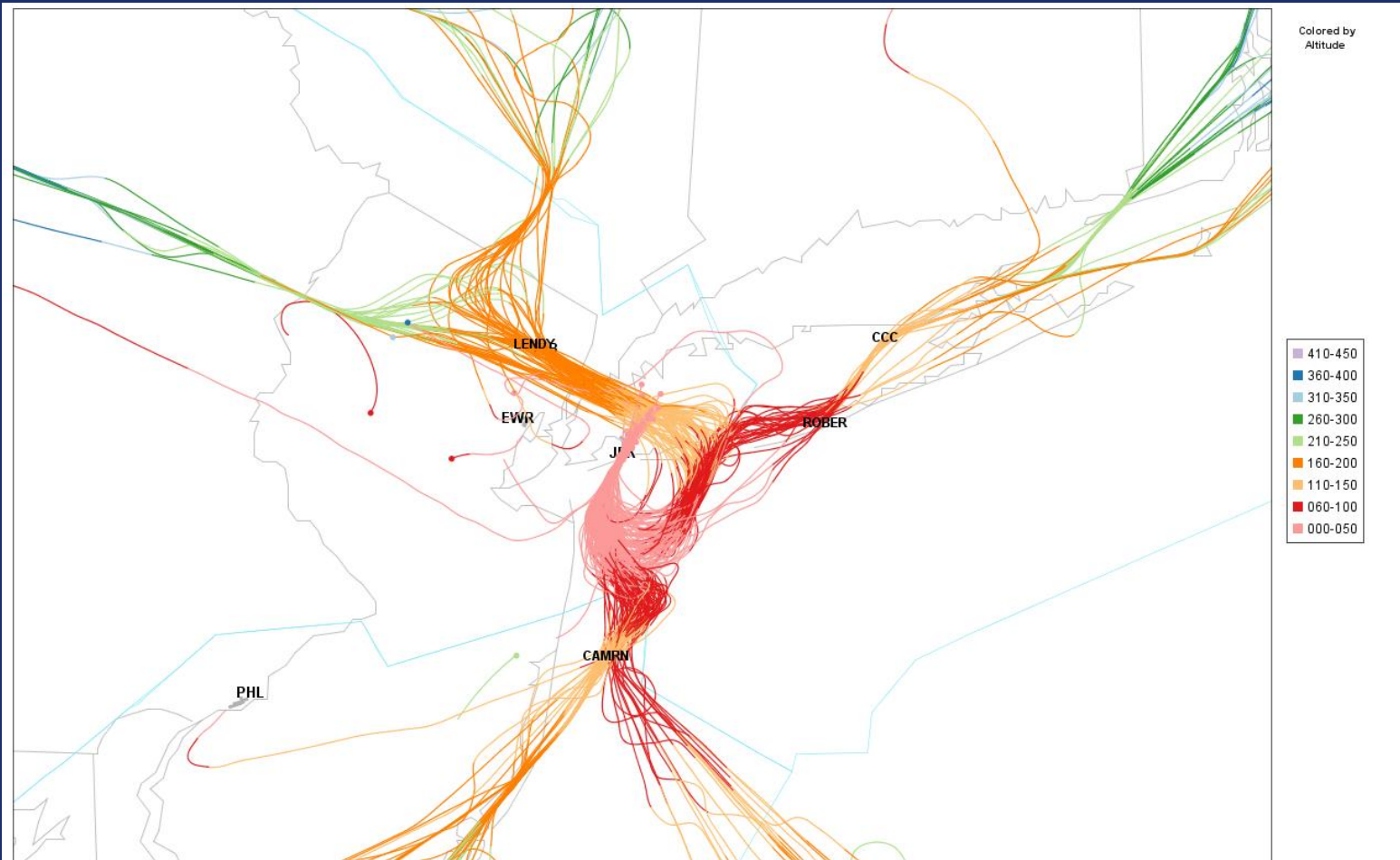


4R & 4L Arrivals- Red
31R Departures - Blue

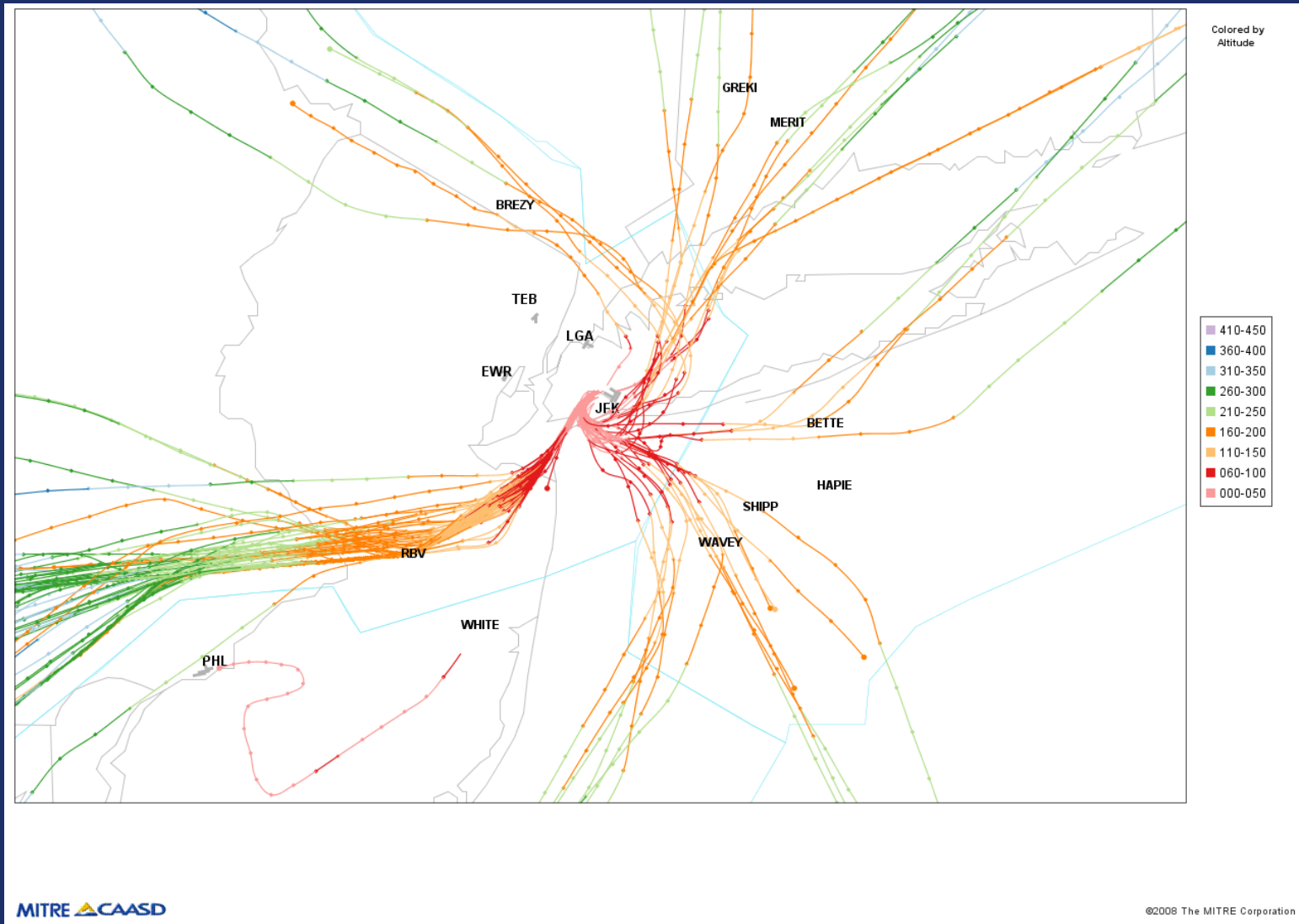
Arrive 4R & 4L; Depart 31R



Runway 4 Arrival Tracks



Runway 31L Departure Tracks



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Planned Configurations During 4L Closure

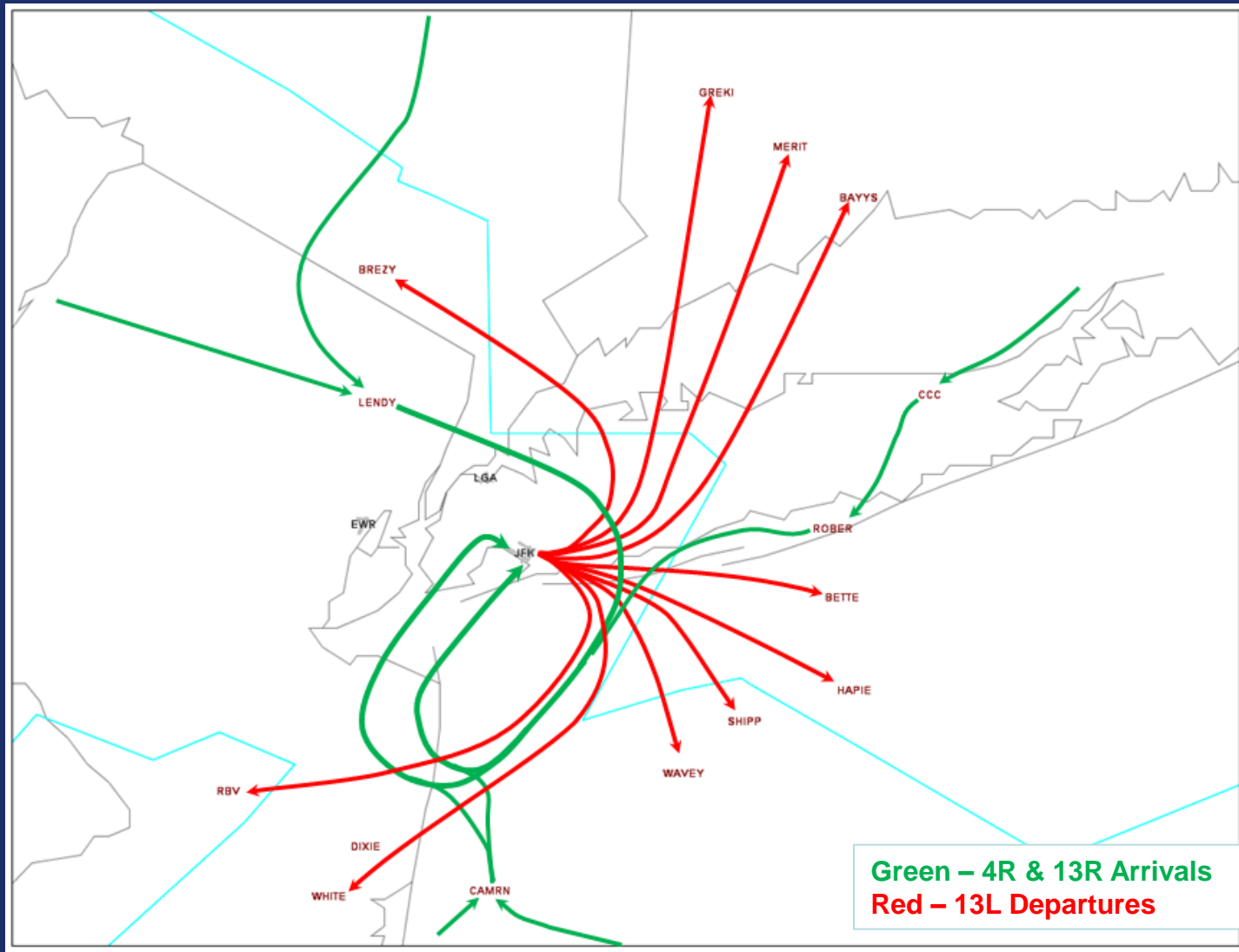
September 16 thru September 29, 2010

- **Land 13L & 22L Depart 13R**
 - 2000 foot ceiling and 3 mile visibility required
 - 13R - Departure runway available = 10,700'
- **Land 31R & 31L Depart 31L**
 - 31L Landing runway available = 11,248'
 - 31L Departure runway available = 10,700'
- **Land 13L Depart 13R**
 - ILS 13L possible during poor weather
 - 13R Departure runway available = 10,700'
- **Land 4R & 13R Depart 13L**
 - 2000 foot ceiling and 3 mile visibility required
 - 13R - Landing runway available = 8,657'

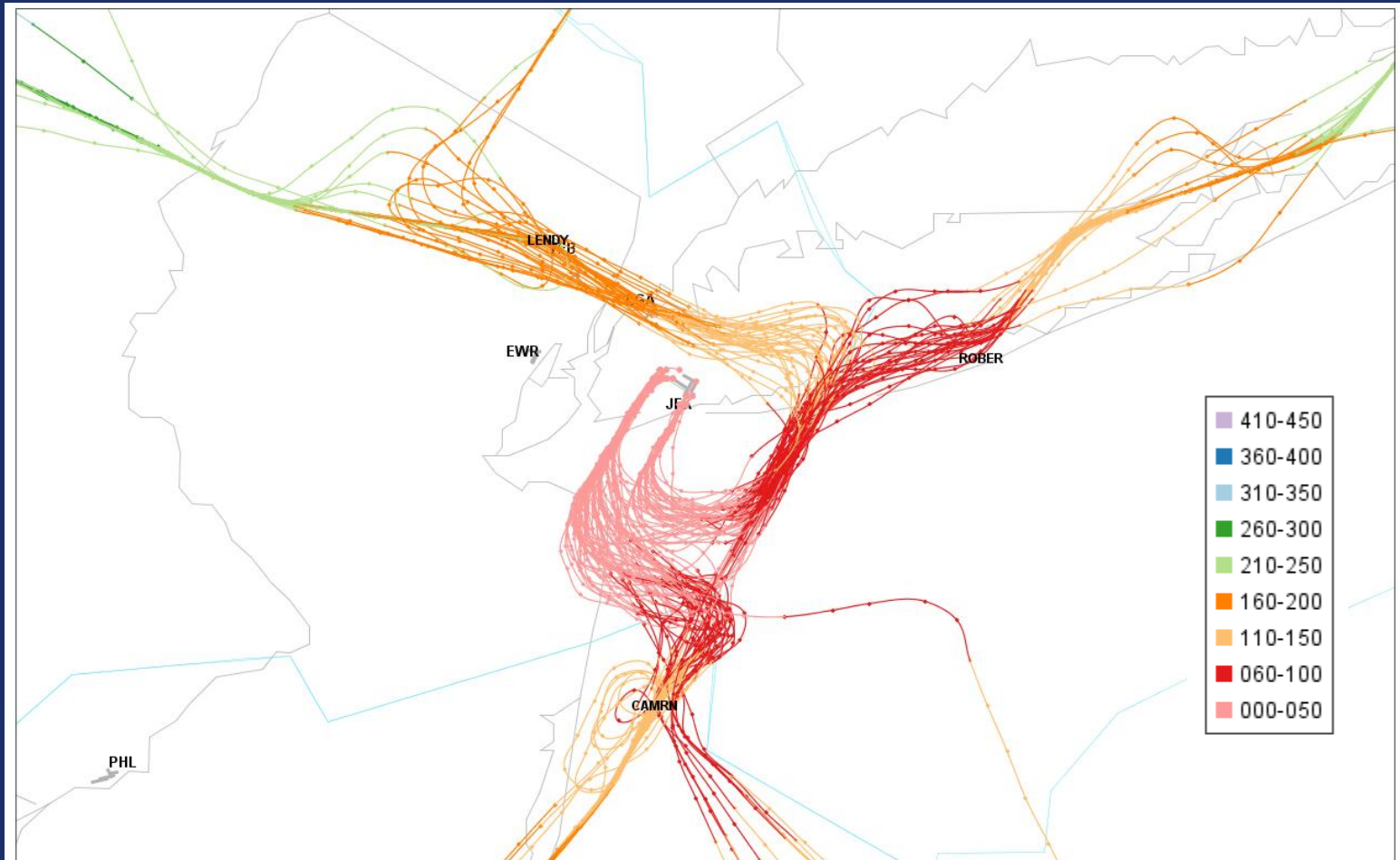


Green = 4R & 13R Arrivals
Blue = 13L Departures

Arrive 4R & 13R, Depart 13L



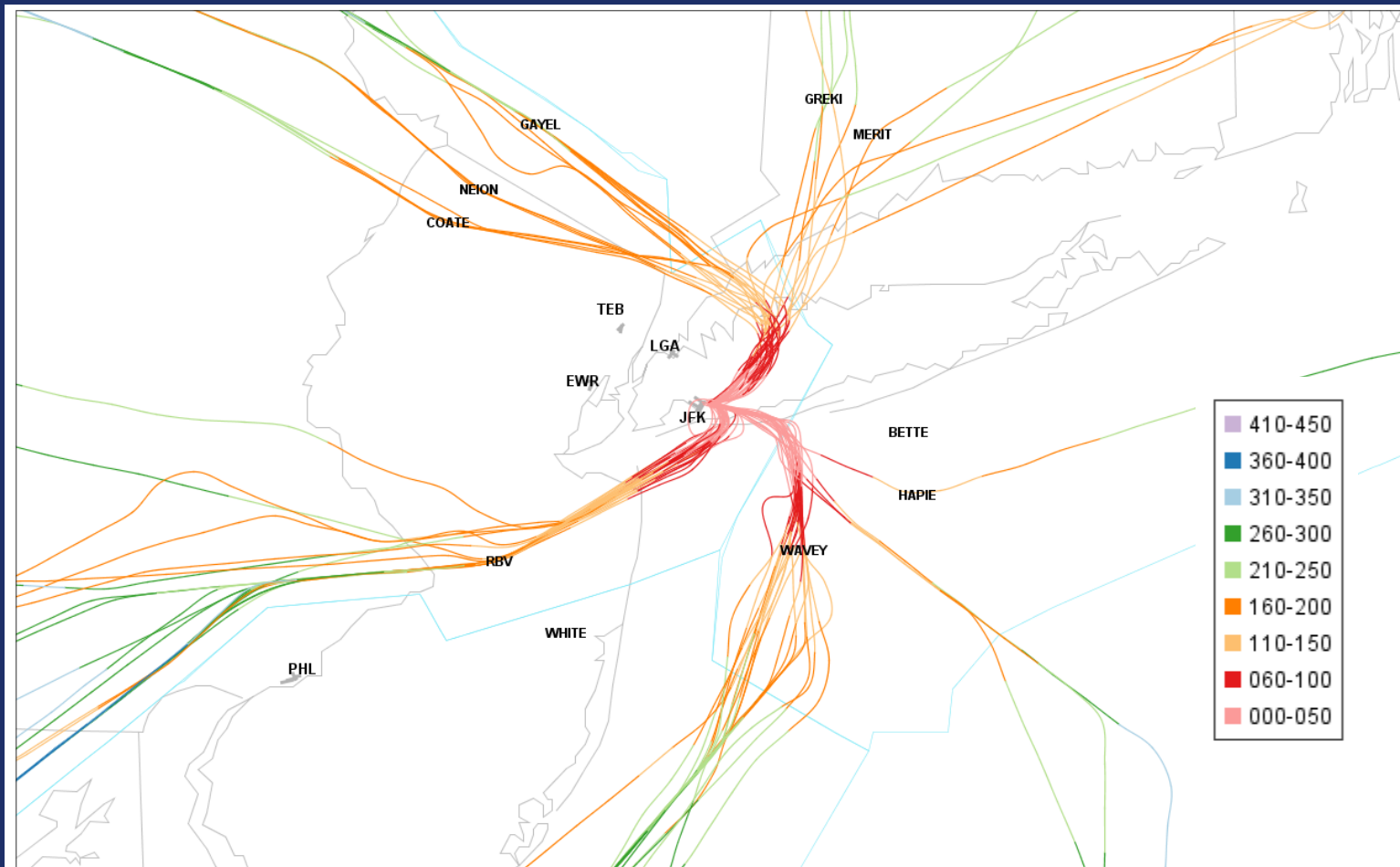
4R & 13R Arrivals



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13L Departures



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IOUs

