JFK Bay Runway Construction

December 2009
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
  - 31L/4L Intersection Closure – November 19, 2009
Runway Taxiway Closures/Approach Impacts

- Taxiway YA & K1 - Nite Closure
- Taxiway Y (3 of 4 Segments) - 24 hour closure
- Taxiway KC - 24 hour closure
- 13R/31L Taxiway Crossings - Nite Closure
- 13R/31L Closed (West End 3/1 to 6/30)
- Taxiway Y (Remaining Segment) - 24 hour closure
- 22R LOC Out
- 4L/22R Closed (Intersection 9/16 to 9/30)
- 4R Glide Slope Out
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

Green – 22L Arrivals
Blue – 31R Departures
Red – 22R Departures
22L Arrivals
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
31R Arrivals - Red
22R & 22L Departures - Blue
Arrive 31R, Depart 22R & 22L

Green – 31R Arrivals
Red – 22R & 22L Departures
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

Green – 4R Arrivals
Blue – 31R Departures
Red - 4L Departures
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
Arrive 13L & 22L, Depart 22R

Green – 13L Arrivals
Blue – 22L Arrivals
Red – 22R Departures
13R & 22L Arrivals
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
Federal Aviation Administration

22L & 22R Arrivals - Red
31R Departures - Blue
Arrive 22R & 22L, Depart 31R
22 Arrivals
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
Arrive 4R & 4L; Depart 31R

Green – 4R & 4L Arrivals
Blue – 31R Departures
V16 --
Runway 31L Departure Tracks
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

Green – 4R & 13R Arrivals
Red – 13L Departures
4R & 13R Arrivals
IOUs