JFK 13L/31R workgroup meeting #8

4/26/2019
Agenda 4/26/2019

- Construction Update
- Metering Location update
  Fillet design
- Performance
  Metering discussion
Runway 13L-31R

Construction Progress Update
Available Runway Crossings For Runway 22R Departure During Construction:

- Taxiway E
- Taxiway V
- Taxiway C - Available for Group IV Aircraft (11:00L – 23:00L or otherwise coordinated)
- Taxiway B - Unrestricted
<table>
<thead>
<tr>
<th>Item</th>
<th>Total to Date</th>
<th>% Complete</th>
<th>Color</th>
</tr>
</thead>
<tbody>
<tr>
<td>R/W Mill</td>
<td>154796 SY</td>
<td>78%</td>
<td>Red</td>
</tr>
<tr>
<td>Leveling Course 2&quot; AC</td>
<td>9710 TONS</td>
<td>35%</td>
<td>Blue</td>
</tr>
<tr>
<td>Can Removal</td>
<td>900 EA</td>
<td>53%</td>
<td>Yellow</td>
</tr>
<tr>
<td>Ductbank Install</td>
<td>4950 LF</td>
<td>45%</td>
<td>Purple</td>
</tr>
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</table>
Reconstruction of Runway 13L-31R & Associated Taxiways Progress Report

<table>
<thead>
<tr>
<th>Description of Work</th>
<th>Total Qty</th>
<th>WIP Qty</th>
<th>Unit</th>
<th>Completed</th>
<th>Completed</th>
<th>Completed</th>
<th>Completed</th>
<th>Completed</th>
<th>Total Completed</th>
<th>Item Total Completed Thru 4/20</th>
<th>Item Total Projection Thru 4/20</th>
<th>Item % Completed</th>
<th>Week of 4/22 to 4/27 Production Target**</th>
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<tr>
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<td>SY</td>
<td>20,272</td>
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<td>153</td>
<td>174</td>
<td>EA</td>
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<td>0</td>
<td>4</td>
<td>4</td>
<td>4</td>
<td>0</td>
<td>17</td>
<td>191</td>
<td>169</td>
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<tr>
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<td>254</td>
<td>220</td>
<td>EA</td>
<td>21</td>
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<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>21</td>
<td>241</td>
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<tr>
<td>Remove R/W Edge Lights</td>
<td>249</td>
<td>154</td>
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<td>11</td>
<td>10</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>59</td>
<td>213</td>
<td>185</td>
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<tr>
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<td>163</td>
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<td>11</td>
<td>40</td>
<td>56</td>
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<td>EA</td>
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<td>0</td>
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<td>0</td>
<td>0</td>
<td>0</td>
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<td>0</td>
<td>0%</td>
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<td>EA</td>
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<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
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<td>0</td>
<td>0%</td>
</tr>
<tr>
<td>Install R/W Elevated Edge Lights</td>
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<td>EA</td>
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<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
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<td>0</td>
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<tr>
<td>Install T/W Centerline Fixtures</td>
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** Per PAACC #1 Baseline
Reconstruction of Runway 13L-31R & Associated Taxiways
Field Activities

Concrete Pavement Preparation
Reconstruction of Runway 13L-31R & Associated Taxiways
Field Activities

Taxiway Throat Widening
Runway 13L-31R

Remote metering locations
Engineering is designing area and should be completed by mid week for locations by Hangar 16 and by Taxiway S/B67.

Hangar 12 site, have not received final functional drawing yet. Planning is still in discussion on the needs before and after the tent is removed.
Runway 13L-31R

Fillet design
After the 13L-31R rehab, the turn restriction for A346/B773 at the following intersections will be removed: INT#6, 11, 12, 13, 14, 15, 16, 17, 18

After the CA/CB project completion, the A346/B773 turn restriction for 90 degree turn from Twy “CA” to “C” or “CB” to “C” will be removed. However, A346/B773 can’t make the 180 degree turn from “CA” to “CB” via TWY “C”
Attached drawing shows the left or right turns from existing 13L to Taxiway "W" for the generic ADG-V airplane which covers all ADG-V airplanes including A346 and B773. Both are judgmental over-steering turns with adequate taxiway edge safety margin.
John F. Kennedy
International Airport

Taxiways Restriction Plan - No Turn Intersection
For A340-600, B777-300/ER and A350-1000
# Weekly Compliance Summary

**4-19 to 4-25**

## Weekly Status Update

### 04/19/2019 to 04/26/2019

#### 0700 - 1159, 1200 - 2300

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<th>Compliant</th>
<th>Non-Compliant</th>
<th>Unknowns</th>
<th>Total</th>
<th>Total (C + NC)</th>
<th>% Compliant</th>
<th>Unused Allocations</th>
<th>% Unused</th>
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<td>British Airways</td>
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<td>Cargo Carriers</td>
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#### 0700 - 1159 Only

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<td>8</td>
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#### 1200 - 2300 Only

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<th>Total (C + NC)</th>
<th>% Compliant</th>
<th>Unused Allocations</th>
<th>% Unused</th>
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<tr>
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<td>12%</td>
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<td>6</td>
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<td>866</td>
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<td>63</td>
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<td>2</td>
<td>512</td>
<td>510</td>
<td>99%</td>
<td>38</td>
<td>7%</td>
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<tr>
<td>Terminal 1</td>
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<td>12</td>
<td>5</td>
<td>185</td>
<td>180</td>
<td>93%</td>
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<td>20%</td>
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# Weekly Taxi Summary 4-19 to 4-25

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<th></th>
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<th>60 Min</th>
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<th>120 Min</th>
<th>150 Min</th>
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<td>0</td>
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<tr>
<td><strong>Departure Long Taxi's</strong></td>
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<td>2</td>
<td>1</td>
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<td>1</td>
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Period: 4/24/19 0:00 to 4/24/19 23:50
Runway 13L-31R

Metering discussion
PROCEDURE FOR REMOTE AIRCRAFT METERING

While the metering of aircraft is primarily done on respective terminal gates, there may be times where accommodations may be required for remote aircraft metering. Remote aircraft metering will take place in areas commonly known as Hangar 12, Hangar 16, and Hangar 19.

There are five parties who collectively work together to ensure a smooth metering procedure, they are: Metering Control Center (MCC), Airline/Terminal Operator (Airline), Airport Operations Center (AOC), Ground Service Handler (GSH), and Airport Operations (PA OPS).

When metering is in effect and an Airline has determined it requires a remote metering location, the following procedure must be followed:

1. The MCC will issue departure metering times for affected flights via the request response manager (Aerobahn)
2. The Airline will:
   a. Endeavor to meter aircraft on their respective gates/ramps
   b. Request to meter at a remote parking location (continue to Step 3)
3. The Airline will contact the AOC and inform of the request for remote parking and provide the flight number and aircraft type
4. The AOC will inform the PA OPS Ramp Coordinator of the request for remote parking
   a. The AOC will provide the PA OPS Ramp Coordinator name of the flight number and aircraft type
5. PA OPS Ramp Coordinator will determine ramp parking location based on availability and aircraft size
   a. PA OPS Ramp Coordinator will work closely with the GSH to marshal the aircraft onto designated remote metering parking locations
   b. PA Ops Ramp Coordinator and GSH will communicate and monitor UNICOM frequency 122.95 at all times, while metering is in effect
6. PA OPS Ramp Coordinator will provide the AOC a confirmation on where the Airline will remote meter
7. The AOC will provide confirmation to the Airline and MCC of a remote metering location
   a. The MCC will make proper adjustments to the compliance metering system
8. The Airline will inform the flight crew of the remote metering location and provide a time when the flight can depart that remote metering location
9. The flight crew, prior to taxiing onto the movement area, will contact Air Traffic Control on ground frequency and request taxi to assigned remote metering parking location
10. The Airline flight crew, after taxiing out of the terminal area, will on a separate radio, contact 122.95 and inform PA OPS Ramp Coordinator they are in route to assigned metering parking
11. PA OPS Ramp Coordinator will confirm on 122.95 final remote metering parking location prior to Airline arriving on the ramp
   a. The opportunity for a change of parking location may occur at times, if so, the PA OPS Ramp Coordinator will provide notice to the Airline
12. Once the aircraft is parked the GSH will prompt the flight crew via 122.95 to shut down engines
   a. PA OPS Ramp Coordinator to provide AOC with a “on-block” time
13. Once Airline has determined it is time to leave remote metering parking they are to contact the GSH for engine start on 122.95
14. The GSH will confirm the area is clear for engine start and advise them to contact ATC Ground for taxi clearance onto the movement area
15. When Airline clears the remote metering parking location the PA OPS Ground Coordinator will contact the AOC with a “off-block” time
Runway 13L-31R

Questions
Backup Slides
FAA reports

• U:\JFK CONSTRUCTION RECAP
NOTAMS

As always these are subject to change at any time
April 1, 2019 – November 15, 2019

- RWY 13L-31R CLSD
- RWY 13L-31R WIP CONST LGTD AND BARRICADED

April 1, 2019 – May 26, 2019

- TWY Y BTN ACPH END RWY 31R AND RWY 4L-22R CLSD
- TWY Y BTN TWY PB AND TWY P CLSD
- TWY DB BTN TWY FB AND TWY B CLSD
- TWY D BTN TWY B AND TWY C CLSD
- TWY W BTN TWY B AND TWY C CLSD
- TWY U CLSD
- TWY CB BTN TWY C AND U CLSD
- TWY UA CLSD
- TWY TA CLSD
- TWY CA CLSD
- TWY C BTN ACPH RWY 13L AND TWY CA CLSD
- TWY C BTN TWY CE AND TWY E WIP CONST LGTD AND BARRICADED
- TWY U WIP CONST LGTD AND BARRICADED

June 21, 2019 – June 27, 2019

- TWY Y BTN ACPH END RWY 31R AND RWY 4L-22R CLSD
- TWY Y BTN TWY PB AND TWY P CLSD
- TWY W BTN TWY A AND TWY C CLSD
- TWY U CLSD
- TWY CB BTN TWY C AND U CLSD
- TWY UA CLSD
- TWY C BTN ACPH END RWY 13L AND TWY CA CLSD
- TWY B BTN TWY B AND TWY Y CLSD
- TWY V CLSD
- TWY U WIP CONST LGTD AND BARRICADED

May 27, 2019 – June 20, 2019

- TWY Y BTN ACPH END RWY 31R AND RWY 4L-22R CLSD
- TWY Y BTN TWY FB AND TWY F CLSD
- TWY D BTN TWY A AND TWY C CLSD
- TWY U CLSD
- TWY CB BTN TWY C AND U CLSD
- TWY UA CLSD
- TWY C BTN ACPH END RWY 13L AND TWY CA CLSD
- TWY B BTN TWY E AND TWY V WIP CONST LGTD AND BARRICADED
- TWY U WIP CONST LGTD AND BARRICADED
- TWY V BTN TWY A AND TWY Y CLSD
- TWY U CLSD
- TWY C BTN ACPH END RWY 13L AND TWY CA CLSD
- TWY V CLSD
- TWY U WIP CONST LGTD AND BARRICADED

June 28, 2019 – June 30, 2019

- TWY Y BTN ACPH END RWY 31R AND RWY 4L-22R CLSD
• TWY W BTN TWY A AND TWY C CLSD
• TWY U CLSD
• TWY CB BTN TWY C AND U CLSD
• TWY UA CLSD
• TWY C BTN APCH END RWY 13L AND TWY CA CLSD
• TWY B BTN TWY TB AND TWY VA CLSD
• TWY V BTN TWY A AND TWY C CLSD
• TWY B BTN TWY TB AND TWY VA WIP CONST LGTD AND BARRICADED
• TWY U WIP CONST LGTD AND BARRICADED

**July 1, 2019 – July 14, 2019**

• TWY YA BTN APCH END RWY 31R AND RWY 4L-22R CLSD
• TWY W BTN TWY A AND TWY C CLSD
• TWY U CLSD
• TWY CB BTN TWY C AND U CLSD
• TWY UA CLSD
• TWY C BTN APCH END RWY 13L AND TWY CA CLSD
• TWY B BTN TWY TB AND TWY VA CLSD
• TWY V BTN TWY A AND TWY C CLSD
• TWY CD BTN RWY 13L-31R AND TWY C CLSD
• TWY B BTN TWY TB AND TWY VA WIP CONST LGTD AND BARRICADED
• TWY U WIP CONST LGTD AND BARRICADED
• RWY 13L/31R CLSD EXC TAXI BTN TWY D AND TWY E DLY 1100L-2300L

**July 15, 2019 – August 24, 2019**

• TWY YA BTN APCH END RWY 31R AND RWY 4L-22R CLSD
• TWY U CLSD
• TWY CB BTN TWY C AND U CLSD
• TWY UA CLSD
• TWY C BTN APCH END RWY 13L AND TWY CA CLSD
• TWY B BTN TWY TB AND TWY VA CLSD
• TWY V BTN TWY A AND TWY C CLSD
• TWY CD BTN RWY 13L-31R AND TWY C CLSD
• TWY B BTN TWY TB AND TWY VA WIP CONST LGTD AND BARRICADED
• TWY U WIP CONST LGTD AND BARRICADED

• RWY 13U/31R CLSD EXC TAXI BTN TWY W AND TWY E DLY 1100L-2300L

**August 25, 2019 – September 16, 2019**

• TWY YA BTN APCH END RWY 31R AND RWY 4L-22R CLSD
• TWY CB BTN TWY C AND U CLSD
• TWY UA CLSD
• TWY C BTN TWY CA AND TWY CE CLSD
• TWY V BTN TWY B AND TWY C CLSD
• TWY CD BTN RWY 13L-31R AND TWY C CLSD
• TWY C BTN TWY CA AND TWY CE WIP CONST LGTD AND BARRICADED
• RWY 13U/31R CLSD EXC TAXI BTN TWY W AND TWY E DLY 1100L-2300L

**September 17, 2019 – October 31, 2019**

• RWY 04L/22R NE 2600FT CLSD, DECLARED DIST. RWY 4L TORA 8451FT TODA 8481FT ASDA 8120FT LDA 8120FT, RWY 22RA TORA 9189FT TODA 9189FT ASDA 9382FT LDA 7796FT DLY 2300L-0800L

**September 17, 2019 – November 15, 2019**

• TWY A BTN TWY TB AND TWY V V CLSD
• TWY V BTN TERMINAL APRON AND TWY B CLSD EXC ACFT UNDER TOW
• TWY CB BTN TWY C AND U CLSD
• TWY UA CLSD
• TWY YA BTN APCH RWY 31R AND TWY Y CLSD
• TWY A BTN TWY TB AND TWY V V WIP CONST LGTD AND BARRICADED
Performance Monitoring:

The following performance metrics will be monitored in real time:

- Taxi in and out times
- Gate metering delays and compliance
- D0 times
- A14 times
- Tarmac delays above 60 minutes
- Queue Length
- Completion Factor
- Diversions