

The Port Authority is reconstructing Runway 13L/31R and making associated taxiway improvements at JFK during April 1, 2019 through November 15, 2019. The project is needed to replace deteriorating runway and taxiway pavement to maintain a state of good repair; improve and widen pavements to meet current FAA design standards; and improve safety and operational efficiencies overall as well as to accommodate Aircraft Design Group VI aircraft operations without restrictions. This project is described in detail in the *Final Environmental Assessment (EA) for the Reconstruction of Runway 13L-31R and Associated Taxiways Project* (dated Nov. 2018 and approved by FAA on 11/29/18). The EA can be accessed at the following link: <http://www.panynj.gov/about/studies-reports.html>

Runway Usage at JFK During Closure of Runway 13L/31R

Aircraft will be directed to other runways at JFK while Runway 13L/31R is closed during construction (April 1, 2019 through November 15, 2019). In general, the Port Authority anticipates that aircraft will be directed to runways as set forth below:

- The construction time frame begins on April 1, 2019, and is expected to be completed on or before November 15, 2019.
- The most frequently used runway configurations during the construction period are as follows:
 - Landing Runways 22L/R and Departing Runways 22R/31L
 - Landing Runways 4R/L and Departing Runways 4L/31L
- Usage of the above mentioned configuration may be limited under certain wind conditions or if a runway is closed due to required maintenance.
- One of the factors that FAA evaluates in selecting runways is the weather – specifically, prevailing wind, wind speed (usually expressed in knots for aviation purposes) and weather patterns. While not the sole factor for selecting runways, wind direction, wind speed and weather patterns can give some indication of runway usage.

Prevailing winds in the NY metropolitan area shift with the seasons. During the Spring/Fall, the wind direction can vary day to day. During the Summer, the winds generally come from the south/southwest, which would lead to selection of Runways oriented southwest/northeast (i.e., Runways 22R and 22L).

As a general rule of thumb, aircraft take off and land “into the wind”. A simple example: when winds come from the northwest, FAA air traffic control would probably select runways 31R for arrival and 31L for departures, but there are other factors that would be considered in runway selection.

Operational efficiency of the airport is a critical factor in runway selection. For example, some runways are preferred on a given day due to wind direction, speed and the capacity of the runway to handle the volume of operations. This is based on the layout of the airport and the air traffic control rules associated with them. Another factor that may influence runway selection is how other regional airports are operating.

- The following link for *New York Kennedy, New York Aviation Weather Report and Forecast, Wind Speed Temperature, Wind Direction, Precipitation Forecast* can be

utilized for any day's wind conditions at JFK: <http://www.usairnet.com/cgi-bin/launch/code.cgi?state=NY&sta=KJFK>.

- If there are arrivals and departures on Runway 13R and arrivals on Runway 31L, they will only be used either during extreme weather conditions or during overnight hours to accommodate other projects.

Updates on Construction of the Runway 13L/31R Project

- Project status reports will be posted on the Port Authority's Noise Office website (<https://aircraftnoise.panynj.gov>). Check the *Announcements* tab/page in May for a link regarding the first status report.
- Project updates will be given to the JFK Aviation Community Roundtable during their presently scheduled meetings on June 3, 2019, and September 9, 2019. The public is welcome to attend these meetings. Check back on the Noise Office website (<https://aircraftnoise.panynj.gov/nycar-meeting-dates>) for times and locations.