



U.S. Department
of Transportation
**Federal Aviation
Administration**

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Ms. Thompson,

The Federal Aviation Administration (FAA) Flight Standardization Board (FSB) for the Boeing B747-8 completed its operations evaluation on July 25, 2011. The evaluation team, in addition to its normal FSB tasking, focused on the evaluation of the safe capability of the B747-8 to operate on runways as narrow as 45 meters (150 feet) wide.

Boeing and the FAA agreed to Operations issue paper O-7, which detailed the evaluation process to determine if the aircraft could be safely operated on runways as narrow as 45 meters. Throughout the development and certification flight program, all runway centerline lateral deviation data was recorded for all takeoffs and landings. Additionally, subjective evaluations were conducted by the FSB operations evaluation pilots, assisted with inputs from FAA certification flight test pilots.

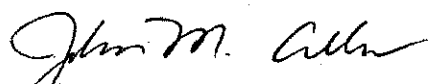
The team found that the Boeing B747-8 could be safely operated on runways as narrow as 45 meters with the use of average pilot skills and knowledge. The following statement will be coordinated with our aircraft certification office and will be placed in the FAA Boeing B747-8 Aircraft Flight Manual for minimum runway width requirements.

- **“This aircraft has demonstrated that it can be safely operated on runways as narrow as 45 meters (150 ft.) wide. The use of narrower runways may be authorized after demonstration of safe capability and authorization by the operator’s aviation regulatory authority.”**

Additionally the data analysis of the likelihood of a penetration of the Obstacle Free zone (OFZ) during a balked landing conducted by a B747-8 has shown that no changes in runway hold short criteria is required to provide an adequate level of safety. This analysis is based on the data obtained from the B747-400 emulating the wing span of the B747-8 and therefore will need to be verified with actual B747-8 balked landing lateral performance data when it is available. In the interim no additional runway hold short requirements will be imposed for aircraft or vehicles when a B747-8 is on the approach and landing from the current requirements for the B747-400 series aircraft. This interim allowance will remain in effect until the FAA evaluates data supplied by Boeing that verifies that the actual B747-8 balked landing lateral performance is comparable to the B747-400 data used in the analysis. The analysis of the B747-8 balked landing performance data must be completed by October 1, 2013.

On behalf of the Flight Standards Service, I would like to congratulate you and your staff for successfully completing this unique and complex operational evaluation, as well as, extend our appreciation for your cooperation and assistance throughout this process.

Sincerely,


John M. Allen
Director, Flight Standards Service