

DCA23LA125

## **AIR TRAFFIC CONTROL**

Group Chair's Factual Report - Attachment 9

ATC Facility Administrative Documents

July 16, 2023

**DEPARTMENT OF TRANSPORTATION**  
**Federal Aviation Administration**

Kennedy Tower  
Bldg. 156 3rd floor JFK International Airport  
Jamaica, NY 11430

Issued: 05/22/2023 1228 (UTC)  
Kennedy Tower

Effective: 06/15/2023 1200 (UTC)  
Letter to Airmen: LTA-JFK-4

Subject: Kennedy Airport Hot Spot

Cancellation: 06/15/2025 1200 (UTC)

Hot Spots are taxiways/intersections on the airport which may cause confusion to taxiing aircraft and could possibly lead to a runway incursion.

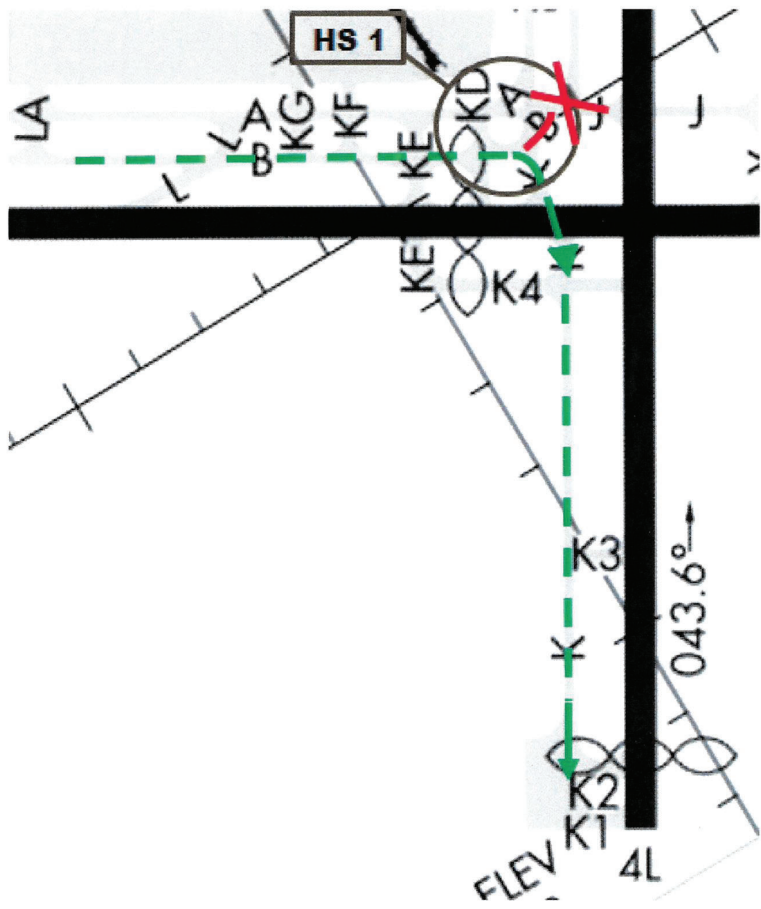
JFK Airport will add a Hot Spot (HS 1) to the aeronautical chart update effective June 15, 2023. The Hot Spot includes the intersection of TWY B and TWYs K and J. These taxiways are in close proximity to RWY 4L and RWY 31L. Maintain vigilance within this complex intersection.

Maintain additional attention to the intersection while JFK is departing RWY 4L. The taxi route for RWY 4L departures is via TWY K. The turn from TWY B onto TWY K is more than 90 degrees and is in close proximity to TWY J. If flight crews mistakenly turn on TWY J when JFK is departing RWY 4L it will result in a runway incursion.

*(See attached image JFK HS-1)*

In order to avoid confusion flight crews should readback all assigned runway and hold short instructions- they are mandatory.

  
Claude Vieira  
Air Traffic Manager, Kennedy Tower



**DEPARTMENT OF TRANSPORTATION**  
**Federal Aviation Administration**

Kennedy Tower  
Bldg. 156 3rd floor JFK International Airport  
Jamaica, NY 11430

Issued: 04/07/2023 1421 (UTC)  
Kennedy Tower

Effective: 04/10/2023 1200 (UTC)  
Letter to Airmen: LTA-JFK-3


Subject: Assigned Runway Confirmation

Cancellation: 03/31/2025 1200 (UTC)

FAA Order 7110.65 3-7-2 TAXI AND GROUND MOVEMENT OPERATIONS requires ATC to confirm an aircraft has the correct runway assignment when a taxi clearance to a runway is issued. As required, JFK ATC will state the runway assignment in the initial taxi instruction. **JFK ATC will require flight crews to read back the assigned runway.** If flight crews omit the runway assignment, JFK ATC will request verbal acknowledgement of the specific runway assignment.

**EXAMPLE-** *“Jet Blue One, confirm runway assignment, Runway Four Left.”*

In an effort to reduce risk and as a means of mutual verification JFK ATC will consider read back of all runway assignments as **MANDATORY**. Additionally, the hourly ATIS broadcast message has been amended to include the verbiage, *“Read back all runway assignments.”*

  
Claude Vieira  
Air Traffic Manager, Kennedy Tower



# Federal Aviation Administration

Archived NOTAMs for Archival search on location 'JFK' and date '2023-01-13'  
Filter(s) used: None  
Query ran at UTC: 08 Feb 2023 1437 UTC

IJFK 11/213 JFK TWY LL CLSD 2211211842-PERM

IFDC 3/0811 JFK VFP JOHN F KENNEDY INTL, NEW YORK, NY.  
BELMONT VISUAL RWY 22L, ORIG...  
PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, CRI R-068  
UNUSABLE.  
2301041451-2501051450EST

IFDC 2/9863 JFK IAP JOHN F KENNEDY INTL, NEW YORK, NY.  
ILS OR LOC RWY 22L, AMDT 26...  
ILS OR LOC RWY 22R, AMDT 4...  
ILS OR LOC RWY 31L, AMDT 11B...  
ILS OR LOC RWY 31R, AMDT 16B...  
ILS OR LOC RWY 4R, AMDT 30B...  
RNAV (GPS) RWY 22R, AMDT 1G...  
RNAV (GPS) X RWY 22L, ORIG-A...  
RNAV (GPS) Y RWY 22L, AMDT 1F...  
RNAV (GPS) Y RWY 31L, AMDT 2B...  
RNAV (GPS) Y RWY 31R, AMDT 2C...  
RNAV (GPS) Y RWY 4L, AMDT 3B...  
RNAV (GPS) Y RWY 4R, AMDT 2B...  
VOR RWY 22L, AMDT 4F...  
VOR RWY 31L, ORIG-B...  
VOR RWY 4L, AMDT 1B...  
VOR RWY 4R, ORIG-B...  
CIRCLING MDA CATS C/D 700/HAA 687. VISIBILITY CAT C 2, CAT D 2 1/4.  
2212291423-2412291423EST

IFDC 2/9619 JFK IAP JOHN F KENNEDY INTL, NEW YORK, NY.  
ILS RWY 13L (CAT II), AMDT 18D ...  
ILS RWY 04R (CAT II - III), AMDT 30B ...  
ILS RWY 22L (CAT II - III), AMDT 26 ...  
PROCEDURE NA EXC FOR ACFT USING APPROVED ALTERNATIVE METHODS OF COMPLIANCE DUE TO 5G  
C-BAND INTERFERENCE PLUS SEE AIRWORTHINESS DIRECTIVES 2021-23-12, 2021-23-13  
2212291212-2412291212EST

IFDC 2/5380 JFK SPECIAL JOHN F KENNEDY INTL, NEW YORK, NY.  
RNAV (RNP) RWY 13R, AMDT 3A...  
RNP 0.30 DA 525/HAT 512 ALL CATS. VISIBILITY 1 1/2 ALL CATS.  
2205171825-2405171825EST

IFDC 2/3766 JFK SPECIAL JOHN F KENNEDY INTL, NEW YORK, NY.  
RNAV (RNP) RWY 13L, AMDT 3A...  
RNAV (RNP) RWY 13R, AMDT 3A...  
PROCEDURE NA EXC FOR ACFT USING APPROVED ALTERNATIVE METHODS OF COMPLIANCE DUE TO 5G  
C-BAND INTERFERENCE PLUS SEE AIRWORTHINESS DIRECTIVES 2021-23-12, 2021-23-13.  
2201190500-2401190506EST

IJFK 01/330 JFK AD AP RDO ALTIMETER UNREL. AUTOLAND, HUD TO TOUCHDOWN, ENHANCED FLT  
VISION SYSTEMS TO TOUCHDOWN, HEL OPS REQUIRING RDO ALTIMETER DATA TO INCLUDE HOVER  
AUTOPILOT MODES AND CAT A/B/PERFORMANCE CLASS TKOF AND LDG NOT AUTHORIZED EXC FOR ACFT  
USING APPROVED ALTERNATIVE METHODS OF COMPLIANCE DUE TO 5G C-BAND INTERFERENCE PLUS SEE  
AIRWORTHINESS DIRECTIVES 2021-23-12, 2021-23-13 2201190501-2401190501

IJFK 12/209 JFK APRON TERMINAL 2 RAMP WIP CONST LGTD AND BARRICADED  
2212191758-2401022300EST

IJFK 12/319 JFK TWY JA HLDG PSN SIGN WEST SIDE FOR RWY 13R/31L MISSING  
2212310945-2312312300

IJFK 12/320 JFK TWY MC HLDG PSN SIGN EAST SIDE FOR RWY 13R/31L MISSING

2212311000-2312312300

IJFK 12/322 JFK TWY Z BTN RWY 04L/22R AND TWY Y CLSD 2212311009-2312312300

IJFK 12/323 JFK TWY MA HLDG PSN MARKINGS REMOVED 2212311014-2312312300

IFDC 2/0694 JFK IAP JOHN F KENNEDY INTL, NEW YORK, NY.

ILS OR LOC RWY 31R, AMDT 16B...

S-LOC 31R MDA 580/HAT 567 ALL CATS, VISIBILITY CATS C/D RVR 5000. VDP AT I-RTH 1.25 DME;  
DISTANCE VDP TO THLD 1.62NM. FOR INOPERATIVE ALS, INCREASE S-LOC 31R CAT A/B VISIBILITY  
TO RVR 5500, CATS C/D TO 1 3/8SM. TEMPORARY CRANE 270 MSL 6.10NM SE RWY 31R  
(2021-AEA-13250-OE).

2205081100-2305221100EST

IFDC 2/9556 JFK SID JOHN F KENNEDY INTL, New York, NY.

KENNEDY FIVE DEPARTURE...

NOTE: COATE DEPARTURES NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH  
GPS,

SAX VORTAC OUT OF SERVICE. 2209191420-2305011420EST

IJFK 01/061 JFK OBST CRANE (ASN 2022-AEA-3527-NRA) 403845N0734711W (0.5NM NW JFK) 137FT  
(120FT AGL) FLAGGED AND LGTD 2301111549-2305010401

IJFK 11/263 JFK TWY NC CL MARKINGS BTN TWY A AND TWY B NOT STD 2211301027-2304300400

IJFK 12/314 JFK OBST RIG (ASN 2022-AEA-1796-NRA) 403932N0734716W (1.2NM NNW JFK) 101FT  
(92FT AGL) FLAGGED AND LGTD 2212301408-2304282300

IJFK 12/313 JFK OBST CRANE (ASN 2022-AEA-10-NRA) 403833N0734645W (0.2NM N JFK) 202FT  
(190FT AGL) FLAGGED AND LGTD 2212301359-2302152200

Climb and Descent Performance, Transponder Usage and Speed Adjustments

*The full version of this LTA is available at the following URL.*

<https://notams.aim.faa.gov/lta/main/viewlta?lookupid=2733849408952079379>

Arrival Aircraft Operating Outside New York Class B Airspace

*The full version of this LTA is available at the following URL.*

<https://notams.aim.faa.gov/lta/main/viewlta?lookupid=2733850585991222296>

Availability of RNAV Approaches at John F. Kennedy International Airport (JFK)

*The full version of this LTA is available at the following URL.*

<https://notams.aim.faa.gov/lta/main/viewlta?lookupid=2733850767621362713>

IFDC 2/3724 JFK ODP JOHN F KENNEDY INTL, NEW YORK, NY.

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 9...

ADD TAKEOFF OBSTACLE NOTE: RWY 31R, TEMPORARY ACFT TAILS 1878FT FROM DER, 476FT LEFT OF  
CENTERLINE, 64FT AGL/ 74FT MSL (2020-AEA-1302-NRA, LONG TERM CONDITION).

ALL OTHER DATA REMAINS AS PUBLISHED. 2204051857-2404051856EST

IJFK 09/344 JFK TWY TB BTN TERMINAL 8 RAMP AND TWY A CLSD 2209291800-2301311100

IJFK 11/264 JFK TWY E HLDG PSN SIGN NORTHWEST SIDE FOR RWY 13L/31R MISSING  
2211301909-2303312359

IJFK 12/321 JFK TWY Y HLDG PSN SIGN FOR ILS NORTHEAST SIDE FOR RWY 13L/31R LGT U/S  
2212311003-2312312300

IJFK 05/301 JFK OBST CRANE (ASN UNKNOWN) 403839N0734930W (2.1NM W JFK)  
UNKNOWN (120FT AGL) FLAGGED AND LGTD 2205201831-2301302300

IJFK 12/146 JFK OBST CRANE (ASN 2021-AEA-17802-OE) 403958N0734403W (2.6NM NE JFK) 193FT  
(165FT AGL) FLAGGED AND LGTD 2212141300-2301202300EST

IJFK 12/208 JFK APRON TERMINAL 4 RAMP WIP CONST LGTD AND BARRICADED  
2212191757-2301162300EST

IJFK 12/318 JFK TWY A CLR BAR LGT AT TWY EA NOT STD 2212310935-2312312300

IJFK 01/078 JFK TWY A BTN TWY EA AND TWY F CLSD 2301140400-2301141200

IJFK 01/076 JFK RWY 04L/22R CLSD 2301140400-2301141100

IJFK 01/077 JFK RWY 04R/22L CLSD 2301140400-2301141100

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!JFK 01/075 JFK SVC TAR/SSR U/S 2301131300-2301132359  
.....  
!JFK 01/070 JFK TWY A BTN TWY TA AND TWY TB CLSD 2301131200-2301131930  
.....  
!JFK 01/073 JFK TWY NA CLSD 2301131400-2301132030  
.....  
!JFK 01/072 JFK TWY B BTN TWY N AND TWY NB CLSD 2301131400-2301132030  
.....  
!JFK 01/074 JFK SVC TFC MANAGEMENT PROGRAM ALERT SEE ATCSCC MSG 2301122113-2301130459  
.....  
!JFK 01/068 JFK RWY 13L/31R CLSD 2301130400-2301131100  
.....  
!JFK 01/069 JFK RWY 13R/31L CLSD 2301130400-2301131100  
.....  
!JFK 01/071 JFK SVC TFC MANAGEMENT PROGRAM ALERT SEE ATCSCC MSG 2301121917-2301130330  
.....

-----End of PDF Report.-----

# Air Traffic Mandatory Occurrence Report

## JFK-M-2023/01/13-0004 - DRAFT

<b>1. Reporting FAC ID</b>			<b>2. Date UTC (dd/mm/yyyy)</b>							<b>3. Time UTC</b>				<b>4. Significant Occurrence?</b>			
J	F	K	1	4	0	1	2	0	2	3	0	2	2	0	<input checked="" type="radio"/> Yes <input type="radio"/> No		
<b>5. MOR reported by (select one):</b>													<b>6. Did equipment outage potentially contribute to this event?</b>				
<input type="radio"/> Controller providing services			<input checked="" type="radio"/> FLM			<input type="radio"/> Internal Facility Review			<input type="radio"/> Electronically Detected			<input type="radio"/> Yes <input checked="" type="radio"/> No					
<input type="radio"/> CIC			<input type="radio"/> Aircraft Owner/Operator			<input type="radio"/> Other (Describe in summary)			<input type="radio"/> Yes <input checked="" type="radio"/> No			<input type="radio"/> Unknown					
<input type="radio"/> External Facility Referral			<input type="radio"/> Hotline (Describe in summary)			<input type="radio"/> Other (Describe in summary)			<input type="radio"/> Yes <input checked="" type="radio"/> No			<input type="radio"/> Unknown					
Memory Aid Required? <input checked="" type="radio"/> Yes <input type="radio"/> No <input type="radio"/> Unknown						Memory Aid Used? <input checked="" type="radio"/> Yes <input type="radio"/> No <input type="radio"/> Unknown											
Training in progress? <input type="radio"/> Yes <input checked="" type="radio"/> No <input type="radio"/> Unknown						Nearest Airport: <b>JFK</b>						Possible NMAC? <input type="radio"/> Yes <input checked="" type="radio"/> No		Alert #: _____			
<b>Surface Separation MORs</b>																	
<b>D1. MOR type - suspected surface loss involving (select one):</b>										<b>D2. Occurrence location:</b>							
<input type="radio"/> Two aircraft			<input checked="" type="radio"/> Ground surveillance alert between two aircraft			<b>RWY 4L</b>											
<input type="radio"/> Aircraft and vehicle			<input type="radio"/> Ground surveillance alert between aircraft/vehicle			Describe where on the airport surface the occurrence occurred											
<input type="radio"/> Aircraft and pedestrian																	
<b>D3. Aircraft #1 information:</b>																	
Aircraft ID		Aircraft Type/Suffix		IFR/VFR		Facility communicating with A/C		Position communicating with A/C				Frequency					
<b>DAL1943</b>		<b>B739</b>		<input type="radio"/> IFR <input checked="" type="radio"/> VFR		<b>JFK</b>		<b>LC2</b>				<b>123.9</b>					
Heading		Altitude		Phase of Flight				Traffic Pattern Location				Evasive Action					
<b>D4. Other involved aircraft/vehicle/pedestrian information (only complete one sub-sections applicable):</b>																	
<b>D4a. Aircraft:</b>																	
Aircraft ID		Aircraft Type/Suffix		IFR/VFR		Facility communicating with A/C		Position communicating with A/C				Frequency					
<b>AAL106</b>		<b>B772</b>		<input type="radio"/> IFR <input checked="" type="radio"/> VFR		<b>JFK</b>		<b>GC1</b>				<b>121.9</b>					
Heading		Altitude		Phase of Flight				Traffic Pattern Location				Evasive Action					
<b>D4b. Vehicle:</b>																	
Vehicle type				Vehicle ID		Facility communicating with vehicle		Position communicating with vehicle				Frequency					
<input checked="" type="radio"/> Airport operator		<input type="radio"/> Contractor															
<input type="radio"/> FAA		<input type="radio"/> A/C not for flight															
<input type="radio"/> Tug		<input type="radio"/> Other (summary)															
<input type="radio"/> Tug with aircraft																	
<b>D4c. Pedestrian</b>																	
Pedestrian name (if known)																	
<b>METAR Observation</b>																	
<b>KJFK 140151Z 32017G26KT 10SM OVC030 04/M02 A2970 RMK AO2 PK WND 34026/0145 SLP058 T00441017</b>																	



# Air Traffic Mandatory Occurrence Report

## JFK-M-2023/01/13-0004 - DRAFT

Compliance			
<b>Was this a loss of separation?</b>			
<input type="radio"/> Yes <input type="radio"/> No	Applicable Separation Rule: _____		
LoSS Information			
Pilot Deviation Information			
<b>Brasher Warning Given?</b> <input checked="" type="radio"/> Yes <input type="radio"/> No			
<b>Brasher given by:</b>  JFK	<b>Position:</b>  LC2	<b>Frequency:</b>  123.9	
<b>Pilot Information Available?</b> <input checked="" type="radio"/> Yes <input type="radio"/> No			
[REDACTED]		Phone Number: [REDACTED]	[REDACTED] mber:
Address:			
Pilot Deviation			
<b>Was this a possible pilot deviation?</b>			
<input checked="" type="radio"/> Yes <input type="radio"/> No	Preliminary Number: _____	Phase of Flight: _____	
Airspace Class: _____	Aircraft #: _____	ORG Choices: _____	Office Number: _____
Type of Deviation: _____		Control Surface: _____	
Was possible pilot deviation validated? <input type="radio"/> Yes <input type="radio"/> No		Military Pilot Deviation? <input type="radio"/> Yes <input checked="" type="radio"/> No	
Barrier Analysis			
Recommend for Barrier Analysis Review? <input type="radio"/> Yes <input type="radio"/> No	BAR Category	BAR Number	Justification for BAR
Approve for Barrier Analysis Review? <input type="radio"/> Yes <input type="radio"/> No	Existing Combined Safety Barrier Review	Reason for BAR denial?	
Link to an existing Combined Safety Barrier Review <input type="checkbox"/>			
Surface Event			
<b>Was this a possible Surface Event?</b>			
<input type="radio"/> Yes <input type="radio"/> No	Classification: _____		

## Air Traffic Mandatory Occurrence Report

### JFK-M-2023/01/13-0004 - DRAFT

NMAC			
Was this a verified NMAC?			
<input type="radio"/> Yes	<input type="radio"/> No	NMAC Number: _____	
Apt/NAVAID:	Direction:	Distance:	
Pilot of DAL1943			
Pilot Name:	Phone Number:	Certificate Number:	
Address:			
Pilot of AAL106			
Pilot Name:	Phone Number:	Certificate Number:	
Address:			
NMAC Description:			
Summary			
<p>J1. Summary - provide a brief summary for all MORs in this section that will provide enough information for QA to understand what occurred. Include information about items that require additional information in the specific MOR you are reporting.</p>			
<p>ASDE-X ALARMED BECAUSE AAL106 CROSSED RWY 4L AT TWY J AT 0144Z WHILE DAL1943 WAS TAKING OFF. LC2 CANCELLED DAL1943'S TAKEOFF CLEARANCE AND THEY STOPPED RIGHT BEFORE TWY K4. AAL106 PILOT CALLED THE TOWER LANDLINE TWICE. ON THE 2ND CALL, PILOT WAS ASKED WHAT HAPPENED AND THEY STATED RWY 31L WAS ON THE ATIS AND THEY WERE TOLD TO CROSS RWY 4L AT TWY J. AFTER LISTENING TO THE TAPES, THE PILOT WAS INSTRUCTED TO CROSS RWY 31L AT K AND THEY READ IT BACK CORRECTLY. ALSO, RWY 4L AND RWY 31L@KE WERE ON THE ATIS AS THE DEPARTURE RUNWAYS. RWY 31L@KE IS ASSIGNED TO SW DEPARTURES ONLY. CLOSEST PROXIMITY 1000FT. DAL1943 RETURNED TO THE RAMP AND AAL106 TOOK OFF RWY 31L. RWY 4L HOLD BAR LIGHTS APPEARED TO BE WORKING. PORT OPS INSPECTED THE RWY LIGHTS AND SIGNS AND THEY ADVISED THAT THEY ARE ALL OPERATIONAL.</p>			

# System Service Review

## JFK-S-2023/01/13-0001

A1. FAC ID			A2. Date UTC (mm/dd/yyyy)							A3. Start Time UTC				A4. Emd Time UTC				A5. Position	
J	F	K	0	1	1	4	2	0	2	3	0	1	4	4	0	1	5	8	LC2
<b>A6. Aircraft #1</b>										<b>A7. Aircraft #2</b>									
Aircraft ID			Aircraft Type/Suffix			IFR/VFR				Aircraft ID			Aircraft Type/Suffix			IFR/VFR			
AAL106			B772			IFR				DAL1943			B739			IFR			
<b>Training</b>																			
1. Were any training issues identified? <input type="radio"/> Yes <input checked="" type="radio"/> No																			
<b>Weather</b>																			
1. What were the prevailing weather conditions? <input type="radio"/> IFR <input checked="" type="radio"/> VFR <input type="radio"/> Other																			
2. Was any pertinent precipitation depicted on the radar? <input type="radio"/> Yes <input checked="" type="radio"/> No																			
3. Did LLWAS alert? <input type="radio"/> Yes <input type="radio"/> No <input checked="" type="radio"/> N/A																			
4. Were weather phenomena a factor? <input type="radio"/> Yes <input checked="" type="radio"/> No																			
5. Were any SIGMETs or PIREPs in effect? <input checked="" type="radio"/> Yes <input type="radio"/> No																			
<b>If yes, explain</b> The ceiling was OVC030. However, it appears that PIREPs were not being solicited.																			
<b>Efficiency</b>																			
1. Were any efficiency issues identified? <input type="radio"/> Yes <input checked="" type="radio"/> No																			
<b>Airspace/Airport</b>																			
1. Were any airspace/airport issues identified? <input checked="" type="radio"/> Yes <input type="radio"/> No																			
2. Were any sectors/positions combined? <input checked="" type="radio"/> Yes <input type="radio"/> No <input type="radio"/> N/A																			
<b>If Yes, explain</b> GC2 was combined with GC1.																			
3. Were any runway/taxiways unavailable or restricted? <input type="radio"/> Yes <input checked="" type="radio"/> No <input type="radio"/> N/A																			

# System Service Review

## JFK-S-2023/01/13-0001

Airspace/Airport (continued)
4. Was shelved airspace an issue? <input type="radio"/> Yes <input checked="" type="radio"/> No <input type="radio"/> N/A
5. Were there any MIA/MVA issues? <input type="radio"/> Yes <input checked="" type="radio"/> No <input type="radio"/> N/A
6. Were any potential systemic airspace/airport issues identified? <input checked="" type="radio"/> Yes <input type="radio"/> No <b>If Yes, explain</b> The SSR review team discussed the taxi route to RWY 04L, specifically the right turn from TWY B onto K. Prior to the right turn on TWY K, TWY B bears to the left. Despite the fact that the overwhelming majority of aircraft make the turn with no issue, it can potentially be an awkward turn especially for larger aircraft. Alternate taxi routes were discussed. Also, the team discussed the mitigating effects of making the TWY K/TWY J area a hotspot.
Procedures
1. Were any procedural issues identified? <input type="radio"/> Yes <input checked="" type="radio"/> No
Directives
1. Were any directive issues identified? <input type="radio"/> Yes <input checked="" type="radio"/> No
Equipment
1. Were any equipment issues identified? <input type="radio"/> Yes <input checked="" type="radio"/> No
Customer Feedback
1. Was there customer feedback regarding the operation during this review session? <input type="radio"/> Yes <input checked="" type="radio"/> No
Resource Management
1. Were any resource management issues identified? <input type="radio"/> Yes <input checked="" type="radio"/> No
Individual Performance
1. Was any notable Individual performance identified? (Exemplary and/or needing improvement) <input type="radio"/> Yes <input checked="" type="radio"/> No

# System Service Review

## JFK-S-2023/01/13-0001

QC Findings
<p>The LC and GC were not interviewed. They are both utilizing OWCP and were not available to contribute to the incident review. The SSR group reviewed all the available information and determined the runway incursion was the result of a pilot deviation. There were no systemic or procedural issues identified that contributed to the incursion. However, the SSR team found areas for JFK tower to improve operations and implement possible mitigations.</p> <ul style="list-style-type: none"><li>-The SSR team discussed the possibility of creating a taxiway hotspot in the TWY K and TWY J area for future charting cycles. A hotspot could draw flight crew attention to that intersection and avoid an incorrect turn.</li><li>-There were inconsistencies with pilot runway assignment acknowledgements. A mitigation plan will be created to address this deficiency. The mitigation plan will include controller and supervisor briefings as well as possible additions to the D-ATIS and Letters to Airmen.</li><li>-The event will be referred to the Local Safety Council. They will examine the incident further, discuss the implementation of the taxiway hotspot, and continue to look for areas to improve runway safety. Any possible mitigations will be added to LSC "best practices" briefings.</li></ul>
Review Team
<p><b>Claude Vieira</b> <b>Bryan Lapidus</b> <b>Sandra Coogan</b> <b>Ralph Tamburro</b></p>

# Corrective Action Plan

<b>Subject: Taxi/Ground Movement Procedures</b> <b>Safety Monitoring Watchlist</b> HBRB-Hear Back Read Back		
<b>Risk or Hazard</b>		
A recent safety event indicated inconsistencies with controllers receiving confirmation of correct runway assignments.		
<b>Validated Safety Issue(s)</b>		
On January 14, 2023 at approximately 0144Z, AAL106, crossed RWY 4L at TWY J without a clearance while DAL1943 was on departure roll RWY 4L. The ASDE-X alarmed and the LC2 controller cancelled DAL1943's takeoff clearance. However, the incident was categorized as a runway incursion.  A subsequent review of the event showed that AAL106 was issued a departure clearance with a RWY 31L@KE departure procedure. The ATIS broadcast showed that his first fix on the route had a RWY 31L@KE runway assignment. Additionally, GC gave AAL106 a taxi clearance for RWY 31L@KE. However, AAL106 never read back the runway assignment and GC never got a runway assignment acknowledgement.  A Mitigation Plan was initiated in the ICV Tool.		
<b>Mitigation Plan</b>		
<b>Mitigation 1</b>		
<b>Type</b> Briefing	<b>Level</b> Facility	<b>Target Completion Date</b> <input checked="" type="checkbox"/> Complete Apr 14, 2023
<b>Details</b> -All operational personnel will be verbally briefed on FAA Order 7110.65 3-7-2 which will include runway assignment readback confirmation requirements and best practices. -The facility will look at the feasibility of adding a line to the D-ATIS hourly broadcast messages to include verbiage such as, "Readback of runway assignment is mandatory." - A Letter to Airmen will be disseminated to the flying community emphasizing that all runway assignments must be read back.		
<b>Mitigation 2</b>		
<b>Type</b> Other	<b>Level</b> Facility	<b>Target Completion Date</b> <input checked="" type="checkbox"/> Complete May 31, 2023
<b>Details</b> The SSR conducted involving the AAL106/DAL1943 incident revealed the potential for a Hot Spot in the area of the incursion. The LSC reviewed the event and possible Hot Spot areas and verbiage. A collaborative effort resulted in A Hot Spot created (for June 15, 2023 map update, JFK HS1) and an LTA aimed at mitigating confusion in the area and reinforcing runway assignment readbacks was issued on 5/22/2023 (LTA-JFK-4 Kennedy Airport Hot Spot.)		

# Corrective Action Plan

Monitoring Plan			
<b>Monitoring Item 1</b>			
<b>Type</b> Audit	<b>Level</b> Facility	<b>Target Completion Date</b> Jul 31, 2023	<input type="checkbox"/> Complete
<b>Details</b> The facility will brief the operational workforce on the requirements of 7110.65 3-7-2 and implement the D-ATIS change and Letter to Airmen. Then OSAs on the GC position will be used to monitor compliance and effectiveness of the mitigations.			
<b>Effectiveness Target</b> 100% compliance by GC personnel based on random audits			
<b>Monitoring Results</b> On 2/16/2023 the D-ATIS was updated to broadcast, "Readback of runway assignment is mandatory." The LSC discussed the event and after actions on 3/23/2023. The LTA was revised and will be finalized with the ATM prior to release. On 3/28/2023 the facility completed briefing all facility personnel on 3-7-2. An LTA was published on 4/7/2023 with an effective date of 4/10/2023. A Hot Spot was submitted and approved on May 1, 2023. It will be added to the June 15 Aeronautical Chart update.			
<b>Monitoring Item 2</b>			
<b>Type</b> Audit	<b>Level</b> Facility	<b>Target Completion Date</b> May 31, 2023	<input checked="" type="checkbox"/> Complete
<b>Details</b> A GC OSA was conducted on 5/17/2023 to determine effectiveness of action plans.			
<b>Effectiveness Target</b> Compliance by GC to issue and receive acknowledgement of runway assignments.			
<b>Monitoring Results</b> The Ground Controller caught and corrected numerous departure runway assignments omitted by pilots. The action plans appear to have a mitigating effect.  FALCON uploaded as supporting data (JFK-B-2023/05/17-0005 - 5-17-23 OSA GC)			
<b>Monitoring Item 3</b>			
<b>Type</b> Audit	<b>Level</b> Facility	<b>Target Completion Date</b> Jun 30, 2023	<input type="checkbox"/> Complete
<b>Details</b> A GC OSA was conducted on 6/7/2023 to determine effectiveness of action plans.			
<b>Effectiveness Target</b> Compliance by GC to issue and receive acknowledgement of runway assignments.			

# Corrective Action Plan

Monitoring Plan (continued)	
<b>Monitoring Results</b> The Ground Controller ensured departure runway assignment readbacks by flight crews. The action plans appear to have a mitigating effect.  Validated QC OSA JFK-OS-2023/06/07-0001 and FALCON JFK-B-2023/06/07-0004 uploaded as supporting data	
CAP Approval	
<input checked="" type="radio"/> Approved	<input type="radio"/> Not Approved
Approved By:	<b>Sandra Coogan</b>
Approved Date:	<b>Feb 14, 2023</b>



































