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.

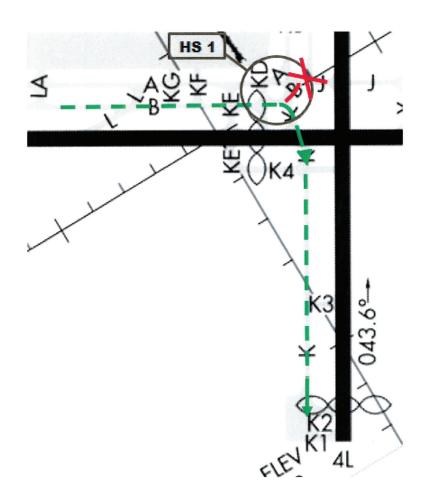
Maintain additional attention to the intersection while JFK is departing RWY 4L. The taxi route for RWY 4L departures is via TWY K. The turn from TWY B onto TWY K is more than 90 degrees and is in close proximity to TWY J. If flight crews mistakenly turn on TWY J when JFK is departing RWY 4L it will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

1000

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 !JFK 11/213 JFK TWY LL CLSD 2211211842-PERM !FDC 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 !FDC 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 !FDC 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 !FDC 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 !FDC 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 !JFK 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 !JFK 12/209 JFK APRON TERMINAL 2 RAMP WIP CONST LGTD AND BARRICADED 2212191758-2401022300EST !JFK 12/319 JFK TWY JA HLDG PSN SIGN WEST SIDE FOR RWY 13R/31L MISSING 2212310945-2312312300 !JFK 12/320 JFK TWY MC HLDG PSN SIGN EAST SIDE FOR RWY 13R/31L MISSING

PDF generated by Federal NOTAM Systems on: 2023-02-08 14:37:33 UTC

Page 1 of 3

2212311000-2312312300	
!JFK 12/322 JFK TWY Z BTN RWY 04L/22R AND TWY Y CLSD 2212311009-2312312300	
!JFK 12/323 JFK TWY MA HLDG PSN MARKINGS REMOVED 2212311014-2312312300	
!FDC 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	
!FDC 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	
!JFK 01/061 JFK OBST CRANE (ASN 2022-AEA-3527-NRA) 403845N0734711W (0.5NM NW JFK) 137FT (120FT AGL) FLAGGED AND LGTD 2301111549-2305010401	
!JFK 11/263 JFK TWY NC CL MARKINGS BTN TWY A AND TWY B NOT STD 2211301027-2304300400	
!JFK 12/314 JFK OBST RIG (ASN 2022-AEA-1796-NRA) 403932N0734716W (1.2NM NNW JFK) 101FT (92FT AGL) FLAGGED AND LGTD 2212301408-2304282300	
!JFK 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 !JFK 09/344 JFK TWY TB BTN TERMINAL 8 RAMP AND TWY A CLSD 2209291800-2301311100	
!JFK 19/344 JFK TWY E HLDG PSN SIGN NORTHWEST SIDE FOR RWY 13L/31R MISSING	
2211301909-2303312359	
!JFK 12/321 JFK TWY Y HLDG PSN SIGN FOR ILS NORTHEAST SIDE FOR RWY 13L/31R LGT U/S 2212311003-2312312300	
!JFK 05/301 JFK OBST CRANE (ASN UNKNOWN) 403839N0734930W (2.1NM W JFK) UNKNOWN (120FT AGL) FLAGGED AND LGTD 2205201831-2301302300	
!JFK 12/146 JFK OBST CRANE (ASN 2021-AEA-17802-OE) 403958N0734403W (2.6NM NE JFK) 193FT (165FT AGL) FLAGGED AND LGTD 2212141300-2301202300EST	
!JFK 12/208 JFK APRON TERMINAL 4 RAMP WIP CONST LGTD AND BARRICADED 2212191757-2301162300EST	
!JFK 12/318 JFK TWY A CLR BAR LGT AT TWY EA NOT STD 2212310935-2312312300	
!JFK 01/078 JFK TWY A BTN TWY EA AND TWY F CLSD 2301140400-2301141200	
!JFK 01/076 JFK RWY 04L/22R CLSD 2301140400-2301141100	
!JFK 01/077 JFK RWY 04R/22L CLSD 2301140400-2301141100	
DDE consusted by Federal NOTAM Systems on 2022 02 09 14:27:22 UTC	_

PDF generated by Federal NOTAM Systems on: 2023-02-08 14:37:33 UTC

Page 2 of 3

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	Ī
JFK 01/068 JFK RWY 13L/31R CLSD 2301130400-2301131100	Ī
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

Memory Aid Required?	S. MOR reported by (select one): O Controller providing services O Colc O External Facility Referral O Hotline (Describe in summary) O External Facility Referral O External Facility Referral O Hotline (Describe in summary) O Yes O No O Unknown Memory Aid Required? O Yes O No O Unknown Nearest Airport: JFK Possible NMAC? O Yes No O Hotline (Describe in summary) O Yes O No O Unknown Nearest Airport: JFK Possible NMAC? O Yes No O Alert #: Surface Separation MORs D1. MOR type - suspected surface loss involving (select one): O Two aircraft O Aircraft and pedestrian O Aircraft and pedestrian D3. Aircraft #1 information: Aircraft BD Aircraft Type/Suffix DAL1943 B739 O IFR O VFR D4. Other involved aircraft/vehicle/pedestrian information (only complete one sub-sections applicable): D4a. Aircraft: Aircraft ID Aircraft Type/Suffix AAL106 B772 O IFR O VFR Facility communicating With A/C JFK Facility communicating With A/C JFK Facility communicating With A/C JFK O VFR Facility communicating With A/C JFK O VFR Facility communicating With A/C JFK D4b. Vehicle: Vehicle type O Aircraft Type/Suffix AAL106 B772 O VFR Facility communicating With A/C JFK O VFR Facility communicating With A/C SC1 121: D4b. Vehicle: Vehicle type O Aircraft Type/Suffix AAL106 B772 O VFR Facility communicating With A/C JFK O VFR Facility communicating With Vehicle With vehicle O FAA O A/C not for flight O Tug O Other (summary) O Tug with aircraft D4c. Pedestrian Pedestrian Pedestrian name (if known)	1. Reporting I	AC ID	2. Date l	JTC (d	d/mm/	уууу)				3. Tir	ne UT	С		4. Sign	ifican	t Occurrence?
Ochtroller providing services	Octroller providing services of ELM Olinternal Facility Review Electronically Detected CCC External Facility Referral Owner/Operator Other (Describe in summary) Other (De	J F	к	1 4	0	1	2	0	2	3	0	2	2	0			Yes O No
Training in progress? Yes No Unknown Nearest Airport: JFK NMAC? Yes No Alert #: Surface Separation MORs D1. MOR type - suspected surface loss involving (select one): O Two aircraft Ground surveillance alert between two aircraft Aircraft and vehicle Aircraft and pedestrian O Aircraft and pedestrian D3. Aircraft and pedestrian D3. Aircraft #1 information: Aircraft ID Aircraft Type/Suffix O FR O VFR AL108 D4. Other involved aircraft/vehicle/pedestrian information (only complete one sub-sections applicable): D4a. Aircraft ID Aircraft Type/Suffix O FR O VFR O FR O VFR O FR O VFR O	Training in progress? Yes No Unknown Nearest Airport: JFK NMAC? Yes No Alert #:_ Surface Separation MORs D1. MOR type - suspected surface loss involving (select one): Two aircraft Ground surveillance alert between two aircraft Aircraft and vehicle Aircraft/vehicle Aircraft and vehicle Aircraft Type/Suffix DAL 1943 B739 B740 B750 B750 B760 B770 B77	O Controller	providi	ng servic	es 🔵	Aircra					Ŏ	Electro	nically	Detec	ted		0 011
Surface Separation MORs Surface Sparation MORs	Surface Separation MORs Surface Separation MORs	Memory Aid R	equired'	?	Yes	O No	0	Unkr	nown	Mem	ory Ai	d Used	i? •	Yes	O No	0	Unknown
D1. MOR type - suspected surface loss involving (select one): O Two aircraft O Aircraft and vehicle O Aircraft and pedestrian D3. Aircraft #1 information: Aircraft #1 information: D4. Other involved aircraft/vehicle/Pdestrian D5. Other involved aircraft/vehicle/Pdestrian information (only complete one sub-sections applicable): D4. Aircraft ID AAL106 B772 D4. VFR AAL106 D5. Occurrence location: RWY 4L Describe where on the airport surface the occurrence of the occurrence occurrence of the occurrence occurrence of the occurrence occurrence occurrence of the occurrence o	D1. MOR type - suspected surface loss involving (select one): O Two aircraft O Aircraft and vehicle O Aircraft and pedestrian D3. Aircraft #1 information: Aircraft #1 information: DAL 1943 O FR O VFR D4. Other involved aircraft/vehicle/pedestrian information (only complete one sub-sections applicable): D4. Altroaft ID Aircraft Type/Suffix AAL 106 B772 D15R O VFR O VFR D15R O VFR D25R O	Training in pro	gress?	O Yes	No	0	Unkno	wn	Near	est Airp	ort: _J	FK			O Y	es 🌑	No Alert #:
O Two aircraft O Aircraft and vehicle O Aircraft and pedestrian D3. Aircraft #1 information: Aircraft #1 information: Ai	O Two aircraft O Aircraft and vehicle O Aircraft and pedestrian O Aircraft and pedestrian O Aircraft and pedestrian O Aircraft #1 information: Aircraft #1 information: Aircraft #1 information: Aircraft D Aircraft Type/Suffix DAL1943 B739 IFR/VFR O VFR O										arati	on MO					
Aircraft and pedestrian Daliformation: Aircraft #1 information: Aircraft ID	Aircraft and pedestrian D3. Aircraft #1 Information: Aircraft ID			ected su				•		•	wo ai	rcraft			ence lo	cation	:
Altitude Phase of Flight Pacifix Aircraft ID Aircraft Type/Suffix DAL1943 B739 Altitude Phase of Flight P	D3. Aircraft #1 information: Aircraft Type/Suffix B739 B7			_				ice ale	ert bet	tween			Describe	where	on the airno	ort surfac	ce the occurrence occurr
B739	DAL1943 B739 O IFR O VFR D IFK O VFR D IFK O VFR D IFK	D3. Aircraft #	1 inform	nation:									Describe	WIICIC	on the dispe	ort Suria	se the occurrence count
DAL1943 B739 O IFR O VFR JFK Traffic Pattern Location Evasive A D4. Other involved aircraft/vehicle/pedestrian information (only complete one sub-sections applicable): D4a. Aircraft: Aircraft ID Aircraft Type/Suffix O IFR O VFR O IFR O VFR Facility communicating with A/C JFK Position communicating with A/C GC1 124 Heading Altitude Phase of Flight Traffic Pattern Location Evasive A Traffic Pattern Location Evasive A Traffic Pattern Location Frequency with A/C GC1 125 Position communicating with A/C GC1 126 Pacility communicating with vehicle Phase of Flight Traffic Pattern Location Frequency with vehicle with vehicle Wehicle ID Facility communicating with vehicle with vehicle Wehicle ID Facility communicating with vehicle With vehicle With vehicle METAR Observation	DAL1943 B739 O IFR O VFR SIFK SIFK SIFK SIFK SIFK SIFK SIFK SIFK	Aircraft ID	Aircraf	ft Type/S	uffix	IFR/	VFR			niaatin			ommur	nicatin	g with A/	'C	Frequency
D4. Other involved aircraft/vehicle/pedestrian information (only complete one sub-sections applicable): D4a. Aircraft: Aircraft ID	D4. Other involved aircraft/vehicle/pedestrian information (only complete one sub-sections applicable): D4a. Aircraft: Aircraft ID	DAL1943		B739				wi	th A/C)	3 LO	U2					123.9
D4a. Aircraft: Aircraft ID	AAL106 B772 Facility communicating with A/C GC1 Frequency Communicating with A/C GC1	Heading	Altitud	е	Phase	of Fliq	ght				Tı	affic P	attern	Locati	on		Evasive Actio
Aircraft ID Aircraft Type/Suffix B772 IFR/VFR O VFR	Aircraft ID Aircraft Type/Suffix B772 IFR/VFR	D4. Other inv	olved ai	rcraft/ve	hicle/p	edest	rian i	nform	ation	(only	comp	lete o	ne sub	-secti	ons app	licabl	e):
AAL106 B772 O IFR O VFR	AAL106 B772 O IFR O VFR With A/C JFK Traffic Pattern Location Evasive Act D4b. Vehicle: Vehicle type O Airport operator O Contractor O FAA O A/C not for flight O Tug O Other (summary) O Tug with aircraft D4c. Pedestrian Pedestrian name (if known) METAR Observation GC1 Traffic Pattern Location Fosition communicating with vehicle With vehicle Position communicating with vehicle With vehicle Position communicating with vehicle We hicke ID Frequency With vehicle METAR Observation	D4a. Aircraft:															
D4b. Vehicle: Vehicle type O Airport operator O Contractor O FAA O A/C not for flight O Tug O Other (summary) O Tug with aircraft D4c. Pedestrian Pedestrian name (if known) METAR Observation Position communicating with vehicle	D4b. Vehicle: Vehicle type O Airport operator O Contractor O FAA O A/C not for flight O Tug O Other (summary) O Tug with aircraft D4c. Pedestrian Pedestrian name (if known) METAR Observation		Aircrat	,,	uffix	0) IFR	co	mmui th A/C	C `			ommur	nicatin	g with A/	C	Frequency 121.9
Vehicle type O Airport operator O Contractor FAA O A/C not for flight O Tug O Other (summary) O Tug with aircraft D4c. Pedestrian Pedestrian name (if known) METAR Observation Vehicle ID Facility communicating with vehicle with vehicle With vehicle Position communicating with vehicle With vehicle With vehicle With vehicle With vehicle With vehicle With vehicle With vehicle	Vehicle type O Airport operator O Contractor FAA O A/C not for flight O Tug O Other (summary) O Tug with aircraft D4c. Pedestrian Pedestrian name (if known) Facility communicating with vehicle Frequency METAR Observation	Heading	Altitud	е	Phase	of Fli	ght				Tı	affic P	attern	Locati	on		Evasive Actio
With vehicle O FAA O A/C not for flight O Tug O Other (summary) O Tug with aircraft D4c. Pedestrian Pedestrian name (if known) METAR Observation	With vehicle FAA	D4b. Vehicle:															
Pedestrian name (if known) METAR Observation	Pedestrian name (if known) METAR Observation	O Airport op O FAA O Tug	O A/ O Ot	C not for	flight	Vehicl	le ID		C	ommur		g	Posi with	tion co vehicl	ommunic e	ating	Frequency
METAR Observation	METAR Observation	D4c. Pedestri	an														
		Pedestrian na	me (if kn	iown)													
									MF	ETAR (bser	vation					
100 17 140 10 12 020 17 020 17 100 11 0 100 0 0 0 0 11 11 11 11 11 11	100 K 140 K 12 020 K 020 K 100 K 040 00 04 K 10 K 10 K 10 K 10	K.IEK 140151	7 32017	G26KT 1	nsm c	VCU3	0 04/1	//02 A						6/014	5 SI PAS	S TOO	441017
		K31 K 140131	L 32017	GZOKI	OSIVIC	V C 0 3	0 04/1	1102 A	2910	IXWIX A	102 F	IX VVIVI	J 3402	.0/0 14	JULITUS	0 100	441017
		i															

Air Traffic Mandatory Occurrence Report

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

		Compliance			
Was this a loss of separa	Applicable Separation	Rule:			
O Yes O No	Applicable Separation	TAUIC.			
LoSS Information					
		ilot Deviation Infor	mation		
Brasher Warning Given?			1=		
Brasher given by:	Position:		Fi	requency:	
JFK		LC2			123.9
Pilot Information Availab	ole? Yes O No				
			Phone	e Number:	mb
Address:					
		Pilot Deviation	n		
Was this a possible pile			T ==		
Yes No	Preliminary Number:		P	hase of Flight:	
Airspace Class:	Aircraft #:	ORG Cho	oices:		Office Number:
Type of Deviation:			ontrol Sur	face:	
Was possible pilot devia	tion validated? O Yes O	No Milita	ary Pilot [Deviation?	O Yes No
		Barrier Analys	is		
Recommend for Barrier	BAR Category	BAR Number		Justifica	ation for BAR
Analysis Review?					
O Yes O No					
Approve for Barrier Analysis Review?	Existing Combined Safety Barrier Review	Reason for BAR	denial?		
O Yes O No	,				
	ined Safety Barrier Review				
		Surface Even	t		
Was this a possible Surfa	ace Event?				
O Yes O No	Classification:				
<u> </u>					

Air Traffic Mandatory Occurrence Report

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

Was this a verified NMAC? O Yes O No				
O Yes O No				
	NMAC Number:			
Apt/NAVAID:	Direction:		Distance:	
Pilot of DAL1943				
Pilot Name:		Pho	one Number:	Certificate Numb
Address:				
Pilot of AAL106				
Pilot Name:		Pho	one Number:	Certificate Numb
Address:				1
NMAC Description:				
	Sumr	manı		
CANCELLED DAL1943'S CALLED THE TOWER LA STATED RWY 31L WAS CONTHE TAPES, THE PILOT NEWY 4L AND RWY 31L@ SW DEPARTURES ONLY RWY 31L. RWY 4L HOLD	JUSE AAL 106 CROSSED RWY 4L AT T TAKEOFF CLEARANCE AND THEY ST NDLINE TWICE. ON THE 2ND CALL, F ON THE ATIS AND THEY WERE TOLD WAS INSTRUCTED TO CROSS RWY 3 KE WERE ON THE ATIS AS THE DEP, . CLOSEST PROXIMITY 1000FT. DAL 1 BAR LIGHTS APPEARED TO BE WOF ED THAT THEY ARE ALL OPERATION	TOPPED RIG PILOT WAS A TO CROSS I 31L AT K ANE ARTURE RUI 1943 RETURI RKING. PORT	HT BEFORE TW' SKED WHAT HA RWY 4L AT TWY) THEY READ IT WWAYS. RWY 31 NED TO THE RAI	Y K4. AAL106 PILOT PPENED AND THE J. AFTER LISTENIN BACK CORRECTL L@KE IS ASSIGNE MP AND AAL106 TO

System Service Review JFK-S-2023/01/13-0001

A1.	FAC	ID	A2.	Date	UTC	(mm/	dd/yy	уу)			A3.	Start	Time UT	c	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
A6.	Aircr	aft #1			•							A7	7. Aircraft	#2					
Airc	raft IE)		Air	craft T	ype/S	uffix	IFR	/VFR			Air	rcraft ID		Aiı	craft	Туре	/Suffix	IFR/VFR
A	\L106	3		В	3772			IF	R				DAL1943		E	3739			IFR
											Tr	ainin	g						
_		ny trair		ssues	identi	fied?													
											W	eathe	er						
		vere the				ner co	nditio	ns?											
_		ny perti		orecip	oitation	depio	ted o	n the	radar'	?									
		WAS al		1	N/A														
_		veather		ome	na a fa	ctor?													
lf y	Yes /es , e	explain explain eeiling v	No					opears	s that	PIREI	Ps we	re not	t being so	icite	ed.				
											Eff	icien	су						
_		any effic		issu issu	es ider	ntified	?												
										A	Airspa	ce/Ai	irport						
		ny airs		airpo	rt issue	es ide	ntified	d?											
		ny sec		ositic		nbine	d?												
		explain was co		ed wit	th GC1														
		any run	-	axiwa	-	vailat	ole or	restric	cted?										

System Service Review JFK-S-2023/01/13-0001

4. Was shelved airspace an issue? O Yes No O N/A 5. Were there any MIA/MVA issues? O Yes No O N/A 6. Were any potential systemic airspace/airport issues identified? O Yes O No If Yes, explain The SSR review team discussed the taxi route to RWY 04L, specifically the right turn from TWY B onto K. Prior to the turn on TWY K, TWY B bears to the left. Despite the fact that the overwhelming majority of aircraft make the turn with 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? O Yes O No Equipment 1. Were any equipment issues identified? O Yes O No Customer Feedback 1. Was there customer feedback regarding the operation during this review session? O Yes No Resource Management 1. Were any resource management issues identified? O Yes No No Resource Management 1. Were any resource management issues identified? O Yes No No Individual Performance 1. Was any notable Individual performance identified? (Exemplary and/or needing improvement) O Yes No	4 Was shalved air	Airspace/Airport (continued)
5. Were there any MIA/MVA issues? O Yes No No N/A 6. Were any potential systemic airspace/airport issues identified? • Yes No No If Yes, explain The SSR review team discussed the taxi route to RWY 04L, specifically the right turn from TWY B onto K. Prior to the turn on TWY K, TWY B bears to the left. Despite the fact that the overwhelming majority of aircraft make the turn with 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? O Yes No Directives 1. Were any directive issues identified? O Yes No Equipment 1. Were any equipment issues identified? O Yes No Resource Management 1. Were any resource management issues identified? O Yes No No Individual Performance 1. Was any notable Individual performance identified? (Exemplary and/or needing improvement)	T. TVGS SHEIVEU All	space an issue?
O Yes No	O Yes No	O N/A
O Yes No	E Word there any	MIA/M/A issuess 2
6. Were any potential systemic airspace/airport issues identified?	-	
Mas any notable Individual performance If Yes, explain The SSR review team discussed the taxi route to RWY 04L, specifically the right turn from TWY B onto K. Prior to the turn on TWY K, TWY B bears to the left. Despite the fact that the overwhelming majority of aircraft make the turn with 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? Per No Pirectives 1. Were any directive issues identified? Per No Equipment 1. Were any equipment issues identified? Per No Resource Management 1. Were any resource management issues identified? Per No Resource Management 1. Were any resource management issues identified? Per No Resource Management 1. Were any resource management issues identified? Per No Resource Management	Yes Wind	O N/A
If Yes, explain The SSR review team discussed the taxi route to RWY 04L, specifically the right turn from TWY B onto K. Prior to the turn on TWY K, TWY B bears to the left. Despite the fact that the overwhelming majority of aircraft make the turn with 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? Procedures 1. Were any directive issues identified? Procedures 1. Were any equipment issues identified? Procedures 1. Were any equipment issues identified? Resource Management 1. Were any resource management issues identified? Procedures Individual Performance 1. Was any notable Individual performance identified? (Exemplary and/or needing improvement)	6. Were any poten	tial systemic airspace/airport issues identified?
The SSR review team discussed the taxi route to RWY 04L, specifically the right turn from TWY B onto K. Prior to the turn on TWY K, TWY B bears to the left. Despite the fact that the overwhelming majority of aircraft make the turn with 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? Procedures 1. Were any directive issues identified? Procedures 1. Were any equipment issues identified? Procedures 1. Were any equipment issues identified? Procedures 1. Were any equipment issues identified? Procedures 1. Was there customer feedback regarding the operation during this review session? Procedures 1. Were any resource management issues identified? Procedures 1. Were any resource management issues identified? Procedures Individual Performance 1. Was any notable Individual performance identified? (Exemplary and/or needing improvement)	Yes O No	
The SSR review team discussed the taxi route to RWY 04L, specifically the right turn from TWY B onto K. Prior to the turn on TWY K, TWY B bears to the left. Despite the fact that the overwhelming majority of aircraft make the turn with 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? Pres No Precedures 1. Were any directive issues identified? Pres No Equipment 1. Were any equipment issues identified? Pres No Customer Feedback 1. Was there customer feedback regarding the operation during this review session? Pres No Resource Management 1. Were any resource management issues identified? Pres No Individual Performance	If Yes, explain	
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? O Yes No Directives 1. Were any directive issues identified? O Yes No Equipment 1. Were any equipment issues identified? O Yes No Customer Feedback 1. Was there customer feedback regarding the operation during this review session? O Yes No Resource Management 1. Were any resource management issues identified? O Yes No Individual Performance 1. Was any notable Individual performance identified? (Exemplary and/or needing improvement)	The SSR revie	
Procedures 1. Were any procedural issues identified? Procedures 1. Were any directive issues identified? Procedures Directives Lequipment 1. Were any equipment issues identified? Procedures Customer Feedback 1. Was there customer feedback regarding the operation during this review session? Procedures Resource Management 1. Were any resource management issues identified? Procedures Individual Performance Individual Performance identified? (Exemplary and/or needing improvement)		
Procedures 1. Were any procedural issues identified? Procedures No Directives 1. Were any directive issues identified? Procedures 1. Were any directive issues identified? Procedures 1. Were any equipment issues identified? Procedures Customer Feedback 1. Was there customer feedback regarding the operation during this review session? Procedures Resource Management 1. Were any resource management issues identified? Procedures Individual Performance Individual Performance		
1. Were any procedural issues identified? O Yes No Directives 1. Were any directive issues identified? O Yes No Equipment 1. Were any equipment issues identified? O Yes No Customer Feedback 1. Was there customer feedback regarding the operation during this review session? O Yes No Resource Management 1. Were any resource management issues identified? O Yes No Individual Performance 1. Was any notable Individual performance identified? (Exemplary and/or needing improvement)		
Directives 1. Were any directive issues identified? O Yes		Procedures
1. Were any directive issues identified? Yes No Equipment 1. Were any equipment issues identified? Yes No Customer Feedback 1. Was there customer feedback regarding the operation during this review session? Yes No Resource Management 1. Were any resource management issues identified? Yes No Individual Performance 1. Was any notable Individual performance identified? (Exemplary and/or needing improvement)	1. Were any proce	dural issues identified?
1. Were any directive issues identified? Yes No Equipment 1. Were any equipment issues identified? Yes No Customer Feedback 1. Was there customer feedback regarding the operation during this review session? Yes No Resource Management 1. Were any resource management issues identified? Yes No Individual Performance 1. Was any notable Individual performance identified? (Exemplary and/or needing improvement)	O Yes No)
Equipment 1. Were any equipment issues identified? Customer Feedback 1. Was there customer feedback regarding the operation during this review session? Yes No Resource Management 1. Were any resource management issues identified? Yes No Individual Performance 1. Was any notable Individual performance identified? (Exemplary and/or needing improvement)		Directives
Equipment 1. Were any equipment issues identified? Yes No Customer Feedback 1. Was there customer feedback regarding the operation during this review session? Yes No Resource Management 1. Were any resource management issues identified? Yes No Individual Performance 1. Was any notable Individual performance identified? (Exemplary and/or needing improvement)	1. Were any direct	ive issues identified?
Equipment 1. Were any equipment issues identified? Yes No Customer Feedback 1. Was there customer feedback regarding the operation during this review session? Yes No Resource Management 1. Were any resource management issues identified? Yes No Individual Performance 1. Was any notable Individual performance identified? (Exemplary and/or needing improvement)	-	
1. Were any equipment issues identified? Customer Feedback 1. Was there customer feedback regarding the operation during this review session? Yes No Resource Management 1. Were any resource management issues identified? Yes No Individual Performance 1. Was any notable Individual performance identified? (Exemplary and/or needing improvement)		Equipment
Customer Feedback 1. Was there customer feedback regarding the operation during this review session? Yes No Resource Management 1. Were any resource management issues identified? Yes No Individual Performance 1. Was any notable Individual performance identified? (Exemplary and/or needing improvement)	1 More any equip	· ·
Customer Feedback 1. Was there customer feedback regarding the operation during this review session? Yes No Resource Management 1. Were any resource management issues identified? Yes No Individual Performance 1. Was any notable Individual performance identified? (Exemplary and/or needing improvement)		
1. Was there customer feedback regarding the operation during this review session? O Yes No Resource Management 1. Were any resource management issues identified? O Yes No Individual Performance 1. Was any notable Individual performance identified? (Exemplary and/or needing improvement)	O res O No	
Resource Management 1. Were any resource management issues identified? Yes No Individual Performance 1. Was any notable Individual performance identified? (Exemplary and/or needing improvement)		Customer Feedback
Resource Management 1. Were any resource management issues identified? Yes No Individual Performance 1. Was any notable Individual performance identified? (Exemplary and/or needing improvement)		
1. Were any resource management issues identified? O Yes No Individual Performance 1. Was any notable Individual performance identified? (Exemplary and/or needing improvement)		omer feedback regarding the operation during this review session?
O Yes ■ No Individual Performance 1. Was any notable Individual performance identified? (Exemplary and/or needing improvement)		
Individual Performance 1. Was any notable Individual performance identified? (Exemplary and/or needing improvement)		
Was any notable Individual performance identified? (Exemplary and/or needing improvement)	O Yes No	Resource Management
	O Yes No	Resource Management irce management issues identified?
	O Yes No	Resource Management arce management issues identified?
	1. Were any resou	Resource Management Irce management issues identified? Individual Performance
	1. Were any resou Yes No	Resource Management free management issues identified? Individual Performance Individual performance identified? (Exemplary and/or needing improvement)
	1. Were any resou Yes No	Resource Management free management issues identified? Individual Performance Individual performance identified? (Exemplary and/or needing improvement)
	1. Were any resou Yes No	Resource Management free management issues identified? Individual Performance Individual performance identified? (Exemplary and/or needing improvement)
	1. Were any resou Yes No	Resource Management free management issues identified? Individual Performance Individual performance identified? (Exemplary and/or needing improvement)
	1. Were any resou Yes No	Resource Management free management issues identified? Individual Performance Individual performance identified? (Exemplary and/or needing improvement)
	1. Were any resou Yes No	Resource Management free management issues identified? Individual Performance Individual performance identified? (Exemplary and/or needing improvement)
	1. Were any resou Yes No	Resource Management free management issues identified? Individual Performance Individual performance identified? (Exemplary and/or needing improvement)
	1. Were any resou Yes No	Resource Management free management issues identified? Individual Performance Individual performance identified? (Exemplary and/or needing improvement)
	1. Were any resou Yes No	Resource Management free management issues identified? Individual Performance Individual performance identified? (Exemplary and/or needing improvement)
	1. Were any resou Yes No	Resource Management free management issues identified? Individual Performance Individual performance identified? (Exemplary and/or needing improvement)
	1. Were any resou Yes No	Resource Management free management issues identified? Individual Performance Individual performance identified? (Exemplary and/or needing improvement)
	1. Were any resou Yes No	Resource Management free management issues identified? Individual Performance Individual performance identified? (Exemplary and/or needing improvement)
	1. Were any resou Yes No	Resource Management free management issues identified? Individual Performance Individual performance identified? (Exemplary and/or needing improvement)
	1. Were any resou Yes No	Resource Management free management issues identified? Individual Performance Individual performance identified? (Exemplary and/or needing improvement)

System Service Review JFK-S-2023/01/13-0001

QC Findings

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.

- -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.

	Review Team
Claude Vieira	
Bryan Lapidus	
Sandra Coogan	
Ralph Tamburro	

Corrective Action Plan

Subject: Taxi/Ground Movement Procedures

Safety Monitoring Watchlist

HBRB-Hear Back Read Back

Risk or Hazard

A recent safety event indicated inconsistencies with controllers receiving confirmation of correct runway assignments.

Validated Safety Issue(s)

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.

Mitigation Plan Mitigation 1 Type Level Target Completion Date ⊠ Complete Briefing Facility Apr 14, 2023

Details

- -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.

Mitigation 2

Туре	Level	Target Completion Date	Complete Complete
Other	Facility	May 31, 2023	

Details

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 Item 1		-	
Туре	Level	Target Completion Date	Com
Audit	Facility	Jul 31, 2023	
	•	ts of 7110.65 3-7-2 and implement the D-A monitor compliance and effectiveness of th	•
Effectiveness Target 100% compliance by GC personne	el based on random audits		
The LSC discussed the event and release. On 3/28/2023 the facility complete. An LTA was published on 4/7/2023	after actions on 3/23/2023. The dbriefing all facility personnel with an effective date of 4/10		
Monitoring Item 2			
Туре	Level	Target Completion Date	Com
Audit	Facility	May 31, 2023	
Effectiveness Target Compliance by GC to issue and re	ceive acknowledgement of rur	way assignments.	
Monitoring Results The Ground Controller caught and appear to have a mitigating effect. FALCON uploaded as supporting of the support of the suppo	·	e runway assignments omitted by pilots. Th	ne action pla
The Ground Controller caught and appear to have a mitigating effect. FALCON uploaded as supporting of Monitoring Item 3	data (JFK-B-2023/05/17-0005	- 5-17-23 OSA GC)	
The Ground Controller caught and appear to have a mitigating effect. FALCON uploaded as supporting of Monitoring Item 3 Type	data (JFK-B-2023/05/17-0005	- 5-17-23 OSA GC) Target Completion Date	ne action plan
The Ground Controller caught and appear to have a mitigating effect. FALCON uploaded as supporting of Monitoring Item 3	data (JFK-B-2023/05/17-0005	- 5-17-23 OSA GC)	

Corrective Action Plan

Monitoring Plan (continued)
Monitoring Results 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
Approved Approved By: Sandra Coogan Approved Date: Feb 14, 2023

	POSITION LOG										
(1) FACILITY ID	(2) POSITION IDE	ENTIFIER	(3) POS		(4) DATE						
JFK	CBA	A	AC		01/13/2023						
(5)	(6)	(7)		(8)	WHERE COMBINED						
(5) TIME ON	(6) INITIALS	(7) TIME O)FF	CODE	(9) POSITION IDENTIFIER	(10) POSITION TYPE					
0500		195	59		LC1	LC					
2000	NJ	205	59	С							
2100	EC	220	0.0	С							
2201	TE	225	2259								
2300	SM	2359		С							
0000	JW	0000		С							
0001		045	59		LC1	LC					
CODE:						1					

C - ATCS/ATA

M - Trainee/Developmental Monitoring

S - Supervisor/Staff Spec

R - Trainee/Developmental Certification/

T - Trainee/Developmental FAA Form 7230-10 (6-94) NSN: 0052-00-024-6102

Evaluation Electronic Version (OmniForm)

FOR OFFICIAL USE ONLY Public Availability to be determined under 5 U.S.C. 552

		POSIT	ΓΙΟΝ Ι	OG		
(1) FACILITY ID	(2) POSITION IDE	ENTIFIER	(3) POS	S (4) DATE		
JFK	CC		НО		01/13/202	23
(5)	(6)	(7)	•	(8)	WHERE COMBINE	
(5) TIME ON	(6) INITIALS	(7) TIME O)FF	CODE	(9) POSITION IDENTIFIER	(10) POSITION TYPE
0500		195	59		OSIC/CIC	SC
2000	EC	202	29	C		
2030		000	0 0		OSIC/CIC	SC
0001	JW	0100		С		
0101	AC	0145		С		
0146		0459			osic/cic	SC
CODE:						

C - ATCS/ATA

M - Trainee/Developmental Monitoring

S - Supervisor/Staff Spec

R - Trainee/Developmental Certification/

T - Trainee/Developmental Evaluation

FAA Form 7230-10 (6-94) NSN: 0052-00-024-6102

Electronic Version (OmniForm)

FOR OFFICIAL USE ONLY Public Availability to be determined under 5 U.S.C. 552

	POSITION LOG								
(1) FACILITY ID	(2) POSITION ID	ENTIFIER	(3) POS		(4) DATE				
JFK	CD		CD		01/13/202	23			
(5)	(6)	(7)		(8)	WHERE COMBINED	1			
(5) TIME ON	(6) INITIALS	(7) TIME O	FF	CODE	(9) POSITION IDENTIFIER	(10) POSITION TYPE			
0500		102	29		GC1	GC			
1030	JJ	111	.4	С					
1115	JJ	112	29	С					
1130	PN	122	28	С					
1229	JD	1333		С					
1334	PS	1402		С					
1403	PS	144	1443						
1444	BL	150	9	С					
1510	BL	151	.9	С					
1520	CC	162	27	S					
1628	AZ	170	0	С					
1701	JJ	1759		С					
1800	AZ	1858		С					
1859	AO	193	34	С	_				
CODE:									

C - ATCS/ATA

M - Trainee/Developmental Monitoring

S - Supervisor/Staff Spec

R - Trainee/Developmental Certification/

T - Trainee/Developmental Evaluation Electronic Version (OmniForm)

POSITION LOG									
(1) FACILITY ID	(2) POSITION ID	ENTIFIER	(3) POS		(4) DATE				
JFK	CD		CD		01/13/20	23			
(5) TIME ON	(6) INITIALS	(7) TIME O		(8) CODE	WHERE COMBINE				
TIME ON	INITIALS	TIME O	rr	CODE	(9) POSITION IDENTIFIER	(10) POSITION TYPE			
1935	NT	195	9	С					
2000	JW	205	4	С					
2055	NT	215	9	С					
2200	NJ	2243		С					
2244	RT	2249		S					
2250	NT	0000		С					
0001	TE	005	0055						
0056	NT	012	9	С					
0130	EC	014	4	С					
0145	NT	030	6	С					
0307	RT	032	9	S					
0330	RT	0333		S					
0334	SY	0334		С					
0335	SY	035	8	С					

C - ATCS/ATA

M - Trainee/Developmental Monitoring

S - Supervisor/Staff Spec

R - Trainee/Developmental Certification/

T - Trainee/Developmental Evaluation

FAA Form 7230-10 (6-94) NSN: 0052-00-024-6102 Electronic Version (OmniForm)
FOR OFFICIAL USE ONLY Public Availability to be determined under 5 U.S.C. 552

POSITION LOG								
(1) FACILITY ID	(2) POSITION IDI	ENTIFIER	(3) POS		(4) DATE			
JFK	CD	CD			01/13/2023			
(5)	(6)	(7)		(8)	WHERE COMBINE			
TIME ON	(6) INITIALS	(7) TIME O	FF	CODE	(9) POSITION IDENTIFIER	(10) POSITION TYPE		
0359		045	59		GC1	GC		
CODE:	_					<u> </u>		

C - ATCS/ATA

M - Trainee/Developmental Monitoring

S - Supervisor/Staff Spec

R - Trainee/Developmental Certification/

T - Trainee/Developmental Evaluation

FAA Form 7230-10 (6-94) NSN: 0052-00-024-6102 Electronic Version (OmniForm) FOR OFFICIAL USE ONLY Public Availability to be determined under 5 U.S.C. 552

POSITION LOG								
(1) FACILITY ID	(2) POSITION IDE	NTIFIER	(3) POS		(4) DATE			
JFK	FD	FD			01/13/2023			
(6)	(6)	(7)		(0)	WHERE COMBINE			
TIME ON	(6) INITIALS	(7) TIME O	FF	CODE	(9) POSITION IDENTIFIER	(10) POSITION TYPE		
0500		045	9		CD	CD		
CODE:								

C - ATCS/ATA

M - Trainee/Developmental Monitoring

S - Supervisor/Staff Spec

R - Trainee/Developmental Certification/

T - Trainee/Developmental Evaluation

FAA Form 7230-10 (6-94) NSN: 0052-00-024-6102 Electronic Version (OmniForm) FOR OFFICIAL USE ONLY Public Availability to be determined under 5 U.S.C. 552

POSITION LOG								
(1) FACILITY ID	(2) POSITION ID	ENTIFIER	(3) PO	S	(4) DATE			
JFK	GC1	L	GC	!	01/13/20	23		
(5) TIME ON	(6) INITIALS	(7) TIME ((8) CODE	WHERE COMBINE	1		
TIME ON	INITIALS	TIME	OFF	CODE	(9) POSITION IDENTIFIER	(10) POSITION TYPE		
0500	VX	062	24	С				
0625		102	29		LC1	LC		
1030	JD	113	3 0	С				
1131	AZ	1231		С				
1232	BL	1329		С				
1330	PN	1444		С				
1445	JJ	160	1605					
1606	PS	170	0 0	С				
1701	JD	175	59	С				
1800	PN	185	58	С				
1859	JJ	195	59	С				
2000	AO	2058		Т				
2000	ME	2058		С				
2059	AC	215	59	С				

C - ATCS/ATA

M - Trainee/Developmental Monitoring

S - Supervisor/Staff Spec

R - Trainee/Developmental Certification/

T - Trainee/Developmental Evaluation

Electronic Version (OmniForm)

GC1	NTIFIER	(3) POS		(4) DATE	
		aa		(4) DATE	
(6) INITIALS		GC		01/13/202	23
INITIALS	(7) TIME OF		(8) CODE	WHERE COMBINE	1
	TIMÉ OF	F	CÓĎE	(9) POSITION IDENTIFIER	(10) POSITION TYPE
AO	224	4	Т		
ME	224	4	С		
NJ	230	0	С		
EC	2329		С		
AO	0030		Т		
EC	0030		С		
RT	013	2	S		
JW	014	6	С		
AC	020	2	С		
NJ	032	9	С		
NJ	033	2	С		
VX	0419		С		
VX	0459		С		
	AC NJ NJ VX	AC 020 NJ 032 NJ 033 VX 041	AC 0202 NJ 0329 NJ 0332 VX 0419	AC 0202 C NJ 0329 C NJ 0332 C VX 0419 C	AC 0202 C NJ 0329 C NJ 0332 C VX 0419 C

C - ATCS/ATA

M - Trainee/Developmental Monitoring

S - Supervisor/Staff Spec

R - Trainee/Developmental Certification/

T - Trainee/Developmental Evaluation Electronic Version (OmniForm)

POSITION LOG								
(1) FACILITY ID	(2) POSITION IDE	NTIFIER	(3) POS		(4) DATE			
JFK	GC2	GC2			01/13/2023			
(6)	(6)	(7)		(0)	WHERE COMBINE			
TIME ON	(6) INITIALS	(7) TIME OI	FF	CODE	(9) POSITION IDENTIFIER	(10) POSITION TYPE		
0500		045	9		GC1	GC		
CODE:								

C - ATCS/ATA

M - Trainee/Developmental Monitoring

S - Supervisor/Staff Spec

R - Trainee/Developmental Certification/

T - Trainee/Developmental Evaluation

Electronic Version (OmniForm)

POSITION LOG									
(1) FACILITY ID	(2) POSITION IDI	ENTIFIER	(3) POS	(4) DATE					
JFK	LC1	-	LC		01/13/2023				
(5) TIME ON	(6) INITIALS	(7) TIME OF	_	(8) CODE	WHERE COMBIN				
TIME ON	INITIALS	TIME OF	r.F	CODE	(9) POSITION IDENTIFIER	(10) POSITION TYPE			
0500	DO	052	4	С					
0525	MH	062	4	С					
0625	MH	081	9	С					
0820	VX	1029		С					
1030	BL	1131		С					
1132	PS	1231		С					
1232	JJ	1330		С					
1331	AZ	144	4	С					
1445	JD	160	5	С					
1606	PN	170	0	С					
1701	CC	175	9	S					
1800	PS	1858		С					
1859	SM	1958		С					
1959	YO	210	0	S					

C - ATCS/ATA

M - Trainee/Developmental Monitoring

S - Supervisor/Staff Spec

R - Trainee/Developmental Certification/

T - Trainee/Developmental Evaluation

FAA Form 7230-10 (6-94) NSN: 0052-00-024-6102 Electronic Version (OmniForm)
FOR OFFICIAL USE ONLY Public Availability to be determined under 5 U.S.C. 552

	POSITION LOG								
(1) FACILITY ID	(2) POSITION ID	ENTIFIER	(3) POS		(4) DATE				
JFK	LC1	L	LC		01/13/202	23			
(5) TIME ON	(6) INITIALS	(7) TIME O		(8) CODE	WHERE COMBINED				
TIME ON	INITIALS	TIME O	FF	CODE	(9) POSITION IDENTIFIER	(10) POSITION TYPE			
2101	EP	215	59	С					
2200	JW	225	59	С					
2300	AC	235	8	С					
2359	ME	0059		С					
0100	EP	0145		С					
0146	TE	0306		С					
0307	SY	032	29	С					
0330	MH	045	59	С					
CODE:									

C - ATCS/ATA

M - Trainee/Developmental Monitoring

S - Supervisor/Staff Spec

R - Trainee/Developmental Certification/

T - Trainee/Developmental Evaluation

Electronic Version (OmniForm)

	POSITION LOG								
(1) FACILITY ID	(2) POSITION ID	ENTIFIER	(3) POS	,	(4) DATE				
JFK	LC2	2	LC		01/13/202	23			
(5) TIME ON	(6) INITIALS	(7) TIME C		(8) CODE	WHERE COMBINED	1			
TIME ON	INITIALS	TIME C	FF	CODE	(9) POSITION IDENTIFIER	(10) POSITION TYPE			
0500		020)6	С					
0500		185	8		LC1	LC			
1859	JD	192	9	С					
1930	JD	1958		С					
1959	TE	2057		С					
2058	SM	2202		С					
2203	YO	2300		S					
2301	EP	235	57	С					
2358	NJ	005	59	С					
0100	SM	014	9	С					
0150	NJ	020	0 0	С					
0201	ME	0326		С					
0327		0459			LC1	LC			

C - ATCS/ATA S - Supervisor/Staff Spec M - Trainee/Developmental Monitoring

R - Trainee/Developmental Certification/

FAA Form 7230-10 (6-94) NSN: 0052-00-024-6102

T - Trainee/Developmental

Evaluation Electronic Version (OmniForm)

FOR OFFICIAL USE ONLY Public Availability to be determined under 5 U.S.C. 552

POSITION LOG								
(1) FACILITY ID	(2) POSITION ID	ENTIFIER	(3) PO	3	(4) DATE			
JFK	OSIC/	CIC	SC		01/13/20	23		
(5) TIME ON	(6) INITIALS	(7) TIME C		(8) CODE	WHERE COMBINE			
TIME ON	INITIALS	TIME C	FF	CODE	(9) POSITION IDENTIFIER	(10) POSITION TYPE		
0500	VX	062	24	С				
0625	MH	081	.9	С				
0820	VX	102	29	С				
1030	JJ	111	.4	С				
1115	CC	1129		S				
1130	CC	1402		S				
1403	PS	144	1443					
1444	BL	150)9	С				
1510	CC	163	80	S				
1631	KK	195	59	S				
2000	RT	205	59	S				
2100	KK	2157		S				
2158	RT	2259		S				
2300	KK	235	57	S				

C - ATCS/ATA

M - Trainee/Developmental Monitoring

S - Supervisor/Staff Spec

R - Trainee/Developmental Certification/

T - Trainee/Developmental Evaluation Electronic Version (OmniForm)

POSITION LOG								
(1) FACILITY ID	(2) POSITION IDE	(2) POSITION IDENTIFIER (3		\Box	(4) DATE			
JFK	OSIC/	OSIC/CIC			01/13/2023			
(5) TIME ON	(6) INITIALS	(7) TIME OFF		(8) CODE	WHERE COMBINED			
TIME ON	INITIALS	TIME OFF		CODE	(9) POSITION IDENTIFIER	(10) POSITION TYPE		
2358	YO	0303		S				
0304	RT	0329		S				
0330	RT	0419		S				
0420	VX	0459		С				
CODE:	•					•		

C - ATCS/ATA

M - Trainee/Developmental Monitoring

S - Supervisor/Staff Spec

R - Trainee/Developmental Certification/

T - Trainee/Developmental

Evaluation Electronic Version (OmniForm)

POSITION LOG								
(1) FACILITY ID	(2) POSITION IDE	(2) POSITION IDENTIFIER			(4) DATE			
JFK	STM	STMC			01/13/2023			
(5)	(6)	(7) TIME OFF		WHERE COMBINED				
TIME ON	(6) INITIALS			CODE	(9) POSITION IDENTIFIER	(10) POSITION TYPE		
0500		0459			OSIC/CIC	SC		
CODE:								

C - ATCS/ATA

M - Trainee/Developmental Monitoring

S - Supervisor/Staff Spec

R - Trainee/Developmental Certification/

T - Trainee/Developmental Evaluation

FAA Form 7230-10 (6-94) NSN: 0052-00-024-6102

Electronic Version (OmniForm)

FOR OFFICIAL USE ONLY Public Availability to be determined under 5 U.S.C. 552

POSITION LOG							
(1) FACILITY ID	(2) POSITION IDE	(2) POSITION IDENTIFIER (3			(4) DATE		
JFK	TMD	TMDC		<u>Ц</u>	01/13/2023		
(5) TIME ON	(6) INITIALS	(7) TIME OFF		(8) CODE	WHERE COMBINED (9) POSITION IDENTIFIER (10) POSITION TYPE		
0500		1938			OSIC/CIC	SC	
1939	SY	2029		С			
2030		2102			OSIC/CIC	SC	
2103	SY	2202		С			
2203		2304			OSIC/CIC	SC	
2305	SY	2359		С			
0000		0108			OSIC/CIC	SC	
0109	SY	0259		С			
0300		0459			OSIC/CIC	SC	
CODE							

C - ATCS/ATA

M - Trainee/Developmental Monitoring

S - Supervisor/Staff Spec

R - Trainee/Developmental Certification/

T - Trainee/Developmental Evaluation

FAA Form 7230-10 (6-94) NSN: 0052-00-024-6102 Electronic Version (OmniForm)
FOR OFFICIAL USE ONLY Public Availability to be determined under 5 U.S.C. 552