

3/19/2021

FOR YOUR INFORMATION

2021-31/5-13

1789468

To: Airport Manager, Kennedy Intl, (JFK), NY, FAA (AAS-1)

Info: FAA (AAS-300, AVP-1, AVP-200, AJI-144, AJV-A, AEA-600, AFS-280, AFS-200, Director of Air Traffic Operations ESA North, Runway Safety Team), A4A, AAEE, ALPA, AOPA, APA, ASAP, CAPA, ATSAP, ATSG, IATA, IBT, ICAO, ICASS, IFALPA, IPA, NATCA, NBAA, NTSB, RAA

From: Becky L. Hooey, Director
NASA Aviation Safety Reporting System

Re: JFK Taxiway Markings and Lighting

We recently received an ASRS report describing a safety concern that may involve your area of operational responsibility. We do not have sufficient details to assess either the factual accuracy or possible gravity of the report. It is our policy to relay the reported information to the appropriate authority for evaluation and any necessary follow-up. We feel you should be aware of the enclosed deidentified report.

To properly assess the usefulness of our alert message service, we would appreciate it if you would take the time to give us your feedback on the value of the information that we have provided. Please contact Dr. Becky Hooey at (408) 541-2854 or email at becky.l.hooey@nasa.gov.



Aviation Safety Reporting System
P.O. Box 189 | Moffett Field, CA | 94035-0189



ACN 1789468

DATE / TIME

Date of Occurrence	202102
Local Time Of Day	1801 to 2400

PLACE

Locale	JFK.Airport
State	NY

ENVIRONMENT

Flight Conditions	VMC
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AIRCRAFT / EQUIPMENT X

ATC / Advisory - Tower	JFK
Make Model Name	Commercial Fixed Wing
Operating Under FAR Part	121

PERSON 1

Function - Flight Crew	Captain
Function - Flight Crew	Pilot Flying
ASRS Report Number	1789468

EVENTS

Anomaly	ATC Issue - All Types
Anomaly	Deviation / Discrepancy - Procedural - Clearance
Anomaly	Deviation / Discrepancy - Procedural - FAR
Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Anomaly	Ground Incursion - Taxiway
Detector - Person	Air Traffic Control
Result - Flight Crew	Became Reoriented
Result - Air Traffic Control	Issued Advisory / Alert

NARRATIVE 1

During our approach briefing we planned to exit the runway at Taxiway V near the far end of the runway to facilitate our taxi to parking. After landing on Runway 31R I followed the green leadoff lights to exit the runway at what I thought was Taxiway V and was already committed to continue onto the taxiway when Tower told us to exit at Taxiway V join [Taxiways] B and S to the ramp. The First Officer noticed that we had exited at Taxiway WW and asked the Tower if okay to exit there. The Tower then advised us that [Taxiway] WW was closed but no problem. We noticed that a couple of low and narrow snow berms across the taxiway that were left over from snowplows and we continued forward without any problem. I also noticed at the time that there were other aircraft tire tracks through the snow and did not appear to affect our progress. The taxi to parking was uneventful. During the landing rollout I tried to locate our position on the moving map airport diagram which I pre-positioned as much as possible at Taxiway V area, but could not ascertain exactly our current position. I saw the green leadoff lights, and thinking that we were at [Taxiway] V continued to follow them onto the taxiway. There was also another aircraft on short final behind us and it was my intention to exit the runway expeditiously so as not to complicate its arrival. I did not see a taxiway sign prior to the taxiway and determined that we must be exiting at [Taxiway] V. The Tower Controller did not seem to be phased by our encroachment onto a closed taxiway. We were already committed to Taxiway WW and there was no way to stop the aircraft and safely make a 180-degree turn to get back on the runway to exit at Taxiway V. There were not any cones or barricades with caution lights across Taxiway WW, and as it was not a construction area

I felt that we could safely exit on [Taxiway] WW. To complicate matters, taxiway signage in that area is not sufficient as I did not see a WW sign prior to the taxiway - only the sign on the right side of the taxiway after entering [Taxiway] WW. Also of concern is that the green leadoff lights were illuminated allowing aircraft to taxi off the runway onto a closed taxiway. The lights should have been extinguished. I did not see any green leadoff lights at Taxiway V.

SYNOPSIS

Air Carrier Captain reported after landing at JFK they turned onto a closed taxiway and cited signage issues as a contributing factor.