

ALERT BULLETIN

AB 2023:25/8-3

11/22/2023

2043844, 2033075, 2029031, 2031250

TO: Airport Manager, Kennedy Intl, (JFK), NY, FAA (ATM N90 TRACON)

INFO: FAA (AAS-1, AAS-300, AVP-1, AVP-200, AJI-144, AJV-A, AEA-600, AFS-260, AFS-200, Director of Air Traffic Operations ESA North), A4A, AAEE, ALPA, AOPA, APA, ASAP, CAPA, ATSAP, ATSG, IATA, IBT, ICAO, ICASS, IFALPA, IPA, NATCA, NBAA, NTSB, RAA

FROM: Becky L. Hooley, Director
NASA Aviation Safety Reporting System

SUBJ: JFK5 SID Track Deviations

We recently received ASRS reports 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 following:

ASRS has received several reports from N90 TRACON controllers and pilots describing track heading deviations while on the JFK Runway 31L JFK5 Breezy Point Climb departure.

(ACN 2043844) N90 Controller reported an aircraft on the JFK5 SID turned the wrong way on initial climb. Reporter stated this is a recurring issue for departures from Runway 31L.

(ACN 2033075) N90 TRACON Controller reported an aircraft failed to follow the Kennedy 5 Departure, resulting in a course deviation that put the aircraft into potential conflict with LGA arrivals. Controller vectored the aircraft back to JFK airspace.

(ACN 2029031) Air carrier Captain reported a course deviation occurred during departure from JFK as a result of the climb fixes not being properly loaded in the FMS. ATC provided vectors to a fix and handoff to another controller.

(ACN 2031250) Air carrier pilot reported a course deviation occurred during departure from JFK after they failed to load a transition fix into the FMC. ATC issued a heading correction.

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 Hooley at (408) 541-2854 or email at becky.l.hooley@nasa.gov.



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



ACN 2043844

DATE / TIME

Date of Occurrence	202310
Local Time Of Day	0601 to 1200

PLACE

Locale	JFK.Airport
State	NY
Altitude - MSL	2500

AIRCRAFT / EQUIPMENT X

ATC / Advisory - TRACON	N90
Make Model Name	Commercial Fixed Wing
Operating Under FAR Part	121

PERSON 1

Function - Air Traffic Control	Approach
ASRS Report Number	2043844

EVENTS

Anomaly	ATC Issue - All Types
Anomaly	Deviation - Track / Heading - All Types
Anomaly	Deviation / Discrepancy - Procedural - Clearance
Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Detector - Person	Air Traffic Control
Result - Flight Crew	Became Reoriented
Result - Flight Crew	Returned To Clearance
Result - Air Traffic Control	Issued New Clearance
Result - Air Traffic Control	Provided Assistance

NARRATIVE 1

I was returning from a break to the JFK area when the Departure Controller alerted me to another Runway 31L departure turning incorrectly. Since I have already filed 2 other reports today. Aircraft X, was departing Runway 31L on the JFK5 Departure, Canarsie Climb. The climb is supposed to have the departure go direct to CRI VOR, then depart CRI heading 176. Instead, Aircraft X turned right direct to his first fix of COATE. Turning right heads him right into LGA's airspace. I was told the Departure Controller quickly turned him back and it did not become an issue with LGA traffic. I do not know if the brasher warning was given. If pilots keep messing up the 31L SIDs, maybe we might have to create a temporary SID that only includes a heading so the departures can't mess it up. This is happening too frequently to ignore.

SYNOPSIS

N90 Controller reported an aircraft on the JFK5 SID turned the wrong way on initial climb. Reporter stated this is a recurring issue for departures from Runway 31L.

ACN 2033075

DATE / TIME

Date of Occurrence 202309
Local Time Of Day 1801 to 2400

PLACE

Locale JFK.Airport
State NY
Altitude - MSL 2000

AIRCRAFT / EQUIPMENT X

ATC / Advisory - Tower JFK
ATC / Advisory - TRACON N90
Make Model Name Medium Large Transport, Low Wing, 2 Turbojet Eng
Operating Under FAR Part 121

PERSON 1

Function - Air Traffic Control Departure
ASRS Report Number 2033075

EVENTS

Anomaly ATC Issue - All Types
Anomaly Deviation - Track / Heading - All Types
Anomaly Deviation / Discrepancy - Procedural - Clearance
Anomaly Deviation / Discrepancy - Procedural - Published
Material / Policy
Detector - Person Air Traffic Control
Result - Air Traffic Control Issued New Clearance

NARRATIVE 1

Once again aircraft was assigned [the] Kennedy 5 Departure Breezy Point Climb then radar vectors RBV [VOR]. Aircraft went to CRI [VOR] (on SID) and then direct RBV instead of flying CRI-223 awaiting vectors. This is an ongoing issue with the RNAV SID being temporarily unavailable to fix data issues. Queried the pilot who said in ACARS receipt it didn't mention which climb to follow and that Tower only told them to fly Canarsie Climb once airborne. Called Tower who said it was definitely sent properly in ACARS stating which climb to fly. This deviation causes the path to go into the face of LGA Arrivals. No separation loss occurred. Vector was given immediately to bring back into airspace.

Recommendation: Have clearance delivery verbalize climb with receipt of ACARS data.

SYNOPSIS

N90 TRACON Controller reported an aircraft failed to follow the Kennedy 5 Departure, resulting in a course deviation that put the aircraft into potential conflict with LGA arrivals. Controller vectored the aircraft back to JFK airspace.

ACN 2029031

DATE / TIME

Date of Occurrence	202308
Local Time Of Day	1201 to 1800

PLACE

Locale	JFK.Airport
State	NY

AIRCRAFT / EQUIPMENT X

ATC / Advisory - TRACON	N90
Make Model Name	Medium Transport, Low Wing, 2 Turbojet Eng
Operating Under FAR Part	121

PERSON 1

Function - Flight Crew	Captain
Function - Flight Crew	Pilot Not Flying
ASRS Report Number	2029031

EVENTS

Anomaly	Flight Deck / Cabin / Aircraft Event - Other / Unknown
Anomaly	Deviation - Track / Heading - All Types
Anomaly	Deviation / Discrepancy - Procedural - Clearance
Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Detector - Automation	Air Traffic Control
Result - Flight Crew	Became Reoriented
Result - Air Traffic Control	Issued New Clearance

NARRATIVE 1

After departing 31L and switching over to departure ATC gave us a heading. After we made the turn ATC asked which departure we were on. I replied that we were on the Kennedy 5, we were given another heading and asked again which departure we were given. I again restated that we were on the Kennedy 5 departure. They replied saying we were supposed to be on the Breezy Point [Climb] then gave us direct to a fix and switched us to another controller.

When inserting the departure in the FMS and when the JFK5 departure off of 31L was selected no transition was prompted. I missed that the Breezy Point Climb was on the PDC when reviewing the route. Once airborne the FO (First Officer) flew the loaded right which didn't include the Breezy Point Climb fixes. This was my first time flying out of JFK in years and missed this part of the departure while reviewing all airport information.

Having the different climbs preloaded or no part of the departure being in the FMS would have help trap the error. Having Tower give the climb name with takeoff clearance would have help catch this as well. A better review of the PDC by me would also help prevent and catch this error.

SYNOPSIS

Air carrier Captain reported a course deviation occurred during departure from JFK as a result of the climb fixes not being properly loaded in the FMS. ATC provided vectors to a fix and handoff to another controller.

ACN 2031250

DATE / TIME

Date of Occurrence 202308
Local Time Of Day 1801 to 2400

PLACE

Locale JFK.Airport
State NY

AIRCRAFT / EQUIPMENT X

ATC / Advisory - TRACON N90
Make Model Name Widebody, Low Wing, 2 Turbojet Eng
Operating Under FAR Part 121

PERSON 1

Function - Flight Crew Pilot Not Flying
ASRS Report Number 2031250

EVENTS

Anomaly Deviation - Track / Heading - All Types
Anomaly Deviation / Discrepancy - Procedural - Clearance
Anomaly Deviation / Discrepancy - Procedural - Published
Material / Policy
Detector - Person Air Traffic Control
Result - Flight Crew Became Reoriented
Result - Air Traffic Control Issued New Clearance

NARRATIVE 1

Due to significant weather our flight routing and clearance was changed multiple times plus our EDCT was changed multiple times, the final delay was roughly 2 hours and 25 minutes. The last departure Clearance we received and was the JFK5 Breezy Point Climb. We loaded in the FMC. JFK5 - CRI – RBV and the FMC should've been loaded JFK5 – CRI – RNGRR - RBV. During initial climb out ATC corrected our heading 10° to the right. We were in VFR conditions.

Cause: Rolling ATC delays and clearance changes. When we received the last Clearance we should've called clearance delivery for clarification.

Suggestions: Call ATC for clarification.

SYNOPSIS

Air carrier pilot reported a course deviation occurred during departure from JFK after they failed to load a transition fix into the FMC. ATC issued a heading correction.