

6/25/2025

FOR YOUR INFORMATION

2025-154/8-16

To: Airport Manager, John F. Kennedy Int'l Airport (JFK), NY, FAA (AEA-600) 2242128

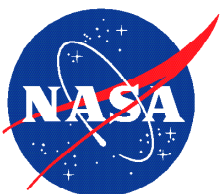
Info: FAA (AAS-1, AAS-300, AVP-1, AVP-200, AJV-A, AFS-260, AFS-200, Director of Air Traffic Operations ESA North, Runway Safety Team), A4A, AAAE, ALPA, AOPA, APA, ASAP, CAPA, ATSAP, ATSG, IATA, IBT, ICAO, ICASS, IFALPA, IPA, NATCA, NBAA, NTSB, RAA, Jeppesen Sandersen Inc.

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

Re: JFK Runway 13L CAT2 Approach Concerns

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 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 2242128**DATE / TIME**

Date of Occurrence	202505
Local Time Of Day	1201 to 1800

PLACE

Locale	JFK.Airport
State	NY
Altitude - MSL	2900

AIRCRAFT / EQUIPMENT X

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

PERSON 1

Function - Flight Crew	Pilot Flying
ASRS Report Number	2242128

EVENTS

Anomaly	Deviation - Track / Heading - All Types
Anomaly	Deviation / Discrepancy - Procedural - Clearance
Anomaly	Deviation / Discrepancy - Procedural - Published
	Material / Policy
Anomaly	Inflight Event / Encounter - Other / Unknown
Result - Flight Crew	Executed Go Around / Missed Approach
Result - Flight Crew	Requested ATC Assistance / Clarification
Result - Air Traffic Control	Issued New Clearance

NARRATIVE 1

After changing runways due to crosswinds at/exceeding CAT 2 limits, we used the 13L CAT 2. The clearance was direct KMCHI, cross BUZON at 2900 cleared ILS 13L. The intercept of the localizer is so close in that we completely missed the glideslope and missed the approach. On second attempt we studied the problem closer and VNAV'd to 1500 to capture the glideslope and all went fine. This approach is a bit odd and could use some kind of warning language to alert crews of the difficulty capturing the glideslope very close in and at a low altitude. We missed and the flight behind us missed, I am betting ATC is wondering why the high number of missed approaches? I spoke to a friend at a different airline to ask if this was a common problem, he said they are not authorized by their company to use that approach. I feel that we need to investigate this issue and warn crews about this unique approach.

Cause: Unusual approach, that is doable but could use some "heads up" notation about glideslope intercept at low altitude and close in, or something helpful.

SYNOPSIS

Air carrier pilot reported a missed approach due to glideslope intercept on ILS 13L at JFK being located at a low altitude. Reporter suggested a notation about this aspect of the approach.