

12/16/2025

FOR YOUR INFORMATION

2025-322/11-42

To: Airport Manager, John F. Kennedy Int'l Airport (JFK), NY, FAA (AEA-600, 2301471
AJV-A), Jeppesen Sandersen Inc.

Info: FAA (AAS-1, AAS-300, AVP-1, AVP-200, 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

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

Re: JFK Airport Taxiway Charting

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 2301471**DATE / TIME**

Date of Occurrence 202511
Local Time Of Day 1201 to 1800

PLACE

Locale JFK.Airport
State NY
Altitude - AGL 0

AIRCRAFT / EQUIPMENT X

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

PERSON 1

Function - Flight Crew First Officer
Function - Flight Crew Pilot Not Flying
ASRS Report Number 2301471

EVENTS

Anomaly Deviation / Discrepancy - Procedural - Clearance
Anomaly Deviation / Discrepancy - Procedural - Published
Material / Policy
Anomaly Ground Incursion - Taxiway
Detector - Person Flight Crew
Result - Flight Crew Returned To Clearance

NARRATIVE 1

After pushback from Gate XX, JFK Ramp gave us instructions to use minimum thrust, exit Sierra and contact Kennedy Ground. This matched our threat-forward briefing of getting a taxi clearance while still parallel to the terminal to avoid jet blast to the terminal.

I called Ground, stating Sierra as the location. We were 90 degrees to Sierra parallel to the terminal. Ground cleared us, "Runway 31L, taxi left Bravo. Hold short of Kilo." After readback, I looked at my Airport Moving Map (AMM) to locate Kilo. We had briefed an intersection departure from KE, but where was Kilo in that area? When I looked up, the CA had made our right turn onto Sierra Alpha. He had made the gentle half-right turn onto SA instead of following S perpendicular way from the ramp as I had expected. I told the CA we were on SA not S. Taxiway S was across an island to our right now. The taxiway location and direction signs were clear. There were no other aircraft in our quarter of the airport. The CA indicated we were going to turn left onto Bravo following Ground's instructions. We made the turn onto Bravo and changed our focus to verifying the performance for Runway 31L.

Was that Ground's intention? I had identified our position as Taxiway S and we had used SA to turn left onto Bravo. The CA followed the instructions "taxi left Bravo" using a taxiway that made sense leading away from the ramp. I am submitting this report because I think the charting is unclear and could lead to pilot deviations if Ground intends to send aircraft along Sierra perpendicular to Bravo.

Cause: When I looked at the AMM closely, I noticed that the taxiway centerline we used is labeled "S," then later "SA." Conversely, the park gates chart shows SA and S as very distinct, parallel taxiways. The taxiway

centerline we took is not shown on the 10-9 chart. SA is the easiest turn out of the ramp while using minimum thrust.

I think this ramp exit area is poorly charted and could be updated or marked as hotspot. We had identified 2 taxi threats during our brief, jet blast and the KE intersection performance planning. The CA had briefed the route but only generally described S as the exit point to turn left on Bravo to parallel 31L. I assumed this would be a series of 90-degree turns. I misused a barrier to error when I looked away from our turn to reference our hold point Kilo on my chart. Our geometry to avoid jet blast set us up with an initial turn.

How to mitigate risk: Removing the “S” label from SA could make the AMM easier to use at-a-glance. The area could be marked as a hotspot because of the mix of a diagonal taxiway centerline across island divided taxiways. As always, crews should use the charts to brief the expected routes. We did. Crews should also announce intentions and stay heads up for turns.

SYNOPSIS

Air carrier First Officer reported a possible taxiway incursion occurred at JFK due to the ramp exit area being unclearly charted and causing confusion about the location of the taxiways.