

5/27/2026

FOR YOUR INFORMATION

2026-185/7-7

To: Airport Manager, John F. Kennedy Int'l Airport (JFK), NY, FAA (AAS-1, ATM JFK Tower) 2354063

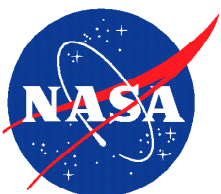
Info: FAA (AEA-600, AAS-300, AVP-1, AVP-200, AFS-260, AFS-200, Director of Air Traffic Operations ESA North, Runway Safety Team), A4A, AAAE, ALPA, AOPA, APA, ASAP, CAPA, ATSAP, ATSG, IATA, IBT, ICAO, ICASS, IFALPA, IPA, NATCA, NBAA, NTSB, RAA

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

Re: JFK Ground Conflicts

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 2354063**DATE / TIME**

Date of Occurrence	202604
Local Time Of Day	0601 to 1200

PLACE

Locale	JFK.Airport
State	NY
Altitude - AGL	0

AIRCRAFT / EQUIPMENT X

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

AIRCRAFT / EQUIPMENT Y

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

PERSON 1

Function - Flight Crew	Pilot Flying
ASRS Report Number	2354063

EVENTS

Anomaly	ATC Issue - All Types
Anomaly	Conflict - Ground Conflict, Critical
Anomaly	Ground Incursion - Taxiway
Detector - Person	Flight Crew
Result - Flight Crew	Requested ATC Assistance / Clarification
Result - Flight Crew	Took Evasive Action

NARRATIVE 1

After clearing RWY22L after landing, we were giving taxi instructions to proceed down RWY 31L to hold short of MB. Approaching taxiway KE which goes across runway 31L, we observed Aircraft Y proceeding across runway 31L in front of us, not slowing down. I braked to a stop, and we asked ATC if we should give way to Aircraft Y, the response was "uhh, yesssss" We were not told to give way to any aircraft. We did not hear Aircraft Y receive clearance to cross or to give way to us. Until we observed the aircraft cross in front of us we had not situational awareness there would be an aircraft crossing our runway in front of us.

Cause: This is the third time in 8 weeks that JFK ATC has lost track of either my aircraft or others that impede traffic flow until ATC is queried for clarification. We have had a mid-air collision and a runway fatal accident due to ATC losing situational awareness. What I often hear is "well, it's JFK", "it's JFK, that the way it is". The pilots and ATC at JFK are operating under an extreme setting of a systematic normalization of deviation of safe practices, policies, and procedures. It is a daily occurrence to hear colloquial language, American slang, incomplete clearances where the pilot is expected to interpolate what ground control is wanting them to do and were to go, and losing track of aircraft completely. This is not new. Reports for years have been filed by pilots. It is time to act. It is time for industry, FAA, and ATC to make the needed changes.

SYNOPSIS

Air carrier pilot reported a near miss with another aircraft during taxi at JFK as a result of not being notified by ATC of the crossing traffic. Reporter stated this is a frequent occurrence at JFK.