

4/6/2018

FOR YOUR INFORMATION

2018-62/8-7

1518531

To: Airport Manager, Kennedy Intl, (JFK), NY, FAA (ATM JFK ATCT)

Info: FAA (AAS-1, AAS-300, AVP-1, AVP-200, AJI-144, AJV-5, AEA-600, AFS-280, AFS-200, Director of Air Traffic Operations ESA North), A4A, AAE, ALPA, AOPA, APA, ASAP, CAPA, ATSAP, ATSG, IATA, IBT, ICAO, ICASS, IFALPA, IPA, NATCA, NBAA, NTSB, RAA

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

Re: JFK Large Aircraft Taxi Routing

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 Dennis Doyle at (408) 541-2831 or email at dennis.j.doyle@nasa.gov



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



ACN: 1518531

Time

Date: 201802

Local Time Of Day: 1801-2400

Place

Locale Reference.Airport: JFK.Airport

State Reference: NY

Altitude.AGL.Single Value: 0

Aircraft 1

Make Model Name: B777 Undifferentiated or Other Model

Person 1

Function.Flight Crew: Pilot Flying

ASRS Report Number: 1518531

Events

Anomaly.ATC Issue: All Types

Detector.Person: Flight Crew

Result.General: None Reported / Taken

Narrative 1

We were given taxi route B left on U right on CB cross 13L right on C. It was poor visibility and I was looking outside not at taxi chart. First Officer (FO) and (Relief Officer) FB had charts up. FB said CB to C was more than 90 degree turn. I took this as just helping me find it. FB was trying to tell me he thought it might be too tight. Taxi chart does not show an island in the middle of that intersection. I thought we had plenty of room since ground sent us that way. With the island in that intersection it made it an uncomfortable turn. Although we made the turn without incident, it would have been better if I had just stopped even if it had caused a big problem for ground control. The aircraft behind us refused the clearance when they saw us make the turn.

[Suggestion] Do not use that taxi route. I will emphasize to FO's that if they are at all uncomfortable with anything on the ground to just tell me to stop, then tell me what they see.

Synopsis

B777 pilot reported that taxi instructions required an excessively sharp turn onto another taxiway.