

11/22/2023

FOR YOUR INFORMATION

2023-191/5-64

To: Airport Manager, Newark Liberty Int'l Airport (EWR), NJ, FAA (AAS-1)

2036514

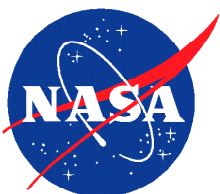
Info: FAA (AVP-1, AVP-200, AAS-300, AEA-600, AJV-A, ATM EWR ATCT, AFS-260, AJI-144, AFS-200, Director of Air Traffic Operations ESA North, Runway Safety Team), AAAE, A4A, ALPA, AOPA, APA, ASAP, ATSAP, ATSG, CAPA, IATA, ICAO, ICASS, IFALPA, IPA, NATCA, NBAA, NTSB, RAA, SWAPA

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

Re: EWR Ramp Condition

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 2036514

DATE / TIME

Date of Occurrence	202309
Local Time Of Day	1801 to 2400

PLACE

Locale	EWR.Airport
State	NJ
Altitude - AGL	0

AIRCRAFT / EQUIPMENT X

Make Model Name	Widebody Transport
Operating Under FAR Part	121

PERSON 1

Function - Flight Crew	Captain
Function - Flight Crew	Pilot Flying
ASRS Report Number	2036514

EVENTS

Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Anomaly	Ground Event / Encounter - Jet Blast
Detector - Person	Flight Crew
Result - General	None Reported / Taken

NARRATIVE 1

Ramp conditions require excessive break away thrust.

We were cleared to push to spot 8. At spot 8 there are dimples in the asphalt where the main gear is located. Maximum taxi thrust on the Aircraft X is 35% N1. Pushed thrust to 35% for several seconds and the aircraft didn't move. I had to use 50% to get out of the divots. Once the aircraft started moving normal thrust was adequate.

SYNOPSIS

Widebody transport Captain reported depressions in pavement at EWR push-back spot required thrust in excess of flight manual taxi limits to initiate movement.