

2/7/2024

FOR YOUR INFORMATION

2024-23/5-11

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

2066982

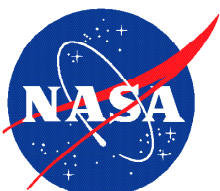
Info: FAA (AVP-1, AVP-200, AAS-300, AEA-600, AJV-A, ATM EWR ATCT, AFS-260, AJI-144, AFS-200, Director of Air Traffic Operations ESA North, Runway Safety Team), AAAE, A4A, ALPA, AOPA, APA, ASAP, ATSAP, ATSG, CAPA, IATA, ICAO, ICASS, IFALPA, IPA, NATCA, NBAA, NTSB, RAA, SWAPA

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

Re: EWR Terminal A Procedures and Taxiway Markings and Lighting

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 2066982

DATE / TIME

Date of Occurrence 202312
Local Time Of Day No Local Time Of Day Stated

PLACE

Locale EWR.Airport
State NJ
Altitude - AGL 0

ENVIRONMENT

Weather Rain

AIRCRAFT / EQUIPMENT X

ATC / Advisory - Ramp EWR
Make Model Name Commercial Fixed Wing
Operating Under FAR Part 121

PERSON 1

Function - Flight Crew Captain
ASRS Report Number 2066982

EVENTS

Anomaly Deviation / Discrepancy - Procedural - Published
Material / Policy
Anomaly Ground Event / Encounter - Other / Unknown
Detector - Person Flight Crew
Result - General Flight Cancelled / Delayed
Result - Flight Crew Became Reoriented

NARRATIVE 1

The new Terminal A (NTA) presents some issues for pilots. First, naming the taxiways with similar sounding call signs as the terminal itself is very confusing. We have Gates Alpha 10, 11, etc., and taxiway markers Alpha 10, 11, etc. Renaming the taxiways in such a way as to totally eliminate possible confusion would be of great help. Second, taxiway marking visibility. I landed during a rain event yesterday, and the markings were extremely difficult to see, especially considering that the paint is still brand new. We could really use some taxiway lighting on ALL of the ramp in order to minimize safety risks while taxiing. When I made the turn towards the gate, the self-park system was on, but neither my FO (First Officer) nor myself could see the taxi lead-in line for our gate due to the dark and the water on the ramp.

It took almost ten minutes to get the Ramp Tower, Operations, and the Ramp Personnel to understand that we were not going to taxi without traditional Marshaller guidance because we couldn't see where to make the turn. This decision was validated by the fact that the self-park doesn't line up with the centerline of the nose of the aircraft. What I thought might be a taxi line was actually something else. Having Marshalls helped, but better lighting or even an in-ground lit marker would go a long way to fixing this potential safety issue. THIS IS ONLY GOING TO GET WORSE DURING SNOW EVENTS!

SYNOPSIS

Air carrier pilot reported lack of lighting and ramp markings made it difficult to taxi and park at the new Terminal A at EWR airport.