

2/22/2023

FOR YOUR INFORMATION

2023-28/5-10

1959910

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

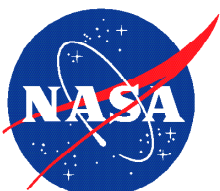
Info: FAA (AVP-1, AVP-200, AAS-300, AEA-600, ATM EWR ATCT, AFS-260, AJI-144, AFS-200, Director of Air Traffic Operations ESA North, Runway Safety Team), AAAE, A4A, ALPA, AOPA, APA, ASAP, ATSAP, ATSG, CAPA, IATA, ICAO, ICASS, IFALPA, IPA, NATCA, NBAA, NTSB, RAA, SWAPA

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

Re: EWR Airport Taxiway Charting and Signage

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 1959910

DATE / TIME

Date of Occurrence	202212
Local Time Of Day	1801 to 2400

PLACE

Locale	EWR.Airport
State	NJ
Altitude - AGL	0

AIRCRAFT / EQUIPMENT X

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

PERSON 1

Function - Flight Crew	Pilot Flying
ASRS Report Number	1959910

EVENTS

Anomaly	Deviation / Discrepancy - Procedural - Clearance
Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Anomaly	Ground Incursion - Ramp
Anomaly	Ground Event / Encounter - Ground Equipment Issue
Detector - Person	Ground Personnel
Result - General	None Reported / Taken

NARRATIVE 1

When taxiing in to park the ramp controller instructed us to "taxi via L-1 and in to the gate". The Jeppesen charts incorrectly showed the old terminal as closed and the new terminal as open. As we taxied in to our ops assigned gate in the new terminal we were told to stop by the Ramp Controller and informed we would need to use a tug to be towed out of the new terminal alley and back to the old terminal. We held on the new ramp for about 30 minutes waiting on a tow crew to bring us to the old terminal. Additionally, the old terminal is poorly lit and the gate numeral signs for the old gates are washed out by building spotlights behind the signs.

Cause - Poor taxi direction from the Ramp Controller. Poor signage and lighting at the old terminal. Most importantly, incorrect information on the Jeppesen charts.

Recommendations - Update the Jeppesen charts to show the old terminal as open and the new terminal as closed and under construction. They currently depict the entire old terminal as closed and the new terminal as open. Provide better signage and lighting on the old terminal. Instruct ramp controllers to provide more specific taxi instructions in a construction area.

SYNOPSIS

Air Carrier pilot reported incorrect Jeppesen charting and incorrect ramp controller instructions resulted in taxiing to closed terminal alley in EWR. Pilot also reported issues with the old terminal lighting and signage.