

3/7/2024

FOR YOUR INFORMATION

2024-45/5-20

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

2073542

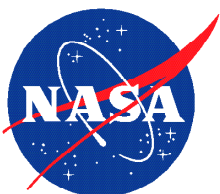
Info: FAA (AVP-1, AVP-200, AAS-300, AEA-600, AJV-A, ATM EWR ATCT, AFS-260, AJI-144, AFS-200, Director of Air Traffic Operations ESA North, Runway Safety Team), AAAE, A4A, ALPA, AOPA, APA, ASAP, ATSAP, ATSG, CAPA, IATA, ICAO, ICASS, IFALPA, IPA, NATCA, NBAA, NTSB, RAA, SWAPA

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

Re: EWR Taxiway Procedures and Markings

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 2073542

DATE / TIME

Date of Occurrence	202401
Local Time Of Day	1201 to 1800

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	Captain
Function - Flight Crew	Pilot Flying
ASRS Report Number	2073542

EVENTS

Anomaly	Deviation / Discrepancy - Procedural - Clearance
Anomaly	Ground Incursion - Taxiway
Detector - Person	Ground Personnel
Detector - Person	Other Person
Result - Flight Crew	Became Reoriented

NARRATIVE 1

First of all, having taxiways named A10, A11, and A12 right next to gates A10, A11, and A12 is super confusing. I know that's the airport authority, but something needs to be changed.

Secondly, the taxi lanes are very poorly marked and difficult to navigate, especially in the dark with a contaminated ramp surface. The lights from the terminal building are so bright, they create a major glare on the wet / snowy surfaces. It's difficult to see the taxi lines, let alone differentiate between the poorly marked taxiways.

Thirdly, the ramp controllers seem to always have a heavy accent and the instructions aren't their clearest.

Tonight we were instructed by ATC to cross Runway 22R on N and taxi to the Ramp on A10. Upon entering the Ramp on A10 the Ramp Controller cleared us to taxi to Gate A15 via A12. We were both confused because we were on A10 and it doesn't intersect with A12. I asked the Ramp Controller how we should get to A12. He then instructs us to taxi via A10, F2, A12, to A15 – all of those "Alpha's" in those instructions caused further confusion as to which gate we were parking at. Our inflight gate message said we were parking at Gate A15, not Gate A14. We briefed the taxi route to A15 and we did not receive a gate change message. During all of the confusion, we had taxied past the poorly marked, full of glare Taxiway F2. At this point our only option to get to A12 taxiway was via F3. I advised Ramp Control we were going to have to take F3 to get to our gate. In return, I was scolded because we didn't follow instructions and I kept reading the wrong gate. Again, we were assigned A14 in flight, not A15. We eventually parked at Gate A15 without further issues.

SYNOPSIS

Air carrier Captain reported a taxiway incursion at EWR. Captain stated that the taxiway and gates being similarly named are confusing and along with the poorly marked taxi lanes and taxiways, contribute to difficulty navigating taxi lanes.