

5/1/2025

**FOR YOUR INFORMATION**

2025-100/5-33

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

2224352

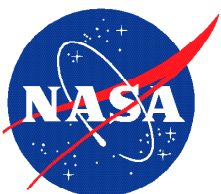
Info: FAA (AVP-1, AVP-200, AAS-300, AEA-600, AJV-A, ATM EWR ATCT, AFS-260, AFS-200, Director of Air Traffic Operations ESA North, Runway Safety Team), AAAE, A4A, ALPA, AOPA, APA, ASAP, ATSAP, ATSG, CAPA, IATA, ICAO, ICASS, IFALPA, IPA, NATCA, NBAA, NTSB, RAA, SWAPA

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

Re: EWR Taxiway Lighting 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](mailto:becky.l.hooey@nasa.gov).



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



**ACN 2224352****DATE / TIME**

Date of Occurrence	202503
Local Time Of Day	1801 to 2400

**PLACE**

Locale	EWR.Airport
State	NJ
Altitude - AGL	0

**ENVIRONMENT**

Weather	Rain
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**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	2224352

**EVENTS**

Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Anomaly	Ground Event / Encounter - Weather / Turbulence
Detector - Person	Flight Crew

**NARRATIVE 1**

We landed in EWR at approximately XA:30 local time on the evening. The weather conditions were heavy rain, which was contributing to reduced visibility. We vacated Runway 22L on Taxiway N, and our instruction after crossing 22R was to join A10. The lighting situation on the ramp surrounding the A gates is grossly inadequate, which had been briefed as a threat. My FO called Ramp and reported that we were on A10 for Gate XX. Our instruction was to join Taxiway F3 for A9. As we approached F3 there were green taxiway lights veering to the left, albeit incomplete lighting as it terminated after only three or four lights into the turn. The poor visibility combined with no lighting assistance going to the right caused some confusion, and I was left with the impression we were supposed to make a left on F3 for a gate reassignment. My FO expertly verbalized confusion as to why I was initiating a left-hand turn when Taxiway A9 was to our right. Well, there is no lighting or signage AT ALL to the right of the A10/F3 intersection, and with the reduced visibility there were no ground lines visible either. All we could really see was a black hole with the promise of construction work. Taxiing in that direction seemed like an improbable instruction and poor idea. The Ramp Controller queried why we were stopped, and my FO received clarification that we were indeed supposed to turn right onto F3 and join Taxiway A9, still assigned Gate XX. It was slow going as there was absolutely no visible ground guidance or signage, and the moving map on the Jepp app was our only real resource. As we approached the gate the situation did not improve. There were still no visible ground markings, and the ramp crew were positioned in a way that made interpreting the probable location of the J-line very difficult. We did park uneventfully, but the situation was made needlessly challenging by the intense black hole effect of that entire ramp area.

## SYNOPSIS

Air carrier Captain reported the poor visibility and lack of proper lighting, signage, and ground markings made taxiing to the gate at EWR confusing.