

10/29/2025

**FOR YOUR INFORMATION**

2025-260/5-88

To: Airport Manager, Newark Liberty Int'l Airport (EWR), NJ, FAA (AEA-600)

2283036

Info: FAA (AVP-1, AVP-200, AAS-300, AAS-1, 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, Jeppesen Sanderson Inc.

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

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



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



## ACN 2283036

### DATE / TIME

Date of Occurrence 202509  
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  
Function - Flight Crew Pilot Flying  
ASRS Report Number 2283036

### PERSON 2

Function - Flight Crew First Officer  
Function - Flight Crew Pilot Not Flying  
ASRS Report Number 2283044

### EVENTS

Anomaly Ground Event / Encounter - Ground Equipment Issue  
Anomaly Ground Event / Encounter - Weather / Turbulence  
Detector - Person Flight Crew  
Detector - Person Ground Personnel

### NARRATIVE 1

Parking in EWR while raining, shortly after heavy rain. We expected to park on a solid lead-in line per the 10-7. I only observed one lead-in line. Once we began taxiing in using the self-park it displayed a message which said ID FAIL. We immediately stopped the aircraft. Ramp plugged in and informed us we were actually on the dashed line and they needed to push us back and realign us on the solid line which we had not seen due to the volume of water on the ramp.

While we were pushed back we observed the red safety line to the side we were on to be quite faded. Additionally Ramp reported they did not have wands. Therefore, they were unable to indicate the solid line as we approached the gate. They then realigned us with the proper line and we deplaned normally.

### NARRATIVE 2

We landed in EWR that morning, during moderate rain. The runways, taxiways, and ramp were totally wet, and it was just beginning to get bright enough to see. We did not notice that Gate XX has two different parking lead-in lines. It was very hard to see on the shiny pavement, and we began parking at the gate on the wrong

line. We had two wing walkers, one on each side and two more ramp workers standing beneath a self-park screen.

The self-park screen was the model without the parallax arrow guidance system, and it was difficult to tell which direction it was facing. Both wing walkers had a set of wands, but no ramp workers beneath the self-park device had wands, and we noticed no attempt to direct us to the other line. Eventually, the self-park device directed us to stop, and we realized the mistake. After that, we coordinated with Ramp to shut engines down and be towed to the appropriate parking line.

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## **SYNOPSIS**

Air carrier flight crew reported it was difficult to see the correct lead-in line and ultimately needed to be towed to the appropriate parking line at EWR airport.