

2/20/2025

FOR YOUR INFORMATION

2025-31/11-9

To: Airport Manager, Fresno Yosemite Int'l Airport (FAT), CA, FAA (AAS-1) 2200309

Info: FAA (AAS-300, AWP-600, AFS-260, AJV-A, ATM NCT TRACON, AFS-200, AJI-144, AVP-1, AVP-200, Director of Air Traffic Operations WSA), A4A, AAAE, ALPA, APA, ASAP, ATSAP, ATSG, CAPA, IATA, IBT, ICAO, ICASS, IFALPA, IPA, NATCA, NTSB, RAA, SWAPA

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

Re: FAT Ramp Safety

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 2200309**DATE / TIME**

Date of Occurrence	202501
Local Time Of Day	1201 to 1800

PLACE

Locale	FAT.Airport
State	CA
Altitude - AGL	0

AIRCRAFT / EQUIPMENT X

ATC / Advisory - Ramp	FAT
Make Model Name	Airbus Industrie Undifferentiated or Other Model
Operating Under FAR Part	121

PERSON 1

Function - Flight Crew	Captain
Function - Flight Crew	Pilot Flying
ASRS Report Number	2200309

EVENTS

Anomaly	Conflict - Ground Conflict, Critical
Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Anomaly	Ground Event / Encounter - Ground Equipment Issue
Detector - Person	Flight Crew
Detector - Person	Ground Personnel

NARRATIVE 1

Upon arrival at FAT station, we encountered issues with gate assignment communication. The usual channels of communication failed and no one at the FAT station responded to our radio calls. Eventually, we were directed to park at Gate XX, which was not listed on our page.

Gate XX is a low-lying jetway primarily designed for regional jets. As we approached, all necessary ground personnel, including wing walkers and guide personnel, were in position, and all equipment, including the jetway, was placed outside the red safety lines. Despite this, our approach to the stop point seemed unusually long. Proceeding with caution, I advanced slowly, mindful of the jetway on our left. However, the guidance provided by ground personnel appeared confident and consistent.

After stopping and shutting down the engines, I looked back and noticed that the jetway appeared alarmingly close to the wing and left engine. Upon opening the cockpit window, I was shocked to discover just how close the engine was to the jetway – approximately one to two feet. Initially, I suspected that the ramp team had stopped us at an incorrect point for an Airbus. However, upon review, it was confirmed that we had stopped precisely on the marked “Airbus” stop point.

The outcome was concerning; we had a running engine dangerously close to the jetway, with an Operator still inside.

I raised the issue with the Ramp Supervisor, who called over the on-duty airport authority representative. During our discussion, it became evident that the airport authority had mandated the use of this particular gate for regulatory reasons, despite known constraints. The Ramp Supervisor had previously raised this issue, but the airport authority has not adjusted their gate assignment plans.

Further investigation revealed that the stop point was marked for Aircraft Y – it’s just marked “Airbus.” However, the airport authority had not accounted for Aircraft X’s differing footprint. This oversight positioned Aircraft X’s engines unacceptably close to the jetway, breaching the red safety zone.

Additionally, the jetway operator reported significant challenges with this parking position. They noted that the jetway's limited range of motion at Gate XX often results in near-collisions with the aircraft during docking and undocking procedures.

SYNOPSIS

Air carrier Captain reported a gate at FAT for Airbus aircraft does not have adequate separation between the jetway and the aircraft, and leads to near-collisions during docking and undocking procedures. The reporter stated that the aircraft's running engine was dangerously close to the jetway, where an operator was inside.