

5/21/2026

**FOR YOUR INFORMATION**

2026-179/5-49

To: Airport Manager, North Central West Virginia Airport (CKB), WV, FAA (AAS-1) 2352414

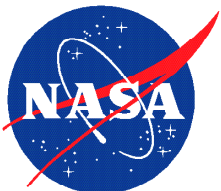
Info: FAA (AAS-300, AVP-1, AVP-200, AFS-260, AJV-A, AFS-200, AEA-600, Director of Air Traffic Operations ESA South), A4A, AAAE, ALPA, AOPA, APA, ASAP, ATSAP, ATSG, CAPA, EAA, IATA, IBT, ICAO, ICASS, IFALPA, IPA, NAFI, NATCA, NBAA, NTSB, RAA, SWAPA, Jeppesen Sanderson Inc.

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

Re: CKB 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 2352414

### DATE / TIME

Date of Occurrence 202604  
Local Time Of Day No Local Time Of Day Stated

### PLACE

Locale CKB.Airport  
State WV  
Altitude - AGL 0

### AIRCRAFT / EQUIPMENT X

Make Model Name Commercial Fixed Wing  
Operating Under FAR Part 121

### PERSON 1

Function - Ground Personnel Gate Agent / CSR  
ASRS Report Number 2352414

### EVENTS

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

### NARRATIVE 1

On an arrival at CKB the aircraft was directed to park approximately one foot right of the painted J-line. This positioning was required to allow adequate clearance for the radial-drive jetbridge to connect to the aircraft. Despite the intentional offset from standard parking markings the jetbridge clearance to the forward fuselage was minimal, estimated at approximately four feet. The local ground handler advised that the parking deviation is considered standard practice at CKB. Future jetbridge operations have been suspended until the situation can be evaluated and safely resolved.

### SYNOPSIS

CKB ground personnel reported aircraft guided in right of lead in line to accommodate the jet bridge, bringing into question the design of the painted line.