

2/9/2023

FOR YOUR INFORMATION

2023-24/5-8

1961558

To: FAA (DFW-IFO), Airport Manager, Lynden Pindling Int'l Airport, (MYNN), Nassau, Jeppesen Sanderson Inc.

Info: FAA (AVP-1, AVP-200, AFS-260, ANG-1, AFS-200), A4A, ALPA, AOPA, APA, ASAP, ATSG, CAPA, ICAO, ICASS, IFALPA, NAFI, NBAA, NTSB, RAA, SWAPA

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

Re: MYNN Taxiway Markings 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.



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



ACN 1961558

DATE / TIME

Date of Occurrence	202301
Local Time Of Day	1201 to 1800

PLACE

Locale	MYNN.Airport
State	FO

AIRCRAFT / EQUIPMENT X

ATC / Advisory - Ground	MYNN
Make Model Name	Light Transport
Operating Under FAR Part	91

PERSON 1

Function - Flight Crew	First Officer
Function - Flight Crew	Pilot Not Flying
ASRS Report Number	1961558

EVENTS

Anomaly	Deviation / Discrepancy - Procedural - Clearance
Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Anomaly	Ground Event / Encounter - Ground Equipment Issue
Detector - Person	Flight Crew
Result - Flight Crew	Became Reoriented
Result - Flight Crew	Requested ATC Assistance / Clarification

NARRATIVE 1

My Captain and I met at ZZZ to fly one ferry leg to MYNN Nassau for the first leg of my second IOE tour. I arrived prior to him and took the opportunity to review feasibility notes and international procedures because this was my first flight to the Caribbean. Everything was standard on departure and enroute. There were minor deviations from standard tasks on my part, still being on IOE. During the arrival, we had initially briefed and loaded RNAV 14, as that was a reported approach in use, and the preferred one, considering the hot spot at Taxiway Bravo. While on the descent, Nassau Approach Control changed our approach from RNAV 14 to RNAV 10 (the runway listed above is erroneous, the current numbering is Runway 10/28) and we exchanged controls in order to re-brief the approach. However, we were entering the terminal area, and it became difficult to get a complete brief.

My Captain took the controls back, and once there was a moment to mention it, I brought up the feasibility notes in chart software regarding Taxiway Bravo; specifically, that the taxiway appears from a distance to be a high-speed exit but is in fact a sharper turn and shorter taxiway than expected. We had initially briefed a long taxi to the end of 10 to avoid the hotspot altogether, but MYNN was landing and departing both runways and it was operationally not possible. In retrospect, I should have mentioned an equally important note: that the hold short lines have been faded and repainted, and that the hold short signage is offset from the hold short line. We landed and were instructed to "vacate 10 on Bravo and hold short of 14."

We took the left turn onto Bravo from Runway 10 at an appropriate speed, and as we continued taxiing, we both looked at what appeared to be multiple sets of small, faded, and nonstandard hold short markings. After crossing one but prior to the farthest marking for 14, I told the Captain "brakes," and he stopped the aircraft almost simultaneously with the MYNN Tower radio call, reinforcing, "Aircraft X hold short Runway 14." We stopped short of runway 14 before one hold short marking and the signage for Runway 14, but after another faded marking on the taxiway. Tower did not inform us of any deviation, and I believe we remained short of the Runway 14/32 hold short lines. After the traffic passed left to right on Runway 14, we received clearance to cross Runway 14 and were instructed to contact Ground. The remaining taxi to the FBO went smoothly, and the Captain and I debriefed the experience after achieving the shutdown and securing checklists and providing documentation to Customs. Although I believe we properly held short of Runway 14, to myself and the Captain, it remains unclear from both the taxi diagram and the feasibility notes which hold short marking is supposed to be complied with, as I believe there are at least four on the taxiway.

Suggestions: While the Airport Briefing page in the FDPro (FliteDeck Pro) and the Feasibility notes state that the taxiway includes non-standard and faded hold short lines, I don't believe that this fully explains issue. Including a picture in the airport briefing page, similar to the pictures included for runway briefings, would be most helpful. While my Captain and I were both aware of the potential issue, it still did not prepare us to determine which of the multiple hold short lines was most standard, and where to stop the aircraft.

SYNOPSIS

Air Carrier First Officer reported issues at MYNN with taxiway signage and faded hold short lines, resulting in confusion about the aircraft's position at a runway.