

3/19/2024

FOR YOUR INFORMATION

2024-52/5-25

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

2085076

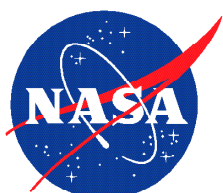
Info: FAA (AVP-1, AVP-200, AFS-260, AFS-200), A4A, ALPA, AOPA, APA, ASAP, ATSG,
CAPA, ICAO, ICASS, IFALPA, NAFI, NBAA, NTSB, RAA, SWAPA, Civil Aviation
Authority Bahamas

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

Re: MYNN Taxiway 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.



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



ACN 2085076

DATE / TIME

Date of Occurrence 202402
Local Time Of Day 1201 to 1800

PLACE

Locale MYNN.Airport
State FO
Altitude - AGL 0

ENVIRONMENT

Flight Conditions VMC

AIRCRAFT / EQUIPMENT X

ATC / Advisory - Ground MYNN
Make Model Name Medium Transport, Low Wing, 2 Turbojet Eng
Operating Under FAR Part 91

PERSON 1

Function - Flight Crew First Officer
ASRS Report Number 2085076

EVENTS

Anomaly Deviation / Discrepancy - Procedural - Clearance
Anomaly Deviation / Discrepancy - Procedural - Published
Material / Policy
Anomaly Ground Incursion - Taxiway
Detector - Person Flight Crew
Result - Flight Crew Returned To Clearance

NARRATIVE 1

Cleared by ground to leave FBO ramp via taxiway Lima and hold short of Runway 14. Ground then cleared us to cross Runway 14 Alpha hold short of Hotel. I inadvertently crossed the faded hold short markings on to taxiway Hotel and immediately stopped the aircraft. Ground control then cleared us to continue on hotel (to Runway 14 for departure). As per company policy, we had the Jeppesen airport chart displayed for both pilots to review during the taxi. The controller did not require us to make a report or to contact them by phone for a possible pilot deviation.

MYNN airport has no "hot spot" depicted on the Jeppesen chart.

Non-standard and faded taxiway markings are a contributing factor to the lack of situational awareness.

Better painted taxiway markings would have helped in preventing this deviation.

SYNOPSIS

Corporate pilot reported a taxiway incursion, indicating non-standard faded taxiway markings as a contributing factor.