

4/11/2024

**FOR YOUR INFORMATION**

2024-66/5-31

2089088

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

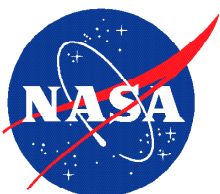
Info: FAA (AVP-1, AVP-200, AFS-260, AFS-200), A4A, ALPA, AOPA, APA, ASAP, ATSG, CAPA, ICAO, ICASS, IFALPA, NAFI, NBAA, NTSB, RAA, SWAPA, Civil Aviation Authority Bahamas

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

Re: MYNN Runway Markings and Signage Lighting

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 2089088

### DATE / TIME

Date of Occurrence 202402  
Local Time Of Day 1801 to 2400

### PLACE

Locale MYNN.Airport  
State FO  
Altitude - AGL 0

### ENVIRONMENT

Flight Conditions VMC

### AIRCRAFT / EQUIPMENT X

ATC / Advisory - Ground MYNN  
Make Model Name Commercial Fixed Wing  
Operating Under FAR Part 135

### PERSON 1

Function - Flight Crew First Officer  
Function - Flight Crew Pilot Not Flying  
ASRS Report Number 2089088

### EVENTS

Anomaly ATC Issue - All Types  
Anomaly Deviation / Discrepancy - Procedural - Clearance  
Anomaly Deviation / Discrepancy - Procedural - Published  
Material / Policy  
Detector - Person Flight Crew  
Result - Flight Crew Took Evasive Action  
Result - Air Traffic Control Issued New Clearance

### NARRATIVE 1

I was PNF/FO (Pilot Not Flying/First Officer) running checklist off north entrance FBO ramp. Taxi instructions were to taxi 14 hold short 14/32. It was dark. I was heads down at the time the PF (Pilot Flying) stated something along the lines of I think that was a hold short line. I immediately looked up to see runway 14/32 in front of us. I stated "stop". We stopped approximately 20-30 feet short runway 14/32. A couple seconds later tower cleared us to cross 14/32. Tower then asked if we saw hold short line. I stated that it was faded and that we saw it. I also stated that we were holding short runway 14/32.

Faded runway hold short lines between a FBO ramp entrance and runway 14/32. Red runway hold short signs unlighted and tall grass surrounding them both. No yellow wig wag lights installed. My head was down during taxi checklist operation.

Repaint all runway hold short lines on MYNN aerodrome. Fix back lighting existing runway red hold short signs. Cut grass around runway red hold short signs.

### SYNOPSIS

First Officer reported they almost taxied onto a runway MYNN airport without clearance as a result of faded runway hold short lines as well as a lack of illumination on signage.