

6/26/2024

**FOR YOUR INFORMATION**

2024-126/5-48

To: Airport Manager, Luis Munoz Marin International Airport (SJU), Puerto Rico, FAA (AAS-1)

2094798

Info: FAA (AVP-1, AVP-200, ATM SJU ATCT, AAS-300, ASO-600, AFS-260, AFS-200, Runway Safety Team), A4A, ALPA, AOPA, APA, ASAP, IATA, CAPA, ATSAP, ATSG, ICASS, IFALPA, IPA, NATCA, NBAA, NTSB, RAA, SWAPA

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

Re: SJU Ramp 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 2094798****DATE / TIME**

Date of Occurrence 202403  
Local Time Of Day 1201 to 1800

**PLACE**

Locale SJU.Airport  
State PR  
Altitude - AGL 0

**AIRCRAFT / EQUIPMENT X**

ATC / Advisory - Tower SJU  
Make Model Name Commercial Fixed Wing  
Operating Under FAR Part 121

**AIRCRAFT / EQUIPMENT Y**

ATC / Advisory - Tower SJU  
Make Model Name Any Unknown or Unlisted Aircraft Manufacturer

**PERSON 1**

Function - Flight Crew Captain  
Function - Flight Crew Pilot Flying  
ASRS Report Number 2094798

**EVENTS**

Anomaly ATC Issue - All Types  
Anomaly Conflict - Ground Conflict, Critical  
Anomaly Deviation / Discrepancy - Procedural - Published  
Material / Policy  
Anomaly Ground Incursion - Ramp  
Anomaly Ground Incursion - Runway  
Detector - Person Ground Personnel  
Result - Flight Crew Took Evasive Action

**NARRATIVE 1**

I was the Captain of flight from ZZZ to SJU. The flight was uneventful until just after landing at the scheduled destination, SJU Runway 10. Since the trip was for Company A, We thought the parking spot may be different than Ramp [for] Company B parking. We asked SJU Operations via VHF radio and they indicated the Company B Ramp. We indicated this to the Tower and on landing rollout, we were instructed to roll to the end of Runway 10. The Company B Ramp is to the immediate right at the end of Runway 10. Upon clearing Runway 10, as I pulled off there were several cargo cans and aircraft in close proximity to the turnoff. I mention this because I could not taxi any further forward and was concerned that the tail section of the aircraft may not be fully clear of Runway 10. It was at this time SJU Tower advised us that we appeared to be clear of the runway. It also came to our attention from ramp personnel that the Company B Ramp was in fact the incorrect ramp for this flight. Five to ten minutes later an SJU Operations vehicle arrived at our location and advised that we were not completely clear of the runway. At that moment, ground personnel were hooking up a tug to pull us away from the runway hold-short line the tail was extended over. It was also at that moment that another aircraft was on final approach to Runway 10. I advised the tug crew of this and to proceed with urgency, with regard to connecting the airplane to the tug to maneuver us clear of the runway. This did not happen in time and the airplane on final approach went around. The tug then pulled us clear of the runway, and we were ultimately able to taxi to another Ramp under our own power with no further problems.

The fact that this was a night landing is most likely the primary reason this event occurred. I say that because the San Juan Control Tower advised us we were clear of the runway when in fact we were not. The Company B Ramp area at the departure end of Runway 10 is especially dark at night with few lights illuminating the ramp and I think it was probably not easy for the Tower to see our location very well. Nevertheless, we were advised on the radio that we were clear of Runway 10. It was not until the Operations vehicle advised that we were not fully across the hold-short line that I came to know the Tower was incorrect. Also we were given the wrong information by SJU Operations to park at the Company B Ramp. The company page mentions a different Ramp for parking. We agreed Operations should know where we should park, so we acknowledged and attempted to park at the Company B Ramp. It's worth mentioning the SJU Operations individual acknowledged her mistake in directing us to the wrong ramp.

There definitely needs to be better lighting on the Company B Ramp and better, more accurate communication. A portion of our aircraft was over the hold-short line after being advised by ATC that we appeared clear.

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## **SYNOPSIS**

Air carrier Captain reported getting stuck while taxiing to the wrong parking area that was provided by SJU Airport Operations, citing inadequate ramp lighting as contributing.