

2/5/2025

FOR YOUR INFORMATION

2025-23/5-8

To: Airport Manager, Cabo San Lucas Int'l Airport (MMSL/CSL), Mexico, FAA (DFW IFO) 2197220

Info: FAA (AVP-1, AVP-200, AFS-260, AFS-200), A4A, ALPA, AOPA, APA, ASAP, ATSG, CAPA, ICASS, ICAO, IFALPA, NBAA, NTSB, Federal Civil Aviation Agency (AFAC, Mexico)

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

Re: MMSL/CSL Airport 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 2197220**DATE / TIME**

Date of Occurrence	202412
Local Time Of Day	1801 to 2400

PLACE

Locale	MMSL.Airport
State	FO
Altitude - AGL	0

AIRCRAFT / EQUIPMENT X

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

AIRCRAFT / EQUIPMENT Y

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

PERSON 1

Function - Flight Crew	Captain
Function - Flight Crew	Pilot Flying
ASRS Report Number	2197220

EVENTS

Anomaly	ATC Issue - All Types
Anomaly	Conflict - Ground Conflict, Less Severe
Anomaly	Deviation / Discrepancy - Procedural - Clearance
Anomaly	Ground Incursion - Runway
Detector - Person	Air Traffic Control
Result - Flight Crew	Took Evasive Action
Result - Air Traffic Control	Issued Advisory / Alert

NARRATIVE 1

We were at the ramp and told to pull up to and hold short of the runway and hold in the red box. Nothing is marked well on the ground and we couldn't hardly see the ground markings that were there. As we were trying to find this "red box" we went a little too far beyond the hold-short point of the runway and were asked to stop. Tower still allowed another aircraft to takeoff right after he asked us to stop immediately and then said we created a runway incursion. At no time did we ever see where we were supposed to hold because of poor markings on the ground and being unfamiliar with the airport. We were taxiing slowly and still couldn't see the box.

SYNOPSIS

Fractional Captain reported the ground markings at MMSL/CSL Airport were difficult to see and the aircraft went past the hold-short point, resulting in a runway incursion.