

4/25/2025

**FOR YOUR INFORMATION**

2025-95/5-31

2222642

To: Airport Manager, Westchester County Airport (HPN), NY, FAA (AAS-1)

Info: FAA (AVP-1, AVP-200, AEA-600, AFS-260, AFS-200, Director of Air Traffic Operations  
ESA North, Runway Safety Team), AOPA, ASAP, ATSAP, ATSG, ICAO, ICASS, NATCA,  
NBAA, NTSB, RAA

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

Re: HPN Airport Runway 11-29 Hold Short Line 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](mailto:becky.l.hooey@nasa.gov).



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



**ACN 2222642****DATE / TIME**

Date of Occurrence	202503
Local Time Of Day	0001 to 0600

**PLACE**

Locale	HPN.Airport
State	NY
Altitude - AGL	0

**AIRCRAFT / EQUIPMENT X**

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

**PERSON 1**

Function - Flight Crew	First Officer
Function - Flight Crew	Pilot Not Flying
ASRS Report Number	2222642

**EVENTS**

Anomaly	ATC Issue - All Types
Anomaly	Deviation / Discrepancy - Procedural - Clearance
Anomaly	Ground Incursion - Runway
Anomaly	Inflight Event / Encounter - Weather / Turbulence
Detector - Person	Flight Crew
Result - Flight Crew	Requested ATC Assistance / Clarification
Result - Air Traffic Control	Provided Assistance

**NARRATIVE 1**

Landing [Runway] 16 in HPN weather was very low, 2200 RVR. Upon landing we were told to roll to the end, and we did very slowly in the interest of safety. After acquiring the centerline, we notified Tower we were clear of 16. Tower instructed us to "contact Ground 121.8," I read-back "121.8." I then contacted UNICOM for a gate assignment, response was muttered and hard to understand. I then contacted Ground, then called again after no response. I checked the charts and saw the frequency was 121.82. After being heads down for a moment acquiring and dialing the frequency, I look up and start to make out hold-short lines. I say to Captain, "I think that's the hold-short line." I was too late, even with Captain's quick reaction we stopped about 4 feet over the line for [Runway] 11/29. I notified Ground and she instructed us to cross. The rest of the flight continued as normal.

Cause: Low visibility, miscommunication with ATC, unlighted holding position markings.

Suggestion: While we are at fault for this, I believe some things could have prevented us from making this mistake externally in low visibility. Tower could have corrected my readback, or the holding bars could have been lit for better recognition. For me, I could have notified the Captain that I was heads down. I could have asked Tower for a proper frequency.

**SYNOPSIS**

Air carrier First Officer reported the flight crew went past the hold short lines due to miscommunication with ATC, poor visibility, and unlit holding position markings at the airport.