

4/16/2026

FOR YOUR INFORMATION

2026-131/5-38

To: Airport Manager, Leonard M. Thompson International Airport
(MYAM/MHH), Marsh Harbour, Bahamas, FAA (MIA-IFO)

2342097

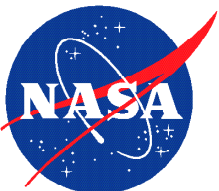
Info: FAA (AVP-1, AVP-200, AFS-260, AFS-200), A4A, ALPA, AOPA, APA, ASAP, ATSG,
CAPA, ICAO, ICASS, IFALPA, NAFI, NBAA, NTSB, RAA, SWAPA, Civil Aviation
Authority Bahamas

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

Re: MYAM Runway 27 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 2342097

DATE / TIME

Date of Occurrence 202603
Local Time Of Day 0001 to 0600

PLACE

Locale MYAM.Airport
State FO
Altitude - AGL 200

ENVIRONMENT

Weather Rain

AIRCRAFT / EQUIPMENT X

ATC / Advisory - UNICOM MYAM
Make Model Name Light Transport, Low Wing, 2 Turbojet Eng
Operating Under FAR Part 91

PERSON 1

Function - Flight Crew Captain
Function - Flight Crew Pilot Flying
ASRS Report Number 2342097

EVENTS

Anomaly Deviation - Track / Heading - All Types
Anomaly Deviation / Discrepancy - Procedural - Published
Material / Policy
Anomaly Ground Event / Encounter - Other / Unknown
Detector - Person Flight Crew
Result - Flight Crew Executed Go Around / Missed Approach
Result - Flight Crew FLC Overrode Automation

NARRATIVE 1

On Day 0, in Aircraft X, I was the PF on an empty leg from ZZZ to MYAM. The initial plan was a visual approach to Runway 09 using the RNAV as a backup, as Runway 09 tends to be more commonly used runway at this airport. This airport does not report the weather, and we were unable to pick up any other nearby weather stations. Upon arrival in the area, traffic in the pattern was operating for Runway 27, so I asked the FO what the correct downwind is. He looked it up and found the correct pattern is left traffic for Runway 27. So we joined the correct downwind for Runway 27 to integrate with existing traffic and planned to fly a visual approach to Runway 27. We did load the RNAV approach for 27 into the FMS, but with the last minute change, we did not have time to brief it. There was a small plane in the pattern and I believe two other jets making callouts further away. On the downwind on the near side of the final approach fix, I disconnected the autopilot to fly the remainder of the approach manually, as there were people lining up and back-taxiing, and the timing required that we have a short base before the FAF.

While turning onto final for Runway 27, we observed what appeared to be an aircraft positioned on the taxiway that looked as though it was holding short of the runway, as we had heard on the frequency that someone announced they were holding short. It appeared that the aircraft was waiting for traffic to land.

As the approach continued, the runway and taxiway surfaces were difficult to distinguish due to very faint runway markings and the runway surface appearing slightly wet. At approximately 200 – 300 feet, we initiated a go-around due to the lack of complete certainty about the runway markings. The aircraft remained airborne during the entire maneuver and did not touch down at any point. While our go-around was in progress, and while we were on crosswind, another pilot in the sequence directly behind us transmitted on the radio asking which surface was the runway, specifically asking whether the runway was the one on the right or the left. We believed him to be joking and responded with, “That’s why we went around.” He then responded, “No, seriously, I can’t tell, is it the right or the left?” We responded that it was the left one, and he proceeded to sidestep and land on Runway 27. Shortly afterward, the third aircraft in the landing sequence (two aircraft behind us and a jet) landed on the taxiway.

During our approach it became apparent that the runway markings were very faint, and with the runway surface wet the contrast between the runway and taxiway was reduced. One of the cues that helped clarify the situation was the ability to begin seeing yellow taxiway markings through the water, which helped distinguish the taxiway from the runway.

After parking, we went to the airport office. We spoke with airport personnel as they initially believed the aircraft may have touched down based on the amount of fuselage visible above the surrounding tree/shrub line. We clarified to the airport manager that the aircraft did not touch the ground on go-around and that the go-around had been initiated at approximately 200 – 300 feet AGL.

During the go-around and pattern activity, the aircraft immediately behind sidestepped and also went around, while the jet behind that ultimately landed on the taxiway. The only reason we were able to perform a go-around is because my FO was vigilant, and spoke up.

The runway markings at MYAM appeared very faint, and with a wet surface the distinction between the runway and taxiway was reduced. Also the jet we believed was holding short when we began our approach was actually a disabled aircraft that had turned clear of Runway 09 at the end, and was positioned to look like it was holding short. Given the radio transmissions questioning runway identification and the report of an aircraft landing on the taxiway, the condition of the markings may contribute to runway and taxiway misidentification, particularly during busy traffic periods.

We are lucky we went around and are safe, but this is clearly a problem if three aircraft in a row, two of which were operated by professional pilots, had mistaken a taxiway for a runway at an uncontrolled airport. This could have ended completely differently and tragically.

SYNOPSIS

Corporate jet Captain reported it was difficult during approach to tell apart the runway and taxiway at MYAM due to the faint runway markings and wet runway surface. Captain stated other aircraft on approach experienced the same issue.