

4/17/2026

FOR YOUR INFORMATION

2026-136/5-41

To: Airport Manager, Lynden Pindling Int'l Airport, (MYNN), Bahamas, FAA (MIA-IFO) 2340896

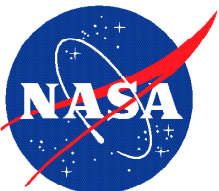
Info: FAA (AVP-1, AVP-200, AFS-260, AFS-200), A4A, ALPA, AOPA, APA, ASAP, ATSG, CAPA, ICAO, ICASS, IFALPA, NAFI, NBAA, NTSB, RAA, SWAPA, Civil Aviation Authority Bahamas

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

Re: MYNN Ramp Condition Between H4 and H5

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 2340896

DATE / TIME

Date of Occurrence 202603
Local Time Of Day No Local Time Of Day Stated

PLACE

Locale MYNN.Airport
State FO
Altitude - AGL 0

ENVIRONMENT

Flight Conditions VMC

AIRCRAFT / EQUIPMENT X

ATC / Advisory - Ramp MYNN
Make Model Name Commercial Fixed Wing
Operating Under FAR Part 121

PERSON 1

Function - Flight Crew Captain
ASRS Report Number 2340896

EVENTS

Anomaly Ground Event / Encounter - Loss Of Aircraft Control
Detector - Person Flight Crew
Result - General Maintenance Action
Result - Flight Crew Regained Aircraft Control

NARRATIVE 1

The gate was occupied upon landing and we were cleared to taxi to the apron between H5 and H4. After waiting about 10 minutes we were clear to taxi to our gate. When I released the parking brake the aircraft lurched forward and stopped. I attempted to single engine taxi but the aircraft did not move at 45% N1. The FO started the number 2 engine and the aircraft still didn't move with 2 engines at 45% N1. Ground cleared the area behind the aircraft and I increased thrust to 50% N1 and were still not able to achieve breakaway thrust.

We suspected a locked brake and called Station Ops to request Maintenance and a push crew meet the aircraft. When they arrived the tug connected and Maintenance confirmed the brakes were operating normally. Ground personnel examined the area around the main gear and stated the tires were in a pair of 6-inch divots or sinkholes. The tug even had trouble moving the aircraft initially. After being freed I decided to have the tug tow us to the gate.

The FO reported the sinkholes to Ground and Airfield Ops arrived to inspect as we were towed away. I sent an Electronic Log Book (ELB) report to inspect the gear to ensure there was no damage. There was no NOTAM about this area before we taxied there nor was there one the following day for our flight out. There are two notes on the 10-9A page about this area restricting it to Code C/D aircraft, but Aircraft X is a Code C aircraft.

SYNOPSIS

Air carrier Captain reported the aircraft's tires got stuck in 6-inch divots or sinkholes while taxiing to the gate.