

3/31/2026

**FOR YOUR INFORMATION**

2026-109/5-30

To: Airport Manager, Lynden Pindling Int'l Airport, (MYNN), Bahamas, FAA 2334071  
(MIA-IFO), Jeppesen Sanderson Inc.

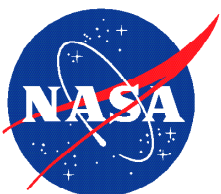
Info: FAA (AVP-1, AVP-200, AFS-260, AFS-200), A4A, ALPA, AOPA, APA, ASAP, ATSG,  
CAPA, ICAO, ICASS, IFALPA, NAFI, NBAA, NTSB, RAA, SWAPA, Civil Aviation  
Authority Bahamas

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

Re: MYNN Runway 10 Hold Short 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 2334071

### DATE / TIME

Date of Occurrence 202602  
Local Time Of Day 0601 to 1200

### PLACE

Locale MYNN.Airport  
State FO  
Altitude - AGL 0

### ENVIRONMENT

Flight Conditions VMC

### AIRCRAFT / EQUIPMENT X

ATC / Advisory - Tower MYNN  
Make Model Name Medium Transport  
Operating Under FAR Part 135

### PERSON 1

Function - Flight Crew First Officer  
Function - Flight Crew Pilot Flying  
ASRS Report Number 2334071

### EVENTS

Anomaly ATC Issue - All Types  
Anomaly Deviation / Discrepancy - Procedural - Clearance  
Anomaly Deviation / Discrepancy - Procedural - Published  
Material / Policy  
Anomaly Ground Incursion - Runway  
Anomaly Ground Event / Encounter - Other / Unknown  
Detector - Person Flight Crew

### NARRATIVE 1

Landed Runway 14 at MYNN. My PM and I had briefed a long rollout to avoid a lengthy wait for runway crossing into the ramp. We were instructed by ATC to exit the runway at Taxiway B and hold short of Runway 10. We exited the runway and immediately realized that the hold point for 10 was much further back than we anticipated, and that the space between the hold short line for 14 and 10 was only about 20 to 30 feet apart. There was insufficient room for our airplane to fit between the two lines without hanging over them. Additionally there were planes landing on both 14 and 10 so we were unable to cross the runway.

We noticed when exiting the runway that the hold short lines were so close together it was hard to decipher which one was for what runway. And very easily could have been crossed if we were not as attentive as we were. A fatigued crew likely would have crossed unknowingly due to the expectation of the hold line for 10 to be closer to the runway.

Cause: The runway hold line markings are in an odd spot and are too close together for a jet aircraft to fit between them without hanging over into the runway area.

We taxied in as far as we could to maintain a safe distance from both runways. This probably meant that we were hanging over each line by approximately 5 feet. But we were unable to notify ATC due to frequency congestion and the fact that there was an aircraft landing on Runway 10 and Runway 14.

Suggestions: A note in company app to alert crews of the odd placement of the hold line and the insufficient space for aircraft to safely clear both runways.

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## **SYNOPSIS**

Air taxi pilot reported the MYNN Runway 10 hold line markings are in an odd spot and are too close together for a jet aircraft to fit between them without hanging over into the runway area.