

4/1/2026

FOR YOUR INFORMATION

2026-113/5-32

To: Airport Manager, Clayton J. Lloyd International Airport (TQPF/AXA), 2332412
Anguilla, FAA (MIA-IFO)

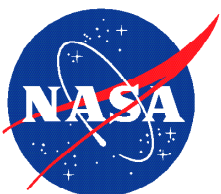
Info: FAA (AVP-1, AVP-200, AFS-260, AFS-200), A4A, ALPA, AOPA, APA, ASAP, ATSG,
CAPA, ICAO, ICASS, IFALPA, NAFI, NBAA, NTSB, RAA, SWAPA, Anguilla Air & Sea
Ports Authority

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

Re: TQPF/AXA Taxiway Lighting

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 2332412

DATE / TIME

Date of Occurrence 202602
Local Time Of Day 1201 to 1800

PLACE

Locale TQPF.Airport
State FO
Altitude - AGL 0

ENVIRONMENT

Flight Conditions VMC

AIRCRAFT / EQUIPMENT X

Make Model Name Medium Transport, Low Wing, 2 Turbojet Eng
Operating Under FAR Part 91

PERSON 1

Function - Flight Crew First Officer
Function - Flight Crew Pilot Not Flying
ASRS Report Number 2332412

EVENTS

Anomaly Deviation / Discrepancy - Procedural - Clearance
Anomaly Ground Incursion - Runway
Anomaly Inflight Event / Encounter - Fuel Issue
Detector - Person Air Traffic Control
Result - Air Traffic Control Issued Advisory / Alert

NARRATIVE 1

We started our duty day at XA:30 with a live leg from ZZZZ to TQPF. We were fuel limited due to potential showers in the area and wet runway. We were forced to divert to ZZZZ1 when Approach refused the hand-off from Center and were vectored 100 miles south of ZZZZ1 which put us in a fuel critical situation and made the crew decision to land at ZZZZ1. Upon landing in ZZZZ1 fuel recorded was roughly 1900 lb. After deciding with passengers and company we took fuel and departed for TQPF. Flight to TQPF was uneventful, passengers left and we turned the aircraft for our 91 position to ZZZ to clear customs then 91 position to ZZZ1 to get me home.

As we were taxiing out of the FBO in TQPF, Tower advised us to hold short of Runway 11 on Taxiway A due to a departing aircraft on the runway. Tower asked us if we were holding short of the runway on Alpha taxiway to which I acknowledged we were, Tower advised us we had passed the hold short markings and told traffic on runway to cancel takeoff clearance and we proceeded down Runway 11 to Taxiway E and hold short of Taxiway D to give clearance for departing traffic. Tower Controller was extremely friendly and we explained to him that due to it being "almost" dark we had a hard time locating the hold short markings.

ATC notified us of aircraft position on taxiway.

Cause: TQPF has an FBO ramp right off of Runway 11 and had very poor lighting due to it being almost dark it was extremely hard to see the hold short markings for Runway 11. Fatigue was also an issue as we diverted and had to deal with customs in ZZZZ1 and TQPF and also knowing the airport was only a day only airport when night time was fast approaching at TQPF.

We moved to a different taxiway on the airport.

We should have stopped the flight in ZZZZ1 when we diverted but due to passengers “need” to get to TQPF we decided to take them to TQPF only to realize we were feeling rushed when we waited over an hour to get out clearance to ZZZ with night time operations fast approaching.

SYNOPSIS

Fractional First Officer reported it was difficult to see the hold short markings for Runway 11 at TQPF at night.