10/21/2026 **FOR YOUR INFORMATION** 2026-361/5-108

2406727

To: Airport Manager, Juan Manuel Galvez Int'l Airport (MHRO/RTB), Roatan, Honduras, FAA (DFW-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, Honduras Civil Aviation Authority

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

Re: MHRO/RTB Airport Condition

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 2406727	
DATE / TIME	
Date of Occurrence	202609
Local Time Of Day	1201 to 1800
PLACE	
Locale	MHRO.Airport
State	FO
Altitude - AGL	0
AIRCRAFT / EQUIPMENT X	
Make Model Name	Commercial Fixed Wing
Operating Under FAR Part	121
PERSON 1	
Function - Flight Crew	Pilot Flying
ASRS Report Number	2406727
EVENTS	
Anomaly	ATC Issue - All Types
Anomaly	Deviation / Discrepancy - Procedural - Other / Unknown
Anomaly	Ground Event / Encounter - Other / Unknown
Detector - Person	Flight Crew
Detector - Person	Other Person
Result - General	None Reported / Taken
NARRATIVE 1	

Event Location: Roatán (RTB) / MHRO – Runway 07. I was operating Aircraft X from ZZZ to RTB.

Prior to departure, I thoroughly reviewed all applicable NOTAMs, Jeppesen FD Pro company pages, and available information regarding RTB airport. No pertinent warnings, cautions, or specific threat briefings were identified in the preflight materials regarding approach terrain clearance at the approach end or runway markings.

We executed the RNP Runway 07 approach. The approach was fully stable, and the aircraft remained on the lateral and vertical path and on the Runway 07 PAPIs throughout. Based on post-flight debriefing and subsequent review of the safety software animation, touchdown occurred on the first set of runway aiming point markings.

During the approach, proximity to the island situated off the approach end of Runway 07 felt visually closer than normal despite remaining on path. Upon landing, the following physical runway deficiencies were noted:

Faded Markings: The runway markings in general, and specifically the threshold markings, are heavily faded and not visible on short final.

Runway Surface: The runway surface is exceptionally rough.

Displaced Threshold at Turnaround Areas: There appears to be a displaced threshold at turnaround area at the approach end of the runway used for back-taxiing and takeoff operations that is not mentioned on Jeppesen FD Pro charts or within company page information.

Cause: Consider evaluating RTB Runway 07 approach path visuals and updating company threat pages/FD Pro charts regarding the faded runway markings, surface condition, and unmapped turnaround/displaced threshold geometry.

SYNOPSIS

Air carrier pilot reported concerns with Runway 7 markings, surface conditions, threshold geometry and approach path visuals at MHRO airport. The pilot suggested these be examined and Jeppesen charts be updated to reflect these items.