

10/17/2023

FOR YOUR INFORMATION

2023-161/5-56

2031567

To: Airport Manager, Sangster Int'l Airport, Montego Bay, Jamaica, FAA
(DFW IFO), Jeppesen Sanderson Inc

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

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

Re: MKJS Airport Taxiway 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 2031567

DATE / TIME

Date of Occurrence	202308
Local Time Of Day	1801 to 2400

PLACE

Locale	MKJS.Airport
State	FO
Altitude - AGL	0

AIRCRAFT / EQUIPMENT X

ATC / Advisory - Tower	MKJS
Make Model Name	Commercial Fixed Wing
Operating Under FAR Part	121

COMPONENT 1

Aircraft Component	Aero Charts
--------------------	-------------

COMPONENT 2

Aircraft Component	Electronic Flt Bag (EFB)
--------------------	--------------------------

PERSON 1

Function - Flight Crew	Captain
Function - Flight Crew	Pilot Flying
ASRS Report Number	2031567

PERSON 2

Function - Flight Crew	First Officer
Function - Flight Crew	Pilot Not Flying
ASRS Report Number	2031573

EVENTS

Anomaly	Aircraft Equipment Problem - Less Severe
Anomaly	Deviation / Discrepancy - Procedural - Clearance
Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Anomaly	Ground Incursion - Runway
Detector - Person	Air Traffic Control
Detector - Person	Flight Crew
Result - Flight Crew	Requested ATC Assistance / Clarification
Result - Air Traffic Control	Provided Assistance

NARRATIVE 1

Ground Control cleared us for taxi to "Runway 07 via F and A" after a second call with no response from ATC. The NOTAMs on the release and WSI described changes in the AIP (Aeronautical Information Publication) which I could not find on the Jepp App. The briefing did show a pictorial with the taxiway markings change. As we got closer to the runway end on Taxiway A, I crossed the new runway Hold Short markings which are no longer located perpendicular to the runway. The FO (First Officer) promptly let me know and we stopped the aircraft on Taxiway A parallel to the runway facing west. At the time there were no other traffic taxing nor there were aircraft on approach to Runway 07. After we acknowledged the mistake with ATC we were cleared for an uneventful takeoff.

The following played a role in my mistake:

Excess complacency from past experience. The old taxiway markings are painted over with bright black paint with the same shape and form which caused confusion as they stand out more than the new markings as we got closer to the runway threshold. The briefing pictorial shows Taxiway A as part of the taxiway perpendicular to the runway. Since we were cleared to taxi via "F and A" evidently my thought process was to follow Taxiway A all the way to runway end.

NARRATIVE 2

When taxiing to Runway 07 in Montego Bay, I was working through my before takeoff flow when I noticed that the aircraft was being taxied over a hold short line. At first this was confusing to me because we were still quite far from the departure end of the runway. I immediately told the Captain that it appeared that we had just crossed a hold short line. He immediately stopped the aircraft. We had a discussion for a moment about how the hold short line appeared to be directly in front of us, where we had expected it to be. Upon further inspection we realized that this was the old hold short line that had been painted over, the new black paint was a different color than the surrounding pavement and in the bright sunlight, this was a bit difficult to understand that the old hold short line was being covered. Shortly after this the Tower had advised us that we had crossed the hold short line, but no conflict existed and we were cleared for takeoff.

SYNOPSIS

Air carrier flight crew reported an inadvertent runway incursion was the result of confusion regarding the hold short lines on Taxiway A for Runway 7 at Montego Bay/Sangster International Airport. The lines had been painted over with black paint and are more prominent than the current hold lines.