

3/14/2024

**FOR YOUR INFORMATION**

2024-49/5-23

To: Airport Manager, Merida Int'l Airport (MMMD), Merida, Mexico, FAA  
(DFW-IFO)

2075968

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

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

Re: MMMD Runway and 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](mailto:becky.l.hooey@nasa.gov).



Aviation Safety Reporting System  
P.O. Box 189 | Moffett Field, CA | 94035-0189



## ACN 2075968

### DATE / TIME

Date of Occurrence	202401
Local Time Of Day	1201 to 1800

### PLACE

Locale	MMMD.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	First Officer
Function - Flight Crew	Pilot Not Flying
ASRS Report Number	2075968

### PERSON 2

Function - Flight Crew	Captain
Function - Flight Crew	Pilot Flying
ASRS Report Number	2075987

### EVENTS

Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Anomaly	Ground Incursion - Runway
Anomaly	Ground Incursion - Taxiway
Detector - Person	Air Traffic Control
Detector - Person	Flight Crew
Result - Flight Crew	Became Reoriented
Result - Flight Crew	Requested ATC Assistance / Clarification
Result - Air Traffic Control	Provided Assistance

### NARRATIVE 1

After pushback and normal engine start, we requested for taxi. Active runway was 10. Tower instructions were taxi via Bravo left on Alpha and hold short of Runway 10. After clearing the Ramp area, we proceeded to Runway 10 via Bravo and Alpha. Captain called for "below the line" while on Alpha. While running the checklist during taxi, we inadvertently crossed the displaced threshold of Runway 10. I informed Tower of the situation, and we were given further instructions to taxi via Alpha right onto Runway 18 right on Bravo, right on Alpha, and short of Runway 10. While holding short, we both recognized the poor hold-short markings for Runway 10. There wasn't a clear color distinction between the hold-short line, the taxiway, and the displaced threshold for Runway 10, which made it difficult to distinguish. We departed to ZZZ with no further incident.

Cause: Poor hold-short markings, poor color distinction between, hold-short line, Taxiway Alpha, and displaced threshold for Runway 10.

Re-paint all runway markings, especially the hold-short lines.

## NARRATIVE 2

Normal operations during preflight and pushback in MID from Gate XX. Briefed short taxi so did Before Takeoff Checklist down to the line after pushback and engine start while on the Ramp. Cleared to taxi to Runway 10 via out Taxiway Bravo and left on Alfa to hold short of Runway 10. Turning on to Alfa, called for and started to run “below the line” items. While taxiing and running checklist, realized that we had crossed over halfway across the displaced threshold area of Runway 10. We continued to cross and clear the runway area and then stopped. We advised ATC and they calmly replied continue taxi on Alfa, hold short of Runway 18. We complied. ATC then had us taxi down Runway 18 to turn right on Taxiway Bravo and right on Alfa to hold short of Runway 10’s displaced threshold again. We were then cleared for takeoff on Runway 10.

Cause: Language barrier – speaking Spanish to all aircraft except ours. Airport markings near runway threshold and hold-short area were very poorly delineated and faded. Mind cluttered due to earlier sorting out of issues with crew schedule over an erroneous assignment. iPad zoomed in too far at start of taxi. Had runways mixed up in my mind and had been cleared to 10, so assumed to cross runways all the way to 10. Airport unfamiliarity – small and assumed to be easy.

Always verify taxi clearances with a visual on the iPad taxi diagram. Never divert attention until I have recognized my hold-short point and have a plan of when and where I will stop. Spend more time especially at unfamiliar airports establishing a “plan.”

## SYNOPSIS

Air carrier flight crew reported crossing over the displaced threshold area of MMMD Runway 10 without clearance. The crew stated it was hard to distinguish the hold-short line, taxiway, and displaced threshold of the runway, and suggested that the runway markings to be repainted for better clarity.