

6/4/2024

**FOR YOUR INFORMATION**

2024-112/5-44

To: Airport Manager, La Aurora Int'l Airport (MGGT/GUA), Guatemala, FAA  
(DFW-IFO)

2113813

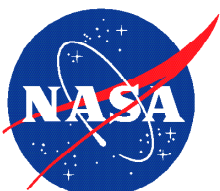
Info: FAA (AVP-1, AVP-200, AFS-260, AFS-200), A4A, ALPA, AOPA, APA, ASAP, ATSG,  
CAPA, ICASS, ICAO, IFALPA, NBAA, NTSB, General Directorate of Civil Aeronautics  
(DGAC GT)

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

Re: MGGT/GUA Airport Lighting, Markings, and Pavement Issues

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 2113813

### DATE / TIME

Date of Occurrence 202404  
Local Time Of Day 0001 to 0600

### PLACE

Locale MGGT.Airport  
State FO  
Altitude - AGL 0

### ENVIRONMENT

Flight Conditions VMC

### AIRCRAFT / EQUIPMENT X

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

### PERSON 1

Function - Flight Crew Captain  
Function - Flight Crew Pilot Flying  
ASRS Report Number 2113813

### EVENTS

Anomaly Conflict - Ground Conflict, Less Severe  
Anomaly Deviation / Discrepancy - Procedural - Published  
Material / Policy  
Anomaly Ground Incursion - Runway  
Anomaly Ground Event / Encounter - FOD  
Anomaly Ground Event / Encounter - Person / Animal / Bird  
Detector - Person Flight Crew  
Result - Flight Crew Requested ATC Assistance / Clarification  
Result - Air Traffic Control Issued New Clearance  
Result - Air Traffic Control Provided Assistance

### NARRATIVE 1

Taxiing out to Runway 20 at night for takeoff. Waiting for arrival traffic to land Runway 2. Sitting short of a runway/taxiway when we noticed ahead there were what appeared to be 2 cars parked right on the edge of the runway. About 500 south of the runway displaced threshold on the west side. No lights on at all on the cars and no beacons. Turned on my lights to confirm. And just as I was asking Tower about these vehicles another aircraft landed on Runway 2 and rolled out sufficiently to come abeam these vehicles. After Tower was queried the vehicles were moved from that location to the infield on the west taxiway. We were subsequently cleared to back taxi into position and then take off. But as we passed that location on the runway for takeoff, our lights revealed that they still had what appeared to be a concrete saw (large one on wheels) sitting just a few feet off the runway edge. These guys had been out there grinding concrete in the middle of the night just off the edge of the runway with cars parked right there 3 feet away from an active runway. And the only reason they moved is because we called them out on it.

Additionally. The west taxiway north of the Tango Taxiway is now fresh asphalt, but there are no stripes and only blue edge lights. The whole airport is dark and dank. west taxiway south of Taxiway U has also

deteriorated to the point I would not taxi again on it. Huge potholes and broken asphalt. It's so dark you don't see it till you are right on top of it.

This is all very dangerous. And impossible to see. The vehicles and equipment had me so rattled I just about refused the whole operation. Unbelievable.

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## **SYNOPSIS**

Air carrier Captain reported La Aurora Airport, Guatemala (MGGT) lacks proper lighting, ground markings and has numerous potholes and broken asphalt. Captain stated they observed vehicles and construction equipment near the runway not visible at night as another aircraft landed.