

10/10/2024

**FOR YOUR INFORMATION**

2024-187/5-63

To: FAA (DFW-IFO), Airport Manager, Juan Manuel Galvez Int'l Airport (MHRO),  
Roatan, Honduras 2160369

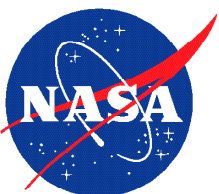
Info: FAA (AVP-1, AVP-200, AFS-260, AFS-200), A4A, ALPA, AOPA, APA, ASAP, ATSG,  
CAPA, ICAO, ICASS, IFALPA, NAFI, NBAA, NTSB, RAA, SWAPA, Honduras Civil  
Aviation Authority

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

Re: MHRO/RTB Runway 07 Pavement 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](mailto:becky.l.hooey@nasa.gov).



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



## ACN 2160369

### DATE / TIME

Date of Occurrence 202408  
Local Time Of Day 0601 to 1200

### PLACE

Locale MHRO.Airport  
State FO  
Altitude - AGL 0

### ENVIRONMENT

Flight Conditions VMC

### AIRCRAFT / EQUIPMENT X

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 2160369

### PERSON 2

Function - Flight Crew First Officer  
Function - Flight Crew Pilot Not Flying  
ASRS Report Number 2160353

### EVENTS

Anomaly Flight Deck / Cabin / Aircraft Event - Illness / Injury  
Anomaly Deviation / Discrepancy - Procedural - Published  
Material / Policy  
Anomaly Ground Event / Encounter - Other / Unknown  
Detector - Person Flight Crew  
Result - General Physical Injury / Incapacitation

### NARRATIVE 1

Operating Flight ZZZ- RTB, on the arrival into RTB, around 2500 ft AGL as the PF, I transitioned from the RNV RNP 07 to a visual approach. Due to the short runway max autobrakes were selected with flaps 30 for the landing.

Touchdown was firm occurring within the first 500 - 1000 ft of the runway. On landing rollout due to the very rough runway surface the airplane was shaken and rocked considerably until it was well below 80kts. On the rollout just past taxiway Bravo a very noticeable dip in the runway brought the PF and PNF against the shoulder seatbelt restraints, with our heads almost hitting the overhead panel.

I've reported this runway previously for its very rough condition and state of disrepair resulting in violent shaking of the aircraft vertically and horizontally on rollout. The runway surface has not improved since my last verbal report 2 years ago to the Chief Pilot. Now more than ever it's becoming unsafe for the passengers and the crew.

After we arrived at the gate a couple of the FAs stated they were injured as a result of the hard landing. This was a firm landing on a short field that has a very uneven and patch work repaired runway surface. To reiterate- this was not a hard landing. I did inform the FAs that we too experienced borderline violent motion in the flight station as a result of a very rough runway surface on rollout.

As a side note, the FAs said numerous overhead bins opened on the rollout. While parked at the gate I was conversing with the RTB ops agent and he even recognized the poor condition of the runway saying it's almost a daily occurrence that aircraft arrive with bins open and pax questioning what happened.

After notifying the Chief Pilot verbally via phone of the arrival, rollout and FA injury situation, the FAs were put in touch with their Manager. At this point the FAs stated they were ok to continue and could perform their duties unhindered.

One of the FAs claimed she had irritated a bulging disc and was experiencing numbness in her right leg but would be ok to continue after her previously prescribed medicine for this condition took affect.

I conducted a preflight brief with all 4 FAs before continuing the return flight, RTB - ZZZ, and they were all in agreement that they were fully capable and able to perform their duties and to continue back to ZZZ.

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## **NARRATIVE 2**

After landing in Roatan Honduras, when arrived at gate some Flight Attendants complained that it was a hard landing (apparently some overhead baggage compartment doors popped open) and because of that their back hurts (back pain).

It was NOT a hard landing at all, it was a regular firm landing in the Touchdown Zone at a short 6800 ft uneven pavement runway with lots of pot holes from the beginning to the end. We landed with flaps 30 and Auto brakes set to max. Capt. explained to flight attendants that it was not a hard landing but a very rough, unpleasant, and uncomfortable ride from touchdown to rollout due to uneven pavement. Chief Pilot was called by Captain because some Flight Attendants claimed they had to take some medication for their back pain but they were able to perform their duties including evacuation if it was required. FA's agreed to continue working and next flight RTB-ZZZ departed on schedule as normal with no other issues.

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## **SYNOPSIS**

Air carrier flight crew reported a concern with the condition of the runway and taxiway surface at MHRO/RTB being in disrepair. As a result of the airport surface conditions, overhead bins opened on landing due to aircraft shaking and two flight attendants reported injuries.