

LYNDEN PINDLING INTL AIRPORT

MYNN

Elevation : 16 ft

Nassau, Bahamas

[Airport Website](#)

Airport Overview

Lynden Pindling was formerly known as Nassau International. It is the largest gateway into the country. There are several major airlines that service the airfield on a regular basis. Hotel accommodation is readily available; however, transport to and from the field can be a challenge from the FBO's. Due to the tropical nature of the climate there are no instrument approaches to the field. This means extra caution is required to ensure correct runway alignment. As a note of interest, Miami Center is responsible for the en-route portion of the air traffic network in the Bahamas. UHF radio is not required departing from any of the Florida Airfields; however, correct equipment must be installed and trained prior to utilizing WATRS airspace for destinations outside of FL. Nassau has a fairly casual attitude towards Air Traffic Control. Heightened vigilance is recommended as frequent non standard operations take place. Use of a handler is recommended to ease customs and facility requirements.



Longest Runway

RWY 14/ 32:

10,925 ft

Lowest Published Approach Minimums

ILS RWY 14:

232' (217') V1200m



Updated: April 2023

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Runway	Surface	Light System	Runway Length	Runway Width	LDA	TDZE
14	Asphalt	HIRL, PAPI (L), SSALS	10,925 ft	150 ft	BYND G/S: 9,847 ft	15 ft
32	Asphalt	HIRL, PAPI (L)	10,925 ft	150 ft	10,925 ft	14 ft
10	Asphalt	HIRL, ODALS (non-std), PAPI (L)	8,302 ft	150 ft	8,016 ft	14 ft
28	Asphalt	HIRL	8,302 ft	150 ft	8,302 ft	14 ft

Approach Review

RWY 14	RWY 32	RWY 10	RWY 28
ILS, RNAV (GNSS), VOR Y, VOR Z	RNAV (GNSS), VOR Y, VOR Z, SRE	RNAV (GNSS), VOR Y, VOR Z	NONE

ATC

TOWER: 119.50/ 134.55

Yes

No

Notes: Curfew/Nighttime Restrictions: Arrivals/departures prohibited between 2200-0500 LT

ARFF on airfield

Nearby VOR's

- ZQA r312/1.4N NASSAU VOR/DME 112.7

Terrain/Obstacles

- Multiple Towers in close proximity. Tallest tower is a twin tower 5 NM to the east of the field at 461' MSL (363 AGL)
- Crane operating from Monday to Saturday 0900-1500 UTC and 1900-2100 UTC below 60' AGL on approach end of RWY 14
- Expect ships with masts up to 280'.



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AF/D Notes of Interest

- Caution: Prohibited Area (missile range) MY(P)-3002 & Danger Area MY(D)-3002 located 3NM SW of field.
- Runway Load Bearing: 14/32: PCN 52 /F/C/X/T; 09/27: PCN 52 /F/C/X/T.
- Special IFR Departure Procedures for SW, W, and NW bound traffic operating in the prohibited area.
- The airport is equipped with a low level windshear alert system (LLWAS).
- Radio required.
- Minimum safe altitude over city is 1500'.
- All movements on the airport maneuvering areas, except vehicles on aprons and service roads, are controlled by ATS.
- Aircraft engine test runs shall be conducted only at the end of Taxiway H prior to intersection to Rwy 14 for aircraft weighing 15,000 lbs or more.
- ATS provides positive radiotelephony control over all movements on the taxilanes.
- RWY 28 is used strictly for visual maneuvering.
- Taxi Lane 2 between H1 and H2; and Taxi Lane 6 between H3 & H4/H5 are restricted to Code C aircraft. At pilot's discretion, up to and including Code D aircraft may be permitted under the following conditions:
 - The aerodrome operator, NAD and ATC are notified and approve of the special operation prior to the commencement;
 - The taxi lane is free from aircraft or vehicles; and
 - The marshal and wing—walkers escort the aircraft clear of the taxi lane.
- Apron 2: Medium and small aircraft must request and receive approval for pre-taxi, engine start and taxi instructions/directions. The aircraft operator must provide apron and aircraft stand location to ATS when making such requests.
- Aircraft stands C56-C59 have limited sight availability from the Nassau Tower. Pilots must exercise Extreme Caution in these areas.

Safety Factors

- Towers in close proximity to airfield
- Tropical weather patterns
- Radio Confusion (accent)
- At least one runway may not be grooved
- Extensive VFR traffic below 10,000' in vicinity of airport
- Faded Runway/Taxiway Markings

Additional Airport Notes

- Oxygen facilities unavailable
- Repair facilities unavailable
- Landing fee
- Starting unit unavailable
- Customs are available without restriction

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Accident/incident History

A search of available databases revealed 14 reports between 2018 and 2023. 12 of the reports were pertinent to risks at the airport. There were 8 bird strikes, 1 runway excursion where low level windshear was a contributing factor, 2 runway incursions, and 1 report of a corporate jet operating under part 91 of the CFR's narrowly missing a runway incursion due to confusing chart layouts in their EFB and very faded runway and taxiway markings on the airport surface. One of the runway incursions was a result of ATC clearing another aircraft for takeoff from an intersecting runway prior to the aircraft on their landing roll vacating the runway. The second runway incursion cited fatigue, task saturation, and airport signage and marking issues as contributing factors. These reports highlight the need for appropriate briefings, CRM, and familiarization with the chart prior to conducting operations at MYNN.

Weather Remarks

- Obstruction to visibility highest incidences occurs from NOV to May averaging 10 days per month.
- Reports of fog are highest from DEC through FEB, ranging between 5 and 7 days per month.
- Haze/smoke is reported an average of 7 days per month throughout the year.
- Hurricane season is from June 1st to NOV 30th, peaking in September.

	Dec-Feb	Mar-May	Jun-Aug	Sep-Nov
① Precip Amount	45 mm 1.8 in	80 mm 3.1 in	167 mm 6.6 in	141 mm 5.5 in
Other Precip	1 day Thunderstorms	2 days Thunderstorms	12 days Thunderstorms	5 days Thunderstorms
IMC	1%	1%	1%	<1%
Prevailing Winds	E-8 kts	E-9 kts	E-7 kts	E-8 kts
Low Temp	18°C 65°F	21°C 69°F	25°C 77°F	23°C 74°F
High Temp	25°C 77°F	27°C 81°F	31°C 88°F	29°C 85°F

① Annual precipitation totals 129 cm (50.6 in).

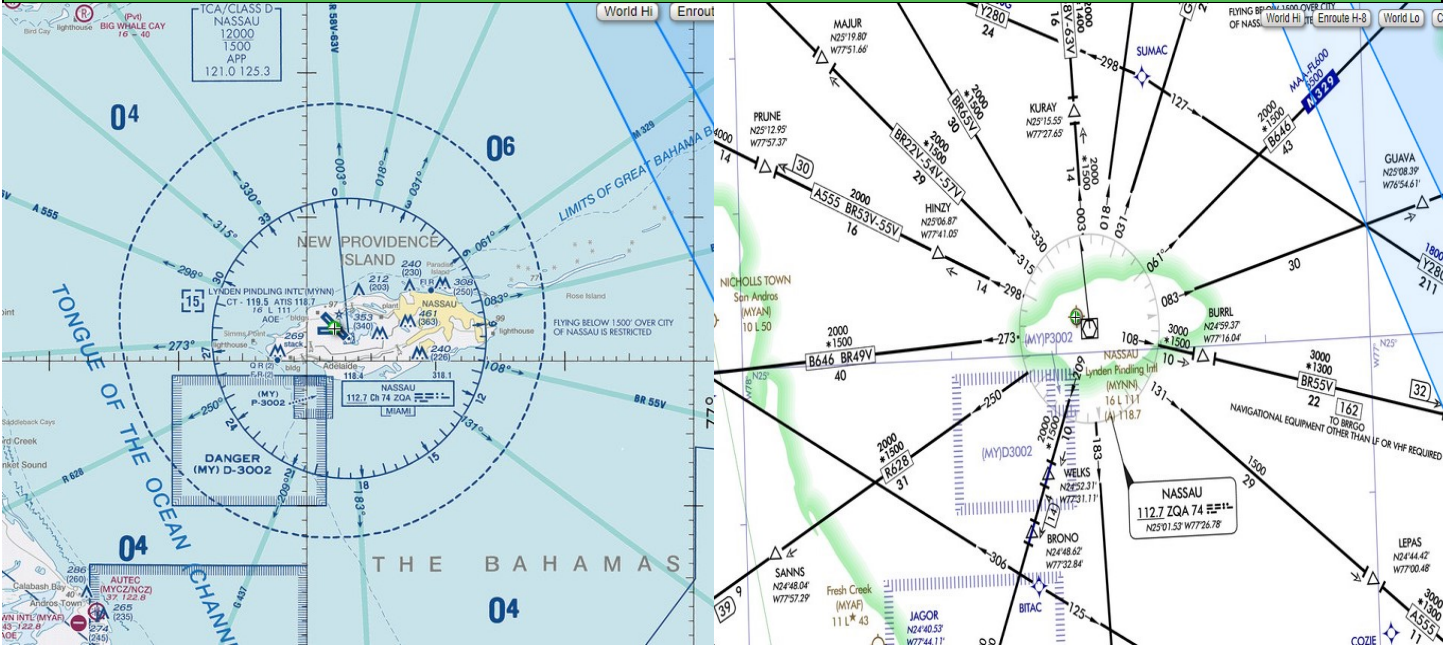
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Additional Items:



Risk Analysis

Hazard	(Optional) Mitigations—Please fill in your own company mitigations
Towers in close proximity to airfield	
Weather	
Radio Confusion	
Extensive VFR traffic below 10,000' in vicinity of airport	
Faded Runway/Taxiway Markings	
Non-grooved runway (decreased landing performance/slippery runway)	