



U.S. Department
of Transportation
**Federal Aviation
Administration**

Western-Pacific Region
Honolulu Flight Standards District Office

135 Nakolo Place
Honolulu, HI 96819-1845

Telephone: (808) 837-8300
Facsimile: (808) 837-8399

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Subject: Runway Incursions at and around Honolulu International Airport (HNL)

Dear Honolulu-based CFI:

Honolulu International Airport continues to experience surface incidents and pilot deviations which are a threat to aviation safety. In many cases, general aviation pilots are involved and the FAA hopes that flight instructors will assist us in providing consistent and high quality ground and flight instruction related to operations at towered airports including Honolulu. Recent problems experienced at HNL include:

- Failure to identify and hold short of the Runway Hold Bars between Runways 4L/8R and 4R/8L. These hold short lines are nonstandard and CFIs are asked to please emphasize their use at this airport.
- A takeoff was made in the opposite direction than the runway specified in an air traffic clearance.
- Aircraft have exited the runway after landing in a direction contrary to the ATC instruction.
- Aircraft have landed on a runway other than the one specified in the ATC landing clearance. High winds during a base turn and possible misidentification of a runway have been identified as possible problems.
- Aircraft have taxied to a ramp destination after landing without contacting ground.
- Aircraft have entered movement areas and crossed runway hold short bars without obtaining ATC clearance.

The Honolulu Flight Standards District Office is asking you to consider the above identified problems and ensure they are addressed in primary flight training, renter check outs and flight reviews. Importantly, we are asking all instructors to set a good example in their personal actions as a pilot. Please emphasize best practices that include the following:

- Use of surface charts for all taxi operations
- Identification of hot spots
- Write down taxi clearances
- Request progressive taxi instructions and/or obtain clarification of instructions if necessary
- Follow “Sterile Cockpit” procedures (avoid all unnecessary communications or actions not directly related to taxi)
- Use standard phraseology with ATC (i.e., always read back assigned runway, aircraft identification number, and any hold short instructions)
- Utilize FAA recommended aircraft lighting

There have been some incidents that occur at HNL during nonstandard runway configurations (sometimes based on surface winds) where pilots are called upon to operate on a surface route or a runway they are not accustomed to. CFIs should prepare their students and clients for these eventualities and emphasize the importance of slowing down and making sure of what is instructed by ATC.

Finally, we are asking all CFIs to consider making themselves available for meetings with local ATC personnel to openly discuss problems experienced at this airport and to explore ideas for fixing any problems. Your local FAAS Team Manager will be contacting your school/organization shortly in this effort to improve communications and to effect positive change. Your participation and support will be greatly appreciated.

For further information, please contact Scott Allen, FAAS Team Program Manager, Honolulu Flight Standards District Office, WP-13, at 808-837-8351.

Sincerely,



KC Yanamura
Manager

Avoid Loss of Situational Awareness between HNL Runways 4L and 4R



The problem: There have been numerous pilot deviations involving Taxiways C, D, E, & F between HNL International Airport's Runways 4L and 4R. Pilots are not recognizing the 'hold short line' that applies to their direction of taxi due to an unusual configuration.

Why: Honolulu International Airport was designed many years ago and Runways 4L and 4R do not meet current FAA design standards because they are so close to each other. Current Runway Safety Area requirements resulted in an overlap of taxiway pavement that must be protected from any obstacles that might pose a hazard to aircraft using the associated runway. For this reason, the airport has established 2 hold short markings on taxiways in between the runways and their positions may appear to be reversed. The hold short bar that applies to a direction of taxi is NOT always the one closest to the runway.

What to Do: Refer to the attached picture and note how the first hold short bars have 2 solid lines indicating a pilot must have air traffic approval prior to crossing. Do not cross these lines without the specific direction of ATC. Again referring to the picture, note the second set of hold short lines that are next to the runway. Note the dashed lines facing you. These indicate that, once cleared to proceed, you can cross these lines without specific instruction. If you were to be taxiing in the opposite direction, you would again face 2 solid lines; again, requiring you to stop and obtain ATC approval prior to crossing. Note that compliance with the hold short markings between Runways 4L and 4R at HNL will result in your not clearing the runway behind you. This is an acceptable consequence of meeting the Runway Safety Criteria and ATC is aware of it and plan traffic flow accordingly.

For Reference: Please Review AIM, Chapter 2 Aeronautical Lighting and Airport Visual Aids, Section 3, Airport Marking Aids and Signs. "...Runway Holding Position Markings... indicate where an aircraft is supposed to stop when approaching a runway. They consist of four yellow lines, two solid and two dashed... The solid lines are always on the side where the aircraft is to hold." (underscore added)



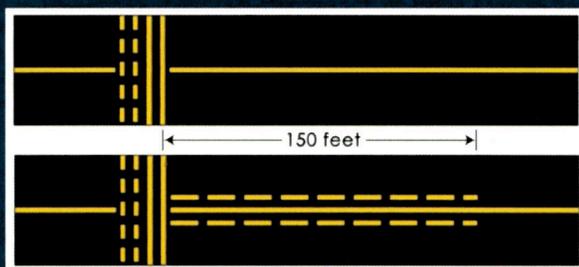
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Have you seen the new Enhanced Taxiway Centerlines?

The Federal Aviation Administration has changed the standard for taxiway centerlines to alert pilots and vehicle drivers as they approach a runway holding position marking. Enhanced Taxiway Centerlines now are installed at all certificated airports in the United States.

Description of the Enhanced Taxiway Centerline:

- Dashed yellow lines on both sides of the taxiway centerline.
- The enhanced centerline will extend up to 150 feet before the runway holding position marking.
- The enhanced centerline will sometimes include surface painted red and white runway pair indicators (shown in photos) in addition to the typical lighted runway indicator signs.



Existing
Centerline

Enhanced
Centerline

Pilot and Driver Action:

- Encountering the enhanced taxiway centerline means that you are approaching a runway holding position.
- You Should go into a “heads-up” mode to determine the exact location of the holding position. Cross check your taxi instructions - are you required to “hold short?” The answer is always “YES” unless you have been authorized to cross, take off, taxi or drive along the runway, or taxi onto the runway in anticipation of a takeoff instruction.



<http://www.faa.gov/go/runwaysafety>