

3/7/2024

FOR YOUR INFORMATION

2024-47/5-22

2071666

To: Airport Manager, Honolulu Intl, (HNL), HI, FAA (AAS-1)

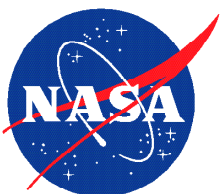
Info: FAA (AAS-300, AVP-1, AVP-200, AJI-144, AWP-600, AFS-260, AFS-200, Director of Air Traffic Operations WSA, Runway Safety Team), A4A, AAEE, ALPA, AOPA, APA, ASAP, CAPA, ATSAP, ATSG, ICAO, ICASS, IPA, NATCA, NBAA, NTSB, RAA

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

Re: HNL Taxiway Markings and Barriers

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.



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



ACN 2071666

DATE / TIME

Date of Occurrence 202401
Local Time Of Day 1801 to 2400

PLACE

Locale HNL.Airport
State HI
Altitude - AGL 0

AIRCRAFT / EQUIPMENT X

ATC / Advisory - Ground HNL
Make Model Name Commercial Fixed Wing
Operating Under FAR Part 121

PERSON 1

Function - Flight Crew Captain
ASRS Report Number 2071666

PERSON 2

Function - Flight Crew First Officer
ASRS Report Number 2071665

EVENTS

Anomaly Conflict - Ground Conflict, Less Severe
Anomaly Deviation / Discrepancy - Procedural - Clearance
Anomaly Deviation / Discrepancy - Procedural - Published
Material / Policy
Anomaly Ground Incursion - Taxiway
Detector - Person Flight Crew
Result - Flight Crew Requested ATC Assistance / Clarification
Result - Air Traffic Control Provided Assistance

NARRATIVE 1

We had just landed on Runway 26L at HNL Airport. Tower said exit on R3 left on "R" call GND. We got taxi instruction from GND to taxi on "J" and hold short [Runway] 26R on "J." As we approached 26R on "J," GND gave further instructions of, "Continue on "J" cross Runway 26R, "A" to the Ramp." As we crossed 26R we realized we were actually on "A" now because "A" also crosses Runway 26R at the same spot. Taxiways J, A, V, T, and M all intersect at the end of the runway.

On the north side of the runway Taxiway "A" makes a 90-degree right turn. We stopped before making this turn because we saw a taxiway closure marker on the taxiway. These are things that look like wooden chocks with some red tape on them. They are hard to see until you get close to them especially in low light. The sun had just set.

We called GND Control and told them we made a wrong turn onto A and we now have a barrier in front of us on Taxiway "A." They said hold position and the GND crews would move the blocks. We watched the GND crew remove the blocks, then called GND back. Now GND said the GND crew wanted us to shut down and be towed because they were worried we would blast them. Note, no one was working on the taxiway at the time, everyone on the GND crew was in trucks. So we shut down the engines and waited for a tow down "A" and to our Ramp. There were no remarks on the ATIS of any taxiway closure or runway closure.

I believe those wooden chocks with red tape on them are not good for showing a taxiway [is] closed. They are very hard to see until you get close to them, especially if you are 50 ft. above ground level in the cockpit of Aircraft X. They are not lit up in any way; they are apparently using reflective tape.

I think this incident was caused by not having any information on the ATIS or from GND Control about taxiway closures to be aware of. Also, using closure marking devices that are hard to see and do not have lights on them. And there were no taxiway closure markers on the south side of the runway where "A" and "J" intersect that would have alerted us not to go that way across the runway. To prevent confusion in the future, they should always use taxiway closure marking with lights on them.

NARRATIVE 2

At exit Runway 26L was given taxi clearance: Aircraft X exit R3, Romeo, right on Juliet, cross 26R on Juliet and Alpha to company. I read back instructions. When approaching Runway 26R Captain chose Alpha taxiway instead of Juliet. Told him but too late to stop. We crossed the closed runway and a small section of Alpha taxiway was closed so we stopped. Informed Ground Control that we had missed Juliet. They told us to shut engines down, call the company and get towed in. We did.

Honest mistake but as a First Officer should have stepped on the brakes and asked for revised taxi clearance.

SYNOPSIS

Air carrier flight crew reported taxiing onto a closed taxiway and needing ground personnel to remove the barriers to proceed. The Captain stated that the wooden chock barriers with red tape were difficult to see and there were no remarks on the ATIS of the taxiway closure.