

9/30/2024

FOR YOUR INFORMATION

2024-186/8-14

2154447

To: Airport Manager, Lihue Airport (LIH), HI, FAA (AAS-1, AJV-A)

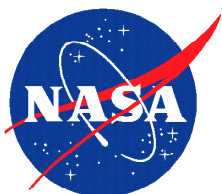
Info: FAA (AVP-1, AVP-200, AFS-260, AFS-200, AWP-600, AAS-300, Director of Air Traffic Operations WSA, Runway Safety Team), A4A, ALPA, AMFA, APA, ASAP, ATSG, CAPA, IAM, IATA, ICASS, IFALPA, IPA, NTSB, PAMA, SWAPA, TWU

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

Re: LIH NOTAM Dissemination

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 2154447

DATE / TIME

Date of Occurrence 202408
Local Time Of Day No Local Time Of Day Stated

PLACE

Locale LIH.Airport
State HI
Altitude - AGL 0

ENVIRONMENT

Flight Conditions VMC

AIRCRAFT / EQUIPMENT X

ATC / Advisory - UNICOM LIH
Make Model Name Large Transport, Low Wing, 2 Turbojet Eng
Operating Under FAR Part 121

PERSON 1

Function - Flight Crew Captain
Function - Flight Crew Pilot Flying
ASRS Report Number 2154447

EVENTS

Anomaly Deviation / Discrepancy - Procedural - Published Material / Policy
Anomaly Ground Event / Encounter - Ground Equipment Issue
Detector - Person Gate Agent / CSR

NARRATIVE 1

Before door closing CSR (Customer Service Representative) came into flight deck to advise us to depart Runway 35.

Normally we depart Runway 3. No NOTAM in flight paperwork. Dispatch unaware of Jepp FD NOTAM stating SW 750 ft RW 21 closed. He said there are two NOTAM sources and it was in one but not the other. No NOTAM mentioned RW 3 but it would seem the reciprocal of the 21 NOTAM would be true. Tower closed so I couldn't ask them. ASOS only no ATIS.

I'm not 100 % sure it applies to RW 3. I saw no markings on the RW end indicating any closure but it was dark so I could have missed it.

We departed RW 35 but if it wasn't for the CSR heads up we probably would've departed the full length RW 3 using the part that is probably closed.

Takeoff data from ACARS Showed the full 6500 ft available RW3. If the SW 750 ft of RW 21 is closed then the takeoff data needs to reflect the correct runway length.

SYNOPSIS

Air carrier Captain reported being unaware of a LIH NOTAM that was not present in the dispatch paperwork, and instead was made aware by a CSR before departure, preventing the crew from taking off on a closed runway.