

3/31/2020

FOR YOUR INFORMATION

2020-25/9-2

1719605

To: FAA (ATM PHLI Tower), Airport Manager, Lihue Airport (PHLI), HI.

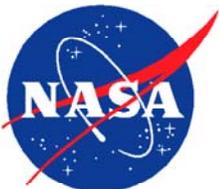
Info: FAA (Director of Air Traffic Operations WSA South, AVP-1, AVP-200, AWP-500, AWP-600, AFS-280, AFS-200, AAS-1, AAS-300, AJI-144), A4A, AAAE, ALPA, AOPA, APA, ASAP, ATSAP, ATSG, CAPA, IATA, IBT, ICAO, ICASS, IFALPA, IPA, NATCA, NBAA, NTSB, RAA, SWAPA

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

Re: Cruise Ship Hazard at PHLI Airport

We recently received an ASRS report 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: 1719605

Time

Date: 202001

Local Time Of Day: 1201-1800

Place

Locale Reference.Airport: PHLI.Airport

State Reference: HI

Altitude.AGL.Single Value: 300

Environment

Flight Conditions: VMC

Aircraft 1

ATC / Advisory.Tower: PHLI

Make Model Name: Commercial Fixed Wing

Person 1

Function.Flight Crew: Pilot Flying

Function.Flight Crew: Captain

ASRS Report Number: 1719605

Events

Anomaly.Conflict: Ground Conflict, Less Severe

Anomaly.Inflight Event / Encounter: Unstabilized Approach

Detector.Person: Flight Crew

Result.Flight Crew: Took Evasive Action

Narrative 1

Flying ILS Runway 35 in PHLI. Broke out of IMC conditions several miles out on final. Saw [a] very large cruise ship steaming from left to right out of harbor with course that would cross the short final in front of Runway 35. It appeared to me that the ship's vector would cross ours on a very short final 1 mile. I directed the First Officer to query the Tower if this ship was going to be a problem with our final. The Tower's answer was something like "...they (the ships) don't coordinate with us." I elected to fly high on the final glide path, approximately one dot high, to ensure adequate clearance over the cruise ship but was also considering a go-around because of the height of the ship. It turned out that we did, in fact, cross directly over the ship on short final. If I had stayed on the ILS glideslope the clearance would have been very uncomfortable. Had this been IMC conditions and with any deviation at all below the glideslope, there may have been inadequate clearance over the ship. Although I was able to fly a little high and conduct a stabilized approach in this instance, it seemed like a potentially hazardous situation that should be better coordinated in the future.

Synopsis

Air carrier Captain reported having to fly high on the glidepath while on the ILS Runway 35 to PHLI to avoid a possible collision with a large cruise ship passing directly under.