

12/11/2023

FOR YOUR INFORMATION

2023-206/8-11

2038125

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

Info: FAA (AAS-300, AVP-1, AVP-200, AJI-144, AWP-600, AFS-260, AFS-200, Director of Air Traffic Operations WSA South, Runway Safety Team), A4A, AAAE, 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 LAHSO Procedures

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 2038125

DATE / TIME

Date of Occurrence 202309
Local Time Of Day No Local Time Of Day Stated

PLACE

Locale HNL.Airport
State HI
Altitude - AGL 0

AIRCRAFT / EQUIPMENT X

ATC / Advisory - Tower HNL
Make Model Name Small Transport, Low Wing, 2 Turbojet Eng
Operating Under FAR Part 135

PERSON 1

Function - Flight Crew Captain
Function - Flight Crew Pilot Not Flying
ASRS Report Number 2038125

EVENTS

Anomaly ATC Issue - All Types
Anomaly Deviation / Discrepancy - Procedural - Published
Material / Policy
Detector - Person Flight Crew
Result - Flight Crew Requested ATC Assistance / Clarification

NARRATIVE 1

HNL ATIS advertises for crews to advise on initial contact with approach NEGATIVE LAHSO if that's the case. We did advise negative LAHSO. Vectors were provided to 04R for a visual. Upon touchdown and while dealing with all the normal activities a flight crew does during landing rollout, including possible transfer of flight controls between seats, the tower instructs us to hold short of 8L. This is a back handed LAHSO clearance and not appreciated. It's also a regular clearance given in HNL to arriving 04R traffic. There is no time to comprehend or compute performance, etc. It's a horrible work around clearance for negative LAHSO aircraft that should be terminated immediately as it introduces away too many last minute hazards to the operation of jets to this runway. When queried why they are giving LAHSO clearances to negative LAHSO operators, the tower simply responds that it's not their opinion that they are. They believe the jet is simply in a "high speed taxi" and therefore it is a hold short clearance.

Stop the practice of issuing backhanded LAHSO clearances to jets who are in high speed rollout following a touchdown and landing. Assign arrivals to 8L the LAHSO and land negative LAHSO operations on 04R or visa versa.

SYNOPSIS

Captain reported receiving a LAHSO clearance while on high speed landing roll. The Captain highlighted this as an unsafe practice and questioned the safety of the procedure.