2214466

To: Airport Manager, Honolulu Intl, (HNL), HI, FAA (AAS-1, AJV-A), Jeppesen Sanderson Inc.
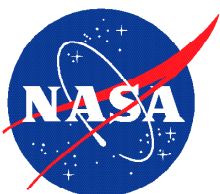
Info: FAA (AAS-300, AVP-1, AVP-200, AWP-600, AFS-260, AFS-200, Director of Air Traffic Operations WSA, Runway Safety Team), A4A, AAAE, ALPA, AOPA, APA, ASAP, CAPA, ATSAP, ATSG, ICAO, ICASS, IPA, NATCA, NBAA, NTSB, RAA

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

Re: HNL Runway 4L Hold Short Line Confusion

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.

ACN 2214466

DATE / TIME

Date of Occurrence	202502
Local Time Of Day	0601 to 1200

PLACE

Locale	HNL.Airport
State	HI
Altitude - AGL	0

ENVIRONMENT

Flight Conditions	VMC

AIRCRAFT / EQUIPMENT X

ATC / Advisory - Tower	HNL
Make Model Name	Light Transport
Operating Under FAR Part	135

PERSON 1

Function - Flight Crew	First Officer
Function - Flight Crew	Pilot Not Flying
ASRS Report Number	2214466

PERSON 2

Function - Flight Crew	Captain
Function - Flight Crew	Pilot Flying
ASRS Report Number	2213337

EVENTS

Anomaly	Deviation / Discrepancy - Procedural - Clearance
Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Anomaly	Ground Incursion - Runway
Detector - Person	Flight Crew
Result - Flight Crew	Became Reoriented
Result - Flight Crew	Requested ATC Assistance / Clarification

NARRATIVE 1

We landed on Runway 8L and were instructed to make a right turn on to Taxiway E and hold short of Runway 04L. Proceeded as instructed. Then told to cross Runway 04L and hold short of Runway 04R. Proceeded as instructed. At that time I looked down to my electronic device to see where we were; when I looked up I just caught a glimpse of what I thought was the first hold-short line going the other way. Looking for our hold-short we proceeded. Not knowing that we just had crossed both hold-short lines. We then stopped 20 feet before the runway but had already crossed the hold-short line. We stopped in that position because we want to clear our tail from the runway we just crossed. Tower told us that we just crossed the hold-short line. Both myself and Captain did not see the hold-short line for Runway 4R. There were hot spots on the 10-9A page, HS4, but I feel that that information should be more specific as to how close the hold-short lines are together. The Tower should have info us and all aircraft that in that area aircraft tails would encroach the runway. Several aircraft have had the same situation. If you look at the hold-short lines on Taxiway K between Runway 4R, 4L, 8L, in all my flying I have not seen hold-short line like this and the Tower and airport know about it. This is a situation that they are aware of and nothing has been done or give instructions to the pilot to make them

know that it is a tight area. Look at these hot spots. More should be done to prevent professional pilots from being dinged.

NARRATIVE 2

Received a clearance to cross 4L hold short of 4R on Echo at HNL. The hold-short and runway clearance markings are very close together on Taxiway Echo and while trying to clear 4L I didn't realize that I had crossed the 4R hold-short markings. I immediately stopped the airplane well short of 4R but Tower sent Aircraft Y around anyway. At no time was I gonna cross 4R without clearance.

SYNOPSIS

Air taxi flight crew reported the hold-short and runway clearance markings are close to each other on Taxiway Echo at HNL and they had crossed the hold-short lines without realizing it.