

7/30/2025

FOR YOUR INFORMATION

2025-181/5-59

To: Airport Manager, Kahului Airport (OGG), HI, FAA (AWP-600)

2251935

Info: FAA (AAS-1, AAS-300, ATM OGG Tower, AVP-1, AVP-200, AFS-260, AFS-200, Director of Air Traffic Operations WSA, Runway Safety Team), A4A, AAAE, ALPA, AOPA, APA, ASAP, CAPA, ATSAP, ATSG, IATA, IBT, ICAO, ICASS, IFALPA, IPA, NATCA, NBAA, NTSB, RAA, SWAPA

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

Re: OGG Taxiway Lighting in Construction Areas

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 2251935

DATE / TIME

Date of Occurrence	202506
Local Time Of Day	0001 to 0600

PLACE

Locale	OGG.Airport
State	HI
Altitude - AGL	0

ENVIRONMENT

Flight Conditions	VMC
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AIRCRAFT / EQUIPMENT X

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

PERSON 1

Function - Flight Crew	Captain
Function - Flight Crew	Pilot Flying
ASRS Report Number	2251935

PERSON 2

Function - Flight Crew	First Officer
Function - Flight Crew	Pilot Flying
ASRS Report Number	2251934

EVENTS

Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Anomaly	Ground Excursion - Taxiway
Anomaly	Ground Event / Encounter - Object
Detector - Person	Flight Crew
Result - General	None Reported / Taken

NARRATIVE 1

Pilot Statement – Incident at Kahului Airport (PHOG) on Day 0 at XA00

I am submitting this statement to provide my account of the incident that occurred at Kahului Airport (PHOG) during the hours of Day 0. At approximately XA00, I landed at PHOG as part of a scheduled operation. Upon arrival, we were aware of and briefed on the ongoing construction at the airport—specifically along Taxiway A, between intersections C and E.

As part of the pre-arrival briefing, we were instructed to follow a detour procedure due to the construction. This detour required the aircraft to deviate from Taxiway A and instead taxi closer along the terminal area to safely bypass the active construction zone.

While executing this procedure in accordance with the guidance provided, our aircraft unfortunately made contact with and ran over a taxiway light, which was subsequently damaged. I would like to provide context regarding the conditions and circumstances at the time:

Limited Visibility: The incident occurred at approximately XA:00, and visibility was significantly limited. It was extremely dark, and exterior lighting in the area was minimal, further complicated by construction-related activity and signage.

Complex Taxi Environment: There was substantial construction activity underway on Taxiway A. My primary concern during taxi was ensuring we avoided all construction equipment, personnel, and barricades while safely guiding the aircraft to the cargo ramp.

Lack of Immediate Awareness: Neither I nor my First Officer were made aware of any issue during or immediately following the taxi-in. We did not receive any notification or indication that we had struck or damaged any airport lighting until Day 2. There was no immediate indication at the time that any incident had occurred.

Navigation of Detour: It is possible that I turned slightly early or late relative to the published detour procedure due to the constrained environment and limited visual cues in the dark. My focus was on maintaining situational awareness and avoiding all construction hazards, ensuring a safe arrival to the area.

NARRATIVE 2

I am submitting this statement to provide my perspective regarding the reported incident that occurred at Kahului Airport (PHOG) during our scheduled operation on Day 0.

At the time of the operation, I was serving as the First Officer. We had been briefed prior to arrival about ongoing construction on Taxiway A and were instructed to follow detour procedures to safely taxi around the affected area.

I would like to clarify that I was not aware of any abnormal occurrence during the taxi. There were no alerts or indications in the cockpit, and we did not observe or feel any impact at the time. The taxi was conducted in accordance with the detour guidance, with our primary focus on maintaining safe clearance from all construction equipment, personnel, and barricades.

I first became aware of the reported incident that the aircraft may have made contact with a taxiway light, on Day 2, when I received a call from the Captain informing me of the issue. Prior to that conversation, I had no knowledge or indication that any such event had occurred during our taxi at PHOG.

SYNOPSIS

Air carrier flight crew reported while maneuvering around a taxiway construction area, the aircraft may have damaged a taxiway light.