Daniel K. Inouye International Airport (HNL) RWY 4-22 Taxi Reference Guide

HNL Runway Incursion Risk

Rwy 04-22 Rwy Incursion Risk: The rwy holding position markings (hold lines) between Rwy 04L-22R and Rwy 04R-22L are relocated, with minimal space of approximately 20 feet between them. Pilots are reminded to hold short of the parallel rwy until a clearance is received to cross that rwy. ATC is aware that the aircraft tail may not be clear of the exiting rwy and is restricting arriving and departing aircraft.

Wrong Surface Landing Risk: Rwy 04R/Rwy 04L thresholds. Pilot expectation bias or rwy confusion cause a potential for wrong rwy landings. Pilots are reminded to acknowledge landing rwy assignment and visually confirm lined up for the correct rwy.

TAXI (OU	T / TAKING OFF
		Listen to ATIS and note runway use and any runway/taxiway restrictions.
		Restrictions or construction:
		Review airport diagram.
		Note "Hot Spots" from parking area to takeoff area.
		Copy taxi instructions to active runway; repeat back to ATC.
		■ Taxi to runway via taxiway(s), hold short/stop line
		Keep eyes outside to observe signage, markings & aircraft.
		 DO NOT cross runways or "hold short/stop lines" without ATC clearance.
		If uncertain, STOP and ask ATC for progressive taxi instructions.
PRE-LANDING / LANDING		
		Listen to ATIS and note runway use and any runway/taxiway assignment.
		Restrictions:
Ţ		On initial call up to ATC, note runway assignment.
		Read back landing instructions with call sign and landing runway assignment.
		 If landing runway 4L (or 22R), expect to hold short of parallel runway unless cleared to cross.
		DO NOT cross runways or "hold short lines" without clearance.
		If landing runway 4R (or 22L), clear runway, do not enter taxiway C without permission.
		Visually verify assigned runway to prevent wrong surface landing.
AFTER-LANDING		
		Listen for runway exiting instructions and any hold short instructions after landing.
		Note planned runway exit and nearby hold short lines for other runways.
		Verify clear of landing runway by crossing double dashed "runway hold short lines." Eyes outside.
	_	DO NOT cross any other runway or double-solid "hold short lines" without clearance.
		 Conduct any post-landing check list while aircraft is stopped.
		Do not change frequencies until instructed to do so.

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-21°20′N [⊥] 21°19′N [⊥] HS 2: Exiting Rwy 4R at K, fail to hold short of Rwy 4L or 8L hold short of the parallel runway. ATC is aware the lines between Rwy 04L-22R/Rwy 04R-22L. Plan to HS 6: Minimal distance between rwy hold short 051+0005 aircraft tail is encroaching the landed runway. GENERAL AVIATION CARGO ELEV 8 5000 X 300 19Z EE -260.4° BAK-12/14 HS₂ É HSO HNL LOCAL HOT SPOTS d FIRE STATION CALIBRATION PAD 47 NOT FOR NAVIGATION S HS 3 S ELEV BAK-12/14 O HS 3: Miss turn onto B and enter Rwy 8L 12000 X 200 2312 X 150 FIRE ≴ HS 1 **HS 4: Multiple Taxiways Converging B**1 wrong surface landing risk. Pilots cleared land Rwy 4R. Expectation bias can cause 080.4°-**B2** PAD to land Rwy 4L sometimes incorrectly HS 1: Rwy 04R/Rwy 04L thresholds: **AIR FREIGH** В3 a potential for wrong rwy ldgs. ۹2 **B4** FELD 43 080.4°-8L ВC ELEV - HR 88 ВB HS 5: Not visible HS 4 ERMINAL 2 from tower Y H