



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Preliminary Report

Location:	Kahului, HI	Accident Number:	DCA23LA096
Date & Time:	December 18, 2022, 10:07 Local	Registration:	N393HA
Aircraft:	Airbus A330-243	Injuries:	6 Serious, 19 Minor, 266 None
Flight Conducted Under:	Part 121: Air carrier - Scheduled		

On December 18, 2022, about 10:07am HST (20:07 UTC), Hawaiian Airlines flight 35, an Airbus A330-200, N393HA, experienced severe convectively induced turbulence at flight level (FL) 400, about 65 nm NNE of Kahului, Maui, Hawaii, about 40 minutes from landing at Honolulu International Airport (HNL), Honolulu, Hawaii. Of the 291 passengers and crew, there were 25 injuries, of which 6 were serious. The airplane received minor damage. The regularly scheduled domestic passenger flight was operating under the provisions of 14 Code of Federal Regulations Part 121 from Phoenix, Arizona (KPHX).

The first officer was the pilot flying and the captain was the pilot monitoring. The captain stated that they were in visual meteorological conditions (VMC) at FL400 and were above a cirrostratus cloud layer that was about 37,000 to 38,000 feet. He stated that flight conditions were smooth with clear skies above the cirrostratus layer and the on-board weather radar was on and set to "ALL" with no returns displayed on radar. A cloud shot up vertically (like a smoke plume) in front of the airplane in a matter of seconds, and there was not enough time to deviate. He called the lead flight attendant to advise her that they may have turbulence. Within about 1 to 3 seconds, he said the airplane encountered severe turbulence. Shortly after the turbulence-related upset, the lead flight attendant informed the flight crew that there were multiple injuries in the cabin.

Postaccident examination of the weather in the area revealed that there was an occluded frontal system with an associated upper-level trough moving towards the Hawaiian Islands. Satellite and weather radar imagery, and lightning data depicted strong cells in the vicinity of the flight. The U.S National Weather Service (NWS) had issued current Significant Meteorological (SIGMET) warning for embedded thunderstorms with tops reaching FL380 over the region. There were no pilot reports of severe turbulence along the route prior to the accident.

Aircraft and Owner/Operator Information

Aircraft Make:	Airbus	Registration:	N393HA
Model/Series:	A330-243	Aircraft Category:	Airplane
Amateur Built:			
Operator:		Operating Certificate(s) Held:	Flag carrier (121)
Operator Designator Code:			

Meteorological Information and Flight Plan

Conditions at Accident Site:		Condition of Light:	
Observation Facility, Elevation:		Observation Time:	
Distance from Accident Site:		Temperature/Dew Point:	
Lowest Cloud Condition:		Wind Speed/Gusts, Direction:	/ ,
Lowest Ceiling:		Visibility:	
Altimeter Setting:		Type of Flight Plan Filed:	IFR
Departure Point:	Phoenix, AZ (KPHX)	Destination:	Honolulu, HI (KHNO)

Wreckage and Impact Information

Crew Injuries:	2 Serious, 2 Minor, 6 None	Aircraft Damage:	Minor
Passenger Injuries:	4 Serious, 17 Minor, 260 None	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	6 Serious, 19 Minor, 266 None	Latitude, Longitude:	20.8893,-156.4729 (est)

Administrative Information

Investigator In Charge (IIC):	Lovell, John
Additional Participating Persons:	Todd Gentry; FAA AVP-100 Bennet Walsh; Hawaiian Airlines; Honolulu, HI John Crabbe; ALPA
Note:	The NTSB did not travel to the scene of this accident.