



Honolulu Control Facility

HNL TRACON Standard Operating Procedures

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DOCUMENT INFORMATION

Purpose

This document establishes procedures for staffing of the Honolulu TRACON radar positions. The procedures described herein are supplemental to the Pacific Control Facility Operating Guidelines and FAA Order JO 7110.65, as well as any published FAA guidelines or procedures.

Distribution

This order is distributed to all Pacific Control Facility personnel.

Responsibility

The Air Traffic Manager or their designee shall be responsible for the maintenance of this document and any policies that deviate from it.

Procedural Deviations

Exceptional or unusual requirements may dictate procedural deviations or supplementary procedures to this order. A situation may arise that is not adequately covered herein; in such an event use good judgment to effectively resolve the problem.

Updates and Changes

The Air Traffic Manager or their designee may post interim changes to this document in the form of notices via the PCF website and discord. Controllers are requested to check for any notices prior to controlling for changes in procedures.

Cancellation

This document cancels any relevant procedures or agreements previous to this one, beginning on the date of effectiveness of this document.

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CHAPTER 1. OPERATIONAL POSITIONS

Table 1. HNL Operational Positions

Position	Radio Name	Callsign	Relief	Symbol	Frequency
Delivery*	Honolulu Clearance	HNL_DEL	1	HC	121.400
Ground*	Honolulu Ground	HNL_GND	1	HG	121.900
North Tower*	Honolulu Tower	HNL_N_TWR	N1	HN	118.100
South Tower	Honolulu Tower	HNL_S_TWR	S1	HS	123.900
East Approach*	H-C-F Approach	HNL_E_APP	E1	HE	124.800
West Approach	H-C-F Approach	HNL_W_APP	W1	HW	118.300

Bold/asterisk designates a primary position.

CHAPTER 2. TRACON AIRPORTS

Table 2. HNL TRACON Airports

ICAO	Airport Name	Operating Hours
PHNL*	Daniel K Inouye	24/7
PHJR*	Kalaeloa	16:00z - 08:00z / Day
PHHI*	Wheeler AFB	MON 17:30z to SAT 09:00z
PHDH	Dillingham Airfield	-

Bold/asterisk designates a controlled airport.

CHAPTER 3. GENERAL PROCEDURES

3.1 Sectorization

1. The primary “combined” radar position shall be **HE**. No other sectors should be staffed until the “combined” position is already in use.
2. Once **HE** is in use, **HE** may delegate a portion of its airspace to **HW**.
3. During East Ops, **HE** will handle all departures and feed aircraft to **HW**.
4. During East Ops, **HW** will be the final sector for all arrivals into HNL.
5. During West Ops, **HW** will handle all departures and feed aircraft to **HE**.
6. During West Ops, **HE** will be the final sector for all arrivals into HNL.
7. No matter the Ops at HNL, each sector will be responsible for the satellite fields within their designated airspace.

3.2 Handoffs

1. HNL ATCT is a radar tower. Radar handoffs shall be accomplished prior to aircraft entering HNL ATCT’s area of responsibility. Any other ATCTs within HNL TRACON shall not receive a radar handoff for arriving aircraft.
2. All other internal and external handoffs shall be initiated as soon as the aircraft is clear of conflict and prior to 5 miles from the shared boundary

3.3 VFR Aircraft

1. VFR Aircraft operating within the Honolulu Class Bravo airspace shall be kept at or below 3,000 feet.
2. VFR Aircraft arriving into HNL will be cleared into the Honolulu Class Bravo airspace and radar handed off to Tower prior to the aircraft entering HNL ATCT’s area of responsibility.

3.4 Departure Releases

1. Unless otherwise coordinated, ALL AIRPORTS within HNL TRACON shall request departure releases from HNL TRACON for all IFR departures.
2. Upon receipt of the departure release, the release shall remain valid for five (5) consecutive minutes.
3. Departure Releases AND rolling calls will include the following content:
 - a. Aircraft Callsign
 - b. SID or Initial Waypoint
 - c. Departure Runway
4. HNL TRACON may opt to provide HNL ATCT with blanket releases. If blanket releases are in effect, a Rolling Call will be sent to HNL TRACON for each IFR departure.

3.5 Missed Approaches/Go-Arounds

1. HNL ATCT will assign heading 180 and a climb to 5000ft.
2. HNL ATCT will coordinate with HNL TRACON for alternative headings / altitudes then handoff to HNL TRACON.
3. HNL ATCT will radar handoff the Aircraft to HNL TRACON.
4. HNL TRACON will resequence the aircraft into the arrival flow.

3.5 In-Trail Spacing

1. HNL TRACON shall ensure aircraft have at least five nautical miles in-trail spacing, constant or increasing, when exiting the TRACON.
2. HNL ENROUTE shall ensure aircraft have at least five nautical miles in-trail spacing, constant or increasing, when entering the TRACON.

CHAPTER 4. DEPARTURE PROCEDURES

4.1 Standard Instrument Departures

SID Name	Course Directions
BANZI#	Radar vectors to Initial FIX after LHAKE
KEAHI#	Radar vectors to KEAHI
KEOLA#	Radar vectors to KEOLA
MKK#	Radar vectors to MKK
OPIHI#	Radar vectors to OPIHI
PALAY#	Radar vectors to PIPLN
PIPLN#	Radar vectors to Initial FIX after ENSKY
HNL#	(Aircraft will fly direct Initial FIX after ALANA / HAUNA)
NO SID	Radar vectors to Initial FIX

KEY	East Ops. Only
All Ops.	West Ops. Only

4.2 Departure Flow Description

1. Departing aircraft will climb beneath the arrival corridor (downwind) for RWY 8L or RWY 26L to 5000ft.
2. Arrivals in the arrival corridor (downwind) will be descending to 7000ft.
3. Once departing aircraft are clear of conflicting traffic, departing aircraft will be climbed to 15,000ft or cruise if lower and directed on course.
4. Departures entering Final Airspace will be coordinated with the Final controller and should remain with Departure/Feeder unless operationally necessary.
5. Departures should be handed off to ENROUTE prior to reaching 15,000 and/or 5 miles from the TRACON boundary.

CHAPTER 5. ARRIVAL PROCEDURES

5.1 Standard Terminal Arrival Routes

1. The following standard terminal arrival routes (STARs) shall be utilized for aircraft arriving at HNL.
2. The RNAV STARs shall be the preferred arrivals in use, but the non-RNAV STARs may also be used for aircraft arriving at (PHNL). **Bold** indicates an RNAV STAR.

STAR Name	Direction of TRACON
INOYI#	North-east
SYMIN#	North-east
MAGGI#	North-east
MAKAH#	South-east
JULLE#	South-east
SHLAE#	South-east
SAKKI#	South-east
OPACA#	South-west
KLANI#	West
BOOKE#	West
KAENA#	North-west

KEY	East Ops. Only
All Ops.	West Ops. Only

5.2 TRACON Entry Altitudes

1. The following Descent Instructions will be assigned from ENROUTE and can be the expected Entry Altitudes for aircraft entering the TRACON.
2. If deviation from these Entry Altitudes are required, TRACON can expect coordination from ENROUTE.

STAR Name	Descent Instruction (from ENROUTE)
INOYI#	Descend Via
SYMIN#	Descend Via
MAGGI#	BAMBO @ 12000ft
MAGGI#	BAMBO @ 8000ft
MAKAH#	Descend Via
JULLE#	JULLE @ 10000ft
SHLAE#	Descend Via
SAKKI#	SAKKI @ 6000ft
OPACA#	OPACA @ 6000ft
OPACA#	OPACA @ 10000ft
KLANI#	Descend Via
BOOKE#	BOOKE @ 6000ft
BOOKE#	BOOKE @ 10000ft
KAENA#	Descend Via

KEY	East Ops. Only
All Ops.	West Ops. Only

5.3 Runway/Approach Assignments

1. The initial TRACON controller will assign an Runway/Approach to expect
2. The initial TRACON controller will ensure that the approach scratchpad for the assigned Runway/Approach is set in accordance with section 5.5.
3. Runway assignments will be based on the chart below.
4. Different runways can be assigned with coordination.
5. Standard approach during East Ops. is ILS.
6. Standard approach during West Ops. is LDA.
7. Different approaches can be assigned with coordination.

STAR Name	Runway Assignment
INOYI#	08L
SYMIN#	26L
MAGGI#	08L / 26L
MAKAH#	04R
JULLE#	04R
SHLAE#	26L
SAKKI#	26L
OPACA#	04R / 26L
KLANI#	08L / 26L
BOOKE#	08L / 26L
KAENA#	08L

KEY	East Ops. Only
All Ops.	West Ops. Only

5.4 Arrival Flow Description

1. Arrival aircraft will enter TRACON at the Entry Altitudes defined in Section 5.2.
2. Arrival aircraft should be assigned a Runway/Approach, as defined in Section 5.3, upon Initial Contact, receive the field altimeter, and be set an Approach Scratchpad according to Section 5.5.
3. Depending on the Flow and STAR, Arrival Aircraft should receive the following initial instructions as defined in Section 5.4.1 and 5.4.2.
4. If working Feeder, aircraft should be handed off at least 5 miles prior to the shared boundary.
5. If working Feeder, and the STAR connects to the preferred Approach WITHIN Feeder airspace, Feeder may clear aircraft for the Approach.

5.4.1 East Ops.

STAR Name	Instructions
INOYI#	ILS 08L @ OOKAH OR ILS Y 04R @ HUBAP
MAGGI#	CKH @ Heading 250 (ILS 08L) Descending to 7000ft then 210 knots
MAKAH#	ILS Y 04R @ ALANA
JULLE#	ALANA @ 6000ft @ 210 knots ILS Y 04R @ ALANA
OPACA#	OPACA @ Heading 030 (ILS Y 04R) Descending to 3000 then 210 knots
KLANI#	ILS 08L @ SELIC OR ILS Z 04R @ HAURY
BOOKE#	ILS 08L @ BOOKE
KAENA#	KAENA @ Heading 180 (ILS 08L) Descending to 4000ft then 210 knots

5.4.2 West Ops.

STAR Name	Instructions
SYMIN#	LDA 26L @ CUDEK
MAGGI#	BAMBO @ Heading 180 (LDA 26L) Descending to 4000ft then 210 knots
SHLAE#	LDA 26L @ SHLAE
SAKKI#	LDA 26L @ SAKKI
OPACA#	OPACA @ Heading 060 (LDA 26L) Descending to 4000ft then 210 knots
KLANI#	LDA 26L @ NBODY
BOOKE#	SHIGI @ Heading 100 (LDA 26L) Descending to 7000ft then 210 knots

5.5 Approach Scratchpads

- HNL uses a three letter format consisting of XYZ where X identifies the type of approach and YZ consists of the runway truncated to two characters. For example, Runway 08L ILS would be I8L while Runway 26L RNAV will be R6L.

Type of Approach	Scratchpad Entry
Localizer	L
RNAV (GPS or RNP)	R
ILS	I
VOR	O
Visual	V
Overhead Break	B

CHAPTER 6. ADJACENT AND SPECIAL USE AIRSPACE

6.1 Adjacent Airspace

1. The following facilities have airspace which are adjacent or within the HNL TRACON.
 - a. HCF ENROUTE (Adjacent)
 - b. NGF TRACON (Adjacent)
 - c. NGF ATCT (Adjacent)
 - d. HNL ATCT
 - e. JRF ATCT
 - f. HHI ATCT
2. After prior coordination with HCF ENROUTE, NGF TRACON can be combined with HNL TRACON if NGF TRACON is not staffed individually.
3. HCF TRACON can expect arrivals from the Northeast to be handed off by NGF TRACON.

6.2 Special Use Airspace

1. The following areas are designated special use airspace under the jurisdiction of the HNL TRACON.
 - a. R-3100
 - b. R-3110
2. The following areas are designated special use airspace adjacent to the HNL TRACON.
 - a. W-180
 - b. W-190
 - c. W-191
 - d. W-195