



# Honolulu Control Facility

## OGG TRACON Standard Operating Procedures

<b>Document Number</b>	HCF-20
<b>Version</b>	A
<b>Effective Date</b>	04/01/2020

---

## **DOCUMENT INFORMATION**

### **Purpose**

This document establishes procedures for staffing of the Maui 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.

## TABLE OF REVISIONS

DATE	REVISION	EDITOR/VERSION
04/01/2020	Initial Release	Ashar Hussain / HCF-20.A

## TABLE OF CONTENTS

<b>DOCUMENT INFORMATION</b>	<b>2</b>
Purpose	2
Distribution	2
Responsibility	2
Procedural Deviations	2
Updates and Changes	2
Cancellation	2
<b>TABLE OF REVISIONS</b>	<b>3</b>
<b>TABLE OF CONTENTS</b>	<b>4</b>
<b>CHAPTER 1. OPERATIONAL POSITIONS</b>	<b>6</b>
<b>CHAPTER 2. TRACON AIRPORTS</b>	<b>6</b>
<b>CHAPTER 3. GENERAL PROCEDURES</b>	<b>7</b>
3.1 Sectorization	7
3.2 Handoffs	7
3.3 VFR Aircraft	7
3.4 Departure Releases	8
3.5 Missed Approaches/Go-Arounds	8
3.5 In-Trail Spacing	8
<b>CHAPTER 4. DEPARTURE PROCEDURES</b>	<b>9</b>
4.1 Standard Instrument Departures	9
4.2 Departure Flow Description	9
<b>CHAPTER 5. ARRIVAL PROCEDURES</b>	<b>10</b>
5.1 Standard Terminal Arrival Routes	10
5.2 TRACON Entry Altitudes	10
5.3 Runway/Approach Assignments	11

5.4 Arrival Flow Description	11
5.4.1 East Ops.	12
5.4.2 West Ops.	12
5.5 Approach Scratchpads	13
<b>CHAPTER 6. ADJACENT AIRSPACE</b>	<b>13</b>
6.1 Adjacent Airspace	13

## CHAPTER 1. OPERATIONAL POSITIONS

**Table 1. OGG Operational Positions**

Position	Radio Name	Callsign	Relief	Symbol	Frequency
<b>Delivery*</b>	<b>Maui Clearance</b>	<b>OGG_DEL</b>	<b>1</b>	<b>OC</b>	<b>120.600</b>
<b>Ground*</b>	<b>Maui Ground</b>	<b>OGG_GND</b>	<b>1</b>	<b>OG</b>	<b>121.900</b>
<b>Tower*</b>	<b>Maui Tower</b>	<b>OGG_TWR</b>	<b>1</b>	<b>OT</b>	<b>118.700</b>
North Approach	H-C-F Approach	OGG_N_APP	N1	ON	120.200
<b>South Approach*</b>	<b>H-C-F Approach</b>	<b>OGG_S_APP</b>	<b>S1</b>	<b>OS</b>	<b>119.500</b>

**Bold/asterisk** designates a primary position.

## CHAPTER 2. TRACON AIRPORTS

**Table 2. OGG TRACON Airports**

ICAO	Airport Name	Operating Hours
<b>PHOG*</b>	<b>Kahului</b>	<b>24/7</b>
PHJH	Kapalua	-
PHHN	Hana	-

**Bold/asterisk** designates a controlled airport.

## CHAPTER 3. GENERAL PROCEDURES

### 3.1 Sectorization

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

### 3.2 Handoffs

1. OGG ATCT is NOT a radar tower. Radar handoffs shall NOT be used for aircraft entering OGG ATCT’s area of responsibility. Any other ATCTs within OGG TRACON shall not receive a radar handoff for arriving aircraft.
2. OGG TRACON will keep tracking aircraft on final until coasting.
3. 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 Kahului Class Charlie airspace shall be kept at or below 1,500 feet.
2. VFR Aircraft arriving into OGG will not receive pattern instructions but be provided the Altimeter and verbally handed off to Tower prior to the aircraft entering OGG ATCT’s area of responsibility.

### **3.4 Departure Releases**

1. Unless otherwise coordinated, ALL AIRPORTS within OGG TRACON shall request departure releases from OGG 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. OGG TRACON may opt to provide OGG ATCT with blanket releases. If blanket releases are in effect, a Rolling Call will be sent to OGG TRACON for each IFR departure.

### **3.5 Missed Approaches/Go-Arounds**

1. OGG ATCT will assign runway heading and a climb to 6000ft.
2. OGG ATCT will coordinate with OGG TRACON for alternative headings / altitudes then handoff to OGG TRACON.
3. OGG ATCT will verbally handoff the Aircraft to OGG TRACON.
4. OGG TRACON will resequence the aircraft into the arrival flow.

### **3.6 In-Trail Spacing**

1. OGG 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
BEACH#	(Aircraft will fly direct Initial FIX after LNY / HARPO)
HIKA#	Radar vectors to Initial FIX after ROSAH
MAUI#	Radar vectors to Initial FIX
NPLI#	(Aircraft will fly direct Initial FIX after SAKKI)
ONOH#	(Aircraft will fly direct Initial FIX after ONOH / BARBY)
PUHEE#	Radar vectors to Initial FIX after TAAKA
STACY#	Radar vectors to Initial FIX
SWEEP#	(Aircraft will fly direct Initial FIX after SWEEP)
NO SID	Radar vectors to Initial FIX

KEY	North Ops. Only
All Ops.	South Ops. Only

### 4.2 Departure Flow Description

1. Special attention should be paid to departures heading North-east to South-east bound to ensure separation with the arrival corridor.
2. Arrivals in the arrival corridor (downwind) will be descending to 5000ft.
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.

- 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

- The following standard terminal arrival routes (STARs) shall be utilized for aircraft arriving at OGG.
- The preferred arrival from the south-east and south-west is the CAMPS# arrival.
- Bold** indicates an RNAV STAR.

STAR Name	Direction of TRACON
<b>LNDHY#</b>	<b>North</b>
<b>LAVAS#</b>	<b>South-east</b>
CAMPS#	South-west / South-east

### 5.2 TRACON Entry Altitudes

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

STAR Name	Descent Instruction (from ENROUTE)
LNDHY#	Descend Via
LAVAS#	Descend Via
CAMPS#	KEIKI @ 5000 (North Ops.) KEIKI @ 7000 (South Ops.) HARPO @ 4000 (North Ops.) HARPO @ 6000 (South Ops.)

### 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 North Ops. is ILS.
6. Standard approach during South Ops. is RNAV.
7. Different approaches can be assigned with coordination.

STAR Name	Runway Assignment
North Ops.	02
South Ops.	20

### 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.

**5.4.1 East Ops.**

STAR Name	Instructions
LNDHY#	HOMAI @ Heading 200
LAVAS#	GREHG @ Heading 270 Descending to 3000ft then 210 knots
CAMPS#	CAMPS @ 3000ft ILS 02 @ CAMPS

**5.4.2 West Ops.**

STAR Name	Instructions
LNDHY#	LNDHY @ Heading 230 Descending to 3000ft then 210 knots
LAVAS#	GREHG @ Heading 310 2 Miles after GREHG @ Heading 020 Descending to 5000 then 210 knots
CAMPS#	CAMPS @ Heading 090 (LNY transition) Heading 020 to join downwind (LNY transition) HARPO @ Heading 020 (HARPO transition) Descending to 5000 then 210 knots

## 5.5 Approach Scratchpads

1. OGG 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 02 ILS would be I02 while Runway 20 RNAV will be R20.

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

## CHAPTER 6. ADJACENT AIRSPACE

### 6.1 Adjacent Airspace

1. The following facilities have airspace which are adjacent or within the OGG TRACON.
  - a. HCF ENROUTE (Adjacent)
  - b. OGG ATCT