



Honolulu Control Facility

HNL ATCT Standard Operating Procedures

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DOCUMENT INFORMATION

Purpose

This document prescribes the procedures to be utilized for providing air traffic control services at the Honolulu Air Traffic Control Tower (HNL). The procedures described herein are supplemental to the Honolulu Control Facility Operating Policy 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. CLEARANCE DELIVERY (CD)

2.1 Responsibilities

1. Issue ATC clearances to all IFR and VFR aircraft.

2.2 IFR Departure Instructions

2.2.1 IFR Departure Procedures

SID Name	Route Phraseology
BANZI#	“Radar vectors _____, then as ...”
KEAHI#	“__ transition, then as ...”
KEOLA#	“__ transition, then as ...”
MKK#	“__ transition, then as ...”
OPIHI#	“__ transition, then as ...”
PALAY#	“__ transition, then as ...”
PIPLN#	“Radar vectors _____, then as ...”
HNL#	“HNL# departure to [ALANA or HAUNA], direct [next waypoint], then as ...”

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

2.2.2 IFR Initial Altitudes

SID Name	Altitude Phraseology
BANZI#	"Climb via SID ..."
KEAHI#	"Maintain 5000 ..."
KEOLA#	"Maintain 5000 ..."
MKK#	"Maintain 5000 ..."
OPIHI#	"Maintain 5000 ..."
PALAY#	"Maintain 5000 ..."
PIPLN#	"Climb via SID ..."
HNL#	"Maintain 5000 ..."

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

2.2.3 IFR Preferred Routing

Destination	Routing
PHOG	PALAY# LNY CAMPS#
PHTO	MKK# PULPS V21 PUMIC V15 ITO
PHKO	PALAY# LNY VECKI#
PHLI	KEOLA# LIH
PHMK	MKK# MKK
PANC	MKK# APACK ZOULU *oceanic routing* BAITT NEELL6

2.2.4 IFR Departure Frequency

Ops.	Frequency
EAST	HE (124.800)
WEST	HW (118.300)

2.2.5 Facility Beacon Codes

Positions	Beacon Range (Low-High)
HNL ATCT	3101 - 3177
HNL TRACON	3501 - 3577

2.3 VFR Departure Instructions

1. Clear VFR aircraft remaining in the pattern INTO the Honolulu Class Bravo and to maintain VFR.
2. Clear departing VFR aircraft OUT OF the Honolulu Class Bravo and to maintain VFR at or below 3,000.
3. VFR aircraft not remaining within the pattern will be given a Departure Frequency.
 - a. VFR aircraft departing north with Flight Following shall receive HW as their departure frequency.
 - b. VFR aircraft departing north without Flight Following shall receive HN as their departure frequency.
 - c. VFR aircraft departing east shall receive HE as their departure frequency.
 - d. VFR aircraft departing south shall receive HE as their departure frequency.

- e. VFR aircraft departing west shall receive HW as their departure frequency.
- 4. Assign all VFR aircraft a facility-appropriate, unique Beacon Code in compliance with Section 2.2.5.

2.4 Ground Stops

- 1. If Ground Stops are in effect, inform the aircraft after issuance of clearance and acknowledgment there is a ground stop in effect and to monitor the CD frequency for further instructions.
- 2. Ensure you inform the aircraft their Estimated Departure Clearance Time (EDCT) if known, as well as the cause for the ground stop.
- 3. GC will notify CD when the aircraft can expect to taxi. Relay this to the pilot.
- 4. Once the aircraft is released from the ground stop, notify the aircraft *"Push and start at pilot's discretion. Contact Honolulu Ground (frequency) for taxi."*

2.5 Scratchpads Entries

SID Name	Scratchpad
BANZI#	FIRST THREE LETTERS OF FIRST WAYPOINT
KEAHI#	KEA
KEOLA#	KEO
MKK#	MKK
OPIHI#	OPI
PALAY#	PAL
PIPLN#	FIRST THREE LETTERS OF FIRST WAYPOINT
HNL#	HNL
NO SID	FIRST THREE LETTERS OF FIRST WAYPOINT

CHAPTER 3. GROUND (GC)

3.1 Responsibilities

1. GC is responsible for the movement of all aircraft on the movement area to and from the runways.
2. GC has control of all taxiways except taxiways between RWY 4L / 22R and RWY 4R / 22L and taxiway C between RWY 8L / 26R and RWY 4R / 22L.
3. GC may cross RWY 4L / 22R and RWY 4R / 22L simultaneously but may not cross the 4s / 22s and 8L / 26R simultaneously.
4. GC shall ensure pilots have the current ATIS prior to the aircraft being handed off to Tower.
5. GC shall ensure aircraft are squawking Mode Charlie and their assigned beacon code prior to the aircraft receiving taxi clearance.
6. GC shall assign RWY 8R (east) | RWY 26R (west) to all heavy departures.
7. GC shall ensure that Aircraft are properly sequenced by their direction of travel and A/C type.
8. GC shall ensure that all RWY crossings are coordinated with LC unless blanket crossings are in effect.
9. During East Ops, taxiway L is leaving the Inter Island while taxiway G is Going Into the Inter Island. These taxiways are flipped during West Ops.
10. During all Ops, taxiway T is leaving the Hickam Ramp while taxiway V is Going Into the Hickam Ramp.
11. At the north cargo, taxiway A4 connects from HA to A. Taxiway A connects to RWY 8L.
12. Ensure two Aircraft are not taxied opposite direction on taxiway M.

3.5 GC/LC Transfer Of Control

1. During a period of light or normal traffic, GC shall instruct aircraft to *"Contact Honolulu Tower (frequency)"*.
2. During a period of high traffic, LC may request GC to instruct aircraft to *"Monitor Honolulu Tower (frequency)"*.
 - a. GC shall utilize the radar client's "Point out" feature to the appropriate LC controller to notify LC when a pilot has been given the monitor instruction.
 - b. Alternatively, if agreed upon between the GC and LC controllers, GC may push a flight strip to the LC controller.

CHAPTER 4. LOCAL CONTROL/TOWER (LC)

4.1 Responsibilities

1. LC is responsible for aircraft operating on all runways and aircraft operating within LC designated control defined below.
2. LC has responsibility for 5 miles around the airport from surface up to and including 2,600 MSL.
3. LC has responsibility for taxiways between RWY 4L / 22R and RWY 4R / 22L and taxiway C between RWY 8L / 26R and RWY 4R / 22L.
4. LC has responsibility for active runway selection based on weather conditions.
5. Do not land or depart on runways with a tailwind component of more than 10 knots.
6. When in doubt about configuration, reference the real world configuration from [FlightAware](#).
7. LC must coordinate runway configuration changes with TRACON. LC must wait for TRACON notification of readiness before executing the new runway configuration.
8. LC will track and radar identify VFR departures and arrivals. LC will not track IFR departures. IFR arrivals will be handed off by TRACON.
9. Special VFR operations are prohibited.

4.2 Departure Procedures

1. LC will provide separation for aircraft in the LC airspace.
2. LC shall provide initial radar separation between all successive departures.
3. LC will request departure releases from TRACON for all IFR departures.
4. LC may opt to use rolling calls if TRACON provides blanket releases.
5. LC will verbally hand IFR aircraft off to TRACON once the aircraft establishes a positive rate though 500ft MSL.
6. LC will ensure that all IFR aircraft are handed off to TRACON no later than ½ mile off the end of the departure runway.
7. VFR departures will remain with LC until leaving LC airspace. At which time, VFR departures will be verbally and radar handed off to TRACON.
8. VFR departures not requesting flight following departing to the north will be informed to remain clear of the Honolulu Class Bravo and monitor unicom (122.800).

4.3 Arrival Procedures

1. LC shall be responsible for separation of all arrival aircraft that have been handed off by TRACON from all departing aircraft still under LC jurisdiction.
2. LC shall be responsible for separation of all operating IFR aircraft under LC jurisdiction from all operating VFR aircraft.
3. Communication transfer must be completed prior to five nautical miles from the runway.
4. LC shall provide VFR arrivals with clearance into the Honolulu Class Bravo, entry instructions into the pattern and the field altimeter.

4.4 IFR Departure Headings

SID Name	Departure Phraseology
BANZI#	“RNAV to BANZI ...”
PIPLN#	“RNAV to PIPLN ...”
HNL#	No departure instructions
OTHER SIDS / NO SID	“Fly heading 150 ...”
OTHER SIDS / NO SID	“Fly runway heading ...”

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

4.5 Departure Releases

1. LC will request a Departure Release to TRACON for all IFR departures unless blanket releases are in effect.
2. Departure Releases AND rolling calls will include the following content:
 - a. Aircraft Callsign
 - b. SID or Initial Waypoint
 - c. Departure Runway
3. If Blanket Releases are in effect, a Rolling Call will be sent to TRACON for each IFR departure.

4.6 Missed Approaches/Go-Arounds

1. Assign heading 180 and climb to 5,000.
2. Coordinate with TRACON for alternative headings / altitudes then handoff to TRACON.
3. Do not assign the published missed approach for IFR aircraft unless the pilot requests it and traffic allows, or it's requested by TRACON.

4.7 Closed Traffic

1. VFR aircraft may operate in the pattern at PHNL at or below 1,500 feet.
2. All aircraft in the pattern must receive a discrete beacon code.
3. Runway 4L left closed traffic.
4. Runway 4R right closed traffic.
5. Runway 22L left closed traffic.
6. Runway 22R right closed traffic.
7. Closed Traffic should not be allowed on Runway 8s / 26s.

4.8 “Contact” vs. “Monitor” Operations

1. During periods of high traffic, LC may request GC to instruct aircraft to monitor instead of contact LC.
2. When these operations are in effect, GC shall utilize the radar client’s “Point out” feature to the appropriate LC controller to notify LC when a pilot has been given the monitor instruction.
3. Alternatively, if agreed upon between the GC and LC controllers, GC may push a flight strip to the LC controller.

4.15 Approach Scratchpads

1. HNL uses a three letter format consisting of XYY where X identifies the type of approach and YY 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