

**Honolulu Center(NEW)**  
**Standard Operating Procedures**  
**5 - 17 - 2008**

**Purpose:**

This document was created in order to help standardize and improve the workings of the Honolulu enroute service. These procedures should be followed at all times unless a situation out of the ordinary occurs or with prior consent of the ATM, DATM and/or, TA. This document shall be distributed to any one who wishes to view it.

**Controller Info:**

Login Callsign: HNL\_SH\_CTR  
Voice Callsign: Honolulu Center

**Frequency** - Unless a sectorization is in use the main frequency shall be 124.100

Sectorization: During events it may be required to sectorize Honolulu Centers airspace. Sectorization is as such.

**High Sectors:**

HNL\_WH\_CTR – 127.800  
HNL\_SH\_CTR – 124.100  
HNL\_EH\_CTR – 127.000

**Low Sectors:**

HNL\_WL\_CTR – 126.500  
HNL\_SL\_CTR – 126.000  
HNL\_EL\_CTR – 124.300

Note – The default frequency for Honolulu is 124.100, thus, the default sector is South High.

**Voice Server:**

At all times the rw.liveatc.net voice server should be used. When not in working order the secondary server to revert to would be the spain.vatsim.net server.

**Airspace:**

The airspace for Honolulu Center is as showed on the center airspace diagram. The diagram shows the sectorization of center. LOW center sectors own of to FL240, the high sectors own FL240 and up. The west sector is designated by Green, the east by Purple, and South by Blue.

**Sector Description:**

**EH\_CTR** – This sector is responsible for all hand offs to Oakland Oceanic, this center will also receive all those aircraft coming from the main land. Per ZAK LOA all hand offs to ZAK should occur 5 min before the TCP. This sector also instructs the pilots to descend to

meet the crossing restrictions on the arrivals into HNL and OGG. This sector is also responsible for managing the separation of departures climbing to their assigned altitude. Descending aircraft shall work like so.

HNL Arrivals:

PLAN E: MAGGI 16,000

PLAN W: MAGGI 14,000

PLAN F: MAGGI 16,000

OGG Arrivals:

Does not matter how you descend them however must be given to OGG Approach at 8,000.

Plan accordingly with EL\_CTR

ITO Arrivals:

Does not matter how you descend them however must be given to ITO approach at 6,000 and 5 miles from boarder. Plan accordingly with EL\_CTR

**EL\_CTR** – This sector manages the arrivals into the SL sector. You must ensure that 10 miles in trail separation is reached prior to hand offs to HNL\_APP, OGG\_APP, ITO\_APP, SL, or SH. You are also responsible for continuing aircraft down on their descent on the MAGGI3 arrival. You must also ensure that all departures are separated. Descents for this sector are as such.

HNL Arrivals:

PLAN E: BAMBO 10,000 HANDOFFS to HNL APP @ 5 miles from BAMBO

PLAN W: BAMBO 8,000 HANDOFFS to HNL APP @ 20 miles from BAMBO

PLAN F: BAMBO 10,000 HANDOFFS to HNL APP @ 5 miles from BAMBO

OGG Arrivals:

Does not matter how you descend them however must be given to OGG Approach at 8,000 and 5 miles from the boarder.

ITO Arrivals:

Does not matter how you descend them however must be given to ITO approach at 6,000 and 5 miles from boarder. Plan accordingly with EL\_CTR

**SH\_CTR** – When working this sector you will mainly be dealing with inter island traffic above FL240. You want to ensure that all aircraft are separated as well as given the proper descent clearances. If these aircraft are with you you may instruct them to do the following.

HNL Arrivals:

PLAN E: OPACA 8,000; SAKKI 6,000; JULLE 14,000

PLAN W: OPACA 8,000; SAKKI 6,000; JULLE 6,000

PLAN F: OPACA 8,000; SAKKI 6,000; JULLE 14,000

OGG Arrivals:

The must be given to OGG\_APP at 8.000, coordinate with SL\_CTR.

ITO Arrivals:

Does not matter how you descend them however must be given to ITO approach at 6,000 and 5 miles from boarder. Plan accordingly with EL\_CTR

**SL\_CTR** – This center sector would be considered the hot seat of the facility. You manage low arrivals entering the HNL TRACON, all the satellite airport arrivals within your airspace such as PHNY and PHMK. You must also descend aircraft to meet the hand off requirements as well as act as OGG Approach and ITO Approach should they not be online.

PHMK Arrivals:

These arrivals will be descended via your discretion and given visual approaches unless weather designates a instrument approach or by pilot request.

Departures from PHMK should always be vectored or cleared UNDER the HNL and OGG departures.

PHNY:

Arrivals into Lanai'i should always be given the ILS for runway 3 approach because the LNY transition is very popular with arrivals and departures out of Maui, therefore in order to ENSURE separation its recommended that you give ILS runway 3. The visual can be used, traffic level permitting.

Departures from PHNY should always be vectored or cleared UNDER the HNL and OGG departures.

PHOG:

Aircraft coming to the Maui TRACON via the Lanai'i transition should be given to OGG Approach over the LNY VOR at 8,000. Aircraft should always be given to OGG\_APP at 8,000 and 5 miles from the boarder.

Departures from PHOG will be vectored or own navigation out of PHOG. The inter-state departures going to HNL will normally either be coming to LNY or vectors. Aircraft going to LNY should be continued to be vectored around the west end of Maui and the cleared direct to LNY. Aircraft on Radar vectors should be vectored around the west end of Maui and then between Lanai'i and Molokai.

PHNL:

Aircraft entering the Honolulu TRACON will be told to enter the airspace at the altitude that they cross on the STAR. If an aircraft is not on a STAR the default entry altitude should be 8,000. The entry altitudes are otherwise as stated.

PLAN E: OPACA 8,000; SAKKI 6,000; JULLE 14,000  
PLAN W: OPACA 8,000; SAKKI 6,000; JULLE 6,000  
PLAN F: OPACA 8,000; SAKKI 6,000; JULLE 14,000

Departures coming out of PHNL to the mainland on the MKK4 will come to you, you play a crucial role in this SID. Aircraft will be coming out of the HNL TRACON at 15,000, When

you get the aircraft you should clear them up to FL240 traffic load permitting, if traffic does not permit, step climb the aircraft to FL240. During this process you must coordinate with the SH\_CTR controller and ask for the aircraft over MKK VOR to be cleared to their assigned cruise altitude.

**PHHN:**

Arrivals should be given the visual approach, should weather not allow it, you have an RNAV approach. Should the aircraft not be able to do that give them the option of a redirect possibly to OGG. Departures will be vectored around the island. They do have the LINDBERG ONE DP, in the the aircraft depart PHHN and holds over LNBRG to climb to their assigned altitude.

**PHTO:**

Departures will normally be given to you at PARIS at 10,000. Just get them on their route from there after.

Arrivals should be given to ITO approach at 6,000 and 5 miles from the boarder.

**PHKO:**

Arrivals into Kona should be vectored for the visual for the runway that the tower controller is doing. This airport does also have a ILS and can be used upon weather and pilot request.

**WH\_CTR** – This sector is responsible for getting all aircraft down to the necessary altitudes coming from the west. This sector is also responsible for handing off aircraft to ZAK 5 min before the TCP. WH must also ensure separation being given to WL as well as any other high sector.

PHNL Arrivals should be told to cross:

PLAN E: BOOKE 5,000  
PLAN W: BOOKE 10,000 PLAN F: BOOKE 5,000

**WL\_CTR -**

This sector has a few jobs, to help separate the flow into the HNL TRACON, ensure that departures to the west are separated accordingly. This sector will also run approaches into Lihue KHLI. In the event the HNL\_APP is not online, the WL\_CTR or acting WL controller will handle the HNL\_TRACON.

**Temp Altitudes:**

Every time a aircraft is given a descent and climb instruction, the issuing controller should set a temporary altitude for that aircraft so all the other controllers know exactly what that other aircraft is doing. It is a requirement that center does it for all climb/descent instructions issued.

**Scratch Pad Entries:**

These entries are here in help to standardize the scratch pad usage within the confines of HCF. These should be used at all times.

VFE = VFR W/Flight Following East  
VFN = VFR W/Flight Following North  
VFW = VFR W/Flight Following West  
VFS = VFR W/Flight Following South  
VE = VFR W/O Flight Following East  
VN = VFR W/O Flight Following North  
VW = VFR W/O Flight Following West  
VS = VFR W/O Flight Following South  
MKK4 = Molokai Four Departure (Honolulu)  
KHI3 = Keahi Three Departure (Honolulu)  
OPH2 = Opihi Two Departure (Honolulu)  
PLY2 = Palay Two Departure (Honolulu)  
KLA3 = Keola Two Departure (Honolulu)  
LDBG = Lindberg One Departure (Hana Uncontrolled)  
BCH2 = Beach Two Departure (Maui)  
MUI5 = Maui Five Departure (Maui)  
OPA2 = Opana Two Departure (Maui)  
LI3 = Lanai'i ILS Runway 3  
LVG3 = Lanai'i VOR TACAN OR GPS Ruway 3  
LGA = Lanai'i VOR OR TACAN OR GPS-A  
ARNG = Hana RNAV GPS 26  
BSH1 = Blush One Departure (Molokai)  
HPI2 = Hapai Two Departure (Molokai)  
PRS3 = Paris Three Departure  
AMY2 = Amery Two Departure (Kona)  
KI17 = Kona ILS Runway 17  
KRG7 = Kona RNAV GPS 17  
KRY5 = Kona RNAV Y 35  
KRZ5 = Kona RNAV Z 35  
KL17 = Kona Localizer Runway 17  
KL35 = Kona Localizer Runway 35  
UI35 = Lihue ILS Runway 35  
URG7 = Lihue RNAV GPS Runway 17  
URY1 = Lihue RNAV Y Runway 21  
URY5 = Lihue RNAV Y Runway 35  
URZ1 = Lihue RNAV Z Runway 21  
URZ5 = Lihue RNAV Z Runway 35  
LIH5 = Lihue Five Departure (Lihue)  
RHI2 = Richie Two Departure