

## HNL Approach Standard Operating Procedures

### Purpose:

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

### Controller Info:

Login Callsign: HNL\_APP/DEP  
Voice Callsign: HCF Approach

Frequency - Unless a secORIZATION is in use the main frequency shall be 118.300.

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

### Approach:

HNL\_E\_APP (West) - 124.800  
HNL\_W\_APP (East) - 118.300

### Departure:

HNL\_DEP - 119.100

### Voice Server:

At all times the [rw.liveatc.net](http://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](http://spain.vatsim.net) server.

### Airspace:

The airspace of the Honolulu TRACON is as such depicted on the HCF TRACON (being built) map. However for detailed information when sectorization is in use, refer to the more detailed HNL TRACON (being built) map. The Honolulu TRACONS airspace is up to and including 16,000ft MSL.

### Runway Configurations:

In the real world the Honolulu Airport has many runway configurations, yet for VATSIM purposes we only have a few. The following are the runway configurations, and the crossing altitudes for the arrival gates.

- PLAN W (West Operations WIND 200-340)  
-- Departures 26L HDG 230

- Arrivals 26L LDA/DME/Visual 26R Visual
- BAMBO 8,000
- JULLE 6,000
- OPACA 8,000
- BOOKE 10,000
- SAKKI 6,000
  
- PLAN F (Fours and Eights WIND 340-040)
- Departures 8L, 8R, 4L, 4R HDG 140
- Arrivals ILS/VISUAL 8L LASHO ILS/VISUAL 4R
- BAMBO 10,000
- JULLE 14,000
- OPACA 8,000
- BOOKE 5,000
- SAKKI 6,000
  
- PLAN E (East Operations WIND 200, 040)
- Departures 8L, 8R HDG 140
- Arrivals 8R VISUAL/ILS
- BAMBO 10,000
- JULLE 14,000
- OPACA 8,000
- BOOKE 5,000
- SAKKI 6,000

#### Departures:

Departures out of Honolulu in calm wind operations (Arriving 8L, Departing 8L-8R) will always be cleared up to 5,000 initially and given a heading of 140 after departure. The HNL departure controller will own all odd airspace, meaning 5,000;7,000;9,000;11,000;13,000;15,000. If the departure controller would like to climb him to an altitude that is outside the 16,000ft he must coordinate with center if he is online. If the departure controller wishes to climb the aircraft to an even altitude owned by approach, he must coordinate with approach. Airspace below 5,000ft is owned by both approach and departure. All departures on a non published departure shall be vectored away from the arrival flow (Refer to Approach section of this SOP) and then possible as if the aircraft was on a published departure or work with common sense to provide departure services. If the aircraft is on published departure then follow the instructions as stated below. VFR departures from Honolulu must be given a squawk code in their initial clearance.

Molokai Four Departure (MKK4) - This departure is both radar vectored and pilot nav. The departure controller will vector the aircraft to the Molokai VOR, MKK, this is best done by. Once the aircraft is clear of the arrival flow turn him on a 090 heading, which will bring him east out of your airspace. Climb him to 7,000. Coordinate with HNL\_CTR, if online, to get the aircraft cleared direct to the MKK VOR then on course. After cleared on course climb the aircraft to 15,000 and hand off to center if you no longer need the aircraft. Assuming there is no aircraft in his path. When PHNL is running in Plan W operations, aircraft are given a 230 heading after departure, these aircraft should be given a 090 heading, climbed immediately up to 7,000 upon contact and given direct to MKK pending the center controllers approval.

Keahi Three Departure (KEAHI3.KEAHI) - This is SID can only be used when runways 22L/R and 26L/R are in use. Because of the winds in Honolulu it is very rare that you will ever use this departure, however if it does occur you must be prepared. Departures will be given to you by the heading assigned by HNL\_TWR and cleared up to 5,000ft initially. Your job is to

vector the aircraft to join the HNL R-138. Simple as that, you may climb the aircraft following the altitude rules at your discretion.

Opihi Two Departure (OPIHI2.OPIHI) - In this departure it is again another radar vector/pilot nav departure. Aircraft are to be radar vectored to OPIHI and this can be done simply by vectoring the aircraft to OPIHI. When the departure is clear of the arrival flow climb the aircraft to 7,000 and clear direct to OPIHI intersection because it is within the confines of the TRACON airspace. With this departure you must immediately coordinate with center because the aircraft is expecting his clearance to his cruise at OPIHI intersection.

Palay Two Departure (PALAY2.PALAY) - This departure is again a pilot nav/radar vector departure. When aircraft clear of the arrival flow climb to 15,000 vector direct to PALAY intersection. Because it is within your airspace you may clear an aircraft direct. Handoffs to center should begin over the PALAY intersection.

Keola Two Departure (KEOLA2.KEOLA) - Aircraft in this departure are vectored to KEOLA, this is done by clearing the aircraft of the arrival flow, climbing to 7,000 and given a heading of 270. Coordinate with CTR to clear an aircraft direct to KEOLA. Hand offs to center should occur between 7 and 5 miles of the TRACON border. This is done to help ensure that center can clear the aircraft up to his enroute altitude without much hassle.

#### Arrivals:

Arrivals into Honolulu are simple and easy. Most of the approaches used will be visual and the occasional ILS when weather is rough. Arrivals shall always be given the local altimeter for Honolulu when the check in, even if they call with the current ATIS. They should also be given what runway to expect. The Honolulu approach controller owns all even altitudes this includes 0ft to 5,000ft and 6,000;8,000;10,000;12,000;14,000;16,000. If you wish to descend an aircraft to an odd altitude you must coordinate with the departure controller. The arrival flows are simple but vary by STAR. If an aircraft is not on a published STAR vector them as if they were on one. When arrivals are on a published procedure follow the instructions and flows below.

Booke Eight Arrival (BOOKE.BOOKE8) - Aircraft will be given to you at 5,000 at BOOKE intersection. You should descend them to 3,000 and either get them directly on the localizer or ILS approach or get them on the visual, because this is for arrivals coming from the west they are already lined up, almost, for the runway 8L approach. When on the PLAN W operations aircraft will be given to you at 10,000, they should be given a heading of 110 and descend to 6,000. Once clear of the departures, descend to 3,000. Abeam to ALANA intersection turn 050 which will be the base, then final as such. PLAN F is a combination of both W and E. Aircraft can either get runway 8L or 4R, you must ask them. If 8L reference above. If 4R then follow these instructions. When received at BOOKE aircraft should be given descent instructions to 6,000, over SHIGI they should descend to 3,000 and be given a heading of 220 once on reasonable downwind turn them 110, and then on final there after.

Julle Four Arrival (JULLE.JULLE4) - Aircraft will be given to you at 14,000 at JULLE intersection. You should descend them to 3,000. Once the cross ALANA you should tell them to depart it on their current heading, which should basically take them right down the V16 airway. Once they reach a reasonable downwind length turn them on the base hdg 360 and then vector them to final. If in plan W aircraft will be given to you at 6,000. They can either be given immediately the LDA/DME 26L or the Visual 26L. If on Plan F

Maggi Three Arrival (MAGGI.MAGGI3) - Aircraft will be given to you at 10,000 at BAMBO

intersection. Once received tell them to descend to 6,000 and to depart CKH \*Koko Head VOR\* heading 260, this will bring him on a downwind for runway 8L. Once clear of the departures and tower airspace, which is a 5 mile radius from the HNL VOR. Descend the aircraft to 3,000 and after a reasonable downwind has been reached turn the aircraft 360, and then to final. Because departures will be passing under them at only 1,000ft separation it is required a traffic point out is given to each arrival.

Opaca Four Arrival (OPACA.OPACA4) - Aircraft will be given to you at 8,000 at OPACA intersection. Once received turn the aircraft on the heading of 350 which will immediately turn the aircraft on base, and descend the arrival to 3,000. Then turn on final. Arrivals in plan W can be given clearance directly onto the LDA or visual for runway 26L on this arrival. In plan F you can depart the aircraft heading 280.

Sakki Four Arrival (SAKKI.SAKKI4) - Aircraft will be given to you at 6,000. Descend aircraft to 3,000 to meet with the LDA/DME approach requirements as this arrival is only used for runway 22' and 26's. The localizer for the approach is offset.

### **Missed Approaches:**

All missed approaches shall be instructed to climb to 3,000 direct ALANA and hold as published, 351 inbound and 171 outbound.

### **Bravo Transitions VFR:**

Bravo transitions are permitted within the airspace. Aircraft wanting to transition at an altitude of 5,000 and above shall be handled by the Honolulu Approach controller. Anything below you must and wishes to pass through the HNL\_TWR airspace you must coordinate with the acting TWR controller. VFR transitions shall be given a normal auto assign squawk code while in the bravo airspace.

### **Flight Following:**

The Honolulu TRACON does support flight following, when an aircraft wishes to use the flight following service be sure to place it within their scratch pad so that other controllers who may receive the aircraft are aware. Remember to give constant altimeter updates and traffic point outs.

### **Use of Temp Altitudes:**

When ever an aircraft is told to climb to an altitude or descend to an altitude, other controllers would like to be able to see this. Therefore it is required that every time a new altitude is given you press F8 and the the altitude. For example F8 050 would mean the aircraft will be going to 5,000. F8 100 will mean the aircraft is going to 10,000.

### **Scratch Pad Entries:**

These scratch pad entries have been made to create a facility wide currency and standardization in order so everyone knows what is going on.

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  
HLCL = Honolulu Left Closed Traffic 8L  
HRCL = Honolulu Right Closed Traffic 8L  
HLCR = Honolulu Left Closed Traffic 8R  
HRCR = Honolulu Right Closed Traffic 8R  
HR4R = Honolulu Right Closed Traffic 4R  
HR4L = Honolulu Right Closed Traffic 4L  
HRC2 = Honolulu Right Closed Traffic 22L 22R 26R 26L  
HLC2 = Honolulu Left Closed Traffic 22L 22R 26R 26L  
HIL = Honolulu ILS 8L  
HVL = Honolulu Visual 8L  
HVR = Honolulu Visual 8R  
HI4R = Honolulu ILS 4R  
HV4R = Honolulu Visual 4R  
HV4L = Honolulu Visual 4L  
HI2 = Honolulu LDA/DME 22L 22R 26R 26L  
HV2 = Honolulu Visual 22L 22R 26R 26L  
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)

**LOA Between HNL TRACON and HCF:**

- Anytime an ATIS changes it should be typed out in the controller broadcast box. This include runway configurations. The plans must be announced.
- Hand offs to HNL\_CTR shall occur 3-5 miles before the border or 2,000ft before reaching 16,000, meaning 14,000.
- Scratch pad entries for VFR ff should be used.