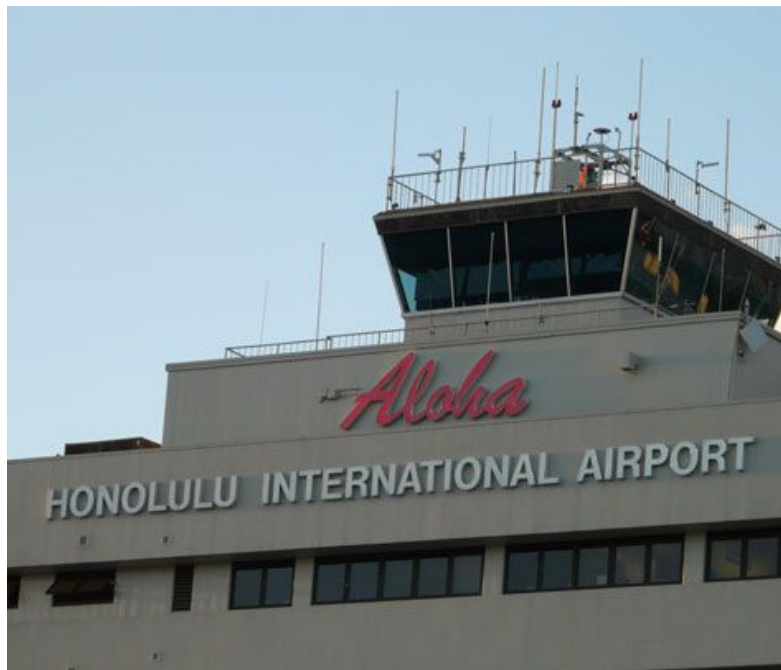


**ORDER**

**ORDER  
HNL ATCT  
SOP 1.01**

# **HONOLULU ATCT STANDARD OPERATION PROCEDURES**

**Daniel K Inouye International Airport**



**PHNL**

**November 5, 2017**



**SUBJ:** HNL ATCT SOP 1.01

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This order provides direction and guidance for the day-to-day operations of the Honolulu Control Tower and prescribes air traffic control procedures and phraseology. Controllers are required to be familiar with the provisions of these procedures. This order does not contain position frequencies or communication information. Such information can be found in the HCF Positions Table.

This document is only to be used in a simulated environment. This document shall not be referenced or utilized in live operations in the National Airspace System (NAS). The Honolulu CF, VATUSA, and VATSIM do not take any responsibility for uses of this order outside the simulated environment.

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# Chapter 1. Honolulu Clearance Delivery (HNL\_DEL)

## Section 1. IFR

### 1-1-1. IFR Initial Altitude

- A. IFR aircraft requesting at or above 5000 shall be instructed to “**maintain 5000**, expect [cruise] one zero minutes after departure”.

### 1-1-2. Departure Frequency

- A. Departure Frequency shall be with HNL\_DEP, HNL\_APP, or HNL\_CTR, in that priority. During events, Departure Frequencies are as per the SID and/or by direction of flight.

### 1-1-3. Standard Instrument Departures (SIDs)

- A. All SIDs, except HNL1, are **hybrid**. *HNL1 is an ODP.*

MKK4: Molokai Four - KEAHI2: Keahi Two  
PALAY2: Palay Two - KEOLA2: Keola Two  
HNL1: Honolulu One - OPIHI2: Opihi Two

*“...Molokai Four Departure, [transition], then as filed...”*

- B. The **HNL1 departure** is an ODP (obstacle departure procedure) and has slightly varying phraseology:

*“...Honolulu One Departure to [ALANA or HAUNA], direct [next waypoint], then as filed...”*

If PHNL is in east ops, use **HAUNA**. If in west ops, use **ALANA**. If the airport is in visual conditions, and an aircraft would prefer ALANA, you may assign that instead of HAUNA.

- C. For aircraft that file a SID but no transition (EX: MKK4.MKK), clear the aircraft as “radar vectors (initial SID point).”

*“...via radar vectors MKK...”*

## Section 2. VFR

### 1-2-1. Pattern Work

- A. VFR aircraft requesting **pattern work** shall be instructed:  
*"...cleared into Honolulu Bravo airspace, maintain VFR at or below **1500**, squawk [code]"*

### 1-2-2. Departures

- A. VFR aircraft requesting to **leave the airspace** shall be instructed:  
*"...cleared out of Honolulu Bravo airspace, maintain VFR [optional altitude\*], departure frequency [freq], squawk [code]"*

\*As coordinated with tower and departure

- B. Aircraft requesting to depart to the north of the bravo airspace and do not request flight following may use **tower as the departure frequency**. This must be previously coordinated with tower before any clearance is issued.

### 1-2-3. Published VFR Procedures

- A. PHNL has published VFR arrival and departure procedures that can be found in the **Pacific Chart Supplement**, or by [this link](#) and [this link](#). Aircraft follow the written procedure(s) until outside of the bravo airspace and are then treated as any other VFR aircraft.
- B. VFR aircraft are allowed to request a VFR departure procedure to clearance delivery.

#### **Example:**

*"Honolulu Clearance, Skyhawk 7911X, information Bravo, request Freeway Two departure"*

*"Skyhawk 7911X is cleared out of Honolulu Bravo airspace via Freeway Two departure, departure frequency 118.3, squawk 0725"*

- C. ATC is **NOT allowed** to assign a VFR departure procedure. It is **only** allowed upon request from the pilot. Review the links from above to view the procedures for each departure. **Be sure to coordinate!**
- D. *While it is very uncommon to see these procedures on VATSIM, please become*

*familiar with them for future operations involving high VFR traffic levels.*

## Section 3. Scratchpads

### 1-3-1. SID Scratchpads

- A. Clearance Delivery shall enter the following scratchpad entries for the following SIDs:

MKK4 - MKK

KEOLA2 - KEOL

KEAHI2 - KEAH

OPIHI2 - OPIH

PALAY2 - PALA

HNL1 - First four letters of waypoint after ALANA or HAUNA

### 1-3-2. Non-SID Scratchpads

- A. Enter the first four letters of the aircraft's first waypoint. Be sure to coordinate with departure and center, if needed.

### 1-3-3. VFR Scratchpads

- A. Pattern work, no scratchpad entry is needed. Enter "Pattern Work" in their route. Coordinate with Tower.
- B. For departing VFR aircraft (including departure procedures), enter "VFF" for "flight-following requested," or leave blank if none is requested.

### 1-3-4. Exceptions

- C. Scratchpad entries may be omitted if approved by both tower and departure.
- D. A recommended procedure is to use scratchpads when blanket departure release procedures are in effect so that departure control can have quick access to the information on the departing aircraft's flight plan.
- E. As long as the departure controller can have quick access to initial vectoring points, the objective is complete.



## Chapter 2. Honolulu Ground

### Section 1. Preferred Taxi Routes

#### 2-1-1. GA Ramp to:

8L - C, RT, RA, RB

8R - C, RT, RA, RB

26L - C, RT, RA

26R - C

4L - C, F

4R - C

22L - C

22R - C

#### 2-1-2. International Terminal to:

8L - Z, A

8R - Z, A, RB

26L - Z, A, RB, RA

26R - Z, W, C

4L - Z, D, F

4R - Z, E, C

22L - Z, A, C

22R - Z, A

#### 2-1-3. Joint Base to:

8L - T

8R - T, A, RB

26L - T, A, RB, RA

26R - T, B, E, C

4L - T, B, D, F

4R - T, B, D, C

22L - T, B, E, C

22R - T, B, E, C

#### 2-1-4. Notice

- A. These taxi routes are preferred, but not required. Controller discretion is always advised.

## Section 2. Special Taxiways

### 2-2-1. Taxiway L and G (Interisland)

- A. Aircraft from the **Interisland terminal** will follow the **International Terminal routes** with the *exception* of adding taxiway **L** or **G**, *depending on flow*. Taxiway **L** is for aircraft **LEAVING** the ramp during normal ops. Taxiway **G** is for aircraft **GOING INTO** the ramp in normal ops. This is **reversed** during west ops.

### 2-2-2. Taxiway T and V (Joint Base)

- A. Aircraft departing the **joint base** will exit ramp via **T** and enter ramp via **V**. This configuration is NOT reversed during west ops.

### 2-2-3. Taxiway M (Air National Guard)

- A. SPECIAL attention should be paid to Taxiway **M** - It is a two-way taxi into the national guard ramp. Insure you're NOT placing multiple aircrafts in opposing directions at the same time.

### 2-2-3. Taxiway A4

- A. Taxiway A4 runs from A to HA. It does NOT extend to the runway.

## Section 3. Runway Crossings

### 2-3-1. Runways 4L/22R and 4R/22L

- A. Ground can instruct aircraft to cross runway 4R/22L and 4L/22R simultaneously since they are so close together.

*“Hawaiian 1145, taxi to parking via D, cross runway 4L at D, cross runway 4R at D.”*

### 2-3-2. Runways 8L/26R and 8R/26L

- A. Ground is not permitted to instruct aircraft to cross runways 8L/R and 26L/R simultaneously.

### 2-3-3. Coordination

- A. Ground is always required to coordinate runway crossings with Tower and request permission to cross each aircraft.

**Example:**

*GND: Tower, Ground*

*TWR: Tower*

*GND: One to cross 8L at RB*

*TWR: Approved, TR*

*GND: DM*

## Section 4. Important Items

### **2-4-1. Heavy Aircraft Departures**

- A. Heavy Aircraft depart runway 8R in normal ops.

### **2-4-2. Waterways**

- A. Aircraft utilizing the Waterways shall contact tower for taxi instructions.

### **2-4-3. ASDE-X**

- A. ASDE-X is in use at PHNL. All aircraft squawk mode C on all taxiways and runways.

## Chapter 3. Honolulu Tower (HNL\_TWR)

### 3-1. Radar

- A. Honolulu Tower is a radar tower and can provide basic radar services as customary. Tower owns the airspace surrounding the airport for 5 nm from surface up to 2600 MSL. Additional airspace may be requested from approach or departure as needed.
- B. As per 1-2-3(b) of this order, clearance delivery and tower may elect to coordinate VFR departures that do not want flight following and will depart under or north of the bravo airspace. In this situation, tower will radar identify the departing aircraft and instruct them outside of the bravo airspace. Tower will be responsible for traffic, terrain, and airspace separation, including appropriate traffic point outs, as needed. Tower will terminate radar services outside of the bravo and clear of traffic, and issue VFR squawk code and instruct aircraft to remain clear of bravo airspace.
- C. In addition to the above, Tower may elect to apply this rule to any VFR departure in any direction, so long as prior coordination and notification with departure control is completed.

### 3-2. Runway Configuration

- A. Standard Ops (East):  
Land and depart runway 8L and runway 4R. Depart Heavies on 8R.
- B. West Ops:  
Land runway 26L, depart runway 22L and 26R.
- C. Runways can be used for purposes other than listed above with approval from the Tower.
- D. Do not land or depart on runways with a tailwind component of more than 10 KT.

### 3-3. Intersection Departures

- A. Intersection Departures are approved at Tower's discretion. Distances in

the table below:

TAKEOFF DISTANCE							
RWY	RB	L	G	D/S/Y	H	E	K
8L	10032	6336	5808	4224	3696	3196	1584
26R		4224	4752	5808	6864	7364	8448
RWY	RC	RM	RG	RH			
8R	9504	6864	3168				
26L		3168	6864	9504			
RWY	F	D	E	P			
4R	5808	4224	3168	2112			
22L	1584	2640	4224	5280			
RWY	D	E	K				
4L	4224	3168	2640				
22R	1056	2640	3696				

### 3-4. LAHSO

- A. LAHSO is authorized at PHNL. This applies to RWY 8L at 4L and 4R. These points are defined as red marks on the runways.

### 3-5. Departure Headings

- A. Aircraft departing east ops will be assigned heading between 150 and 180. Heading 150 is default, and preferred.
- B. Aircraft departing west ops shall be assigned runway heading.
- Aircraft departing runway 26R may be assigned up to 30 degrees left of runway heading, if necessary.
- C. This does not apply to aircraft on VFR departure procedures.
- D. VFR instructions are controller's discretion, though should be coordinated with departure control.

### 3-6. Departure Releases

- A. Tower is **required** to obtain **departure releases** from the appropriate departure controller prior to clearing an aircraft for take off.
- B. The release request must contain the aircraft's callsign, SID or initial waypoint, and departure runway.

- C. When applicable, departure will assign the initial heading for the departing aircraft, or additional instructions.
- D. Example:  
*HAL223 PALAY2 8L | MHO3243 CKH 22L | N80991 FREEWAY2 4R*  
  
*N7911X VFR NORTH 4R*
- E. This does not apply to VFR departures that will terminate with tower, as per 3-1(B) and 1-2-2(B) of this order.

### **3-7. Transfer to Departure**

- A. Tower shall handoff ALL aircraft to departure (or the next highest controller) once an aircraft establishes a positive rate through 500 ft MSL.
- B. All aircraft should be handed off to departure by ½ NM off the end of the departure runway.
- C. This does not apply to VFR departures that will terminate with tower, as per 3-1(B) and 1-2-2(B) of this order.

### **3-8. Missed Approaches/Go Arounds**

- D. Aircraft shall be instructed to maintain **5000** and fly heading **180** or;
- E. Fly published missed approach and contact the appropriate approach controller.

### **3-9. Handoffs**

- A. Approach shall utilize radar handoff to tower for all arrivals. Tower may request to only utilize verbal handoffs in lieu of radar handoffs.
- B. VFR Departures shall be only verbally handed off to departure control.
- C. Aircraft on VFR Departure procedures shall be instructed “cleared for takeoff,” with no additional instructions. Aircraft are assumed to fly the appropriate routes on the procedure.
- D. This does not apply to VFR departures that will terminate with tower, as per 3-1(B) and 1-2-2(B) of this order.

**3-10. Special VFR**

- A. Special VFR operations are prohibited to fixed wing aircraft.