Honolulu Control Facility

HCF ENROUTE STANDARD OPERATING PROCEDURES

Document Number	HCF 7110.1
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DOCUMENT INFORMATION

Purpose

This document prescribes the procedures to be utilized for staffing of the Honolulu TRACON Radar Positions. 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 document is distributed to all Honolulu 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 judgement 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 HCF 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
09/16/2022	Initial Release	Joseph Kerr HCF-100A
01/17/2023	Added Enroute Beacon Codes	Dave Mayes HCF-100B
04/29/2023	Updated Operational Positions (Sectors)	Dave Mayes HCF-100C
11/13/2023	New I.D. Codes and House-keeping	Dave Mayes HCF-100D
03/01/2024	Housekeeping	Dirk Thorben Kottenhahn HCF 7110.1E

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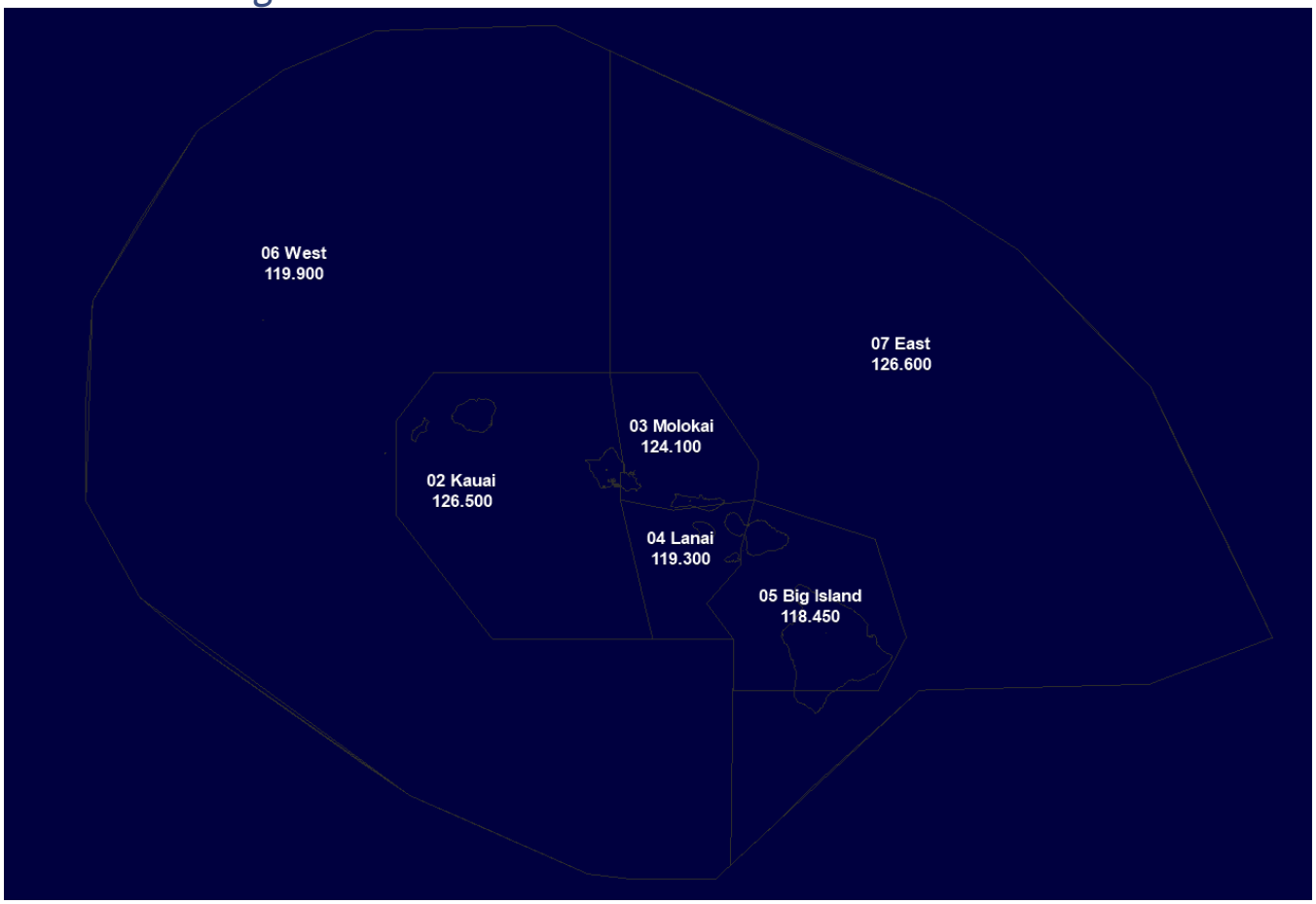
1 Operational Positions

Position	Name	Call Sign	ID	Frequency
Kauai Sector	**HCF Center**	**HNL_02_CTR**	**02**	**126.500**
Molokai Sector	HCF Center	HNL_03_CTR	03	124.100
Lanai Sector	HCF Center	HNL_04_CTR	04	119.300
Big Island Sector	HCF Center	HNL_05_CTR	05	118.450
West Sector	HCF Center	HNL_06_CTR	06	119.900
East Sector	HCF Center	HNL_07_CTR	07	126.600

Bold designates Primary Position

2 Sectors

2.1 Sector Diagram



Please not that HNL_02_CTR is the primary sector.

2.2 Purpose

Enroute sectors are defined by lateral and vertical boundaries of airspace. Controllers assuming control of any Enroute position(s) are responsible for all airspace within that position which is not controlled by another controller. Enroute controllers also assume control of any sector not already staffed by another Enroute controller within the confines of the HCF airspace.

2.3 Combined Sectors

An Enroute controller assuming responsibility for HCF Enroute airspace shall use the designated “combined” primary position (i.e. HNL_02_CTR), unless that position is already staffed by another member. If a HCF Enroute controller wishes to sign on to an Enroute position that is otherwise already staffed by another HCF Enroute controller, then that controller can sign onto another Enroute position (i.e. HNL_03_CTR).

2.4 Briefing and Sectorization

A controller preparing to assume control of a portion of airspace already being controlled by another Enroute controller **shall request control of that airspace and receive a position brief** from the appropriate controller(s) prior to assuming control of that airspace.

For example, if assuming control of the Molokai (03) sector from Kauai (02) a controller shall request the proper lateral airspace within the defined lateral boundaries from the Kauai sector. Once pre-coordination has been achieved between the relevant controllers, the Kauai sector is responsible for issuing automated and/or verbal handoffs.

2.5 Relief

HCF Enroute controllers that are discontinuing service shall announce their closure via the ATC channel utilizing the “forward slash (/)” prefix. If another controller is assuming control of airspace previously controlled, all aircraft shall be handed off to the appropriate Enroute controller.

Relieving controllers shall, to the extend possible, monitor the controller being relieved for no less than five minutes before relieving the other controller. This shall be done in order to gain a complete understanding of all traffic within the sector. Deviations from the standard procedures shall be agreed upon prior to the completion of the relief process between the relieving controller and the current controller.

2.6 Handoffs

Handoffs shall, to the extend possible, be complete no less than five (5) nautical miles from the relevant sector boundary. If a handoff has not been completed no less than five miles from the relevant sector boundary, that aircraft shall be turned away from the adjacent airspace and placed in a hold or re-routed as appropriate.

Handoffs shall, to the extend possible, be accomplished.

3 Descents and Crossing Restrictions

3.1 PHNL Descents

STAR Name	Routing
INOYI#	Descend Via
SYMIN#	Descend Via
MAKAH#	Descend Via
SHLAE#	Descend Via
KLANI#	Descend Via
KAENA#	Descend Via
MAGGI#	East: BAMBO @ 12,000 | West: BAMBO @ 8,000
JULLE#	JULLE @ 10,000
SAKKI#	SAKKI @ 6,000
OPACA#	East: OPACA @ 6,000 | West: OPACA @ 10,000
BOOKE#	East: BOOKE @ 6,000 | West: BOOKE @ 10,000

3.2 HCF Handoff to HNL_TRACON

(a) Aircraft on the MAGGI#, JULLE#, SAKKI#, INOYI#, MAKAH#, SHLAE# and the #SYMIN# shall be handed off to **HNL_E_APP** when HNL TRACON is split

(b) Aircraft on the KAENA#, KLANI#, BOOKE# and OPACA# shall be handed off to **HNL_W_APP** when HNL TRACON is split.

3.3 PHOG Descents

STAR Name	Routing
LNDHY#	Descend Via
LAVAS#	Descend Via
CAMPS#	North: KEIKI @ 5,000, CAMPS @ 3,000 South: KEIKI @ 7,000, CAMPS @ 6,000

3.4 HCF Handoff to OGG TRACON

(a) Aircraft on the LNDHY# shall be handed off to OGG_N_APP when OGG TRACON is split.

(b) Aircraft on the CAMPS# and the LAVAS# shall be handed off to OGG_S_APP when OGG TRACON is split.

3.5 HCF Handoff to ITO TRACON

(a) Aircraft arriving on V21 or V15 to PUMIC should be assigned PUMIC at 15,000. Aircraft not flying to PUMIC, assign 15,000 feet 30 DME from ITO.

(b) All aircraft to be handed off to ITO_APP.

4 Oceanic Procedures

4.1 Procedure if Oceanic Online

(a) When ZAK_E_FSS is online, HCF is responsible for obtaining an Oceanic Clearance at least 20 minutes prior to TCP (Transfer Control Point) for aircraft filing oceanic routes, including Oceanic enroute traffic arriving in HCF airspace and returning to Oceanic Airspace. Since the FSS is not a radar position, do not use the radar client handoff feature to turn aircraft over to the FSS. The FSS needs no interphone call, if no special conditions exist and the aircraft is within five minutes of the estimated TCP time. Just issue the frequency change to the aircraft. Specifically, the following actions should be taken to transfer control of the aircraft:

1. Contact FSS by private message (viewable in Controller and chat window).
2. The request for clearance shall consist of the callsign, TCP fix or route number, cruise altitude, and estimated time the flight will reach the TCP fix or FIR boundary. Example: "Hawaiian 2323 arrives R465 CIVIT 1813z FL350".
3. Advise the aircraft they are leaving HCF airspace. Issue a beacon code of 2000, terminate radar services and contact San Francisco radio on 131.950.

(b) The clearance approval shall consist of the callsign and the controller's operating initials. Optionally include a clearance time, if needed to delay arrival onto the oceanic track. The HCF shall then sequence control and turnover of the flight so as not to arrive before the clearance time.

(c) If the flight's estimated time of control turnover should become earlier or more than 5 minutes different from the clearance time, HCF must obtain a revised clearance.

4.2 Oceanic to HCF

(a) The FSS will notify HCF of all aircraft exiting the Oceanic FSS with an estimated time of control transfer. Control transfer shall occur at least 15 minutes prior to the aircraft passing the TCP. HCF may request earlier control transfer as long as the aircraft is radar identified (e.g.: "AAL1028, request control"), and this may be granted conditions permitting.

(b) The HCF may pass a beacon code to the FSS to be passed to the aircraft to facilitate radar identification.

(c) VFR flights may be conducted in the airspace surrounding Pacific Islands within the ZAK FIR: Between sunrise and sunset When operating less than 100 nm from any landmass, below FL200. VFR flight is otherwise prohibited in Oceanic Class A airspace.

4.3 Procedure if Oceanic Offline

When Oceanic FSS is offline, advise aircraft “Radar services terminated, squawk 2000, frequency change approved”.

5 Untowered Fields

ODP (Obstacle Departure Procedure) may be assigned for separation purposes.