Honolulu Control Facility

KAHULUI TRACON STANDARD OPERATING PROCEDURES

Document Number	OGG 7110.2
Version	D
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DOCUMENT INFORMATION

Purpose

This document prescribes the procedures to be utilized for providing air traffic control services at the Honolulu Control Facility (Maui TRACON). 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
10 Oct 2022	Initial Release	Joseph Kerr HCF-8A
10 Nov 2023	New I.D. Codes and House-keeping	Dave Mayes HCF-8B
06 Jan 2024	Housekeeping	Dirk Thorben Kottenhahn OGG 7110.2C
02 Feb 2024	Adding visual maps	Dirk Thorben Kottenhahn OGG 7110.2D

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1 Operational Positions

Bold designates Primary Position

Position	Name	Call Sign	Frequency
Delivery*	**Maui Clearance**	**OGG_DEL**	**120.600**
Ground*	**Maui Ground**	**OGG_GND**	**121.900**
North Tower*	**Maui Tower**	**OGG_TWR**	**118.700**
North Approach	HCF Approach	OGG_N_APP	120.200
South Approach	**HCF Approach**	**OGG_S_APP**	**119.500**
ATIS	Maui ATIS	OGG_ATIS	128.600

*Open from 0600-2300 HST (1600-0900Z). Between the hours of 2300-0600 HST, contact OGG_S_APP 119.500.

2 TRACON Airports

ICAO	Airport Name	Operating Hours
PHOG	**Kahului**	**0600-2300 HST (1600-0900Z)**
PHJH*	Kapalua	Uncontrolled

*PHJH Kapalua is a non-controlled airfield

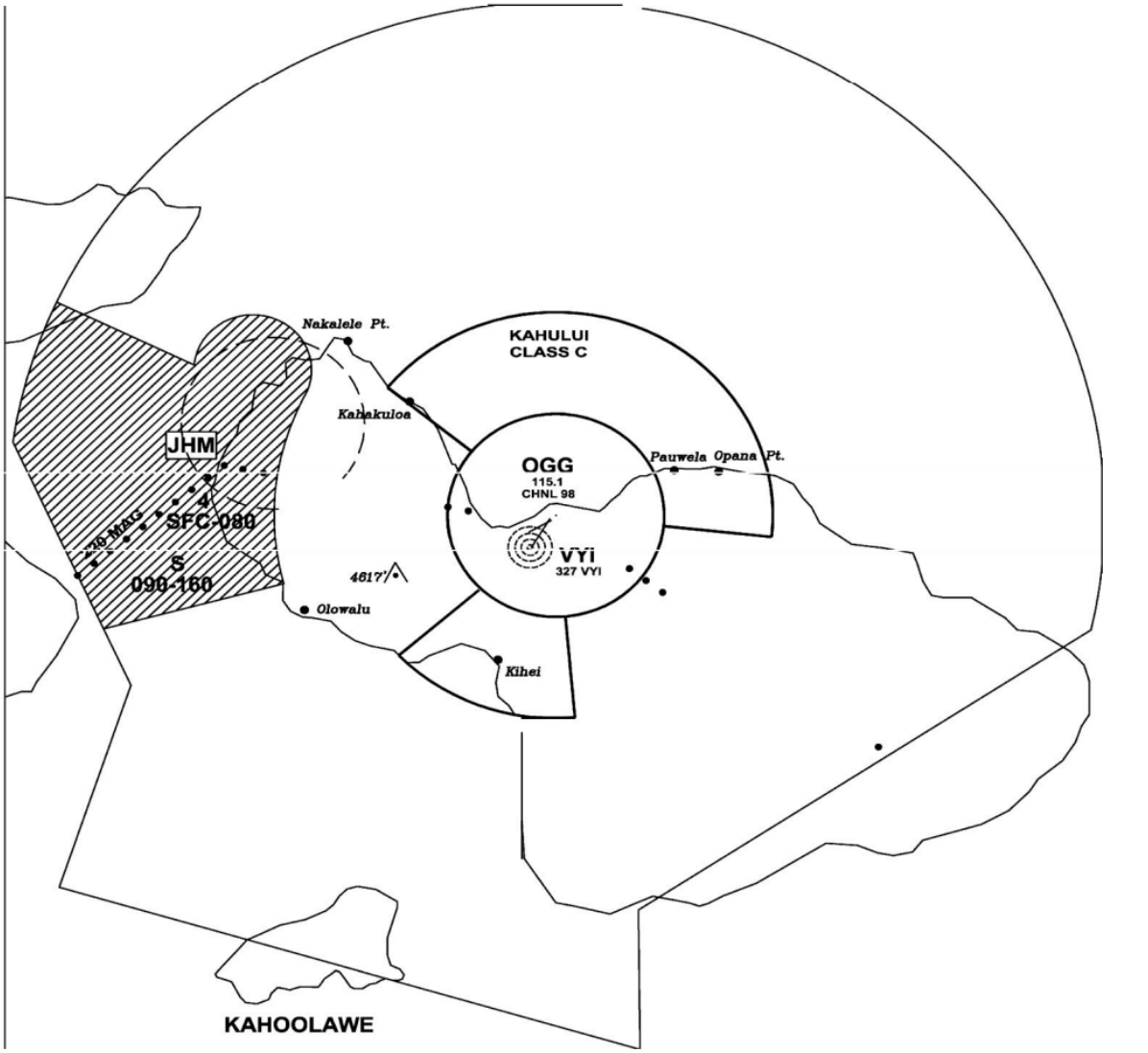
Note: PHHN (Hana) is not part of Maui TRACON. ATC Services should be directed to HCF Center.

3 General Procedures

3.1 Airspace

(a) Provide air traffic control service within the depicted airspace up to and including 16,000 feet.

FIG 2-1-2
Maui Approach Airspace



Sector 9 – 9000' to 16,000'; Sector 10 16,000' and below

3.2 Handoffs

(a) OGG ATCT is NOT a radar tower. Radar handoffs shall not be used for aircraft entering OGG ATCTs area of responsibility. Any other ATCTs within OGG TRACON shall not receive a radar handoff for arriving aircraft.

3.3 VFR Aircraft

(a) Instruct departing VFR aircraft to maintain VFR at or below 1,500.

(b) VFR aircraft not remaining within the pattern and requesting flight following will be given a departure frequency.

1. VFR aircraft departing north shall receive ON as their departure frequency.
2. VFR aircraft departing south shall receive OS as their departure frequency.

(c) Assign all VFR aircraft leaving the Class C airspace a unique beacon code.

3.4 Departure Releases

(a) Unless otherwise coordinated, all airports within OGG TRACON shall request departure releases from OGG TRACON for all IFR departures.

(b) Departure Releases AND rolling calls will include the following content:

1. Aircraft Callsign
2. SID or Initial Waypoint
3. Departure Runway

(c) OGG TRACON may opt to provide OGG ATCT with blanket releases. If Blanket Releases are in effect, a Rolling Call will be sent to TRACON for each IFR departure.

3.5 Missed Approach/Go-Arounds

1. For aircraft on an **instrument** approach, OGG ACTC will instruct aircraft to fly the published missed approach and to contact TRACON.
2. For aircraft on a **visual** missed approach in North Flow, ATCT will instruct aircraft to fly heading 360, climb and maintain 4,000ft and contact TRACON.
3. For aircraft on a **visual** missed approach in South Flow, ATCT will instruct aircraft to fly heading 185, climb and maintain 5,000ft to contact TRACON.

4 Departure Procedures

4.1 Standard Instrument Departures

SID Name	Course Direction
BEACH#	Aircraft will fly direct initial FIX after LNY/HARPO
HIAKA#	Radar vectors to Initial FIX after ROSAH
MAUI#	Radar vectors to Initial FIX
NPLII#	Aircraft will fly direct initial FIX after WMAUI
ONOHI#	Aircraft will fly direct initial FIX after ONOHI or BARBY
PUHEE#	Radar vectors to Initial FIX after TAAKA
STACY#	Radar vectors to Initial FIX
SWEEP#	Aircraft will fly direct initial FIX after SWEEP
No SID	Radar vectors to Initial FIX

Legend

All Ops
North Ops only
South Ops only

4.2 Departure Flow Description

(a) Special attention should be paid to departures heading Northeast to Southeast bound to ensure separation with the arrival corridor

(b) Arrivals in the arrival corridor (downwind) will be descending to 5,000 feet.

(c) Once departing aircraft are clear of conflicting traffic, departing aircraft will be instructed to climb to 15,000 feet (or cruise if lower) and directed on course.

(d) Departures should be handed off to ENROUTE prior to reaching 15,000 feet and / or 5 miles from TRACON boundary

5 Arrival Procedures

5.1 Standard Terminal Arrival Routes

(a) The following Standard Terminal Arrival Routes (STARS) shall be utilized for aircraft arriving at Kahului (OGG).

(b) The preferred arrival from the Southeast or the Southwest is the CAMPS# arrival

STAR Name	TRACON Arrival From
LNDHY#	North
LAVAS#	Southeast
CAMPS#	Southwest / Southeast

Bold indicates RNAV STAR.

5.2 TRACON Entry Altitudes

(a) The following Descent Instructions will be assigned from ENROUTE and can be the expected Entry Altitudes for aircraft entering the MAUI TRACON.

(b) If deviations from these Entry Altitudes are required, MAUI TRACON can expect coordination from HCF Center.

STAR Name	Routing
LNDHY#	Descend Via
LAVAS#	Descend Via
CAMPS#	KEIKI @ or above 3,000 HARPO @ or above 4,000

5.3 Runway/Approach Assignments

(a) The initial TRACON controller will assign a Runway/Approach to expect.

(b) Runway assignments will be as follows:

1. North Ops - Runway 02
2. South Ops - Runway 20

(c) Different runways and approaches can be assigned with coordination.

(d) Standard approach during North Ops is ILS

(e) Standard approach during South Ops is RNAV.

6 Adjacent Airspace

(a) The following facilities have airspace which are adjacent or within the OGG TRACON.

1. HCF ENROUTE (Adjacent)
2. OGG ATCT