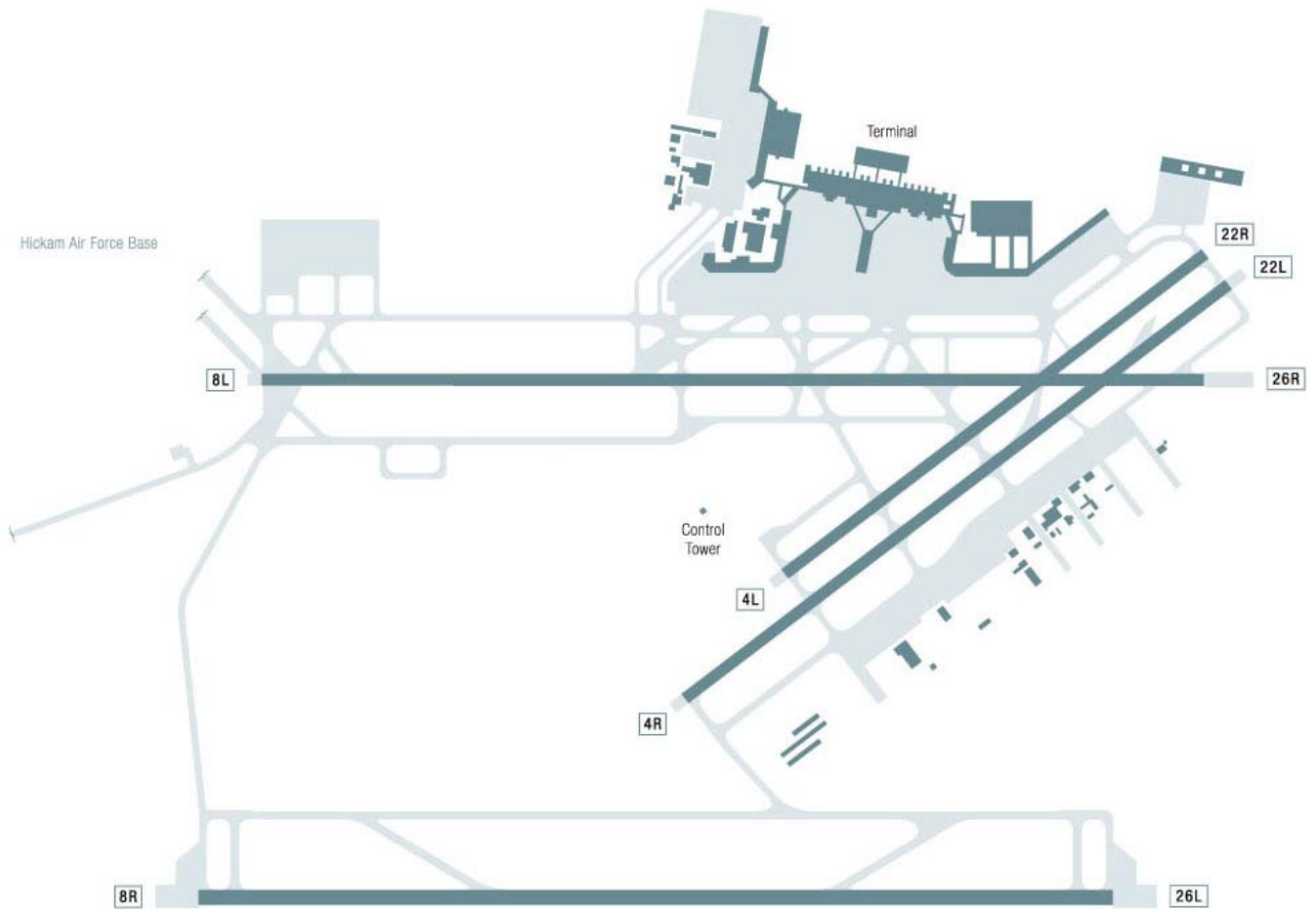


HONOLULU – Honolulu International (HNL)



HONOLULU – Honolulu International Airport (HNL)

Benchmark Results

- The capacity benchmark for Honolulu International Airport today is 110-120 flights per hour (arrivals and departures) in Optimum weather. No data on the occurrence of these conditions was available from the source that provided weather data for other airports.
- The benchmark rate decreases to 60-85 flights per hour in Marginal conditions and to 58-60 flights per hour in IFR conditions.
- These benchmark rates represent balanced operations, with equal numbers of arrivals and departures per hour. Greater total throughput may be possible during arrival or departure peaks.
- There are no planned improvements that will increase Honolulu's capacity under Optimum conditions. However, with the use of CEFR in Marginal conditions, Honolulu's benchmark rate would increase by as much as 22 percent. CEFR is expected to allow visual separations for suitably equipped aircraft in Marginal conditions.
- For the future IFR scenario, it was assumed that the crossing runway procedures will permit "land and hold short" type operations, with arrivals to Runway 8L holding short or exiting before Runway 4R. Such operations occur today in good weather.
- Departures from HNL are generally limited to turns away from land, for noise abatement. This limits departure capacity, but it was assumed that this restriction will continue in the future.
- The following charts compare actual hourly traffic with the calculated capacity curves for HNL.

These values were calculated for the Capacity Benchmarking task and should not be used for other purposes, particularly if more detailed analyses have been performed for the airport or for the individual programs.

The list of Planned Improvements and their expected effects on capacity does not imply FAA commitment to or approval of any item on the list.

HONOLULU – Honolulu International Airport (HNL)

Weather	Scenario	Configuration	Procedures	Benchmark Rate (per hour)
Optimum Rate Ceiling and visibility above minima for visual approaches (2500 ft ceiling and 3 mi visibility) <i>Occurrence: Insufficient data</i>	Today	Arrivals on Runways 4R, 8L Departures on 4R, 8L, 8R <i>Frequency of Use: Insufficient data; facility reported configuration</i>	Visual approaches, visual separation	110-120
	New Runway	N/A		N/A
	Planned improvements (2013)	Same		110
Marginal Rate Below visual approach minima but better than instrument conditions <i>Occurrence: Insufficient data</i>	Today	Arrivals on Runways 4R, 8L Departures on 4R, 8L, 8R <i>Frequency of Use: Insufficient data; facility reported configuration</i>	Instrument approaches, visual separation	60-85
	New Runway	N/A		N/A
	Planned improvements (2013)	Same	Visual approaches, visual separation	104
IFR Rate Instrument conditions (ceiling < 1000 ft or visibility < 3.0 miles) <i>Occurrence: Insufficient data</i>	Today	Arrivals on Runways 4R, 8L Departures on 4R, 8L, 8R <i>Frequency of Use: Insufficient data; facility reported configuration</i>	Instrument approaches, radar separation	58-60
	New Runway	N/A		N/A
	Planned improvements (2013)	Same		83

NOTE: Data on frequency of occurrence of weather and runway configuration usage is based on FAA ASPM data for January 2000 to July 2002 (excluding 11-14 September 2001), 7 AM to 10 PM local time.

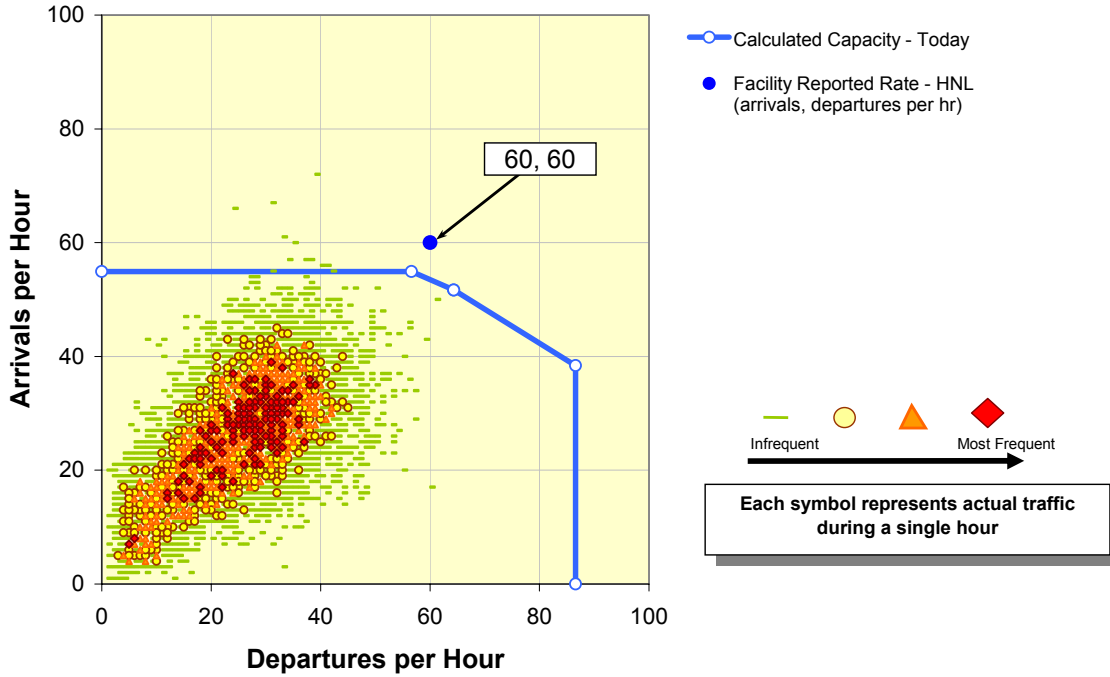
Planned Improvements at HNL include:

- CEFR, for reduced in-trail separations between arrivals in Marginal conditions.
- Improved intersecting runway procedures.

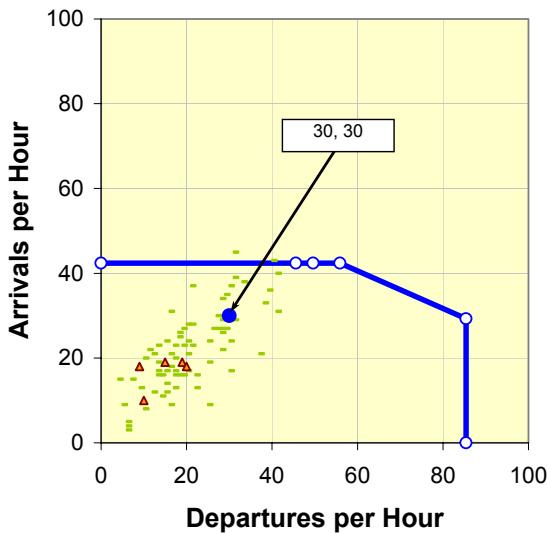
Additional information on these improvements may be found in the Introduction and Overview of this report, under “Assumptions.”

Calculated Capacity (Today) and Actual Throughput

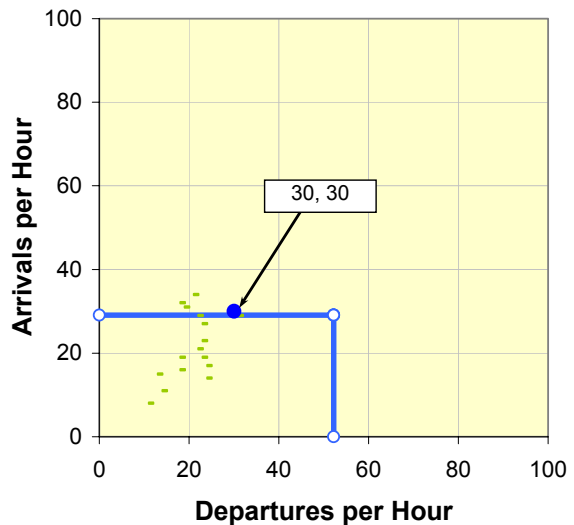
Optimum Rate



Marginal Rate



IFR Rate



Hourly traffic data was obtained from the FAA ASPM database for January 2000 to July 2002 (excluding 11-14 September 2001), 7 AM to 10 PM local time. Facility reported rates were reviewed by ATC personnel at HNL.