

SOUTHERN CALIFORNIA TRACON COAST AREA STANDARD OPERATING PROCEDURES



**VIRTUAL AIR TRAFFIC SIMULATION NETWORK
LOS ANGELES ARTCC**

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Change Notices

Version	Date	Explanation of Changes
1.10	02SEP23	Various minor updates
1.11	17SEP23	Position table updates
1.12	19SEP23	Adjusted Handoff to NORTH from PACIFIC

SECTION 1. GENERAL

1-1. PURPOSE

This chapter establishes the standard operating procedures for the Coast specialty and prescribes the operational procedures unique to the Coast area. Controllers staffing the Coast area must be familiar with and adhere to the information and procedures described in this Chapter to provide a safe, orderly, and expeditious flow of air traffic in southern California TRACON and Coast area airspace.

1-2. SCOPE OF RESPONSIBILITIES

The Coast area is responsible for arrivals, departures, and overflights in and out of the Southern California TRACON Coast area airspace.

1-3. COAST SECTORS

- a. The following sectors make up the Coast specialty:
 - 1. Tustin
 - 2. Pacific

SECTOR	POSITION ID	FREQUENCY	INTERPHONE	CALLSIGN
TUSTIN	4T	121.300	TUSTIN	SNA_T_APP
PACIFIC	4Y	128.100	PACIFIC	SNA_Y_APP

SECTION 2. RADAR TEAM PROCEDURES

2-1. DEPARTURE NOISE ABATEMENT PROCEDURES

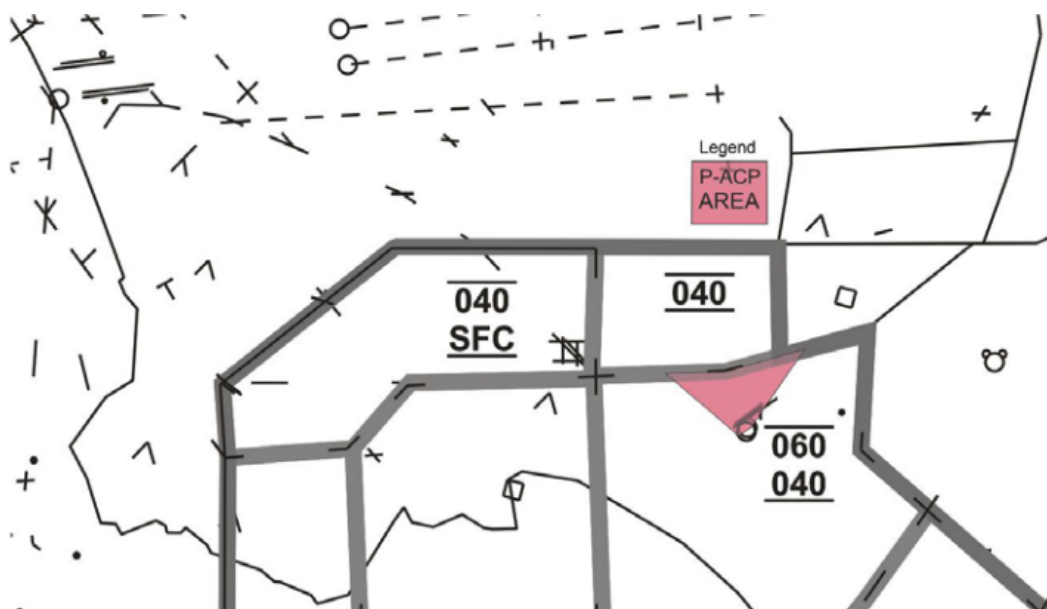
Runway 20 John Wayne J & M Class Departures - Unless operational requirements dictate taking action to correct an adverse or unsafe situation, MUSEL/PIGGN/FINZZ/HHERO departures must not be vectored until passing abeam STREL. Channel departures must not be vectored until crossing the SLI R-132. (the shoreline at Balboa Island).

SECTION 3. COORDINATION

3-1. COAST AREA PREARRANGED COORDINATION PROCEDURES (P-ACP)

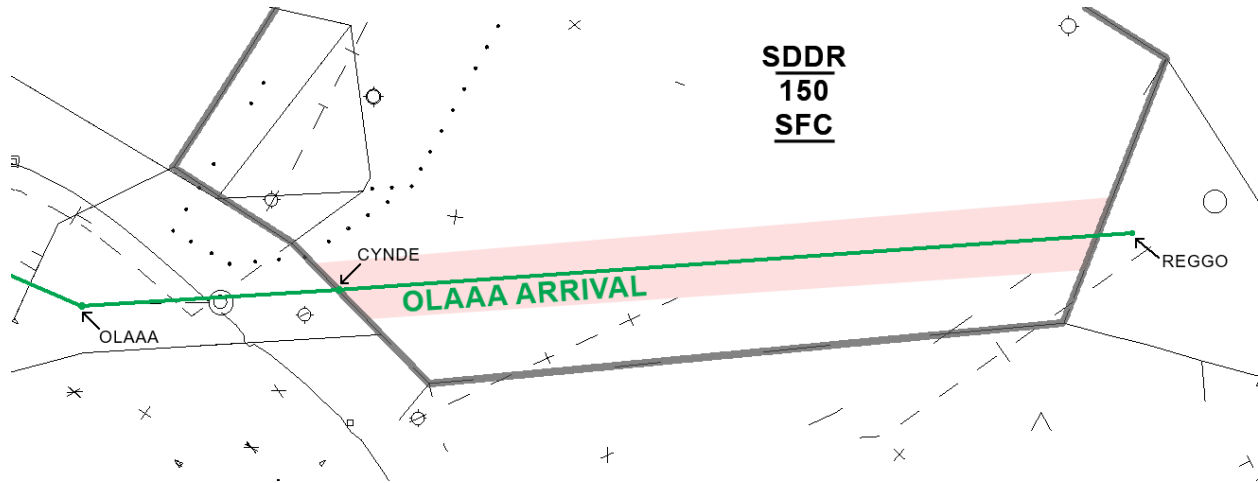
The procedures listed below constitute prearranged coordination for the Coast area. In addition to the conditions listed below, all conditions listed in paragraph 1-3 of the SCT General SOP must be met. Failure to comply with all requirements must invalidate the procedures and require that appropriate verbal coordination be completed in accordance with FAA Joint Order 7110.65.

a. P-ACP BETWEEN DOWNEY AND PACIFIC SECTORS - LAX WEST



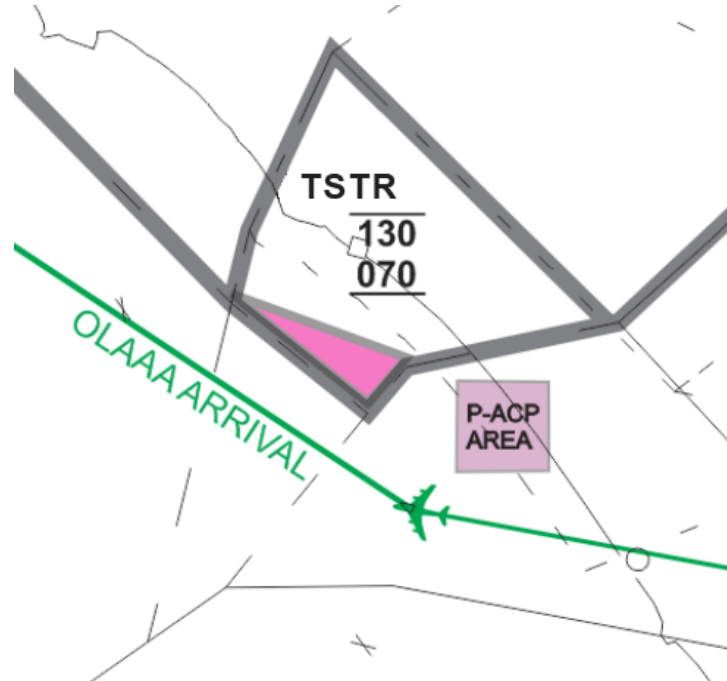
1. Downey radar may enter P-ACP airspace with aircraft that depart SLI VOR between heading 300 and 020 at or above 5,000' MSL.
2. Downey radar must be responsible for maintaining approved separation between aircraft under their control and all traffic in the P-ACP airspace.

b. P-ACP BETWEEN PACIFIC AND DEL MAR SECTORS



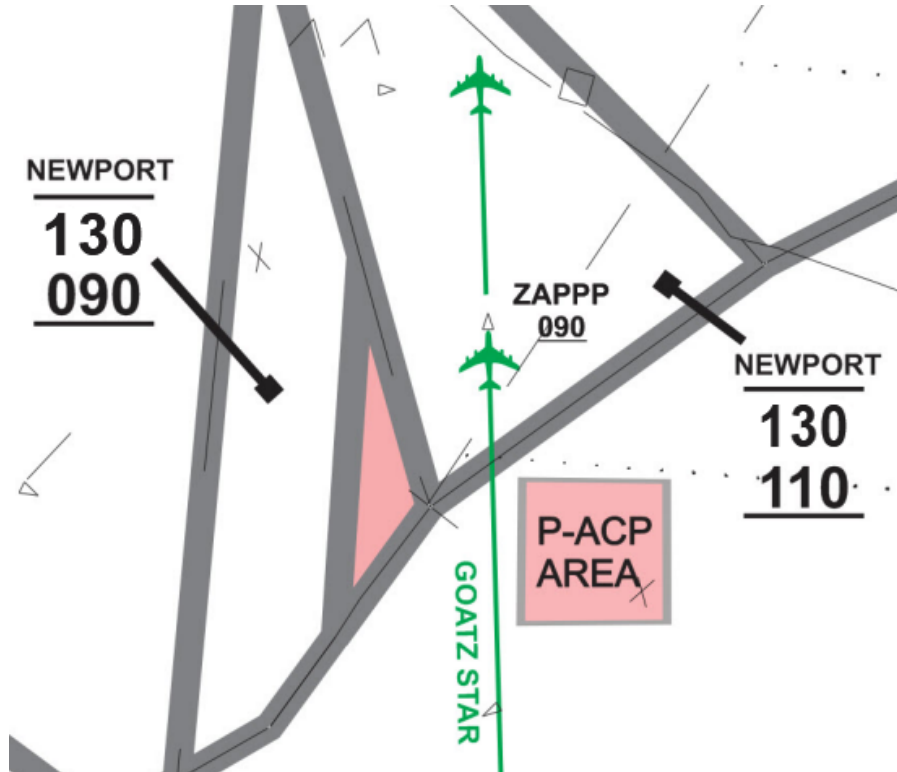
1. Pacific radar may enter Del Mar radar airspace with IFR OLAAA arrivals descending via the arrival received from ZLA.
2. Del Mar radar must be responsible for maintaining approved separation between aircraft under their control and all traffic in the P-ACP airspace.

c. P-ACP BETWEEN PACIFIC AND TUSTIN SECTORS



1. Pacific radar may apply P-ACP and penetrate the airspace less than one and half (1 ½) miles from the depicted Tustin Sector airspace boundary established on the OLAAA STAR.
2. Pacific radar must be responsible for maintaining approved separation between aircraft under their control and all traffic within the P-ACP airspace.

d. P-ACP BETWEEN PACIFIC AND NEWPORT SECTORS



1. Pacific radar may apply P-ACP and penetrate the airspace less than one and one half (1 ½) miles from the depicted Newport Sector airspace boundary established on the GOATZ STAR.
2. Pacific radar must be responsible for maintaining approved separation between aircraft under their control and all traffic within the P-ACP airspace.

3-2. COAST SPECIFIC IFR AUTOMATED POINT OUTS

Use of the automated point out function is authorized for IFR operations described below.

a. **Pacific Sector is authorized to use the Automated Point Out function for point outs to:**

1. Manhattan sector on aircraft departing KLGB climbing southbound. Acceptance of the automated point out by Manhattan means that Pacific can enter Manhattan's airspace climbing southbound.
2. Newport Sector when KLAX is East on aircraft departing KLGB climbing southbound. Acceptance of the automated point out by Newport means Harbor can enter Newport's airspace direct SXC climbing to 8,000' MSL.
3. Tustin Sector on J and M class KLAX arrivals. Acceptance of the point out by Tustin means Pacific may enter Tustin airspace direct SLI descending to 7000' MSL.

b. Tustin Sector is authorized to use the Automated Point Out function for point outs to:

1. Pacific Sector when KSNA is south traffic for aircraft landing KSNA. Acceptance of the automated point out means Tustin can descend KSNA arrivals at or above 3,000' MSL North of the KLGB runway 30 centerline and remain east of a line from one (1) mile west of Mile Square Park to Disneyland.

3-3. CLASS B CLEARANCE PROCEDURES FOR HOLLYWOOD PARK, COLISEUM, AND COASTAL ROUTES

- a. For aircraft requesting Hollywood Park route at 8,500' MSL Coast area must:
 1. Ensure aircraft are at or below 8,500' MSL at time of handoff.
 2. Issue Hollywood Park Route Class B clearance, with a restriction to maintain 8,500' MSL while in Class B airspace, prior to communications transfer to the Del Rey area.
 3. The Hollywood Park Route is the preferred routing for Coast area airport departures.
- b. For aircraft requesting the Coliseum Route at 8,500' MSL Coast area must:
 1. Ensure aircraft are at 8,500' MSL at time of handoff.
 2. Issue Coliseum Route Class B clearance, with a restriction to maintain 8,500' MSL while in Class B airspace, prior to communications transfer to the Del Rey area.
- c. For aircraft requesting the Coastal Route:
 1. Request for Coastal routing must be handed off to Manhattan Sector with destination airport listed.
 2. Manhattan Sector will issue Class B clearance.

SECTION 4. PACIFIC SECTOR

4-1. SECTOR OPERATIONS

The Pacific Sector is a combination arrival/departure sector and is responsible for:

- a. John Wayne Runway departures.
- b. Enroute IFR and VFR traffic.
- c. LAX J & M class arrivals.
- d. Long Beach departures and arrivals when SNA is south.
- e. All Fullerton departures when SNA is south.
- f. Los Alamitos arrivals and departures when SNA is south.
- g. Torrance Runway 29 arrivals and Runway 11 departures when SNA is south.
- h. LAX Bravo transitions from the south.

4-2. SECTOR SPECIFIC DUTIES AND RESPONSIBILITIES (Reserved)

4-3. COORDINATED HANDOFF PROCEDURES

a. To the Pacific Sector from:

SECTOR	TYPE	DEST/RTE	ALT	HDG/INFO
NEWPORT	J	LNDG San Diego airspace or TIJ	A110	Direct CARDI/CARIF or RV through Pacific Gate. Pacific control for vectors.
	J	LNDG San Diego airspace (LAX E)	A110	On SLI148R
	JMPQ	LGB Runway 30 approaches	A/D40	RV ALBAS, Pacific has control.
	JM	LGB Runway 12 approaches, SNA Runway 20 approaches	A/D50	South of PADDR RV ALBAS
		OHSEA/TILLT STAR Runway 20	Descend via	On the route or south of KAYNN direct LAXBB to join the route.
		LGB RWY 12 arrivals via PCIFC or BAUBB STAR	Descend via E50	On the route or direct PADDR to join the route.
	J	LNDG LAX via DIRBY STAR	Descend via E120	Pacific has Control
		Via KARLB or GOATZ STAR		On the route. Pacific has control abeam AVOLS.
TUSTIN	JMPQ	LNDG LGB	A/D40	Over or North of SNA on RV ALBAS or DRCT MIDDs. Pacific has control.
	JM	LNDG LGB RWY 12 or TOA	A60	RV ALBAS. Pacific has control.
		LNDG LGB via DSNEE STAR	Descend via E60	On the route. Pacific has control.
TUSTIN SNAN	JM	Departures from LGB not through Newport airspace	A60	RV MINOE, Pacific has control
WEST	Note - Successive same class aircraft landing SMO and/or LAX, regardless of altitude, must not be less than 5NM in trail. Coast control for vectors northwest bound within 8NM of San Diego area airspace boundary			
	JM	On a TEC route or Via CWARD DP	A80/A100	On the route or RV to join the route
ZLA 30	JMPQ	From over VISTA or DRCT OCN	D120	On the route. Cross OCN at 120. Assigned speeds

				above 250kts need not be passed.
ZLA 30	JMPQ	Via the OLAAA STAR	Descend via	On the route
ZLA 30 SAN E SAN 9/27	JM	Via PLYYA STAR	D150	On the route
NORTON SNA N	JM	ROOBY STAR	Descend via	On the route. Pacific control at SLPPR.

b. From the Pacific Sector to:

SECTOR	TYPE	DEST/RTE	ALT	HDG/INFO
TUSTIN SNAS	JM	SNA Arrivals via OHSEA and TILLT	Descend via	On the route.
	JM	RNAV Z 20R	Cleared approach	Cleared for approach.
	JM	PIGGN/MUSEL.TRM/STAYY Departures	A/A70 C130	On the route or direct PIGGN/TEYKI/STAYY
		MUSEL.OCN departures requesting center altitudes		On the route or DRCT OCN
	J	KARLB STAR	Descend via	On the STAR
TUSTIN SNAN	JMPQ	SNA RWY 02 approaches	A40	RV ALBAS
	JMPQ	SNA RWY 02 approaches	A/D40 or cleared RNP Z approach	On the ROOBY STAR or RV MINOE. Tustin has control.
	JMPQ	LNDG FUL SLI LGB	A/D30	RV ALBAS. Pacific has control.
NEWPORT	JM	Departures from LGB, TOA, FUL, and SLI (except aircraft routed via VTU/GMN/EXERT or TOPMM SID)	C70	RV PADDR Newport has control.
	JM	Routed via SLI/CAHIL (LAXW SNAS)	C80	RV PADDR. Newport has control for climb and vectors westbound to remain south/west of ALBAS.
		Routed via SLI/CAHIL (SNA N)	A/C130 or req alt if	South of SNA RV250. Newport has control.

			lower	
		Routed via SLI/CAHIL (LAXE SNAS)	C100	South of ALBAS RV PADDR. Newport has control.
	JM	HHERO SID	Climb via E140	On the route or DRCT MIKAA
		SNA departures on the CHANL SID	A/C140 or req lower	Vector to MIKAA. Newport has control.
MANHATTAN LAX W SNAS	J	LGB RWY 12 Departures via VTU/GMN/EXE and the TOPMM SID	A/C60	RV towards LAX east of WILMA, Manhattan has control
DOWNEY	JM	LNDG LAX (Note: During over ocean procedures, a/c must be cleared SLI-SMO LAX at 8000)	D70	DRCT SLI. At 210 KTS. After SLI, Downey has control to descend via the STAR or vectors from heading 300° thru 020° and descend to 5000; ctrl speed w/i 7 miles of SLI. Transfer communications prior to 7 miles south of SLI
NORTH	J	LNDG San Diego area	A110/130	Northeast of PACIF RV to intercept MZB326R or direct CARDI/CARIF
WIZKY	J	LNDG SAN, NZY, NRS, or TIJ	A110	West of PACIF DRCT SARGs. WIZKY control for descend and vectors HDG 110CW220.
	JM	LNDG SAN via PLYYA STAR	Descend via	On the route. WIZKY control for descent and vectors HDG 110CW220.
POMONA SNA N	J	LNDG ONT via KARLB STAR	Descend via	On the route. Pomona control for descent to 6000 and turns northbound.
ZLA 30 SNAN	JM	SNA RWY 02 departures	A/C130	DRCT JAGLO
		Via MIKAA SID		On the route.
	JMPQ	Departures routed eastbound	A/C130 (J must exit coast airspace at 130)	On the route. Sector 30 has control for vectors leaving 8000'.

SECTION 5. TUSTIN SECTOR

5-1. SECTOR OPERATIONS

The Tustin Sector is a combination departure/arrival/enroute sector and is responsible for:

- a. Final sequencing of SNA arrivals.
- b. Enroute IFR traffic.
- c. Establishing the approach sequence to Fullerton Airport.
- d. Long Beach arrivals and departures when SNA is north.
- e. Arrivals to Torrance Runway 29 and Torrance Runway 11 departures when SNA is north.
- f. Los Alamitos arrivals and departures when SNA is north.
- g. Certain Los Angeles Class B Transitions when SNA is north.

5-2. SECTOR SPECIFIC DUTIES AND RESPONSIBILITIES (Reserved)

5-3. COORDINATED HANDOFF PROCEDURES

a. To Tustin Sector from:

SECTOR	TYPE	DEST/RTE	ALT	HDG/INFO
NEWPORT SNAN	JM	Via OHSEA and TILTT STAR RWY 02	Descend via E50	On the route
	JM	PCIFC/BAUBB STAR	Descending via E50	On the route or direct KAYNN. Pacific has control.
PACIFIC SNAS	JM	SNA Arrivals via OHSEA and TILTT	Descend via	On the route.
	JM	RNAV Z 20R	Cleared approach	Cleared for approach.
	JM	PIGGN/MUSEL.TRM/STAYY Departures	A/A70 C130	On the route or direct PIGGN/TEYKI/STAYY
		MUSEL.OCN departures requesting center altitudes		On the route or DRCT OCN
	J	LNDG ONT via KARLB STAR	Descend via	On the route.
PACIFIC SNAN	JMPQ	SNA RWY 02 approaches	A40	RV ALBAS
	JMPQ	SNA RWY 02 approaches	A/D40 or cleared RNP Z approach	On the ROOBY STAR or RV MINOE. Tustin has control.
	JMPQ	LNDG FUL SLI LGB	A/D30	RV ALBAS. Pacific has control.
NORTON	JM	LNDG SNA, LGB, SLI, FUL, via V283 or KAYOH arrival	A80	Cross FRETS at and maintain 8000, 220 KTS. Tustin control at FRETS.
	JM	LNDG SNA via RNAV Z 20R	Cleared approach	Cleared for approach.
		LNDG LGB or SNA via DSNEE STAR	Descend via	On the DSNEE arrival. Tustin control at DSNEE to remain south of a line drawn from BONVY to PRADO. Remain clear of Pomona sector.

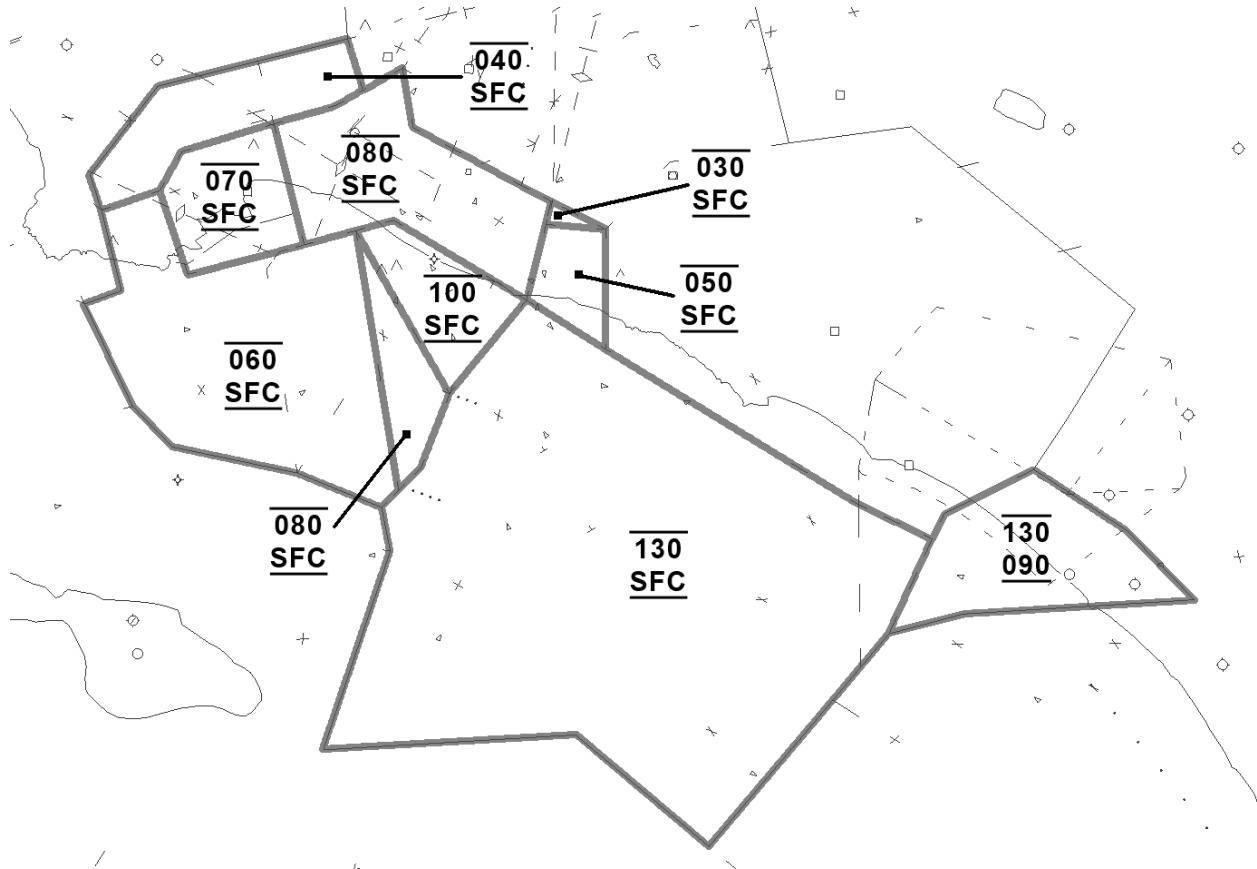
b. From the Tustin Sector to:

SECTOR	TYPE	DEST/RTE	ALT	HDG/INFO
PACIFIC	JMPQ	LNDG LGB	A/D40	Over or North of SNA on RV ALBAS or DRCT MIDDs. Pacific has control.
	JM	LNDG LGB RWY 12 or TOA	A60	RV ALBAS. Pacific has control.
		LNDG LGB via DSNEE STAR	Descend via E60	On the route. Pacific has control.
PACIFIC SNAN	JM	Departures from LGB not through Newport airspace	A60	RV MINOE, Pacific has control
MANHATTAN LAXW SNAN	J	LGB RWY 12 Departures via VTU/GMN/EXE and the TOPMM SID	A/C60	RV towards LAX east of WILMA, Manhattan has control
POMONA SNA S	J	LNDG ONT via KARLB STAR	Descend via	Pomona control for descent to 6000 and turns northbound
ZLA 30 SNAS	JMPQ	Departures routed eastbound	A/C130 (J must exit coast airspace at 130)	On the route. Sector 30 control for vectors after leaving 8,000'.

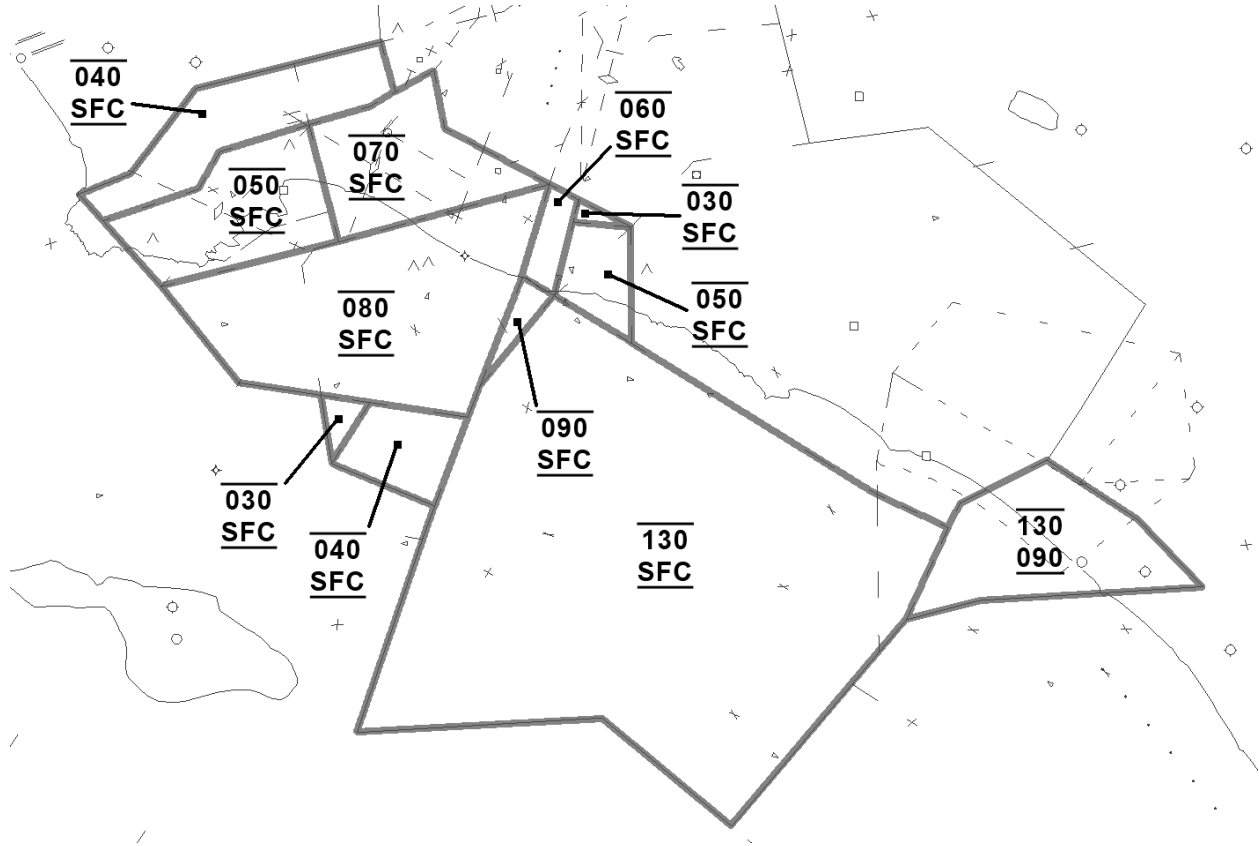
SECTION 6. COAST AREA MAPS

6-1. PACIFIC SECTOR

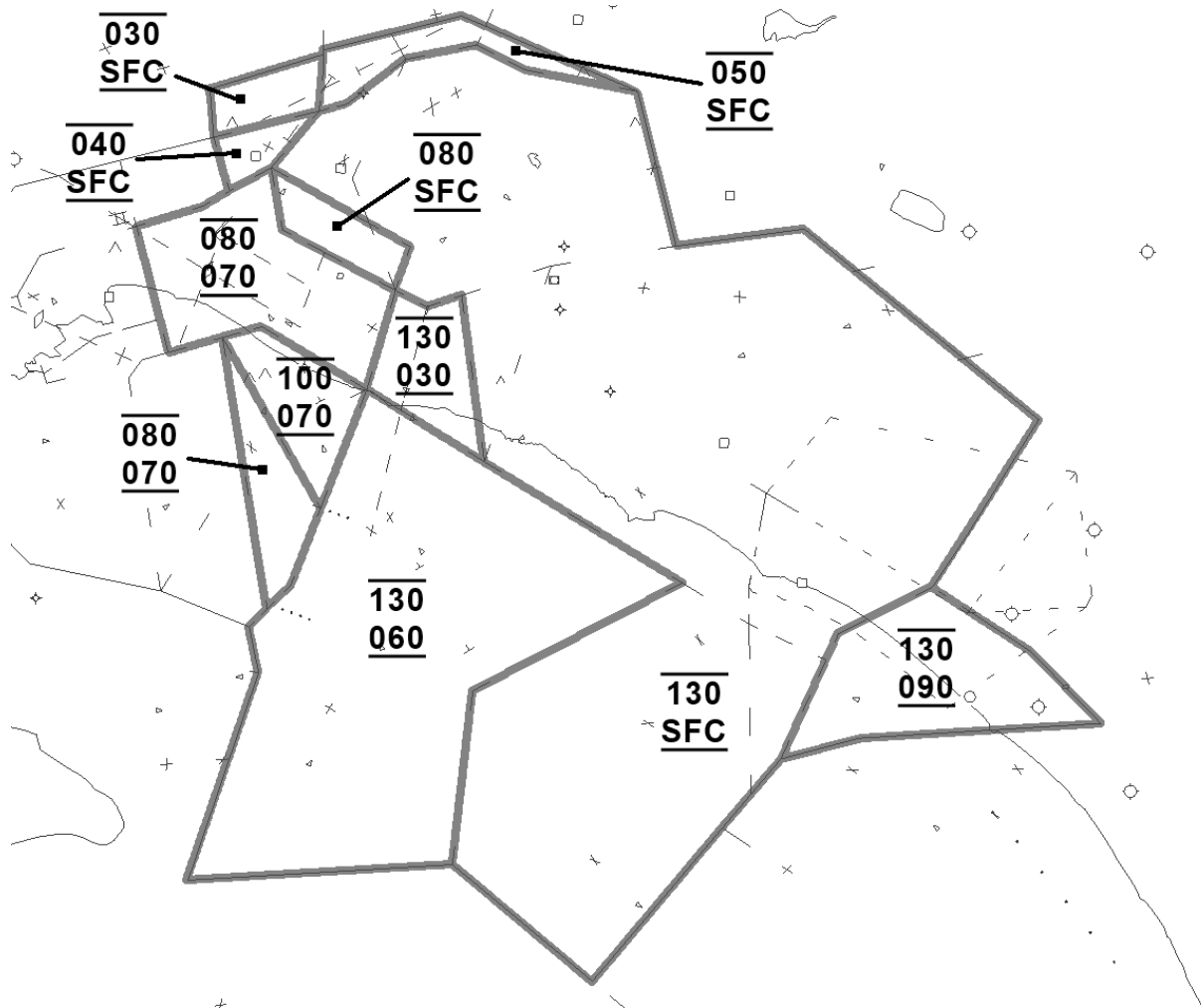
a. PACIFIC SECTOR - SNA SOUTH, LAX WEST



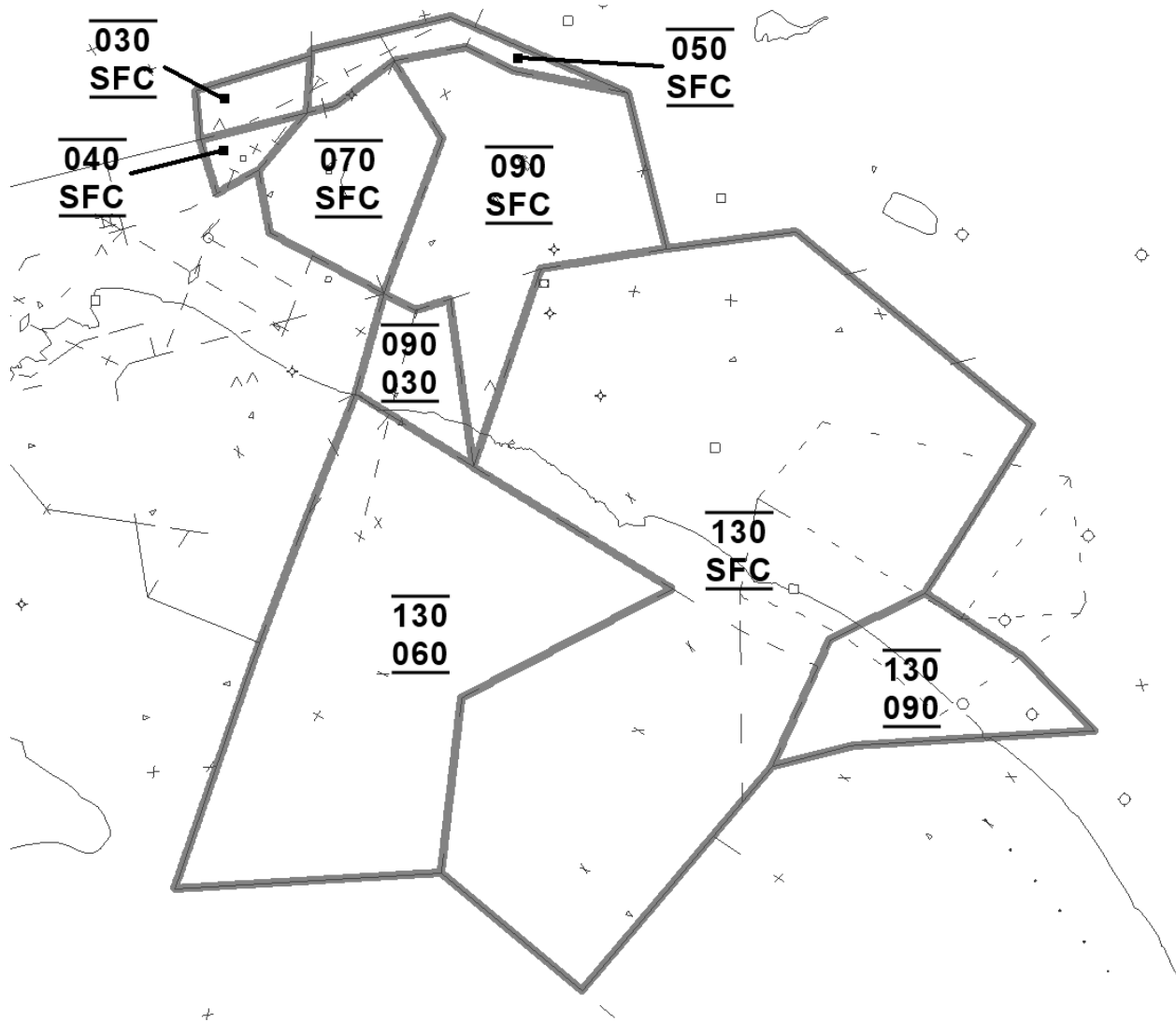
b. PACIFIC SECTOR - SNA SOUTH, LAX EAST



c. PACIFIC SECTOR - SNA NORTH, LAX WEST

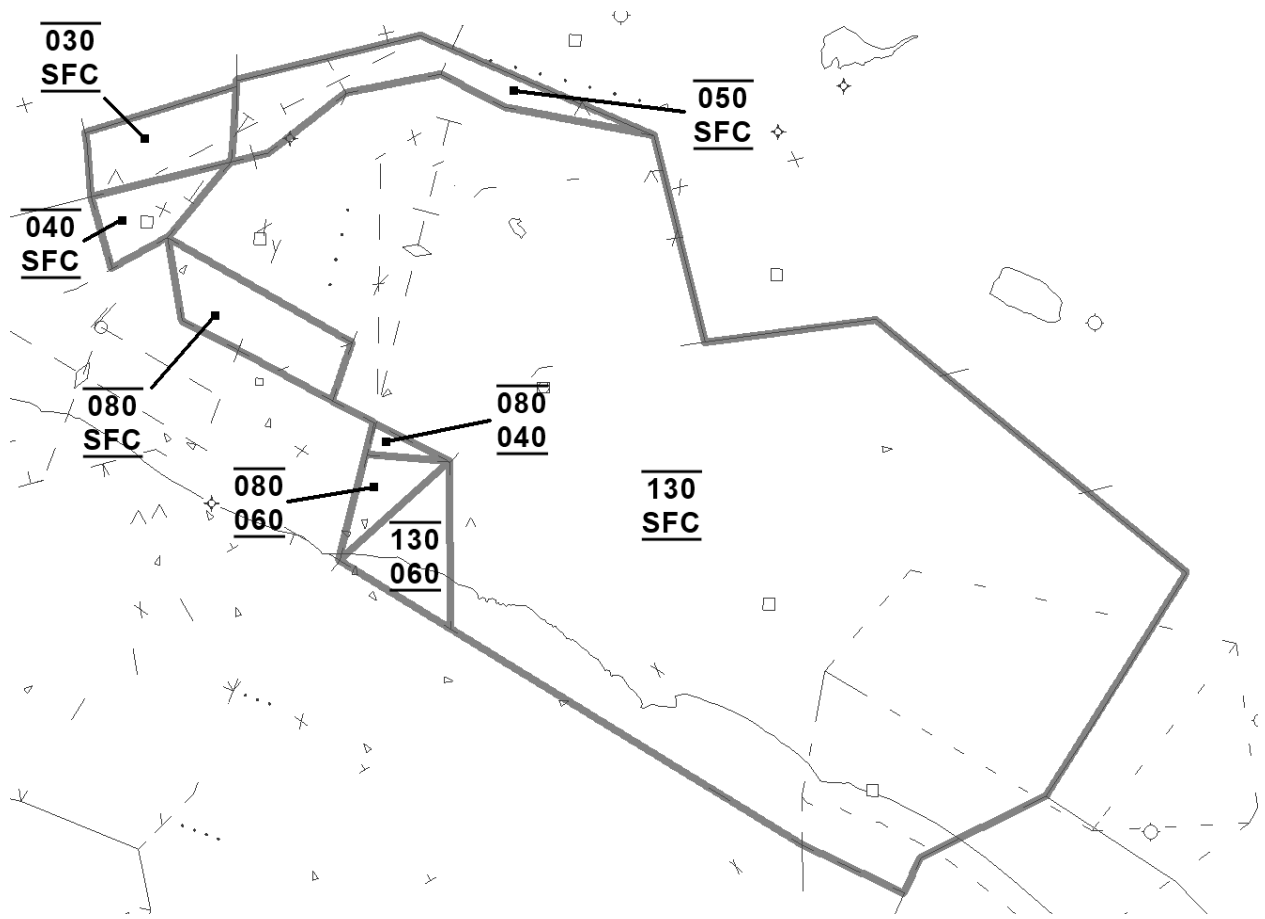


d. PACIFIC SECTOR - SNA NORTH, LAX EAST

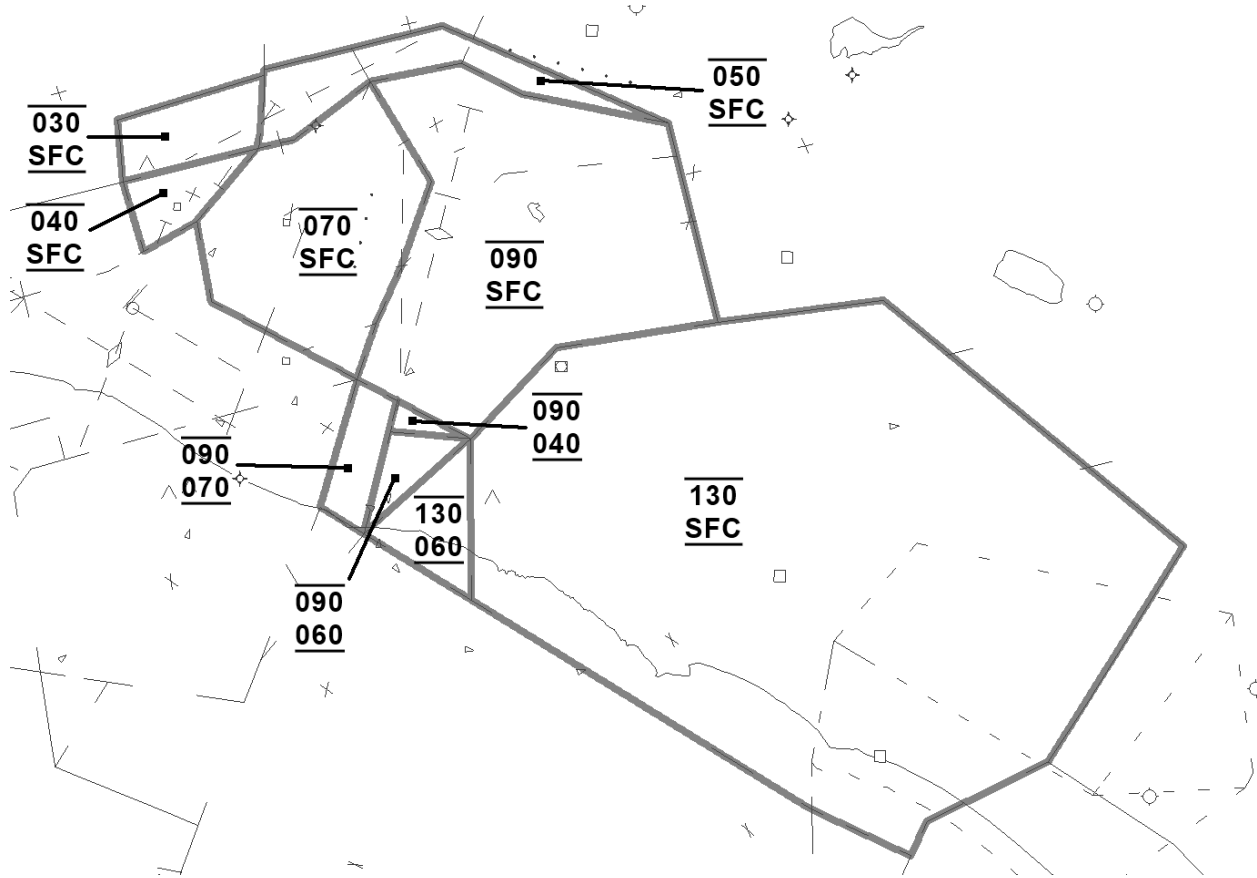


6-2. TUSTIN SECTOR

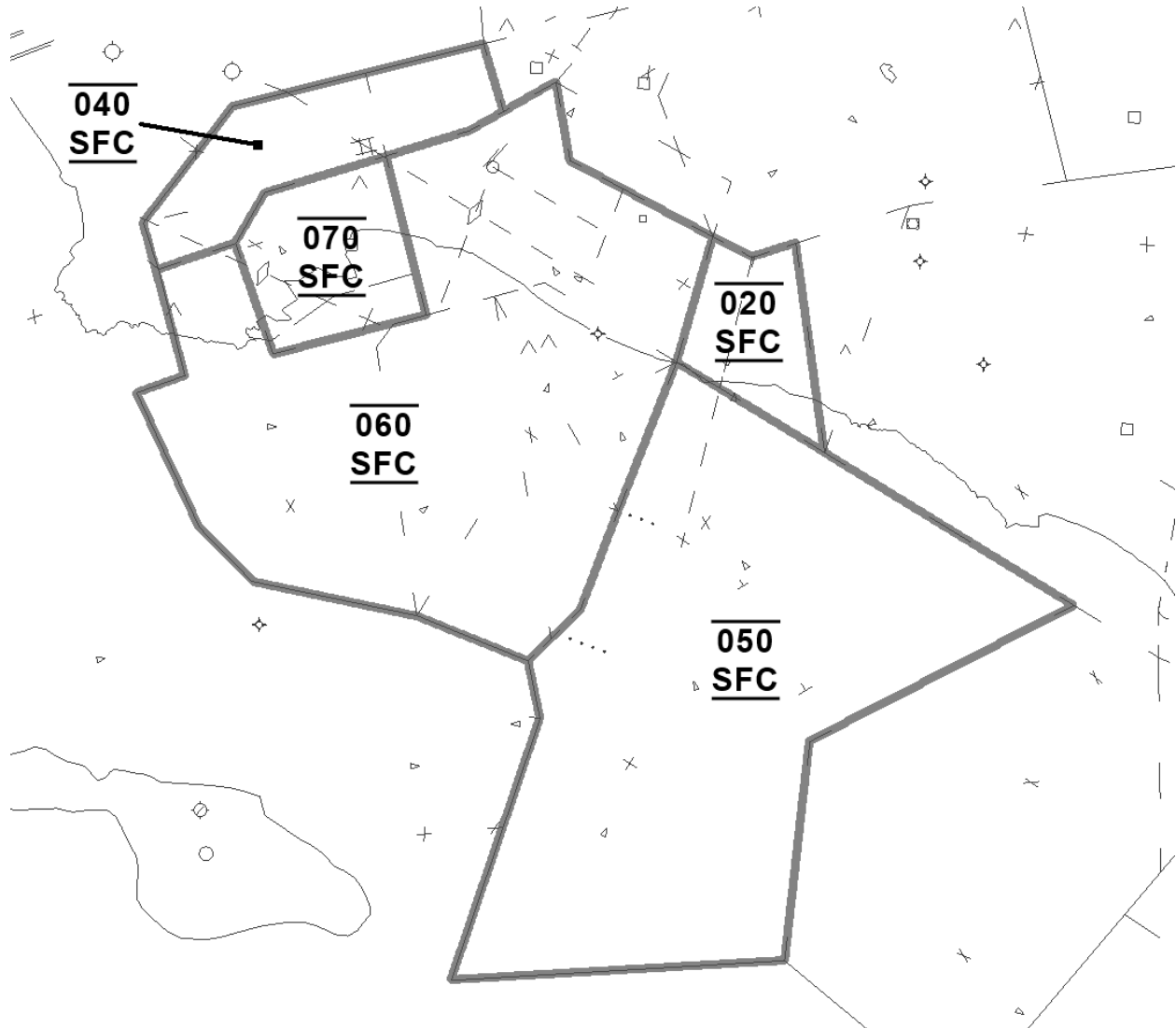
a. TUSTIN SECTOR - SNA SOUTH, LAX WEST



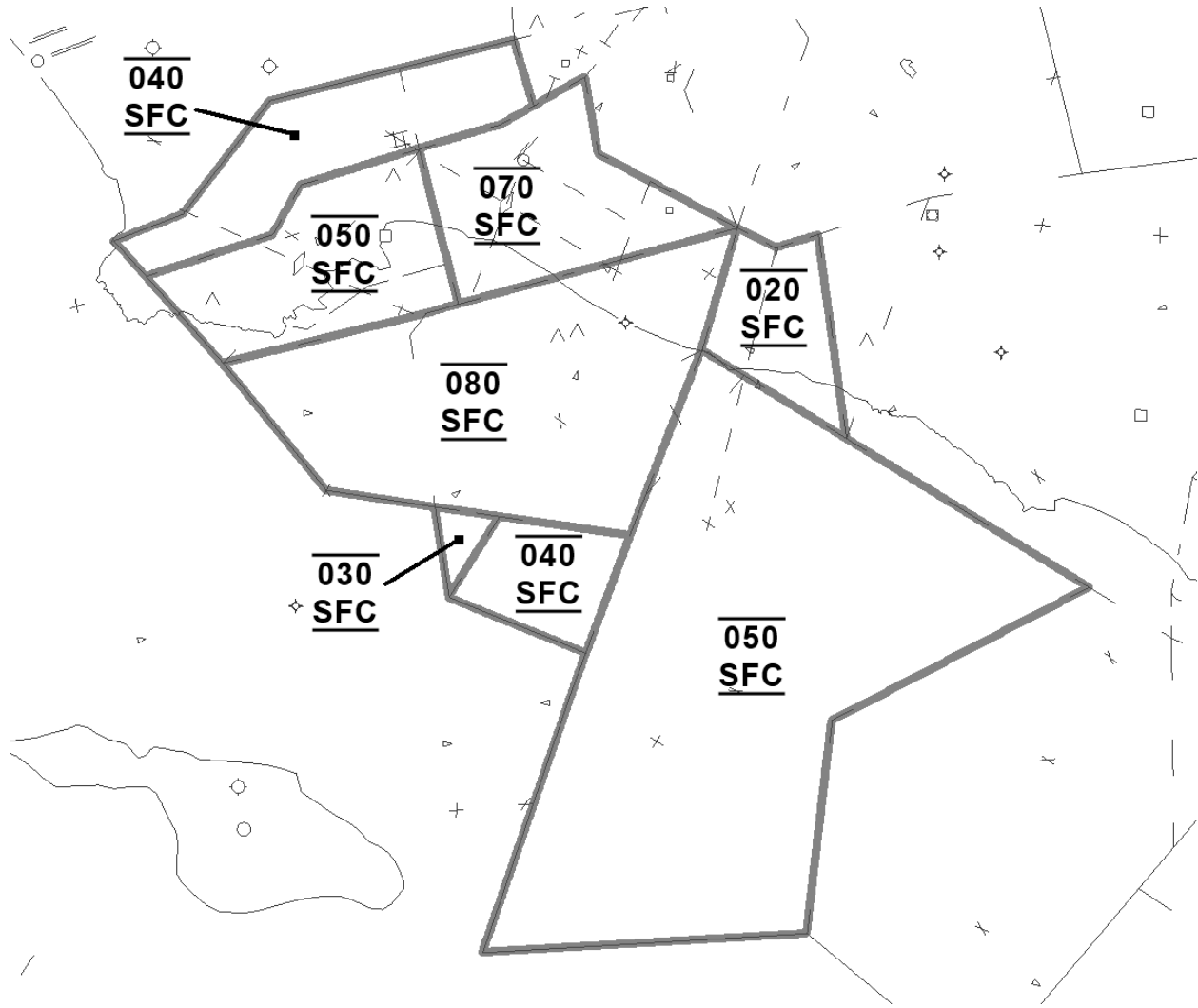
b. TUSTIN SECTOR - SNA SOUTH, LAX EAST



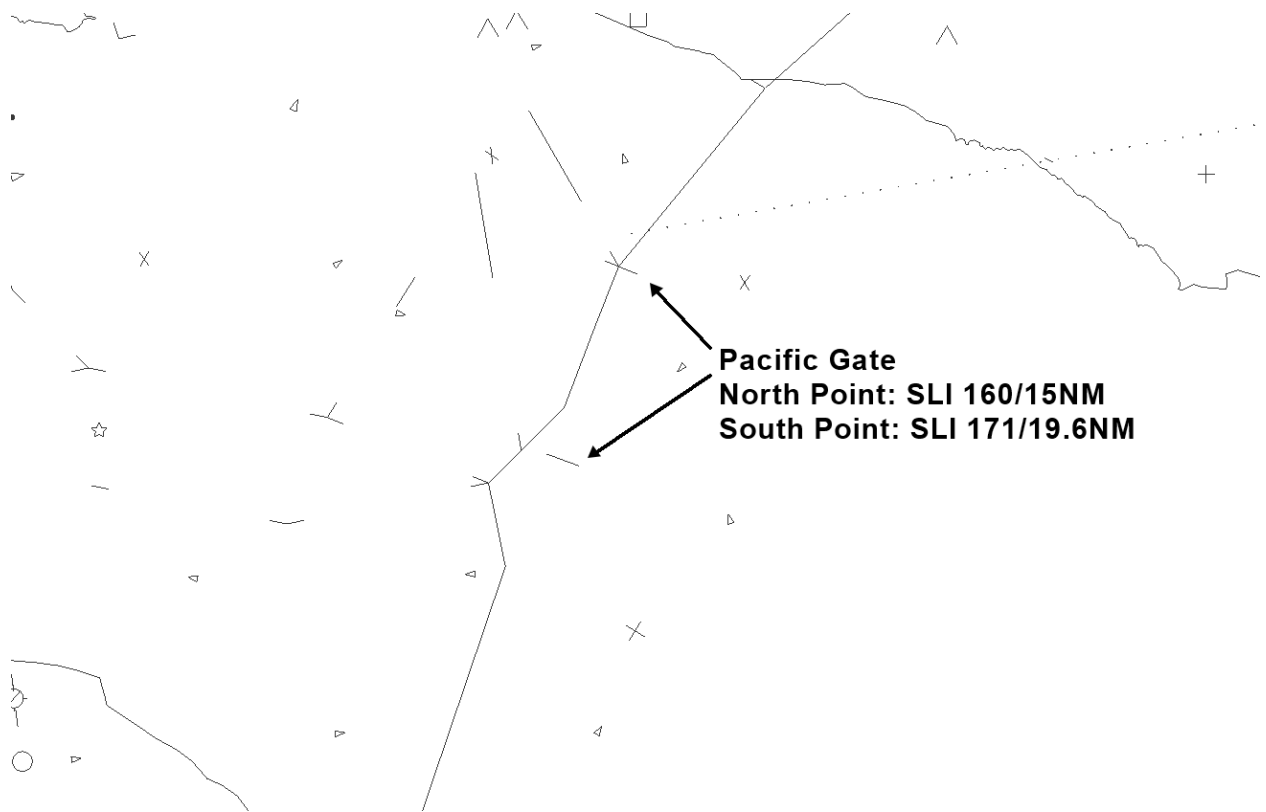
c. TUSTIN SECTOR - SNA NORTH, LAX WEST



d. TUSTIN SECTOR - SNA NORTH, LAX EAST

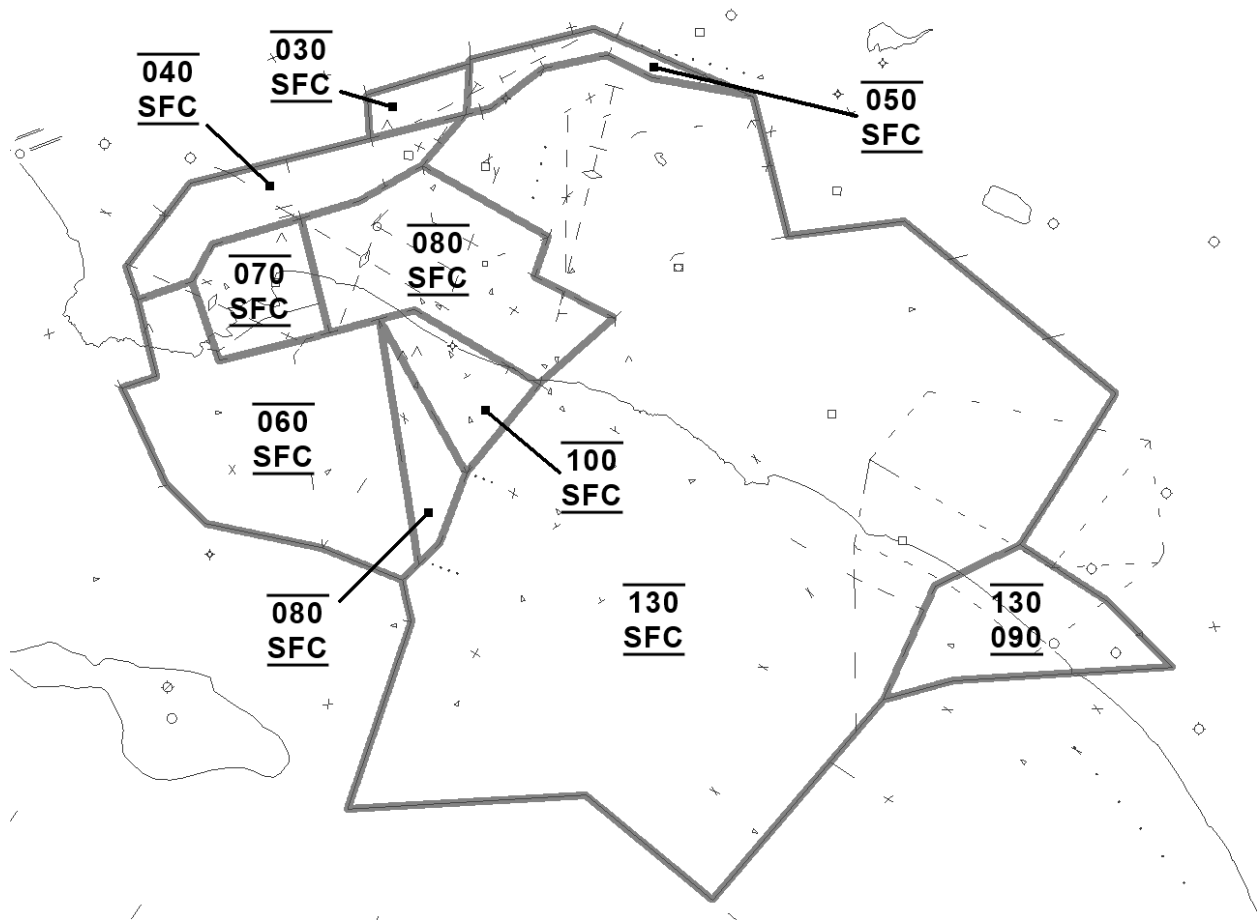


6-3. PACIFIC GATE

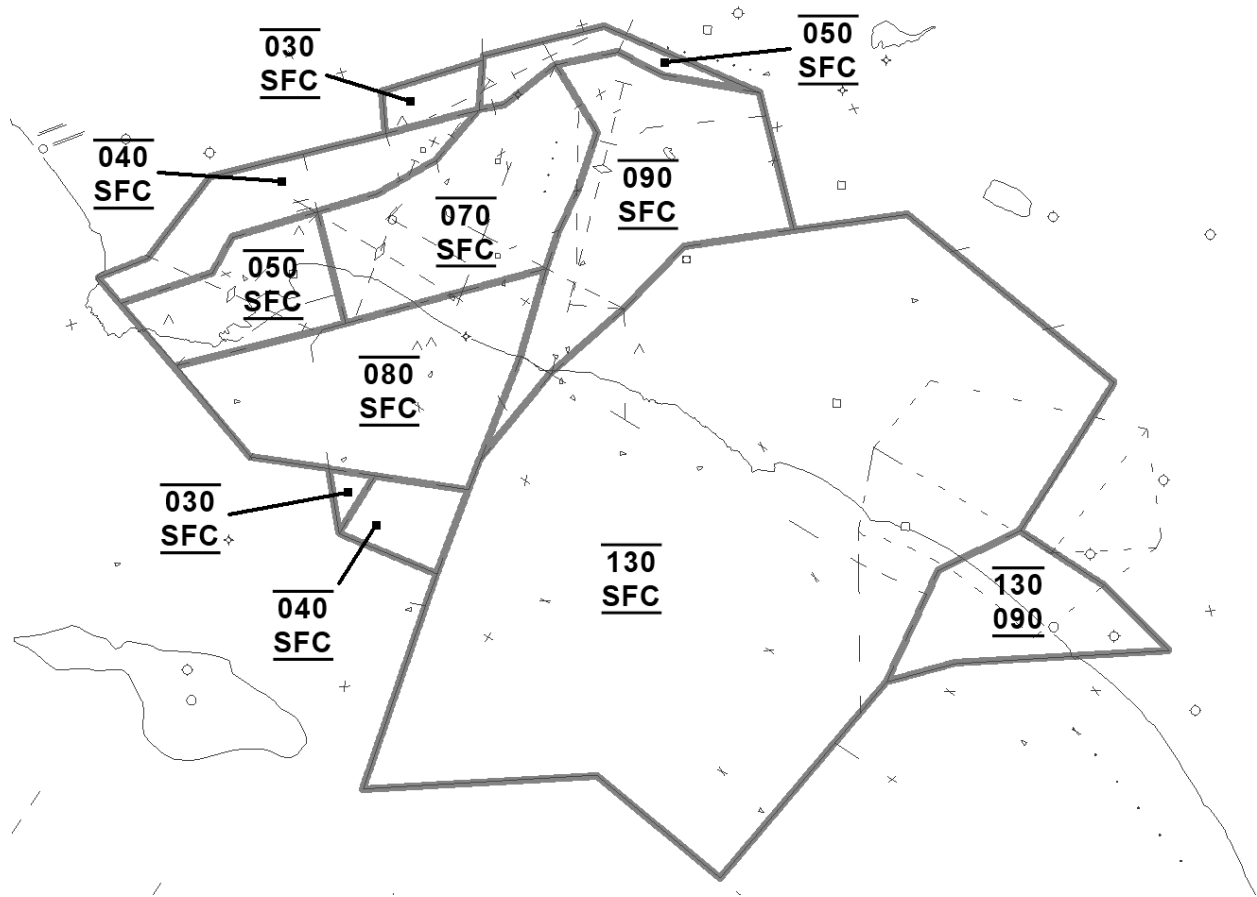


6-4. COAST AREA COMBINED

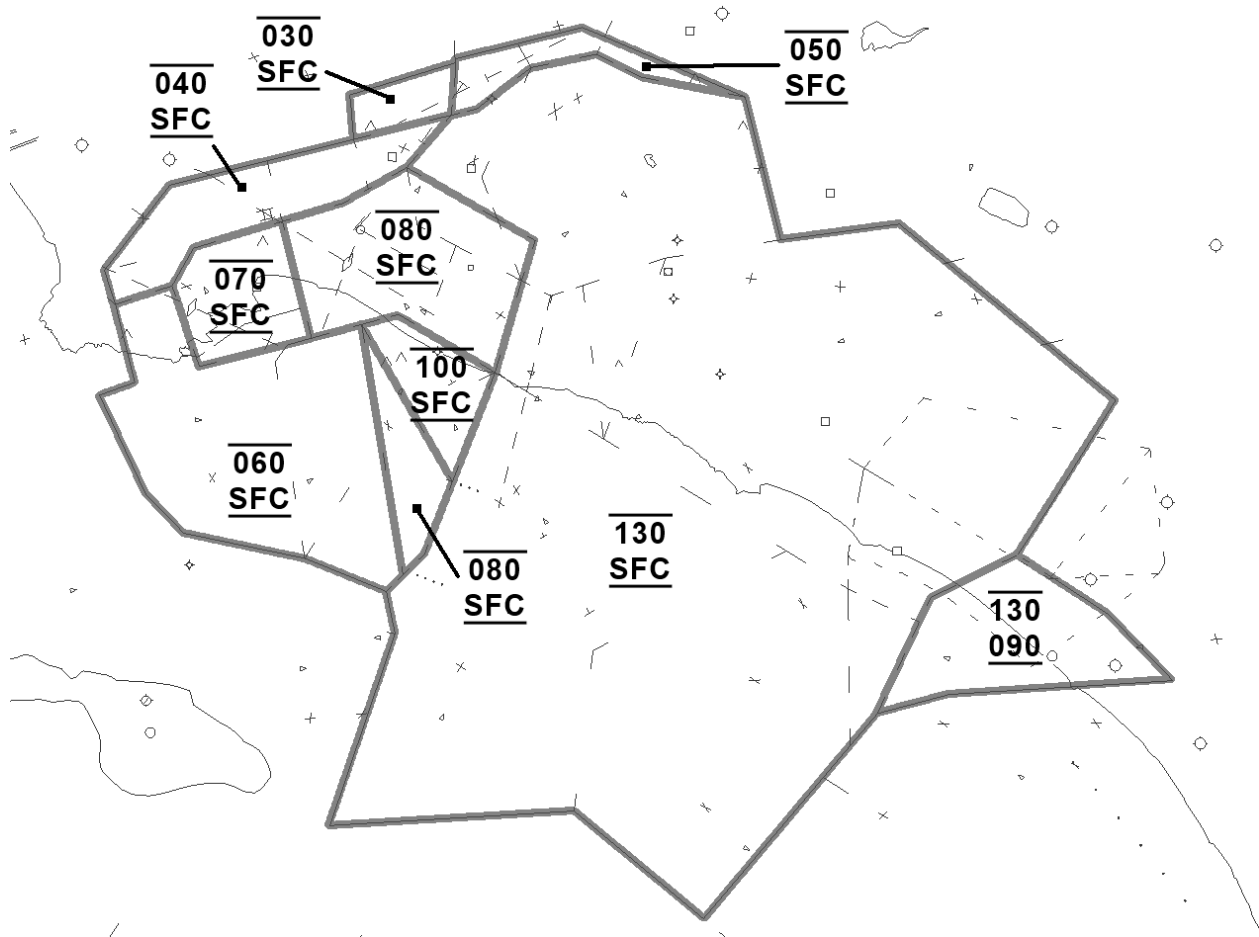
a. COAST AREA - SNA SOUTH, LAX WEST



b. COAST AREA - SNA SOUTH, LAX EAST



c. COAST AREA - SNA NORTH, LAX WEST



d. COAST AREA - SNA NORTH, LAX EAST

