1. PURPOSE.
This Standard Operating Procedure (SOP) outlines the procedures to be used by controllers working minor airports in ZLA to ensure that arrival and departure flows are handled in as efficient and timely a manner as possible.

2. ROLES AND RESPONSIBILITIES.
The Office of Primary Responsibility (OPR) for this SOP is the ZLA Facility Staff. This SOP was originally drafted by Daniel Everman, ZLA Training Administrator, on 12/27/2017. This SOP shall be maintained, revised, updated or canceled by the ZLA Facility Staff. Any suggestions for modification/amendment to this SOP should be sent to the Facility Staff for review.

3. DISTRIBUTION.
This SOP is intended for use by controllers staffing positions at minor airports without a dedicated SOP page.

4. BACKGROUND.
This SOP will be the primary outline of minor airport procedures.

5. CALL FOR RELEASE
As a reminder, all Class D Airports *must* call for release when the departure or center position above is online. Refer to the IFR Release SOP.

Changelog

Version	Date	Explanation of Changes
UKN	9SEP22	Added new initial altitudes, quick reference, miniroute for HHR.
2.1.0	25MAY23	Adjusted PSP initial altitude to 8,000 and Henderson for Metroplex
2.1.0	26MAY24	Added Long Beach Coordination with Area 6 for North/West Deps
2.2.0	11JUL24	Adjusted initial climbs for CRQ and SBD
2.3.0	22AUG24	Updated climb for CRQ and SBA; formatting changes, updates to MHV departures
2.4.0	12JUN25	Updated PSP initial altitudes for new RNAV DPs
2.4.1	19FEB26	Updated POM/SNSHN initial altitude
2.4.3	14MAY26	Updated BUR initial altitudes, fixed EMT initial altitude
2.4.4	8AUG26	Updated ONT, VNY initial altitudes
2.4.5	16AUG26	Updated BUR Name. Updated LGB TOPMM departure, rundowns.
2.4.6	13OCT26	Updated BUR with new terminal instructions.

TABLE OF CONTENTS

BFL - Meadows Field Airport	**3**
BUR - Hollywood Burbank Airport	**3**
CMA - Camarillo Airport	**4**
CNO - Chino Airport	**5**
CRQ - McClellan-Palomar Airport	**5**
EMT - El Monte Airport	**5**
FUL - Fullerton Municipal Airport	**6**
GCN - Grand Canyon National Park Airport	**6**
HHR - Hawthorne Municipal Airport	**6**
HND - Henderson Executive Airport	**7**
IFP - Laughlin/Bullhead International Airport	**7**
LGB - Long Beach Airport/Daugherty Field	**8**
MHV - Mojave Air and Space Port	**8**
MYF - Montgomery-Gibbs Executive Airport	**9**
NYL - Yuma MCAS/Yuma International Airport	**9**
ONT - Ontario International Airport	**10**
OXR - Oxnard Airport	**10**
POC - Brackett Field	**11**
PSP - Palm Springs International Airport	**11**
RAL - Riverside Municipal Airport	**12**
RNM - Ramona Airport	**12**
SBD - San Bernardino International Airport	**12**
SBP - San Luis County Regional Airport	**12**
SDM - Brown Field Municipal Airport	**14**
SEE - Gillespie Field	**14**
SMX - Santa Maria Public Airport	**14**
TOA - Zamperini Field Airport	**15**
VCV - Southern California Logistics Airport	**15**
VGT - North Las Vegas Airport	**15**
VNY - Van Nuys Airport	**16**
WHP - Whiteman Airport	**16**
WJF - William J Fox Airfield	**17**

BFL - Meadows Field Airport

1. ATCT positions
    a. BFL_TWR 118.100
    b. BFL_GND 121.700
2. Runway selection
    a. Runways 30L/R are the calm wind runways.
    b. When the wind is out of the southeast at greater than 10 knots, Runways 12L/R shall be used
3. BFL_TWR is delegated the entirety of the Delta airspace from SFC-030
4. Departure procedures
    a. Suggested headings in lieu of SID:
        i. 30L/R: Runway Heading
        ii. 12L/R: Heading 240
5. Initial altitudes
    a. All aircraft shall be assigned "*Maintain 3000".*

BUR - Hollywood Burbank Airport

1. ATCT Positions
    a. Local: 118.700
    b. Ground: 123.900
    c. Delivery: 118.000
    d. Ramp:* 130.875 *not currently used on the network
2. Runway Selection
    a. Burbank Configurations:
        i. RWY 8/15
        ii. RWY 26/33
        iii. RWY 8/33
    b. The calm wind configuration is RWY 8/15 for arrivals and departures
    c. RWY 8/33 is used when the wind is out of the north at 10 knots or greater
    d. RWY 26/33 is used when runway 8 has too great a tailwind component. Airline departures on 26 are permitted and can be preferable
    e. A straight 33 configuration may be used during periods of heavy northerly winds of 20 knots or greater
    f. Runway 8 is closed to aircraft with a certified max weight of 12,500lbs or greater.
3. Ground and Ramp
    a. In October 2026 a new terminal opened at Burbank, along with a new Ramp Control position. Ramp is not currently simulated on the network. Not all pilots will have the new terminal building.
    b. At the <u>old terminal</u>, ground is responsible for pushback clearances. Pushbacks on the "Terminal B" side abeam 33 must be coordinated with local and the TRACON to ensure adequate spacing from arrivals and departures.
    c. At the <u>new terminal</u>, ground is responsible for pushback clearances. Ramp will assume this responsibility if simulated. Use the following flows as a template for taxing aircraft to and from the ramp:
        i. RWY 8/15
            1. Departures
                a. Ramp exit at R1 and R2. Instruct aircraft to hold short of A on R1 or R2 and call #1.
                b. Taxi aircraft to 15 via A or as required

c. Taxi aircraft to 8 as required
2. Arrivals
a. Ramp entry at R3 thru R6
b. Taxi aircraft via D, A
ii. RWY 26/33, 8/33
1. Departures
a. Ramp exit at R5 and R6. Instruct aircraft to hold short of A on R5 or R6
b. Taxi aircraft to 26 via A, D; or 33 via A, cross 26, backtaxi 33; coordinate with local and TRACON
c. Aircraft with a wingspan shorter than 95’ may be taxied via D, cross 33, B, cross 8/26, C6, G. Coordinate with local
2. Arrivals
a. Ramp entry at R1 thru R4
b. Taxi aircraft via A, or D, A; or B, cross 33, A
c. When compacted, taxi 8/26 arrivals via D, cross 33, B, B2, cross 33, A2, A
d. Taxiway G has a wingspan restriction of 95’
e. Taxiway B has a temporary wingspan restriction of 118’ (normally 79’)
4. Airspace Delegation
a. Local is delegated the surface area of the BUR Charlie airspace, from SFC-030 north of the runway 8/26 extended centerline, and SFC-025 south of the runway 8/26 extended centerline
5. Departure Procedures
a. The ELMOO departure should be assigned to aircraft that contain V186 southeast-bound as an initial route segment
i. To assign the ELMOO departure off of runway 8, the ceiling must be at least 2100’ and the visibility must be 2 statute miles or greater
b. The VNY departure should be assigned to aircraft with routes beginning with FIM, TWINE, or VNY then on course westbound
c. Suggested headings in lieu of SID:
i. 15/08: Heading 210
ii. 26: Heading 290
iii. 33: Heading 270
d. Multiple VFR departure procedures are available at pilot’s request:
i. **Golden State Departure:** "After departure intercept and parallel the Golden State Freeway North westbound until advised. Keep the freeway off your right at all times"
ii. **Rose Bowl Departure:** "After departure, proceed on course southeast bound"
iii. **Mendenhall Departure:** "After departure proceed northbound direct Mendenhall peak"
6. Initial altitudes
a. All aircraft on the ELMOO departure shall be assigned “*Maintain 5,000.”*
b. All Runway 8 IFR departures shall be assigned “*Maintain 5,000.”*
c. All other aircraft shall be assigned “*Maintain 4000.”*

CMA - Camarillo Airport

1. ATCT positions
a. CMA_TWR 128.200

    b. CMA_GND 121.800
    c. CMA_DEL 120.750
2. Runway selection
    a. Normal operations use runway 26
    b. When the wind is out of the east at 5 knots or greater, runway 8 shall be used
3. Departure procedures
    a. Recommended headings:
        i. 26: Heading 275 (to avoid KOXR)
        ii. 08: ODP to CMA
4. Initial altitudes
    a. All aircraft shall be assigned *"Maintain 4000."*

CNO - Chino Airport

1. ATCT positions
    a. CNO_TWR 118.500
    b. CNO_GND 121.600
2. Runway selection
    a. Normal operations use Runways 26L/R and 21
    b. When the wind is out of the east at greater than 5 knots, runways 08L/R shall be used
3. CNO_TWR is delegated the entirety of the CNO Delta airspace from SFC-027, noninclusive.
4. Departure procedures
    a. All runways issue obstacle departure procedure to PDZ
5. Initial altitudes
    a. All aircraft shall be assigned *"Maintain 4000".*

CRQ - McClellan-Palomar Airport

1. ATCT positions
    a. CRQ_TWR 118.600
    b. CRQ_GND 121.800
    c. CRQ_DEL 134.850
2. Runway selection
    a. The calm wind configuration uses runway 24
    b. When the wind is out of the east at greater than 5 knots, runway 6 shall be used
3. CRQ_TWR is delegated the entirety of the CRQ Delta airspace from SFC-028
4. Departure procedures
    a. Suggested headings in lieu of SID:
        i. 24: Heading 245
        ii. 06: ODP
5. Initial altitudes
    a. All aircraft shall be assigned *"Maintain 3000".*

EMT - El Monte Airport

1. ATCT positions
    a. EMT_TWR 121.200
    b. EMT_GND 125.900
2. Runway selection
    a. Runway 19 is the preferred calm wind runway
    b. Runway 1 may be used during periods of heavy northerly winds
3. EMT_TWR is delegated the entirety of the EMT Delta airspace from SFC-024

4. Departure procedures
    a. Suggested headings
        i. 19: Heading 210
        ii. 01: Issue ODP to PDZ
5. Initial altitudes
    a. All aircraft shall be assigned *“Maintain 3000”.*

FUL - Fullerton Municipal Airport

1. ATCT positions
    a. FUL_TWR 119.100
    b. FUL_GND 121.800
2. Runway selection
    a. Runway 24 is the preferred calm wind runway
    b. Runway 6 may be used during periods of sustained easterly winds of greater than 5 knots
3. FUL_TWR is delegated the entirety of the FUL Delta airspace from SFC-2500, noninclusive
4. Departure procedures
    a. The ANAHM departure should be assigned to reciprocating aircraft with SLI as the first route segment.
    b. Suggested headings in lieu of SID:
        i. 24: **Left turn** Heading 120
        ii. 06: **Right turn** Heading 120
5. Initial altitudes
    a. All aircraft shall be assigned *“Maintain 2000”.*

GCN - Grand Canyon National Park Airport

1. ATCT positions
    a. GCN_TWR 119.000
    b. GCN_GND 121.900
    c. GCN’s voice callsign is “Canyon”
2. Runway selection
    a. Runway 3 is used for arrivals and Runway 21 is used for departures
3. Airspace
    a. GCN_TWR is delegated the entirety of the GCN Delta airspace from SFC-9100, inclusive
4. Departure procedures
    a. 21: Assign GRAND ODP
    b. 03: IFR N/A due to environmental restrictions
5. Initial altitudes
    a. All aircraft shall be assigned *“Maintain 10000”.*

HHR - Hawthorne Municipal Airport

1. ATCT positions
    a. HHR_TWR 121.100
    b. HHR_GND 125.100
2. Runway selection
    a. Runway 25 is the wind calm runway. Runway 7 should be used when LAX is in an east configuration.
3. Airspace
    a. HHR_TWR is delegated the HHR Delta airspace from SFC-2500, inclusive

4. Departure procedures
    a. **Required** headings in lieu of SID:
        i. 25: **Left turn** Heading 205
        ii. 07: **Right turn** Heading 205
5. Mini Route procedures
    a. HHR_TWR may not clear an aircraft through the LAX bravo airspace. HHR_TWR should assign a discrete beacon code and establish aircraft on the mini route prior to transferring voice communications to LAX_TWR.
    b. HHR_TWR shall start tracks on all miniroute aircraft originating from HHR for situational awareness. HHR_TWR shall not provide radar services.
6. Initial altitudes
    a. All aircraft shall be assigned *"Maintain 2000".*

HND - Henderson Executive Airport

1. ATCT positions
    a. HND_TWR 125.100
    b. HND_GND 127.800
2. Runway selection
    a. Due to the close proximity of HND to LAS, the preferred operation is 17L/R as departure runways, and 35L/R as arrival runways
    b. If this operation is not possible due to wind or traffic volume, then the runways most aligned with the wind should be used
3. Airspace
    a. HND_TWR is delegated the HND Delta airspace from SFC-4000, noninclusive
4. Departure procedures
    a. RNAV jet aircraft capable of meeting the required climb gradient should be issued the OYODA or SCAMR departure procedures (props and turboprops may use the KENNO transition of the OYODA SID if they can meet the restrictions).
    b. Non-RNAV aircraft, aircraft incapable of meeting the climb gradient, and non-jets not on the KENNO transition should be issued a heading for vectors to their assigned routing
    c. Suggested headings in lieu of SID:
        i. All runways: **Right turn** Heading 180. Controllers are required to verify that heading 180 will allow for terrain and obstruction clearance.
            1. *Phraseology-- "(callsign) VERIFY HEADING 180 WILL ALLOW COMPLIANCE WITH TERRAIN AND OBSTRUCTION CLEARANCE."*
        ii. If pilot is unable to maintain terrain and obstruction clearance, **obtain a release from L30 or top-down controlling entity** and use the following suggested headings in lieu of alternate instructions from departure:
            1. 35L/R: Heading 050
            2. 17L/R: **Right Turn** Heading 020
5. Initial altitudes
    a. Aircraft on a SID shall be assigned *"Climb via SID except maintain 7000".*
    b. All other aircraft shall be assigned *"Maintain 7000".*

IFP - Laughlin/Bullhead International Airport

1. ATCT positions
    a. IFP_TWR 123.900
    b. IFP_GND 118.250
    c. IFP's voice callsign is "bullhead"

2. Runway selection
    a. Use the runway most closely assigned with the wind
3. Airspace
    a. IFP_TWR is delegated the IFP Delta airspace from SFC-3200, inclusive
4. Departure procedures
    a. All runways issue obstacle departure procedure to EED
5. Initial altitudes
    a. All aircraft shall be assigned *"Maintain 10000".*

LGB - Long Beach Airport/Daugherty Field

1. ATCT positions
    a. Local: 119.400
    b. Ground: 133.000
    c. Delivery: 118.150
2. Runway selection
    a. Normal operations use Runways 26L/R and 30 for arrivals and departures
    b. East operations use Runways 8L/R and 12 for arrivals and departures
    c. Runway 12/30 is the preferred runway for air carrier operations
3. Airspace
    a. Long Beach Tower is delegated the LGB Delta airspace from SFC-2600, inclusive.
4. Departure procedures
    a. TOPMM SID not authorized during LAX East configuration. Route aircraft over SXC..LAX..GMN.. instead.
    b. The ANAHEIM and HAWWC departures are for propeller-driven aircraft only.
    c. Ensure the correct departure frequency is assigned to all aircraft and departures are entered into the appropriate sector's rundown list:
        i. Aircraft routed South or East are handed off to Coast. The rundown list ID is **P42**.
        ii. Aircraft routed North or West are handed off to Del Rey. The rundown list ID is **P66** (**P67 VFR**).
    d. To avert an imminent loss of separation, Local has the authority to stop the climb of IFR departures at 2,000' MSL. Local must notify the appropriate sector immediately upon issuing an altitude restriction to any aircraft not previously coordinated with TRACON. Local must reissue 3,000' MSL as soon as the conflict has been resolved unless otherwise coordinated.
    e. Suggested headings in lieu of SID:
        i. 30: Runway Heading to 1500 (JM) / 800 (PQ), then left Heading 180
        ii. 26L/R: Runway Heading to 800, then left Heading 180
        iii. 12: Runway Heading
        iv. 08L/R: Runway Heading to 800, then right Heading 120
5. Initial altitudes
    a. All J/M type aircraft shall be assigned "*Maintain 3000*" or "*Climb via SID except maintain 3,000*" as appropriate.
    b. All P/Q type aircraft shall be assigned "*Maintain 2000*."

MHV - Mojave Air and Space Port

1. ATCT positions
    a. MHV_TWR 127.600
    b. MHV_GND 123.900
2. Runway selection

    a. Use the runways most closely aligned with the wind
3. Airspace
    a. MHV_TWR is delegated the MHV Delta airspace from SFC-4800, inclusive
4. Departure procedures
    a. 30/26/22: ODP to LHS VORTAC.
    b. 12: GLAZY# DP.
    c. **8/4: IFR N/A due to restricted airspace.**
5. Initial altitudes
    a. All aircraft shall be assigned *"Maintain 8000".*

MYF - Montgomery-Gibbs Executive Airport

1. ATCT positions
    a. MYF_TWR 119.200
    b. MYF_GND 118.220
    c. MYF_DEL 123.720
2. Runway selection
    a. The preferred runways are 23/28L/R
    b. If the wind is greater than 5 knots, use the runways most aligned with the wind
3. Airspace
    a. MYF_TWR is delegated the MYF Delta airspace from SFC-2900, inclusive
4. Departure procedures
    a. Suggested headings in lieu of SID:
        i. 28L/R: Heading 270
        ii. 23/10L/R: **Right turn** Heading 270
        iii. 05: IFR N/A due to environmental restrictions
5. Foss Tower Transition
    a. VFR aircraft transitioning north towards KCRQ may request the Foss Tower Transition.
    b. Aircraft departing 28L/R are instructed to make a left 270 northbound. Montgomery Tower will transition communications to Foss Tower, or top-down controlling entity, midfield MYF. Foss Tower will issue the Bravo clearance and instruct the aircraft to maintain VFR at 2900 and proceed direct Black Mountain (VPSBM) to exit Miramar surface area and Bravo airspace.
6. Initial altitudes
    a. All aircraft shall be assigned *"Maintain 4000".*

NYL - Yuma MCAS/Yuma International Airport

1. ATCT positions
    a. NYL_TWR 119.300
    b. NYL_GND 121.900
    c. NYL_DEL 118.000
2. Runway selection
    a. The preferred calm wind runways are 21L/R
    b. If the wind is greater than 5 knots, use the runways most aligned with the wind
3. Airspace
    a. NYL_TWR is delegated the NYL Delta airspace from SFC-2700, inclusive
4. Departure procedures
    a. The published departure procedures at NYL should be issued to military aircraft only
    b. Civilian aircraft and military aircraft not on SID:
        i. 21L/R/35/26: **Right turn** direct BZA

ii. 03L/R/8/17: **Left turn** direct BZA

5. Initial altitudes
    a. All aircraft shall be assigned *"Maintain 5000".*

ONT - Ontario International Airport

1. ATCT positions
    a. ONT_TWR 120.600
    b. ONT_GND 121.900
    c. ONT_DEL 118.100
2. Runway selection
    a. The preferred calm wind runways are 26L/R
    b. East operations use 8L/R when the winds are out of the east at 10 knots or greater
    c. Opposite direction operations are used late at night for noise abatement. Runways 8L/R are used for departures and runways 26L/R are used for arrivals
3. Airspace
    a. ONT_TWR is delegated the surface area of the ONT Charlie airspace from SFC-3000, inclusive
4. Departure procedures
    a. The SNSHN departure should be issued to RNAV aircraft departing to the north and northeast. Non-RNAV aircraft should be issued the POM departure.
    b. Eastbound, southbound, and oceanic departures should be assigned the RAJEE departure. Non-RNAV aircraft should be issued the NIKKL departure.
    c. Suggested headings in lieu of SID:
        i. Aircraft routed via PDZ:
            1. 26L/R: **Left turn** direct PDZ
            2. 08L/R: **Right turn** direct PDZ
        ii. Otherwise:
            1. All runways: Runway Heading
5. Initial altitudes
    a. ONT West
        i. All aircraft on POM or SNSHN departures shall be assigned *"Climb via SID except maintain 14000."*
            1. Climb via except maintain 9,000' when LAX East
        ii. All aircraft on NIKKL or RAJEE departures shall be assigned *"Climb via SID except maintain 7000."*
    b. ONT East
        i. Aircraft on SID shall be assigned "*Climb via SID except maintain 5,000.*'"
    c. All other aircraft shall be assigned "Maintain 4000".

OXR - Oxnard Airport

1. ATCT positions
    a. OXR_TWR 134.950
    b. OXR_GND 121.900
2. Runway selection
    a. Use the runway most closely aligned with the wind
3. Airspace
    a. OXR_TWR is delegated the OXR Delta airspace from SFC-2000, inclusive
4. Departure procedures
    a. TEC departures may be issued the CMA or SKIFF departures to join their routings

    b. Suggested headings in lieu of SID:
        i. 25: Runway Heading
        ii. 07: **Right turn** Heading 250
5. Initial altitudes
    a. All aircraft shall be assigned *"Maintain 4000".*

POC - Brackett Field

1. ATCT positions
    a. POC_TWR 118.200
    b. POC_GND 125.000
    c. POC_DEL 121.870
2. Runway selection
    a. Runways 26L/R are the preferred calm wind runways. If the wind is greater than 5 knots, use the runways most aligned with the wind.
3. Airspace
    a. POC_TWR is delegated the POC Delta airspace from SFC-2700, noninclusive
4. Departure procedures
    a. All runways issue obstacle departure procedure to PRADO intersection
        i. If necessary, prepend PRADO V16 PDZ to join TEC route
5. Initial altitudes
    a. All aircraft shall be assigned *"Maintain 4000".*

PSP - Palm Springs International Airport

1. ATCT positions
    a. PSP_TWR 119.700
    b. PSP_GND 121.900
    c. PSP_DEL 128.350
2. Runway selection
    a. Normal operations use Runways 31L/R for arrivals and departures. South operations use Runways 13L/R for arrivals and departures when the wind is out of the southeast at 10 knots or greater
3. Airspace
    a. PSP_TWR is delegated the PSP Delta airspace from SFC-3000, inclusive
4. TRSA procedures
    a. Unless the pilot requests otherwise, all VFR departures should be issued a departure frequency and beacon code for flight following
5. Departure procedures
    a. When runway 31 is in use (north flow):
        i. RNAV north and west departures shall be issued the YUCCA# SID
        ii. RNAV east, northeast, south, and southeast shall be issued the HWRRD# SID
    b. When runway 13 is in use (south flow):
        i. RNAV north and west departures shall be issued the LGANN# SID
        ii. RNAV east and northeast shall be issued the IKONE# SID
        iii. RNAV south and southeast shall be issued the JEEON# SID
    c. Non-RNAV aircraft and aircraft unable to meet required climb gradients shall be issued the CATH or TRM departures as appropriate.
6. Initial altitudes
    a. Aircraft on the HWWRD#, JEEON#, and YUCCA# SIDs shall be assigned, *"Climb via SID except maintain 8,000."*

b. All other aircraft shall be assigned *“Maintain 8000.”*

RAL - Riverside Municipal Airport

1. ATCT Positions
    a. RAL_TWR 121.000
    b. RAL_GND 121.700
2. Runway selection
    a. Use the runways most closely aligned with the wind
3. Airspace
    a. RAL_TWR is delegated the RAL Delta airspace from SFC-2700, noninclusive
4. Departure procedures
    a. 27/16/34: Issue RIVERSIDE ODP to PDZ
    b. 06: IFR N/A due to terrain
5. Initial altitudes
    a. All aircraft shall be assigned *“Maintain 4000.”*

RNM - Ramona Airport

1. ATCT Positions
    a. RNM_TWR 119.870
    b. RNM_GND 121.650
2. Runway selection
    a. Use the runway most closely aligned with the wind
3. Airspace
    a. RNM_TWR is delegated the RNM Delta airspace from SFC-3800, noninclusive
4. Departure procedures
    a. All runways issue obstacle departure procedure to ROBNN intersection
        i. If necessary, prepend ROBNN V208 OCN (PQ) or ROBNN V186 TANNR (JM) to join TEC route
5. Initial altitudes
    a. All aircraft shall be assigned *“Maintain 5000.”*

SBD - San Bernardino International Airport

1. ATCT Positions
    a. SBD_GND 121.800
    b. SDB_TWR 119.450
2. Runway selection
    a. Use the runway most closely aligned with the wind
3. Airspace
    a. SBD_TWR is delegated the SBD Delta airspace from SFC-3200, inclusive
4. Departure procedures
    a. All runways issue obstacle departure procedure to PDZ
    b. JDAKO# RNAV SID
5. Initial altitudes
    a. All aircraft
        i. Runway 24: *“Maintain 4300”*
        ii. Runway 06: *“Maintain 6000”*
        iii. Runway 06 JADKO: *Climb via SID except maintain 7000*

SBP - San Luis County Regional Airport

1. ATCT Positions

    a. SBP_GND 121.600
    b. SBP_TWR 124.000
2. Runway selection
    a. Runway 29 is the calm wind runway. When the wind is greater than three knots, use the runway most closely aligned with the wind
3. Airspace
    a. SBP_TWR is delegated the SBP Delta airspace from SFC-2700, inclusive
4. Departure procedures
    a. The AVILA and WYNNR departures are used during Runway 11 operations. The CREPE departure is used during Runway 29 operations
    b. Suggested headings in lieu of SID:
        i. 29: Runway Heading
        ii. 11: Heading 180
        iii. 25/7: IFR N/A due to terrain
5. Initial altitudes
    a. All aircraft shall be assigned *“Maintain 5000”.*

SDM - Brown Field Municipal Airport

1. ATCT Positions
    a. SDM_GND 124.400
    b. SDM_TWR 128.250
2. Runway selection
    a. Use the runway(s) most closely aligned with the wind
3. Airspace
    a. SDM_TWR is delegated the SDM Delta airspace from SFC-3000, inclusive
4. Departure procedures
    a. All runways issue obstacle departure procedure to MZB
        i. If necessary, prepend MZB V23 OCN to join TEC route
5. Initial altitudes
    a. All aircraft shall be assigned *"Maintain 4000".*

SEE - Gillespie Field

1. ATCT Positions
    a. SEE_DEL 125.100
    b. SEE_GND 121.700
    c. SEE_TWR 120.700
2. Runway selection
    a. Use the runway(s) most closely aligned with the wind
    b. The preferred calm wind operation uses 27L/R
3. Airspace
    a. SEE_TWR is delegated the SEE Delta airspace from SFC-2400, inclusive
4. Departure procedures
    a. The CWARD and PADRZ departures may be used, as appropriate.
    b. Suggested headings in lieu of SID:
        i. 27L/R/35: Heading 320
        ii. 09L/R/17: Issue MISSION BAY ODP to MZB
            1. If necessary, prepend MZB V23 OCN to join TEC route
5. Initial altitudes
    a. All aircraft shall be assigned *"Maintain 4000".*

SMX - Santa Maria Public Airport

1. ATCT Positions
    a. SMX_GND 121.900
    b. SMX_TWR 118.300
2. Runway selection
    a. Runway 30 is the preferred calm wind runway.
    b. Use Runway 12 when the tailwind component on Runway 30 exceeds 5 knots.
3. Airspace
    a. SMX_TWR is delegated the SMX Delta airspace from SFC-2800, inclusive
4. Departure procedures
    a. Departing IFR aircraft may be assigned the BUELT departure off of all runways, except for runway 20. The RZS transition may be used to transition to the TEC route structure.
    b. Suggested headings in lieu of SID:
        i. 30: Runway Heading
        ii. 12/02: **Left turn** Heading 320
        iii. 20: IFR N/A due to terrain

5. Initial altitudes
    a. All aircraft shall be assigned *“Maintain 5000”.*

TOA - Zamperini Field Airport

1. ATCT Positions
    a. TOA_GND 120.900
    b. TOA_TWR 124.000
2. Runway selection
    a. Utilize the same flow as KLAX. If KLAX is West, use 29L/R. If KLAX is East, use 11L/R.
    b. If winds make this operation impossible, coordinate with overlying SCT controllers.
3. Airspace
    a. TOA_TWR is delegated the TOA Delta airspace from SFC-2400, inclusive
4. Departure procedures
    a. During a 11L/R operation, the HAWWC departure may be assigned to non-turbojets.
    b. Suggested headings in lieu of SID:
        i. 29L/R: “Fly runway heading, intercept LAX 170 radial to LIMBO intersection”
        ii. 11L/R: “**Turn left** heading 290, intercept LAX 170 radial to LIMBO intersection”
            1. If necessary, prepend LIMBO V64 SLI to join TEC route
5. Initial altitudes
    a. All aircraft shall be assigned *“Maintain 2000”.*

VCV - Southern California Logistics Airport

1. ATCT Positions
    a. VCV_GND 124.450
    b. VCV_TWR 118.350
2. Runway selection
    a. Utilize the runways most closely aligned with the wind. Runway 17 is the preferred calm wind runway.
3. Airspace
    a. VCV_TWR is delegated the VCV Delta airspace from SFC-5400, inclusive
4. Departure procedures
    a. 17/21: **Right turn** Heading 250
    b. 35/03: **Left turn** Heading 250
5. Initial altitudes
    a. All aircraft shall be assigned *“Maintain 8000”.*

VGT - North Las Vegas Airport

1. ATCT Positions
    a. VGT_DEL 124.000
    b. VGT_GND 121.700
    c. VGT_TWR 125.700
2. Runway selection
    a. Utilize the runway(s) most closely aligned with the wind
3. Airspace
    a. VGT_TWR is delegated the VGT Delta airspace from SFC-4500, noninclusive
4. Departure Procedures
    a. All runways issue NOTWN departure. Ensure aircraft are beginning the published turns prior to switching to departure.

5. Initial altitudes
    a. All aircraft on the NOTWN departure shall be assigned *“Climb via SID”.*
    b. All other aircraft shall be assigned *“Maintain 7000”.*

VNY - Van Nuys Airport

1. ATCT Positions
    a. VNY_DEL 126.600
    b. VNY_GND 121.700
    c. VNY_TWR 119.300
2. Runway selection
    a. Runways 16L/R is the preferred operation. Strong northerly winds may require a runway 34L/R operation.
3. Airspace
    a. VNY_TWR is delegated the VNY Delta airspace from SFC-3000, noninclusive.
4. Departure procedures
    a. North/Northwestbound
        i. RNAV capable jets should be issued the WLKKR departure during Runway 16 operations, and the HAYEZ departure during Runway 34 operations. Issue the CANOG departure to non-RNAV jets during both operations.
    b. Northeast/Eastbound
        i. RNAV capable jets should be issued the HARYS departure during Runway 16 operations. Issue the HAYEZ departure during Runway 34 operations. Issue the NUAL departure to non-RNAV jets.
        ii. RNAV Turboprop aircraft should be issued the RSCO departure during Runway 16 operations, and the VVERA departure during Runway 34 operations. The NUAL departure should be assigned to non-RNAV aircraft.
    c. TEC Route traffic and traffic via V186 should be issued the ADAMM departure.
    d. Suggested headings in lieu of SID:
        i. 16L/R: Heading 110
        ii. 34L/R: Heading 250
        iii. Note: Only use radar vectors for aircraft unable to fly SID.
5. Initial altitudes
    a. HAYEZ SID aircraft shall be assigned “*Maintain 6,000.*”
    b. All aircraft shall be assigned *“Maintain 4000”.*

WHP - Whiteman Airport

1. ATCT Positions
    a. WHP_GND 125.000
    b. WHP_TWR 135.000
2. Runway selection
    a. Use the runway most aligned with the wind.
3. Airspace
    a. WHP_TWR is delegated the WHP Delta airspace from SFC-3000, noninclusive.
4. Departure procedures
    a. All runways issue obstacle departure procedure to VNY
        i. Aircraft filed via TEC routes containing V186 join at VNY
5. Initial altitudes
    a. All aircraft shall be assigned *“Maintain 5000”.*

WJF - William J Fox Airfield

1. ATCT Positions
    a. WJF_GND 121.700
    b. WJF_TWR 118.520
2. Runway selection
    a. Use the runway most aligned with the wind.
3. Airspace
    a. WJF_TWR is delegated the WJF Delta airspace from SFC-4800, inclusive.
4. Departure procedures
    a. All runways issue obstacle departure procedure to PMD
5. Initial altitudes
    a. All aircraft shall be assigned *"Maintain 8000".*

Minor Airport Obstacle Departure Procedures and Headings Quick Reference

Airport	Initial Altitude	Suggested Departure Procedure	Notes
BFL	M3000	30L/R: Runway Heading 12L/R Heading 240	
BUR	M4000	15/08: Heading 210 26: Heading 290 33: Heading 270	
CMA	M4000	26: Heading 275 08: **Right turn** Heading 210	Heading 275 deconflicts with OXR
CNO	M4000	ODP to PDZ	TEC routes begin at PDZ
CRQ	M3000	24: Runway Heading 06: **Turn left** Heading 245	
EMT	M3000	19: Heading 210 01: ODP to PDZ	TEC routes begin at PDZ
FUL	M2000	24: **Left turn** Heading 120 06: **Right turn** Heading 120	
GCN	M10000	21: Issue GRAND ODP **03: IFR N/A**	
HHR	M2000	25: **Left turn** Heading 205 07: **Right turn** Heading 205	
HND	M7000	All runways: **Right turn** Heading 180	Verify terrain and obstruction clearance

IFP	M10000	ODP to EED	
LGB	M2000 (PQ) / M3000 (JM)	**30:** Runway heading to 1500 (JM) / 800 (PQ), then left Heading 180 **26L/R:** Runway heading to 800, then left Heading 180 **12:** Runway Heading **07L/R:** Runway Heading to 800, then right Heading 120	
MHV	M8000	30/26/22: **Left turn** Heading 200 **12/8/4: IFR N/A**	
MYF	M4000	28L/R: Heading 270 23/10L/R: **Right turn** Heading 270 **05: IFR N/A**	
NYL	M5000	All runways: direct BZA	
ONT	M4000	Aircraft routed via PDZ: direct PDZ Otherwise: Runway Heading	
OXR	M4000	25: Runway Heading 07: **Right turn** Heading 250	
POC	M4000	ODP to PRADO	Prepend *PRADO V16 PDZ* for TEC routes
PSP	M8000	All runways: CATH departure	RNAV: Climb VIa
RAL	M4000	27/16/34: RIVERSIDE ODP to PDZ **06: IFR N/A**	TEC routes begin at PDZ
RNM	M5000	ODP to ROBNN	Prepend *ROBNN V208 OCN* (PQ) or *ROBNN V186 TANNR* (JM) for TEC routes
SBD	M6000	ODP to PDZ	TEC routes begin at PDZ
SBP	M6000 / CVX 7000 / M4300 (RWY 6)	29: Runway Heading 11: Heading 180 **25/7: IFR N/A**	
SDM	M4000	ODP to MZB	Prepend *MZB V23 OCN* for TEC routes
SEE	M4000	27L/R/35: Heading 320 09L/R/17: MISSION BAY ODP to	Prepend *MZB V23 OCN* for TEC routes

		MZB	
SMX	M5000	30: Runway Heading 12/02: **Left turn** Heading 320 **20: IFR N/A**	
TOA	M2000	29L/R: “Fly runway heading...” 11L/R: “**Turn left** heading 290…” “...intercept LAX 170 radial to LIMBO intersection”	Prepend *LIMBO V64 SLI* for TEC routes
VCV	M8000	17/21: **Right turn** Heading 250 35/03: **Left turn** Heading 250	
VGT	NOTWN: VIA SID Other: M7000	NOTWN departure	
VNY	M4000	16L/R: Heading 110 34L/R: Heading 250	Only use radar vectors if aircraft unable SID
WHP	M5000	ODP to VNY	TEC routes containing V186 begin at VNY
WJF	M8000	ODP to PMD	