

SAN DIEGO TOWER STANDARD OPERATING PROCEDURES

This Order prescribes air traffic control procedures and phraseology for use by all controllers staffing San Diego (Lindbergh) Tower (SAN_DEL/GND/TWR). Controllers are required to be familiar with the provisions of this Order that pertain to their operational responsibilities and to exercise their best judgment if they encounter situations not covered by it.

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List of Changes

Version	Date	Explanation of Changes
4.00	02JAN21	Additions to departure procedures. Added appendix for North Island LOC approaches. Initial release in PDF form.
4.20	27AUG22	Added initial altitude assignments. Some modifications to SID assignments, especially concerning TEC routes. Added initial headings for IFR aircraft with no SID.
4.21	01OCT22	Fixed typos. Updated missed approach procedures for runway 9.
4.22	28MAR23	Adjusted VFR departures to align with real operations.
4.23	28JUL23	Adjusted VFR helicopter departures to assign direction of flight instead of heading to avoid MVA violations
4.24	05NOV23	Added declared distance remaining for 9/27
4.25	17JUN24	Removed Taxiway Delta transition per RW change.
4.30	31OCT24	Added CLSSY DP and noise abatement hours.
4.35	17MAR25	Adjusted formatting for section 1-1, 1-2
4.40	12FEB26	Added use of rundown list, adjusted headings, ODO ops

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CHAPTER 1. GENERAL

1-1. FACILITY IDENTIFICATION

Controllers will use "Lindbergh" for radiotelephony/facility identification.

Examples:

"Lindbergh Ground..."

"Lindbergh Clearance Delivery..."

"Lindbergh Tower..."

1-2. RADIO FREQUENCY ASSIGNMENTS

The following frequencies are assigned for use at the Tower unless otherwise noted.

POSITION	POSITION ID	FREQUENCY	INTERFONE
Local	5S	118.30	Local
Ground		123.90	Ground
Clearance Delivery		125.90	Delivery
ATIS		134.80	

1-3. RUNWAY USE PROGRAM

West Traffic:

Use runway 27 for arrivals and departures.

Preferred operation.

East Traffic:

Use runway 09 for arrivals and departures

Use when the tailwind component on a West Traffic configuration exceeds 10 knots.

Opposite Direction Operations:

Use runway 09 for arrivals and runway 27 for departures.

Use when weather conditions prohibit instrument approaches to runway 27.

CHAPTER 2. CLEARANCE DELIVERY

2-1. GENERAL

- a. Use primary frequency 125.90.
- b. TEC routes must be issued to all aircraft arriving at airports covered by the TEC route system.
 - i. KSBA, KCMA, KNTD, and KOXR are exempt from being assigned a TEC route if they file a non-TEC route with an altitude above 150.

2-2. ROUTING

- a. Aircraft that have not filed for an approved Standard Instrument Departure (SID) shall be issued the most appropriate SID for their route of flight (see below).
- b. Aircraft unable to accept a SID or those who refuse an approved SID will be issued the following departure headings:
 - i. West Traffic: Heading 310 (PQ), Heading 290 (JM)
 - ii. East Traffic: Runway heading.
- c. The controller handling clearance delivery must amend all flight strips to reflect the route as cleared.
- d. All flight strips must have the correct voice tag (/v /r /t), and have the appropriate scratch code.
- e. West Traffic
 - i. J and M routed via MZB293R SLI148R SLI may be issued the PEBLE SID or CWARD SID
 - ii. North, west, and northwest bound departures should be issued the PADRZ or PEBLE SID
 - iii. East, northeast, and southbound departures should be issued the ZZOOO or BRDR SID
 - iv. J/M type TEC departures shall be assigned heading 290 for vectors to the first route segment or the CWARD/PEBLE SID if applicable.
 - v. P/Q type TEC departures shall be assigned heading 310 for vectors to the first route segment.
- f. West Traffic During Noise Abatement Hours (2200lcl - 0630lcl)
 - i. Same as above, except replace ZZOOO SID with CLSSY SID.
- g. East Traffic
 - i. North and northwest bound departures should be issued the ECHHO or FALCC SID
 - ii. Oceanic departures should be issued the MMOTO SID
 - iii. East, northeast, and southbound departures should be issued the SAYOW or BRDR SID
 - iv. TEC departures to the Coast area shall be issued the FALCC SID as appropriate
 - v. TEC departures via V23 shall be issued the BRDR SID BROWS transition for Radar Vectors to MZB
 - vi. TEC departures via V186 shall be issued the BRDR SID BROWS transition for Radar Vectors to V186
- h. Opposite Direction Operations
 - i. North and northwest bound J/M departures via FALCC/ECHHO/MMOTO or heading 290 radar vectors V186
 - ii. Eastbound aircraft via BRDR, ZZOOO, CLSSY as appropriate
 - iii. P and Q aircraft heading 310 radar vectors on course (V23, 25, 27, etc)
 - iv. TIJ aircraft via heading 275

2-3. INITIAL ALTITUDES

- a. Assign all aircraft on CWARD SID "*climb via SID except maintain (cruise)*"
- b. Assign all aircraft on CLSSY, ECHHO, PADRZ, SAYOW, ZZOOO SIDs "*climb via SID*"
- c. Assign all aircraft on the BRDR SID "*maintain 8000*"
- d. Assign all aircraft on the FALCC, MMOTO SIDs "*climb via SID except maintain 8000*"
- e. Assign J type aircraft on the PEBLE SID "*climb via SID except maintain 15000*"
- f. Assign M type aircraft on the PEBLE SID "*climb via SID except maintain 14000*"
- g. Assign all aircraft not on SID "*maintain 5000*"

2-4. VFR DEPARTURES

- a. Issue the following departures as appropriate for P and Q class aircraft:

Traffic	Direction of Flight	Departure Procedure
West	North/Northwest	Heading 310, Maintain VFR at 3000
West	East	Heading 115, Maintain VFR at 5500
East	North/Northwest	Direct MZB, Maintain VFR at 2000
East	Otherwise	Runway Heading, Maintain VFR at requested altitude

- b. Issue the appropriate clearance for the direction of flight for J and M class aircraft:

Traffic	Direction of Flight	Departure Procedure
West	North/Northwest	Heading 290, Maintain VFR at 8000 or requested altitude, whichever is lower
West	East	Heading 290, Maintain VFR at 8000 or requested altitude, whichever is lower
East	Any	Runway Heading, Maintain VFR at requested altitude
East	Over MZB	Runway heading, then on course to MZB at 2500.

Helicopters: Issue direction of flight and altitude as requested.

CHAPTER 3. GROUND CONTROL

3-1. GENERAL

- a. Primary frequency:
 - i. 123.90
- b. Airspace
 - i. Ground control owns all ground movement areas of SAN.

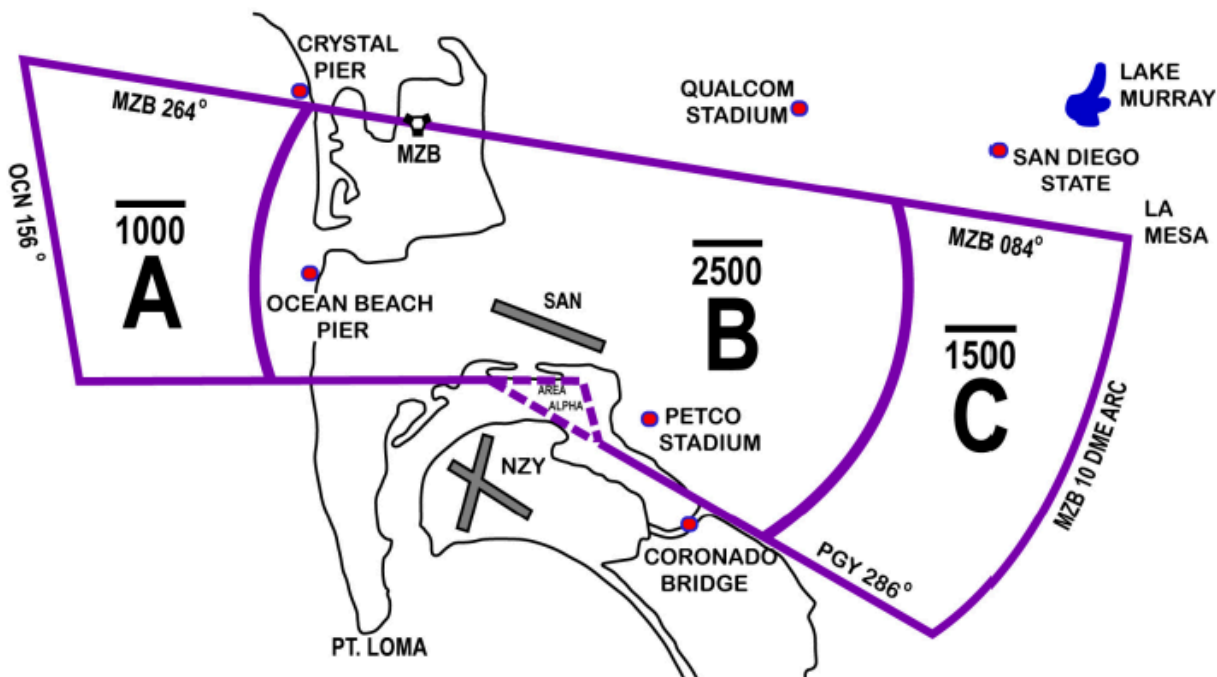
3-2. SPECIAL INSTRUCTIONS

- a. Aircraft must be issued an IFR clearance or VFR Bravo clearance prior to taxi.
- b. Before issuing taxi instructions, aircraft must squawk normal to comply with the ASDE-X Surveillance System.
- c. When issuing taxi instructions, all aircraft must be given the altimeter setting.
- d. Aircraft requesting closed traffic should be coordinated with Local Control prior to taxi instructions being issued.
- e. When the duties of Local Control are being fulfilled by another controller (i.e. SCT_APP or LAX_CTR) a departure notification must be sent to the controller in the following format as an aircraft is reaching its departure runway: (callsign) (runway) (scratchpad).

CHAPTER 4. LOCAL CONTROL

4-1. GENERAL

- a. Primary Frequency:
 - i. 118.30
- b. Airspace
 - i. Lindbergh Tower is delegated the following airspace:



4-2. DEPARTURES

- a. Issue all headings to aircraft in accordance with section 2-2
- b. Provide a departure rundown via the coordination list and ensure departures are entered into the appropriate rundown tab lists in the correct departure sequence prior to departure.
- c. Release aircraft in the number one (1) position of the rundown tab list.
- d. Verbally coordinate or make entries in the appropriate rundown tab list using the remarks feature as specified below:
 - i. Verbal coordination **or** use of the rundown tab list remark must be used for non-standard IFR departures, IFR departures heading 310 and VFR departures heading 310 or 115:
 - 1. The rundown remark for an IFR departure heading must be an "H" followed by the heading. (*Example: H250*).
 - 2. The rundown remark for a VFR departure heading must be a "V" followed by the heading. (*Example: V115, V310*). When multiple remarks are needed use the following order, Heading, HFR, other. (*Example: H250, HFR, Other*).
- e. Verbal coordination or use of the rundown remark must be used for Runway 9, M-Class IFR departures routed via JLI. The rundown remark must indicate "JLI."
- f. If rundown tab list coordination is not acknowledged, verbally coordinate prior to releasing the aircraft.

- g. Hold for Release (HFR); When HFR is used in the remarks of a rundown, the departure will not be released until acknowledged by TRACON; in this situation TRACON is responsible for separation from a previous departure.
- h. During a Runway 9/27 configuration, suspend use of the rundown list, and obtain a verbal release for all aircraft.

4-3. RADAR SERVICE (S3 and above)

- a. San Diego local controllers may provide radar service in order to simulate real-world operations. This allowance is optional and is neither tested nor required for certification. Local controllers choosing to provide radar service may do so as described in this section.
- b. San Diego local controllers providing radar service must familiarize themselves, at minimum, with radar identification methods, acquiring a track and dropping a tracked target.
- c. Provide Class B services as directed in FAA JO 7110.65.
- d. Provide all radar identified aircraft/helicopters appropriate radar services. Advise the aircraft when:
 - i. Radar contact is established or when radar contact is lost.
 - ii. Radar services are terminated.
 - iii. Leaving the San Diego Class B airspace.
- e. All aircraft/helicopters operating in SAN Tower Class B airspace must be radar identified prior to entering Class B airspace.
- f. VFR aircraft shall be instructed to join approved VFR transitions or routes but shall not be vectored.
- g. The LC controller must radar identify Offshore/Shoreline aircraft and ensure radar separation from arrival aircraft. Prior to exiting SAN Tower Class B airspace, terminate radar service; drop the radar track; advise the aircraft they are leaving the San Diego Class B airspace; and provide a frequency change outside North Island's Class D surface area if applicable.

4-4. MISSED APPROACHES AND GO-AROUNDS

- a. Aircraft on a published instrument approach for either runway: issue the published missed approach or:
 - i. Runway 27, "Leaving 400, fly heading 250, maintain 2,500"
 - ii. Runway 9, "Leaving 900, fly heading 090, maintain 5,000"
- b. Aircraft on a visual approach:
 - i. Runway 27: Heading 275, maintain 2500
 - ii. Runway 09: Runway heading, maintain 2500, or pattern entry instructions
- c. Initiate a data tag handoff to the appropriate overlying SCT or ZLA controller
- d. Notify the appropriate overlying controller via verbal or textual communication

4-5. OPPOSITE DIRECTION OPERATIONS

- a. Same runway opposite direction procedures are applicable when both of the opposing aircraft are IFR.
- b. During a Runway 09/27 configuration, suspend use of the TAS rundown, and obtain a verbal release for all aircraft.
- c. Tower must issue traffic advisories to departing aircraft and TRACON must issue traffic advisories to arriving aircraft. Examples:
 - i. *OPPOSITE DIRECTION TRAFFIC (distance) MILE FINAL, (type aircraft).*
 - ii. *OPPOSITE DIRECTION TRAFFIC ONE ZERO MILES WEST, (type aircraft).*
 - iii. *OPPOSITE DIRECTION TRAFFIC DEPARTING RUNWAY TWO SEVEN, (type aircraft)*
- d. Use caution for potential missed approaches/go-arounds.

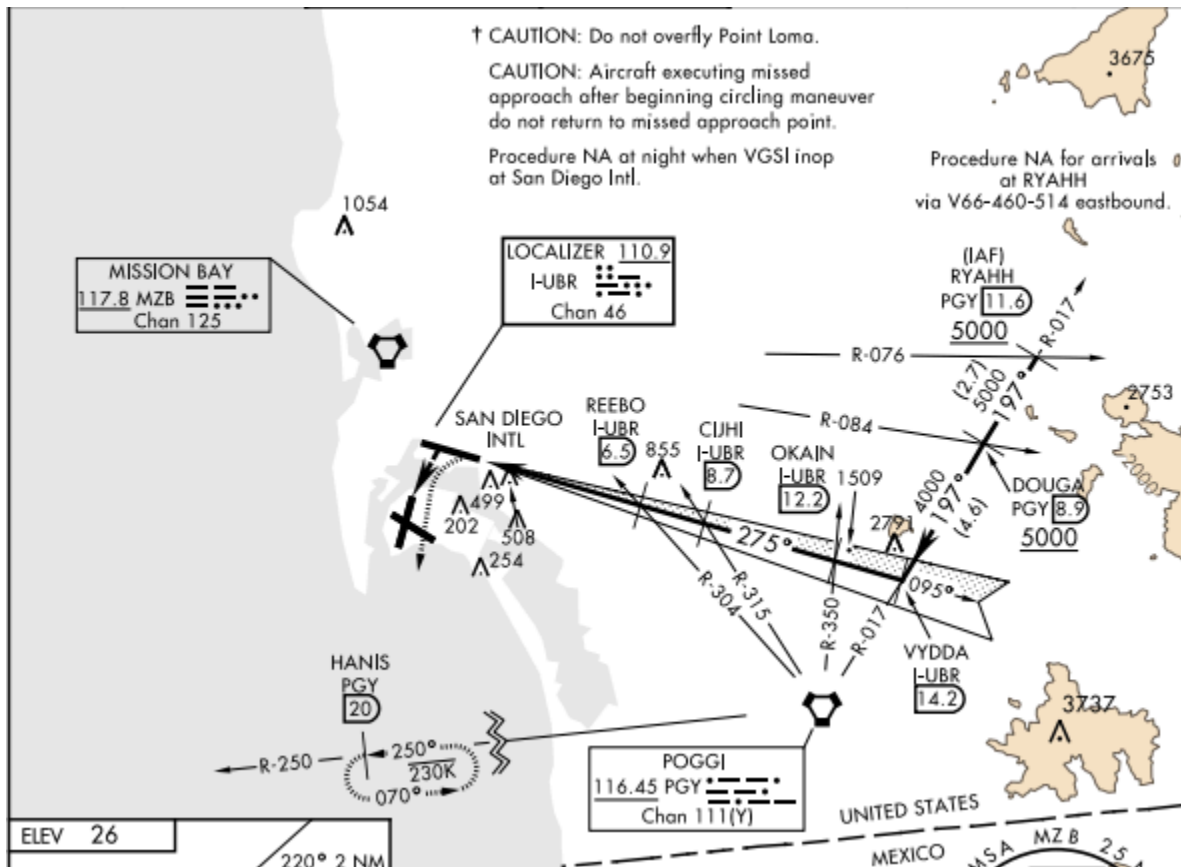
4-6. VFR TRANSITIONS

- a. Offshore/Shoreline Transition
 - i. Aircraft requesting the Offshore Transition shall be cleared through San Diego Bravo airspace and instructed to follow the shoreline at or below 500'.
 - ii. Once clear of the surface area, southbound aircraft should be instructed to contact North Island Tower or top-down controlling entity.
- b. Use caution for potential missed approaches/go-arounds.

4-7. CLOSED TRAFFIC

- a. Runway 27 is the preferred runway. Standard pattern for VFR aircraft landing runway 27 is right traffic.
- b. Traffic pattern altitude information for runway 27 shall, when requested, be transmitted as:
 - i. Category I and II aircraft- 1200' MSL
 - ii. Category III aircraft- At or above 2000' MSL

Appendix A - North Island LOC Approaches



North Island NAS utilizes the San Diego 27/09 localizer for two instrument approaches: LOC/DME-A and LOC/DME-B. San Diego local controllers should instruct aircraft conducting these approaches to “continue approach” and provide necessary separation from traffic at SAN. As soon as practical, transfer communications to North Island Tower or top-down controlling entity.

Appendix B - Runway Declared Distance Remaining

Runway	Intersection	Distance Remaining
27	C2	8,790'
	D	7,304'
	C3	7,110'
	C4	6,350'
	C5	5,129'
	C6	4,202'
9	B9	8,545'
	B8	7,430'
	B7	6,325'
	B6	5,201'