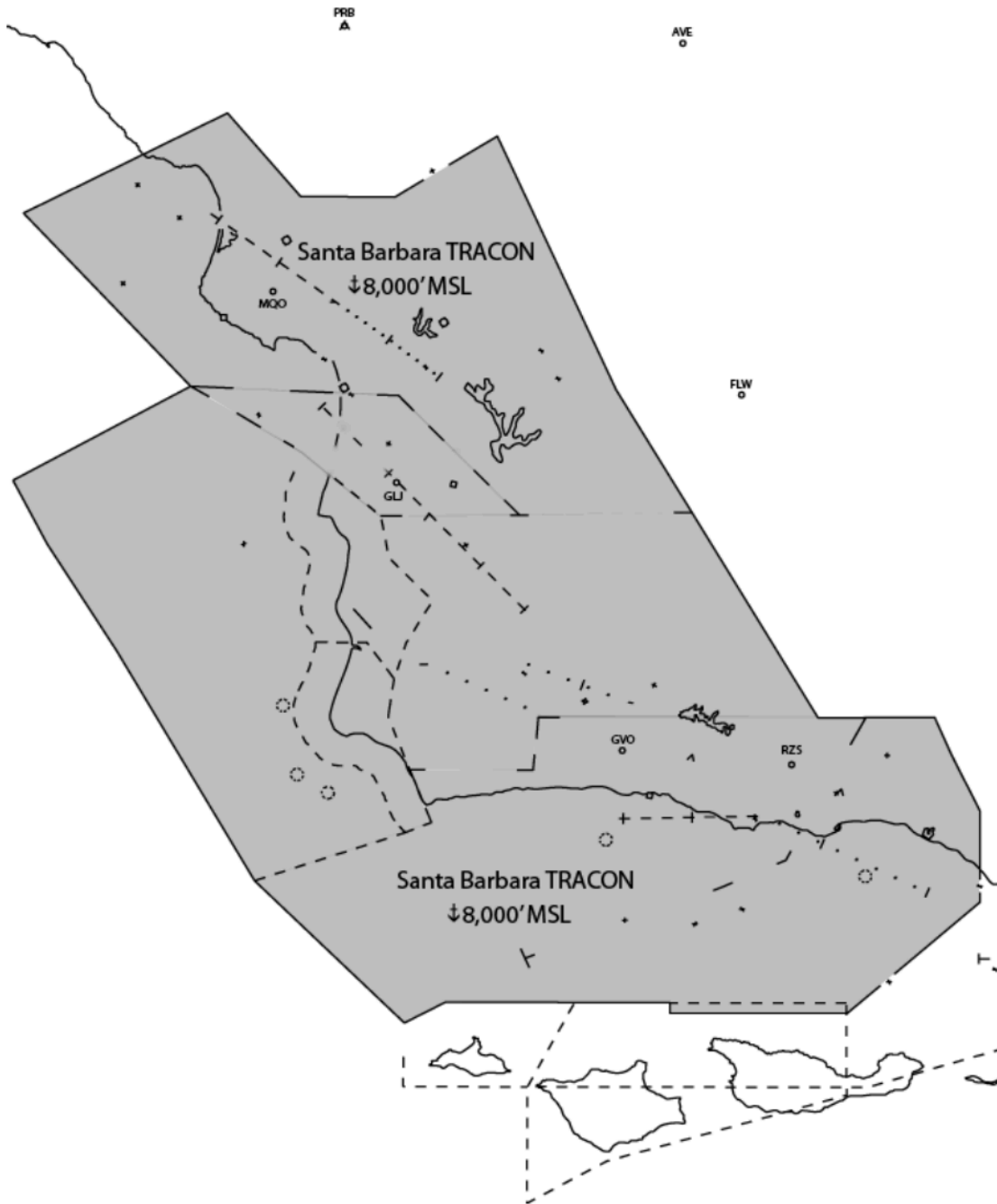


SANTA BARBARA AIR TRAFFIC CONTROL TOWER AND TRACON STANDARD OPERATING PROCEDURES



VIRTUAL AIR TRAFFIC SIMULATION NETWORK
LOS ANGELES ARTCC

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Change Notices

Version	Date	Explanation of Changes
3.00	17SEP23	New formatting, PDF, changes to VATSIM logons. Adjusted position symbols. Included new sector maps for individual sectors. Clarified sector responsibilities when split.
3.01	18MAY24	Adjusted language in 3-2 for arrivals from ZOA
3.02	25MAY24	Added initial altitude to section 4-2
3.04	10SEP24	Updated position table. Checked for ZLA handoff consistency. IFR Release language updated.
3.05	31DEC24	Updated MISHN SID climb.

SECTION 1. GENERAL

1-1. PURPOSE

This chapter establishes the standard operating procedures for the Santa Barbara ATCT/TRACON and prescribes the operational procedures unique to the airspace. Controllers staffing the facility must be familiar with and adhere to the information and procedures described in this Chapter to provide a safe, orderly, and efficient flow of air traffic.

1-2. SCOPE OF RESPONSIBILITIES

The Santa Barbara ATCT/TRACON is responsible for the safe and efficient operation of arrivals, departures, and overflights in and around the Santa Barbara, Santa Maria, and San Luis Obispo regions.

1-3. SANTA BARBARA SECTORS

The Santa Barbara up/down ATCT/TRACON is made up of four radar approach sectors along with the tower cab at the Santa Barbara Airport. All approach sectors consolidate individually into the Harbor sector. Santa Barbara Local consolidates into the Harbor sector. Delivery consolidates into ground. Ground consolidates into Local. Satellite airports with towers consolidate into the overlying approach control sector.

The Santa Barbara cab positions consolidate into the Local position.

- a. The following sectors make up the Santa Barbara TRACON:
 1. Harbor
 2. Orcut
 3. Elcap
 4. Pismo
- b. The following positions make up the Santa Barbara ATCT
 1. Local
 2. Ground
 3. Delivery

Figure 1-1 Table of Positions

POSITION	POSITION ID	FREQUENCY	INTERPHONE
HARBOR	1H	125.400	HARBOR
ORCUT	1R	124.150	ORCUT
ELCAP	1E	120.550	ELCAP
PISMO	1I	127.725	PISMO
LOCAL	1S	119.700	LOCAL
GROUND		121.700	GROUND
DELIVERY		132.900	DELIVERY

SECTION 2. RADAR TEAM PROCEDURES

2-1 RADAR POSITIONS

- a. Inform other positions of situations that may affect the safe, orderly, expeditious flow of traffic
- b. Coordinate with adjacent facilities to ensure the safe and efficient flow of IFR and VFR traffic, and advise Centers and Towers when unable to accept additional traffic.

2-2 ELCAP AND HARBOR

- a. Elcap and Harbor are responsible for providing terminal approach control service to the Santa Barbara Airport.
- b. Elcap or Harbor has control for vectors for arrivals on initial contact and control for altitude change once aircraft are within the lateral confines of the sector airspace except Harbor has control for descent of aircraft east of the RWY 7 configuration sector boundary when conducting a VOR/GPS or Visual Approach.
- c. Elcap is responsible for the arrival sequence to RWY 7, 15R, 33L
- d. Harbor is responsible for the arrival sequence to RWY 25, 15L, 33R

2-3 PISMO AND ORCUT

- a. Pismo and Orcut are responsible for providing terminal approach control services to San Luis Obispo (SBP), Santa Maria (SMX), and Vandenberg AFB (VBG) airports
- b. Arrivals that depart local airports must be at or climbing to 5,000' or 6,000' for direction of flight.
- c. IFR arrivals into L52 require sequence coordination between Orcut and Pismo.
- d. VFR arrivals must contain the landing airport in a scratch pad

SECTION 3. RADAR COORDINATION

3-1 SBA DEPARTURES

- a. TRACON has control of IFR departures ½ mile from the departure ends of runways.
- b. TRACON has control of all VFR departures on radio contact.
- c. Initial climb in Approach airspace is 3,000'.
- d. GAUCH SID departures should be instructed to climb via SID except maintain 8,000' and handed off to ZLA Sector 25.
- e. MISHN SID departures should be climbed to 8,000' and handed off to ZLA Sector 25.
- f. FLOUT, HABUT, KWANG SID departures are pilot-navigated departures. These departures should be climbed to 8,000' and handed off to ZLA Sector 25.
- g. SANTA BARBARA SID departures should be vectored towards their first on course fix, climbed to 8,000'.
- h. TEC departures should be vectored to their first on-course fix and climbed to 8,000' or their cruise altitude, whichever is lower.

3-2 SBA ARRIVALS

- a. Arrivals from Oakland Center to the SBA TRACON will be received per the appropriate Letter of Agreement.
- b. Arrivals from Los Angeles Center must be at or descending to 9,000', except arrivals entering TRACON eastern boundary may be at or descending to 8,000'.

SECTION 4. SANTA BARBARA TOWER

4-1 LOCAL CONTROL

- a. Local Control delegated Airspace is the Class C Surface area 1500 feet and below south of the shoreline and 3000 feet and below north of the shoreline. Refer to Figure 4-1 and Appendix A.
- b. Local Control must provide initial separation between successive departures, and provide separation between runway 15 and runway 7/25 arrivals within the lateral confine of Tower delegated airspace, in addition to all standard separation.
- c. Local will coordinate helicopter arrivals and departures with Ground Control, and notify Ground Control of any operation to a non-advertised runway.
- d. Local is responsible for runways and taxiways in between the parallels.

4-2 IFR RELEASE

- a. Releases from TRACON shall be conducted in accordance with the procedures outlined in the IFR release SOP.
- b. Local control must assign an initial altitude of 3,000, except filed altitude 5 minutes after departure.

4-3 RUNWAY UTILIZATION

- a. Local control shall designate the runway(s) in use for arrivals and departures. Jet aircraft should not use the parallel runways except when requested by the pilot.
- b. Runways 15L/R and 33L/R should be used as the preferential runways for all light piston aircraft weighing less than 12,500 pounds.

4-4 PARALLEL RUNWAY OPERATIONS

- a. Simultaneous parallel operations on RWY 15L/R or RWY 33L/R are restricted to Category I and II aircraft only.
- b. Simultaneous opposite direction operations are not authorized.

4-5 MULTIPLE RUNWAY CROSSINGS

- a. Multiple runway crossings of runways 15L/33R and 15R/33L are authorized at the taxiways depicted below in Figure 4-2.

4-6 TAXIWAY DESIGNATION

- a. Ground control is responsible for all taxiways except those in between the parallels.

4-7 STANDARD VFR HEADINGS AND ALTITUDES

- a. Issue the following headings/routings contained in Table 4-3 and appropriate VFR altitudes in Table 4-4..

Figure 4-1 Local Delegated Airspace

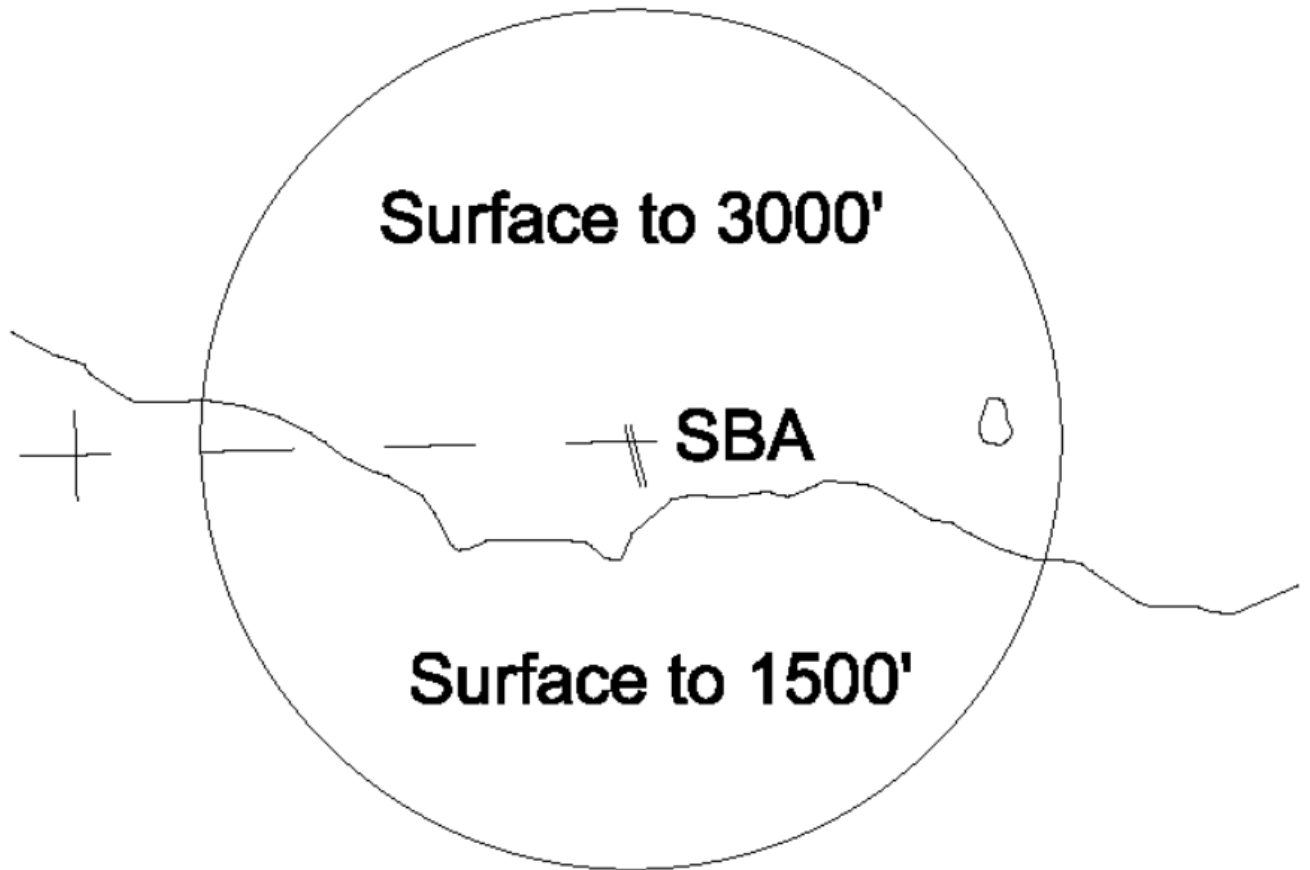


Figure 4-2 Multiple Runway Crossing Points

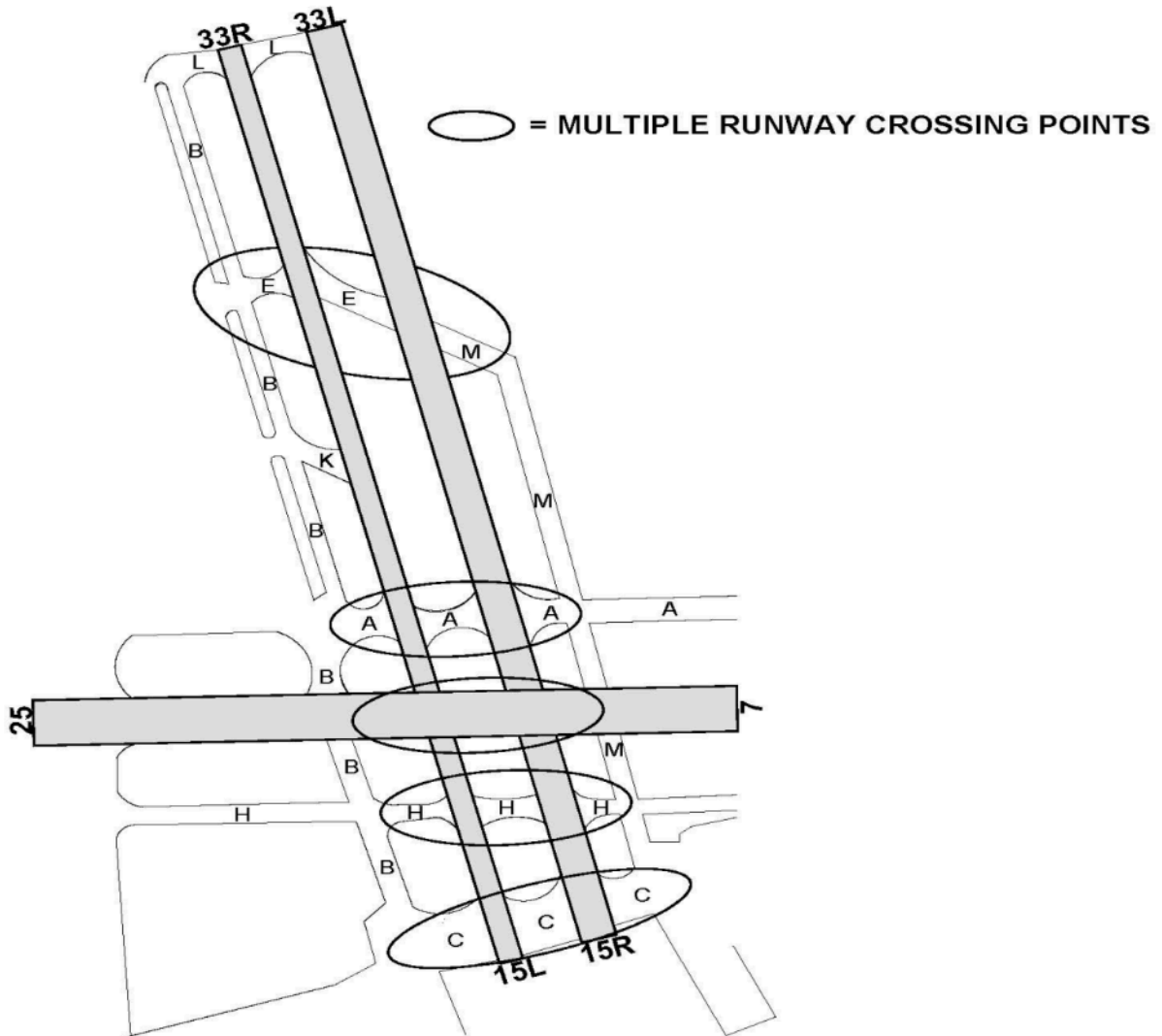


Table 4-3 Standard VFR Headings

Multiple RWYs in Use		
RWY	Departure Direction	Heading (phraseology)
7	All	TR120 (turn right heading 120)
25	All	RH (fly runway heading)
15	East or South	RH (fly runway heading)
15	North or West	TR200 (turn right heading 200)
33	East	RXW to follow FWY EB
33	West	LXW to follow FWY WB

Straight RWY 7		
RWY	Departure Direction	Heading (phraseology)
7	East Cat I/II	TR120 (turn right heading 120)
7	West Cat I/II	LDW to follow FWY WB
7	Cat III	TR120 (turn right heading 120)

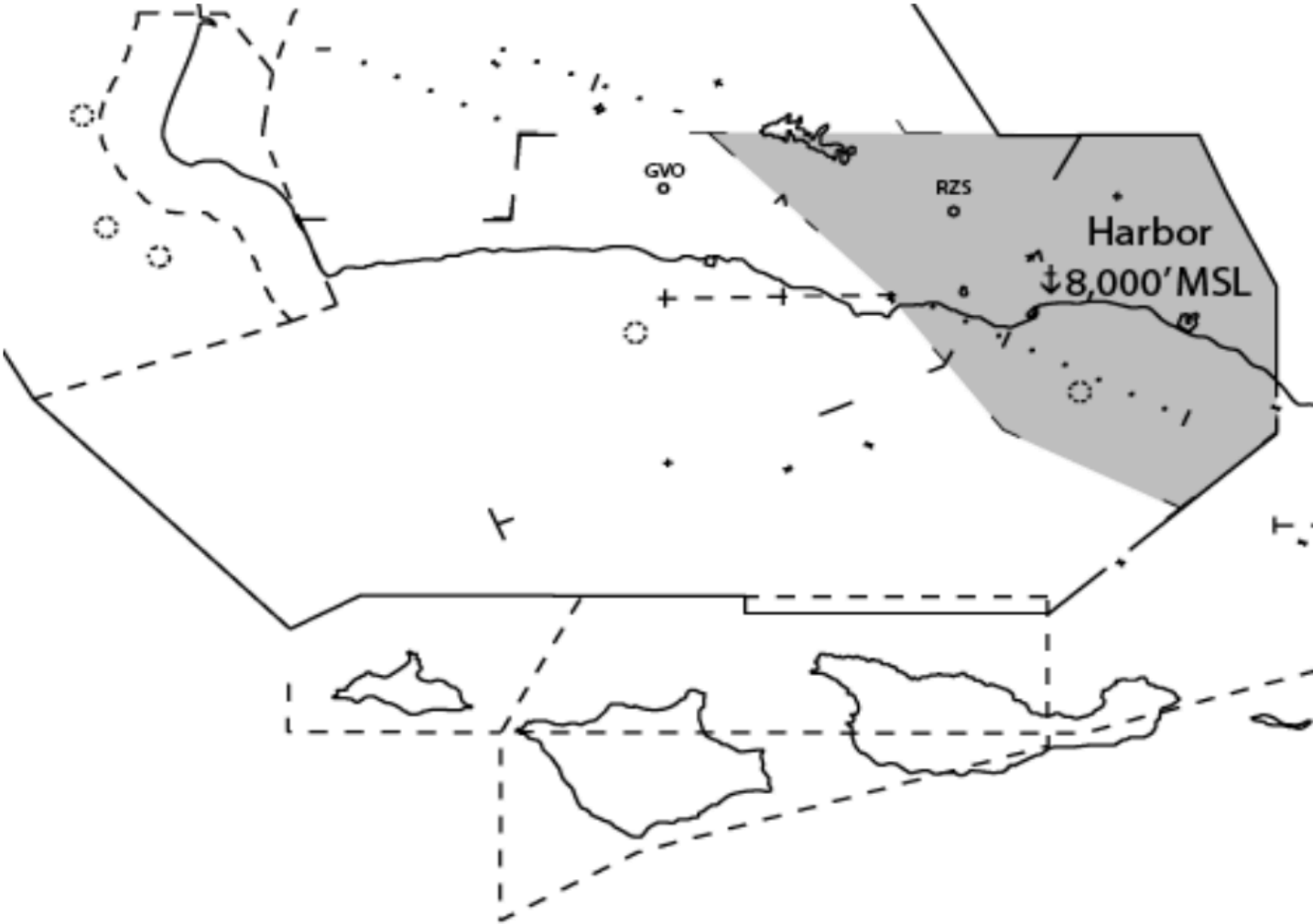
Straight RWY 25		
RWY	Departure Direction	Heading (phraseology)
25	East Cat I/II	RDW (right downwind)
25	East Cat III	RH (fly runway heading)
25	West	RH (fly runway heading)

Table 4-4 VFR At or Below Altitudes

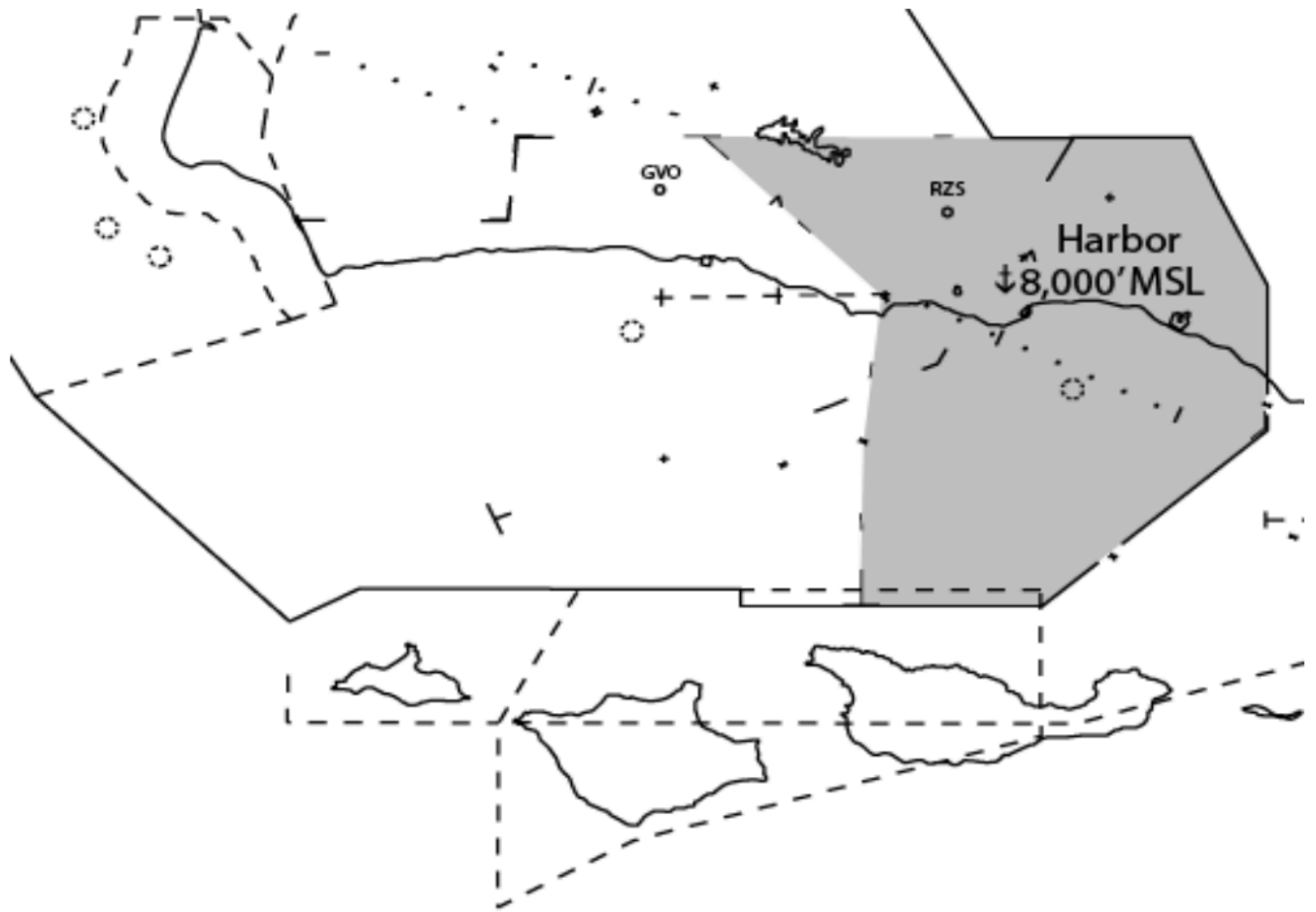
1500 Feet	3000 Feet
7 RDW	7 East
25 LDW	7 LDW
15 East	7 LXW
15 West	25 RH
15 Crosswind	25 RDW
33 Downwind	15 Downwind
	33 Crosswind

SECTION 5. HARBOR SECTOR MAPS

5-1 HARBOR RUNWAY 25

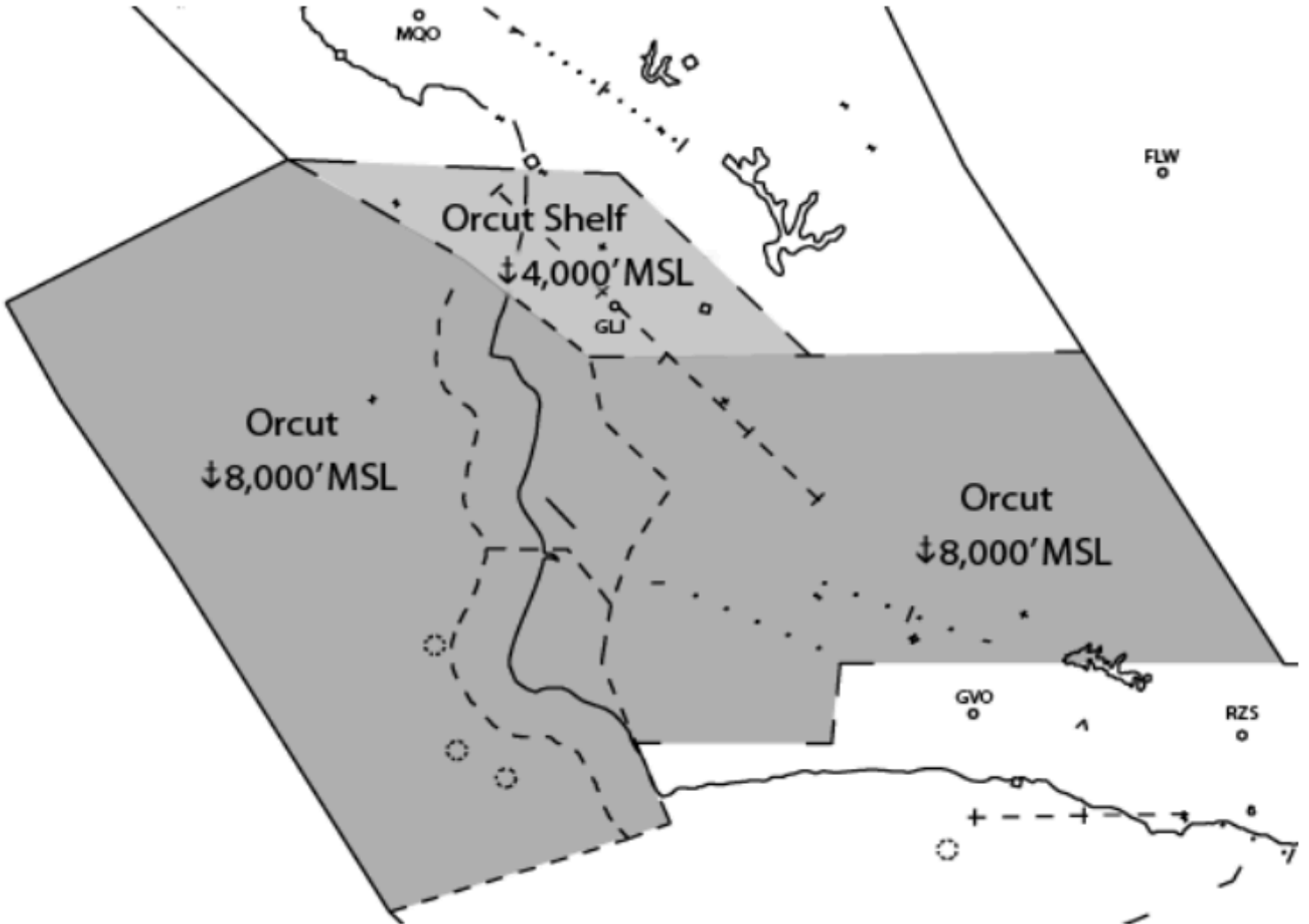


5-2 HARBOR RUNWAY 7



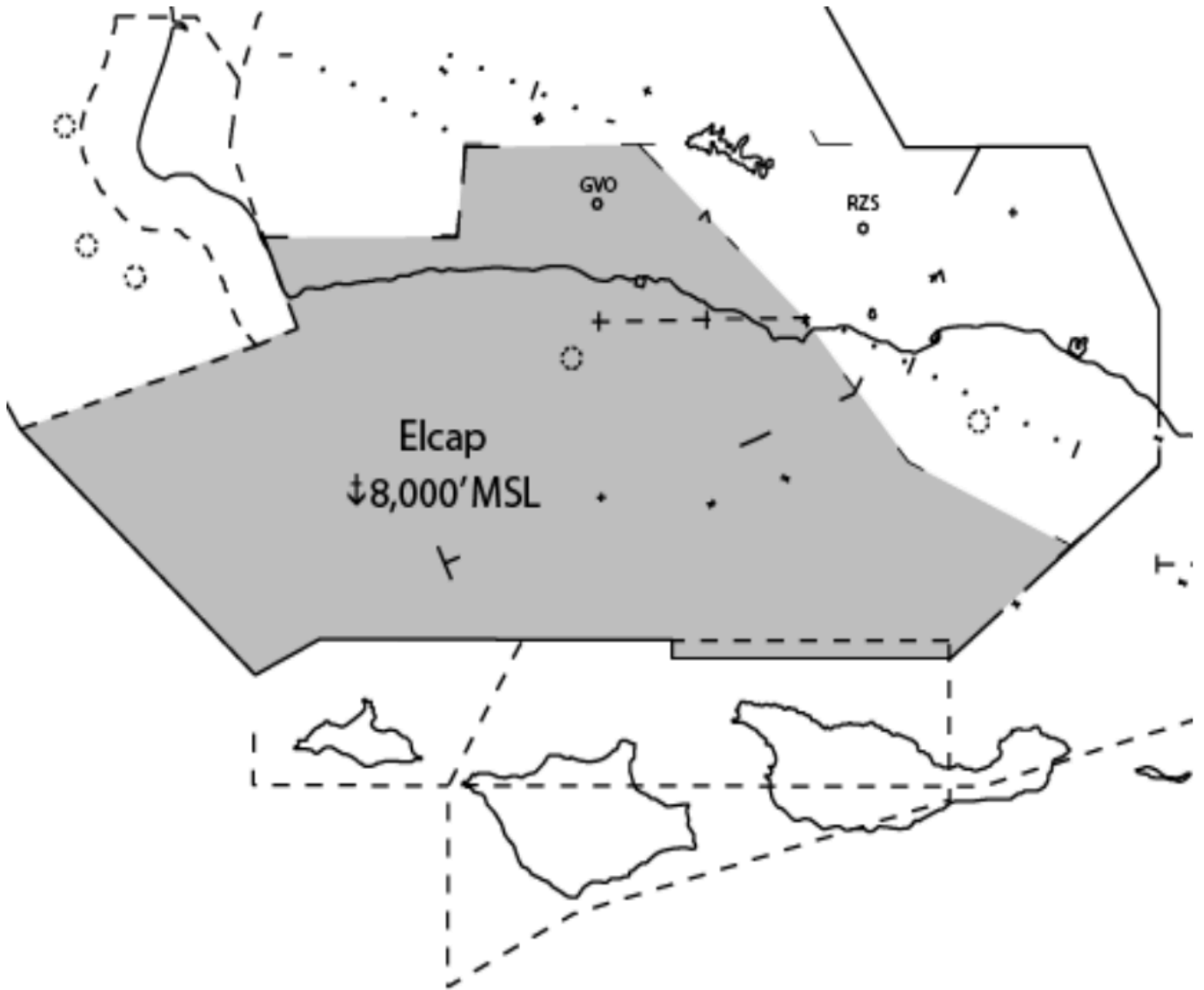
SECTION 6. ORCUT SECTOR MAPS

6-1 ORCUT MAP AND SHELF

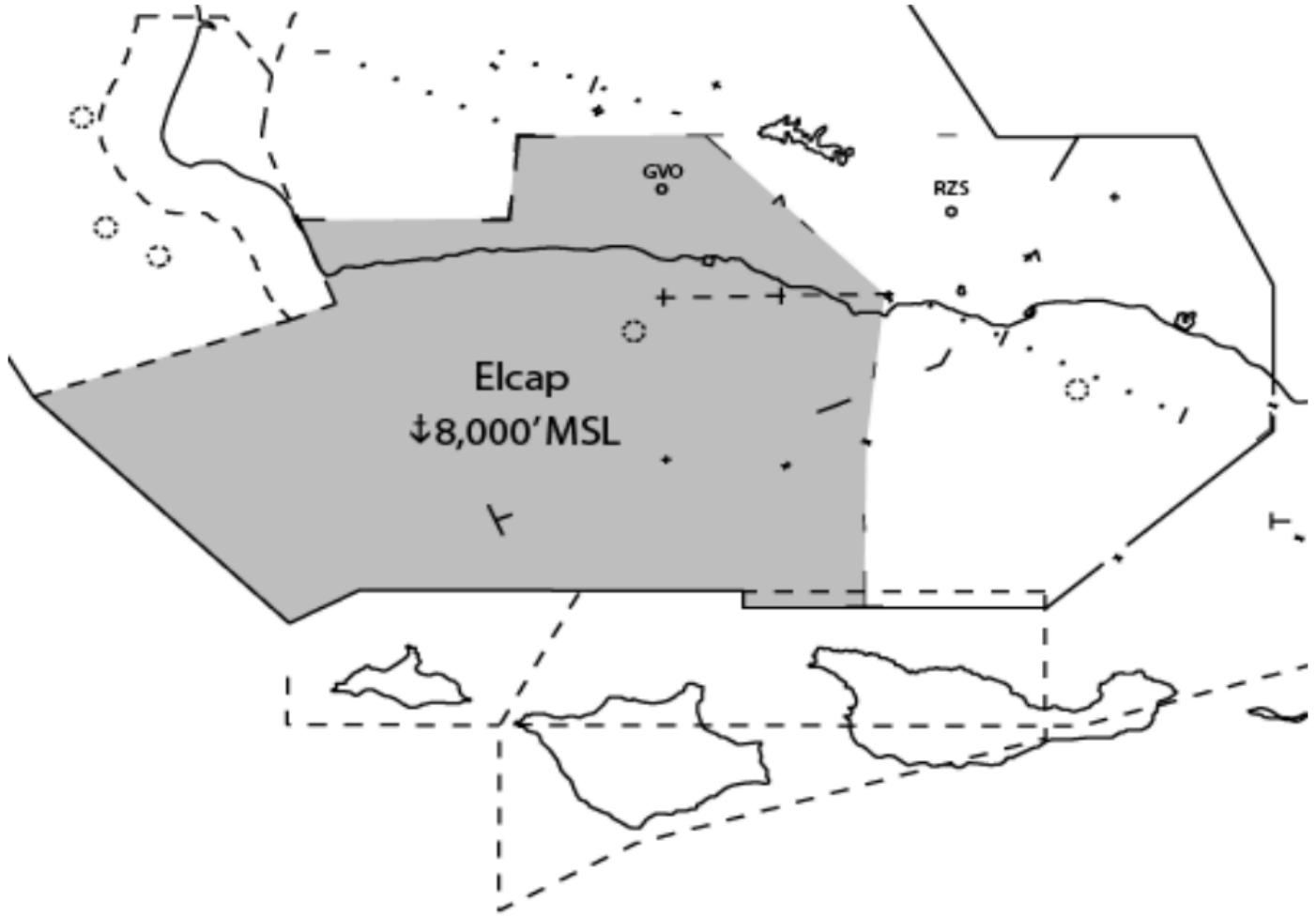


SECTION 7. ELCAP SECTOR MAPS

7-1 ELCAP RUNWAY 25

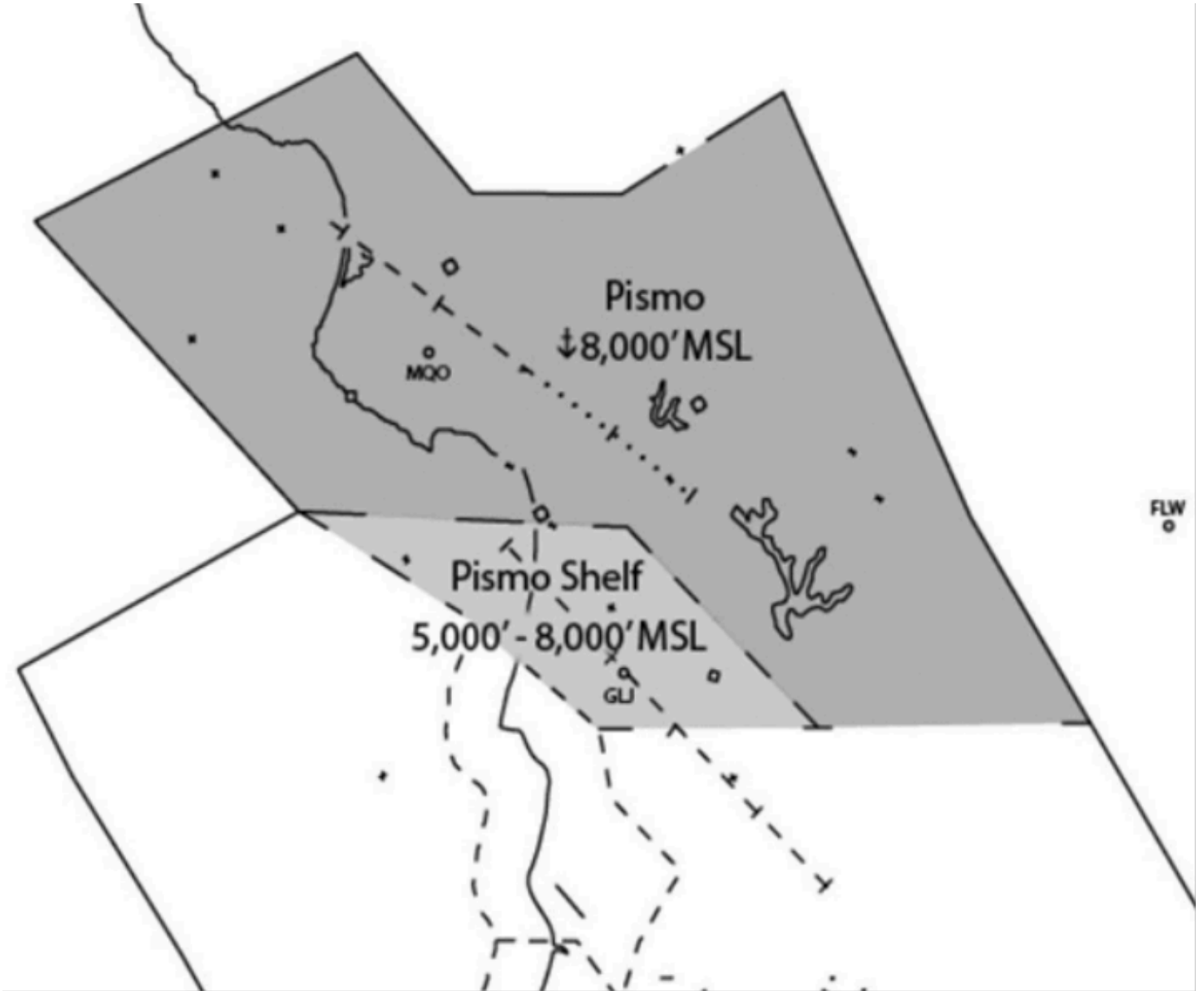


7-2 ELCAP RUNWAY 7



SECTION 8. PISMO SECTOR MAPS

8-1 PISMO MAP AND SHELF



APPENDIX A
Santa Barbara Class Charlie Airspace

