

**SOUTHERN CALIFORNIA TRACON  
COAST AREA  
STANDARD OPERATING PROCEDURES**



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

## Change Notices

Version	Date	Explanation of Changes
1.20	25MAY24	Added P-ACP for LGB RWY 30 Departures North/West. LGB CFR to Area 6.
1.30	12MAR25	Adjusted P-ACP language for clarity, added DCT OCN to P-ACP
1.40	14MAR25	Added Handoffs to Del Rey for LAX East
1.50	20JUL25	Changed Coast to consolidate to Pacific
1.60	5DEC25	Updated handoff table between Areas 4, 2 and 5.
1.7	7APR26	Updates to TOPMM handoffs for TOPMM RWY 12

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## 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
- b. Coast consolidates to Pacific Sector

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

## **SECTION 2. RADAR TEAM PROCEDURES**

### **2-1. DEPARTURE NOISE ABATEMENT PROCEDURES**

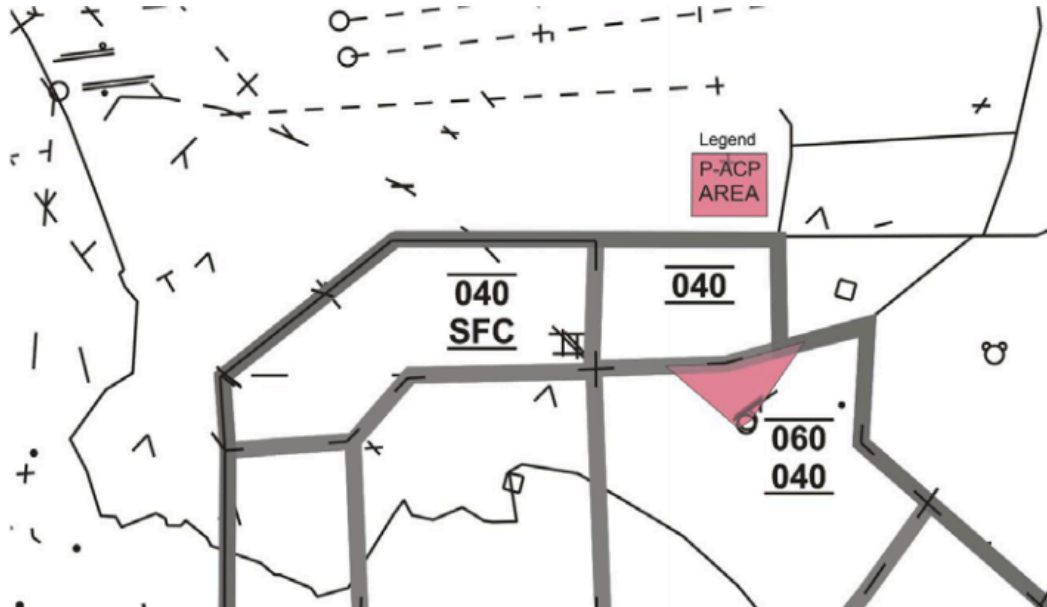
Runway 20 John Wayne J & M Class Departures - Unless operational requirements dictate taking action to correct an adverse or unsafe situation, MUSEL/PIGGN/FINZZ/HHERO departures must not be vectored until passing abeam STREL. Channel departures must not be vectored until crossing the SLI R-132. (the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

## SECTION 3. COORDINATION

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

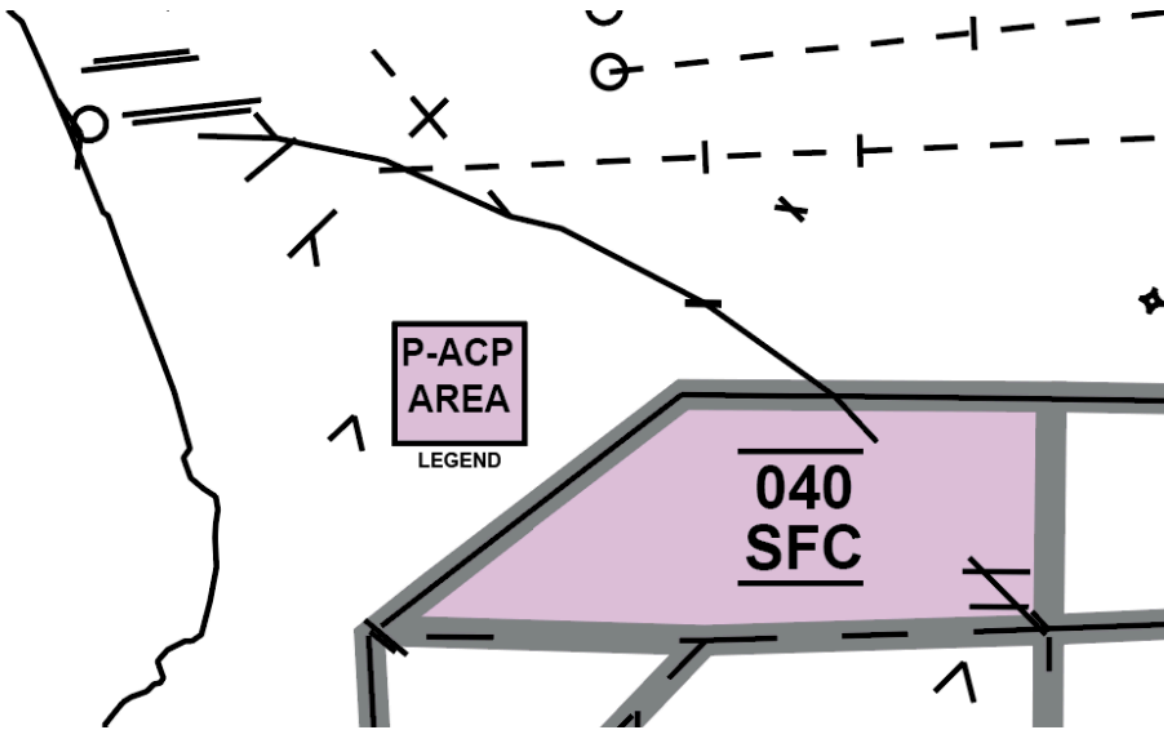
The procedures listed below constitute prearranged coordination for the Coast area. In addition to the conditions listed below, all conditions listed in paragraph 1-3 of the SCT General SOP must be met. Failure to comply with all requirements must invalidate the procedures and require that appropriate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

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



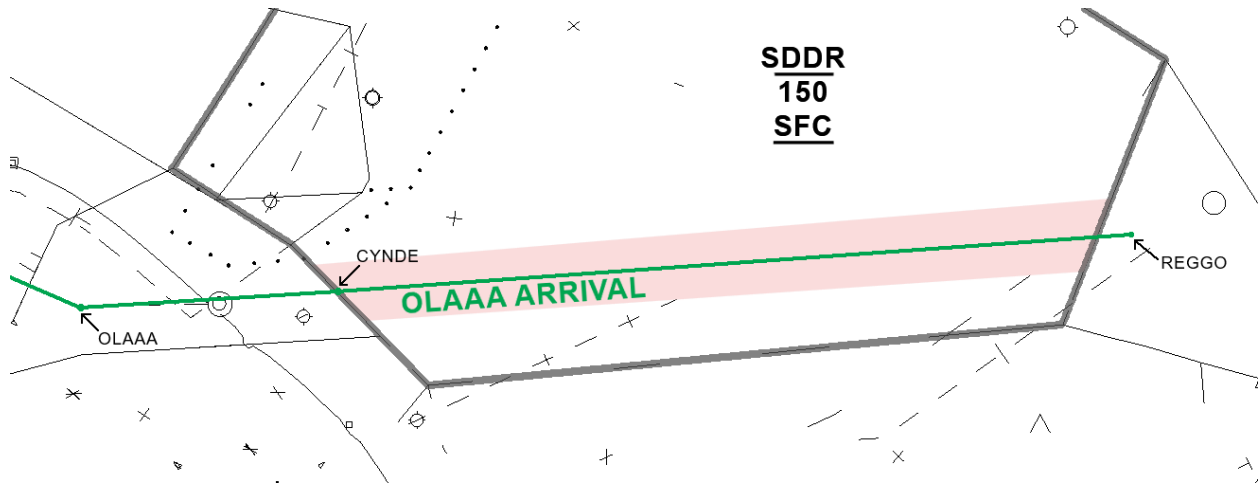
1. Downey radar may enter P-ACP airspace with aircraft that depart SLI VOR between heading 300 and 020 at or above 5,000' MSL.
2. Downey radar must be responsible for maintaining approved separation between aircraft under their control and all traffic in the P-ACP airspace.

**b. P-ACP BETWEEN PACIFIC AND MANHATTAN SECTORS**



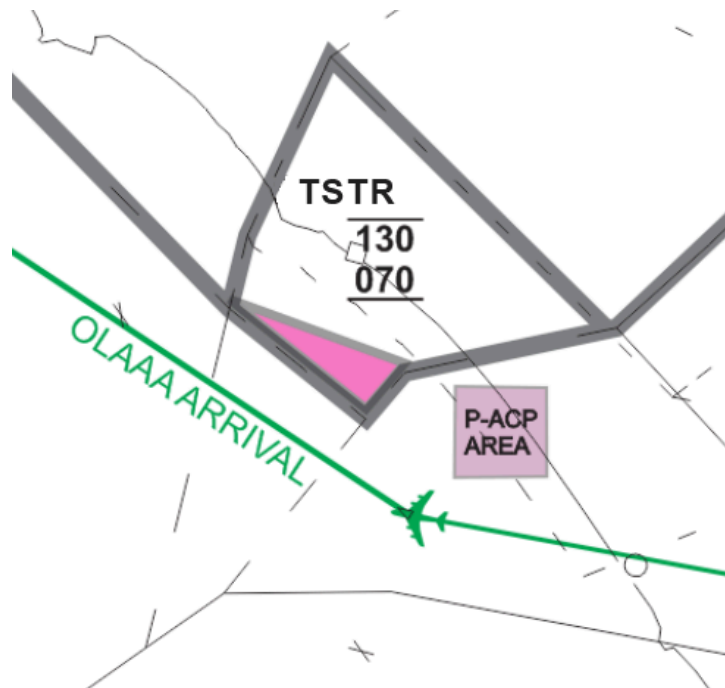
1. Manhattan radar may apply P-ACP within the depicted boundaries of Pacific airspace climbing North or West (VTU/TOPMM/GMN/HAWCC) with Long Beach/Daugherty Field (KLGB) RWY 30/26 departures.
2. Manhattan radar will be restricted to vectors greater than heading 270 (right turns) and has control for climb.
3. Manhattan radar must be responsible for maintaining approved separation between aircraft under their control and all traffic in the P-ACP airspace.
4. These procedures only apply when Long Beach Airport Traffic Control Tower is open or controlled top-down.
5. Position covering Long Beach Local must Call for Release with Manhattan for North/West Departures

**c. P-ACP BETWEEN PACIFIC AND DEL MAR SECTORS**



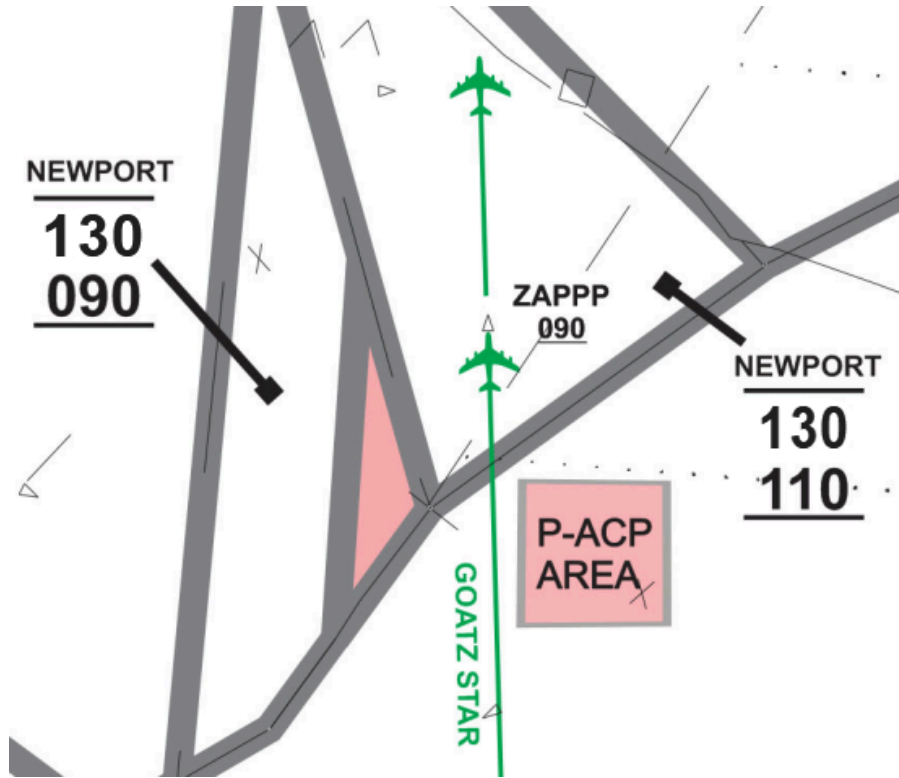
1. ZLA may enter Del Mar radar airspace with IFR OLAAA arrivals descending via the arrival or direct OCN arrivals descending to 120 handing off to Pacific radar.
1. Del Mar radar must be responsible for maintaining approved separation between aircraft under their control and all traffic in the P-ACP airspace.

**d. 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.

**e. 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 (+CAR if direct CARDI/CARIF)	A110	Direct CARDI/CARIF or RV through Pacific Gate. Pacific control for vectors.
	JM	LNDG San Diego airspace ( <b>LAX E</b> )	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/RUKKI 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 <b>SNAN</b>	JM	Departures from LGB not through Newport airspace	A60	RV MINOE, Pacific has control
WEST	<b>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</b>			
	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	D via	On the route

ZLA 30 <b>SAN E</b> <b>SAN 9/27</b>	JM	Via PLYYA STAR	D150	On the route
NORTON <b>SNA N</b>	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 <b>SNA S</b>	JM	SNA Arrivals via OHSEA and RUKKI	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 <b>SNA N</b>	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.
MANHATTAN <b>LAX W</b> <b>SNA S</b>	J	LGB RWY 12 Departures via VTU/GMN/EXE and the TOPMM SID	A/C60	RV towards LAX east of WILMA, Manhattan has control
NEWPORT	JM	Departures from LGB, TOA, FUL, and SLI (except aircraft routed via VTU/GMN/EXERT or TOPMM SID)	C70	RV PADDR or on the route Newport has control.
	JM	Routed via SLI, CAHIL (FINZZ), V459, V597 <b>(LAX W SNAS)</b>	C80	RV PADDR or on the route. Newport has control for climb and vectors westbound to remain south/west of ALBAS.
		Routed via SLI/CAHIL <b>(SNA N)</b>	A/C130 or req alt if lower	South of SNA RV250. Newport has control.
	JM	HHERO SID	Climb via E140	On the route or DRCT MIKAA
		SNA departures on the	A/C140 or req	Vector to MIKAA. Newport

		CHANL SID	lower	has control.
NEWPORT <b>LAX E</b>	JM	Routed via SLI/POM/DAG/CAHIL <b>SNAS</b>	C100	South of ALBAS RV PADDR. Newport has control.
NEWPORT <b>LAX E</b>	JM	KLAX Arrivals	A/D 070	South of MIKAA vector towards SXC. Newport ctrl.
DOWNEY	JM	LNDG LAX (Note: During over ocean procedures, a/c must be cleared SLI-SMO LAX at 8000)  <b>LAX W:</b> Assign ILS 25L or RNAV with coordination.	D70 A/D 050 received lower than 070.	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
	JM	From KTOA, KFUL, KSLI, KLGB	A040	DIRECT SLI. Downey has control for vectors after SLI from 290° thru 020°.
	JMPQ	LNDG: KLAX	A/D 050	
NORTH	JM	LNDG SAN, NZY, NRS, or MMTJ	A090/110/130	Northeast of PACIF RV to intercept MZB320R or 326R or direct CARDI/CARIF. CTL for Descent to 070 south of V208 and RV southwest bound within 8nM of Coast
	PQ		A070	
DEL MAR	JMPQ	LNDG CRQ, NFG, OKB, L18, RNM	A050	On the route or direct OCN, J/M depart PACIF RV 110°
WIZKY <b>SAN E</b> or <b>9/27</b>	JM	LNDG SAN, NZY, NRS, or TIJ	A070/090/110	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 <b>SNA N</b>	J	LNDG ONT via KARLB STAR	Descend via	On the route. Pomona control for descent to 6000 and turns northbound.
ZLA 30 <b>SNA N</b>	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 SNA N	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 RUKKI	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 SNA N	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 FRETTS at and maintain 8000, 220 KTS. Tustin control at FRETTS.
	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.

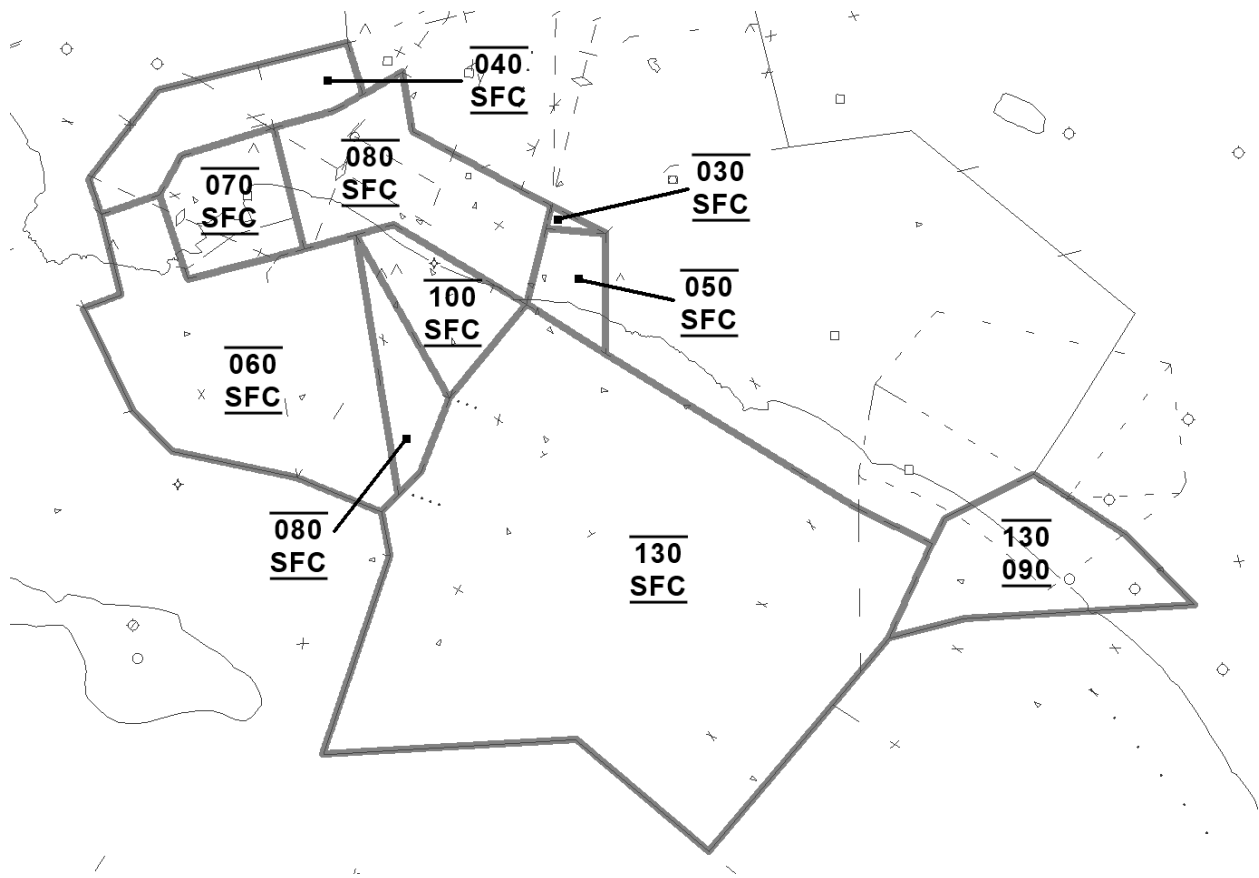
b. From the Tustin Sector to:

<b>SECTOR</b>	<b>TYPE</b>	<b>DEST/RTE</b>	<b>ALT</b>	<b>HDG/INFO</b>
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 <b>SNA N</b>	JM	Departures from LGB not through Newport airspace	A60	RV MINOE, Pacific has control
MANHATTAN <b>LAX W</b> <b>SNA N</b>	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 <b>SNA S</b>	J	LNDG ONT via KARLB STAR	Descend via	Pomona control for descent to 6000 and turns northbound
ZLA 30 <b>SNAS</b>	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'.

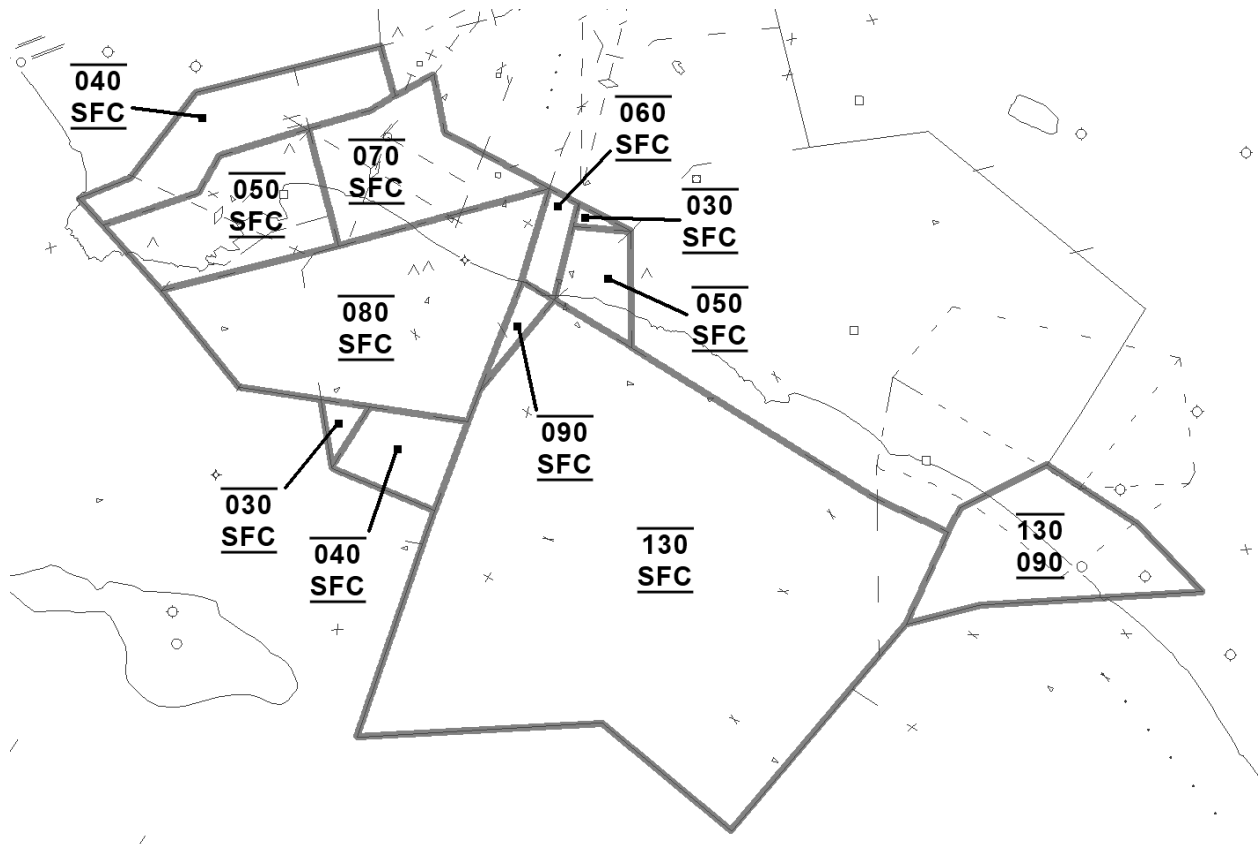
SECTION 6. COAST AREA MAPS

6-1. PACIFIC SECTOR

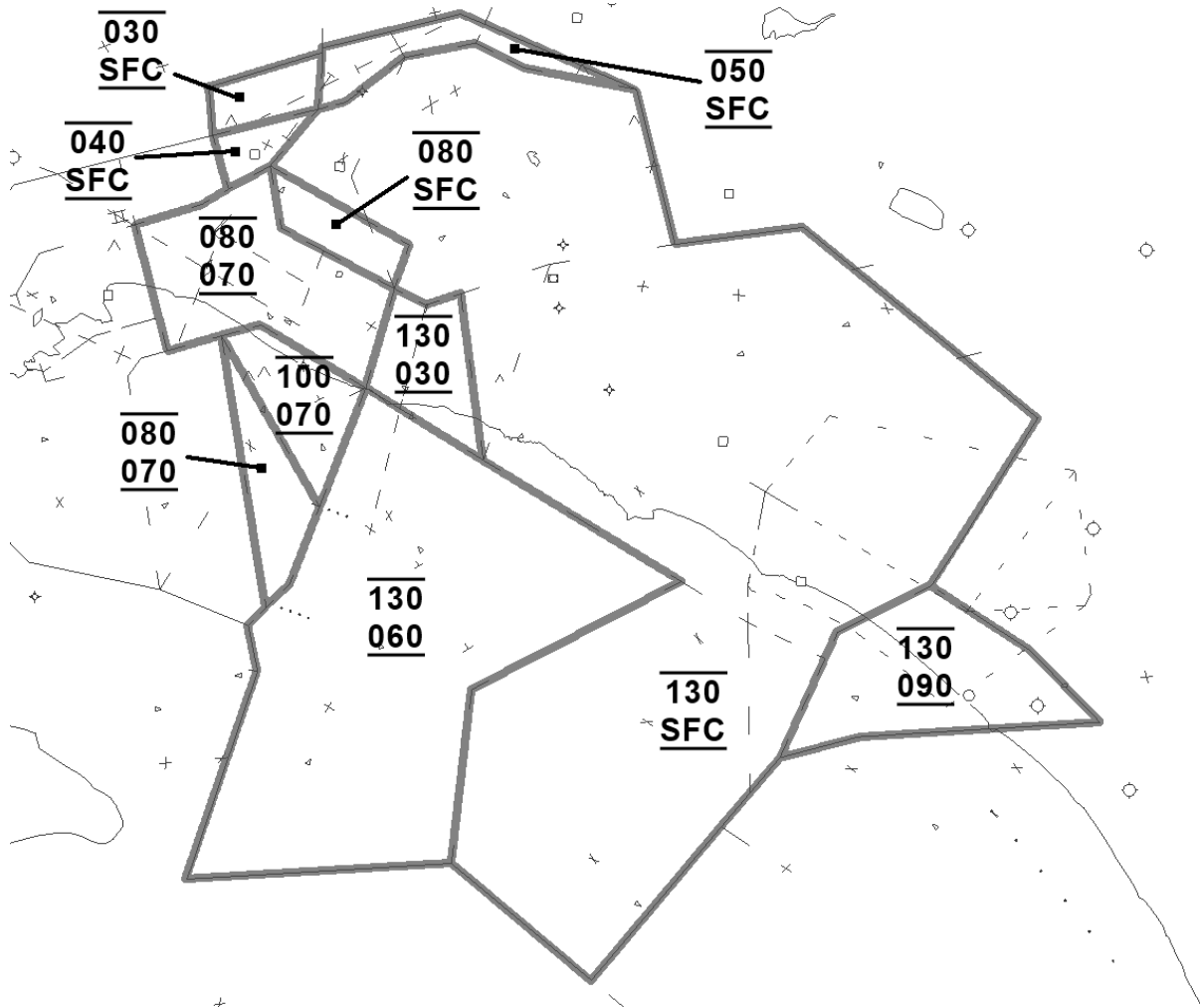
a. PACIFIC SECTOR - SNA SOUTH, LAX WEST



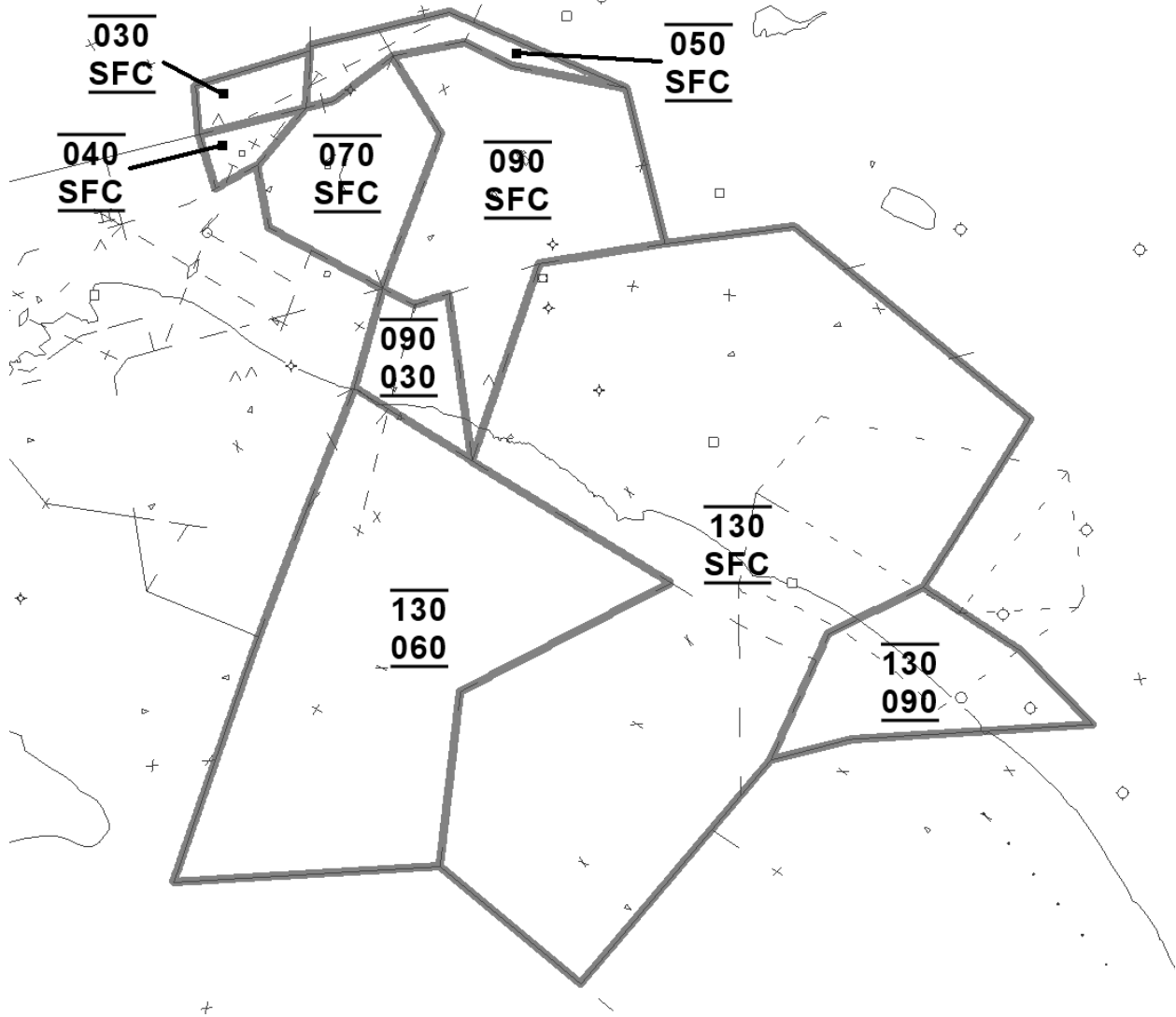
**b. PACIFIC SECTOR - SNA SOUTH, LAX EAST**



c. PACIFIC SECTOR - SNA NORTH, LAX WEST

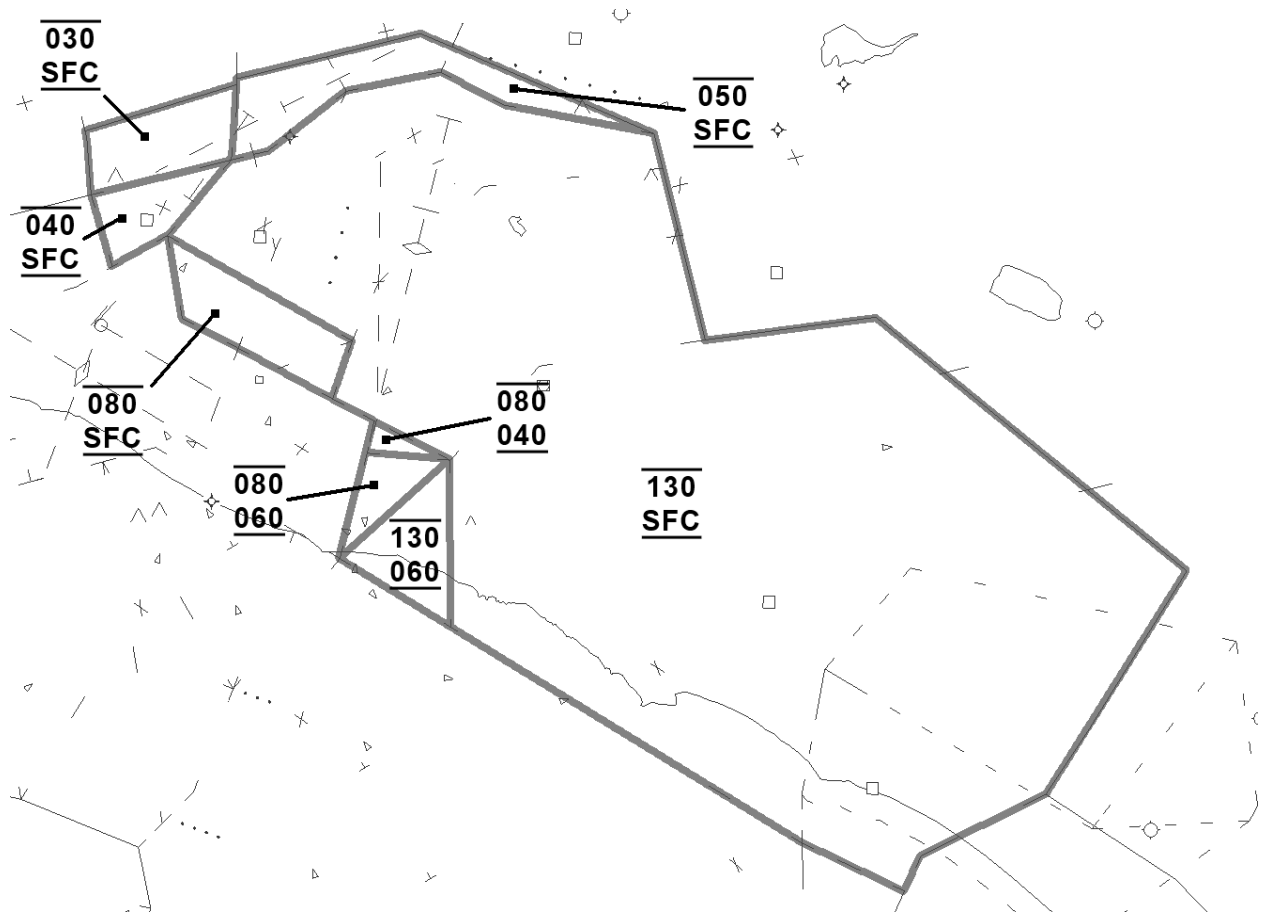


d. PACIFIC SECTOR - SNA NORTH, LAX EAST

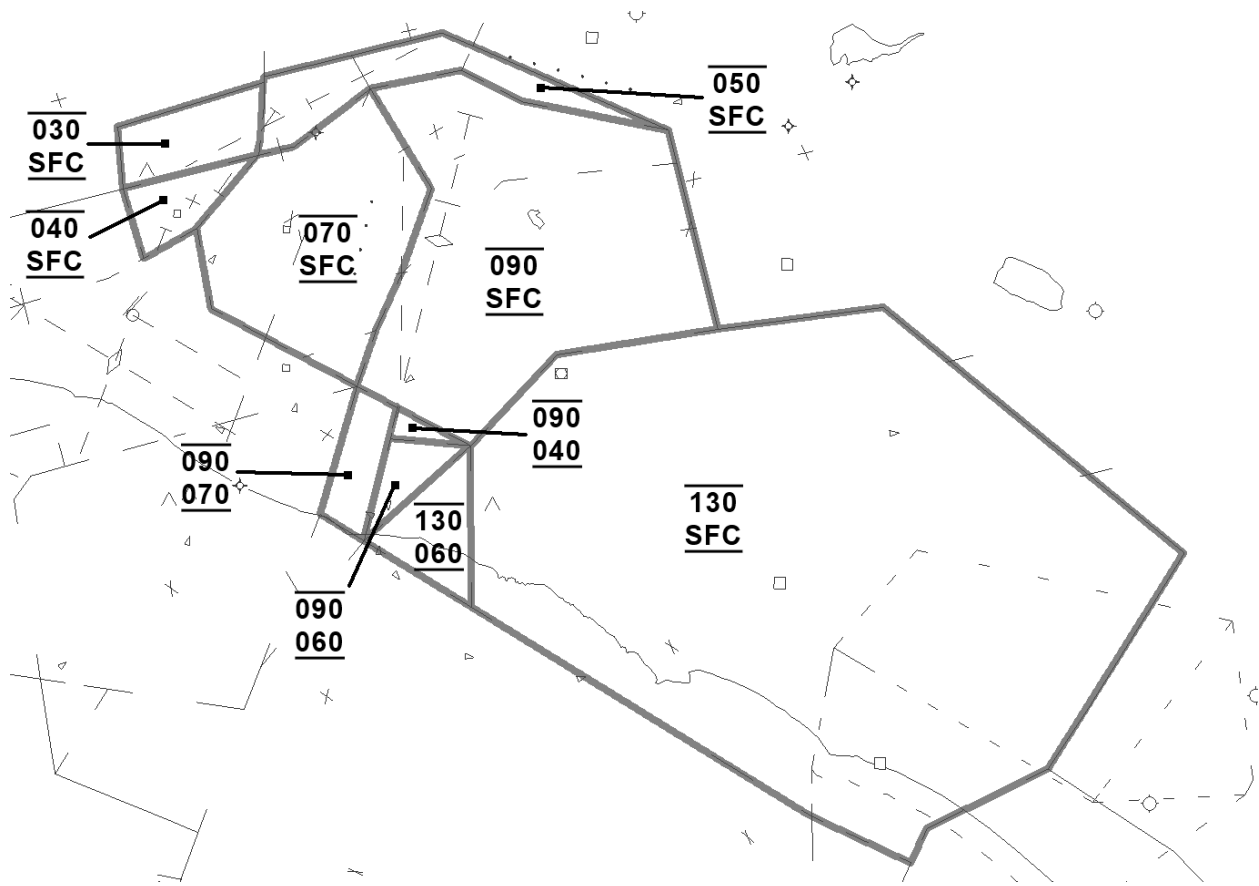


6-2. TUSTIN SECTOR

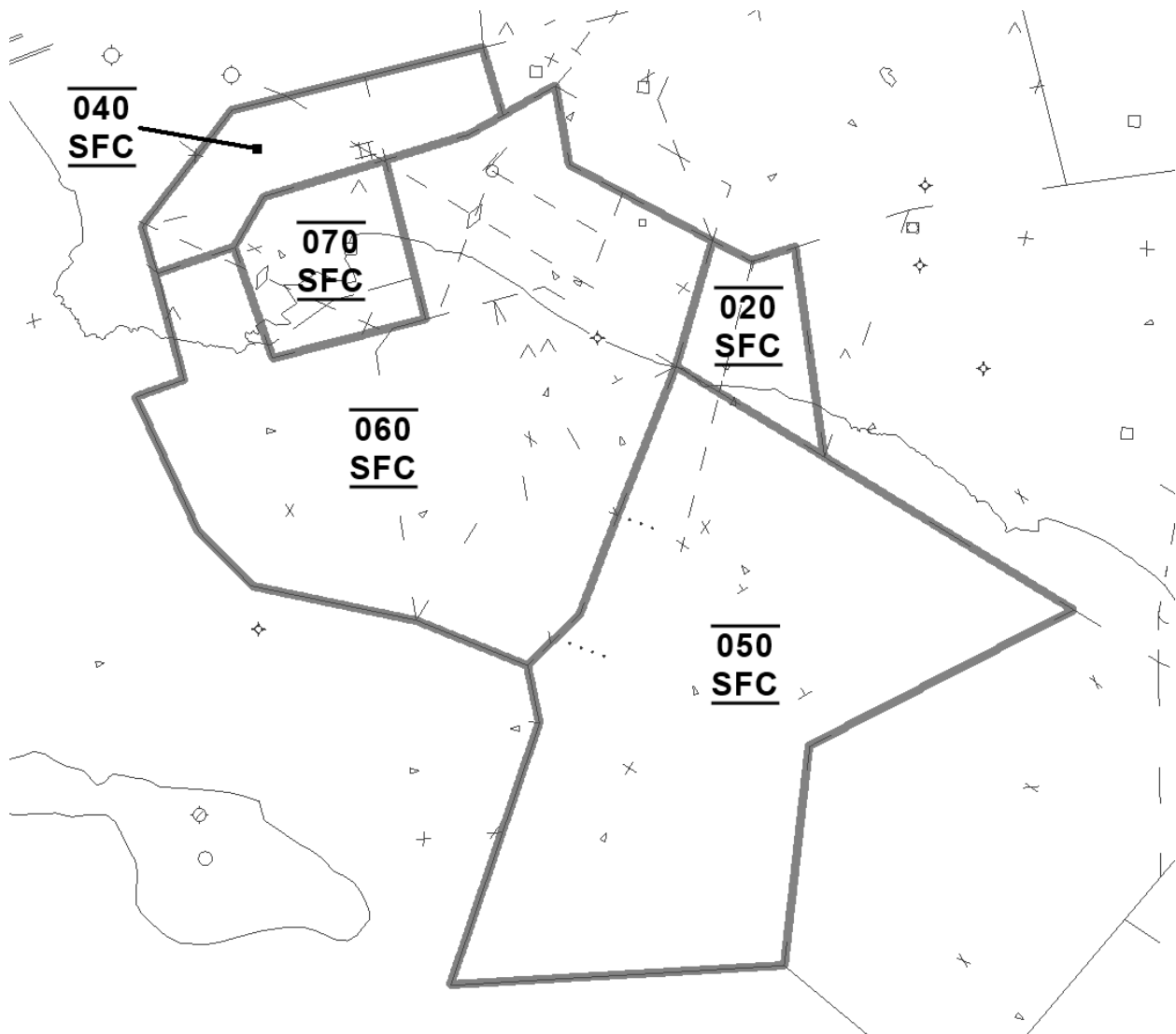
a. TUSTIN SECTOR - SNA SOUTH, LAX WEST



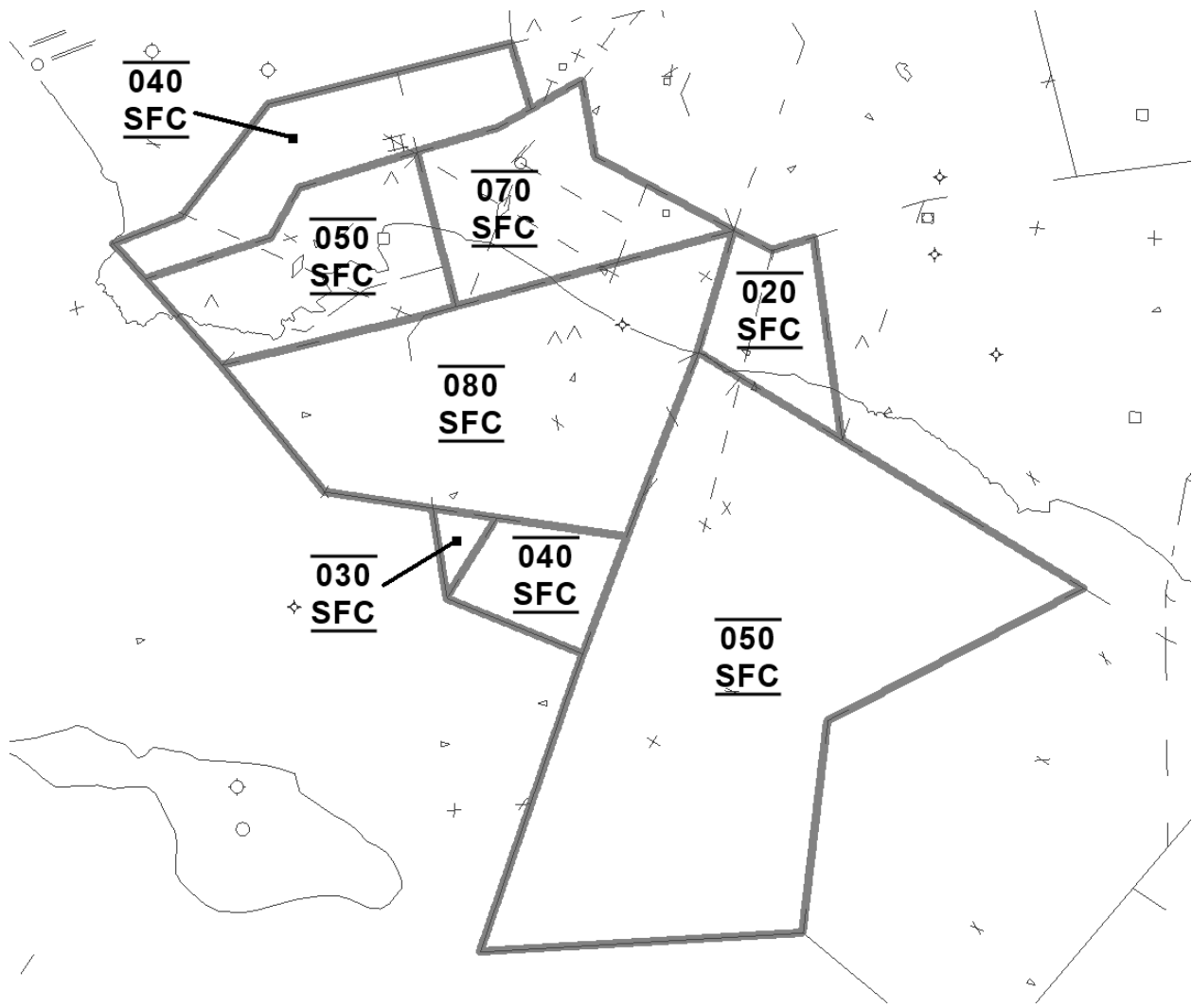
b. TUSTIN SECTOR - SNA SOUTH, LAX EAST



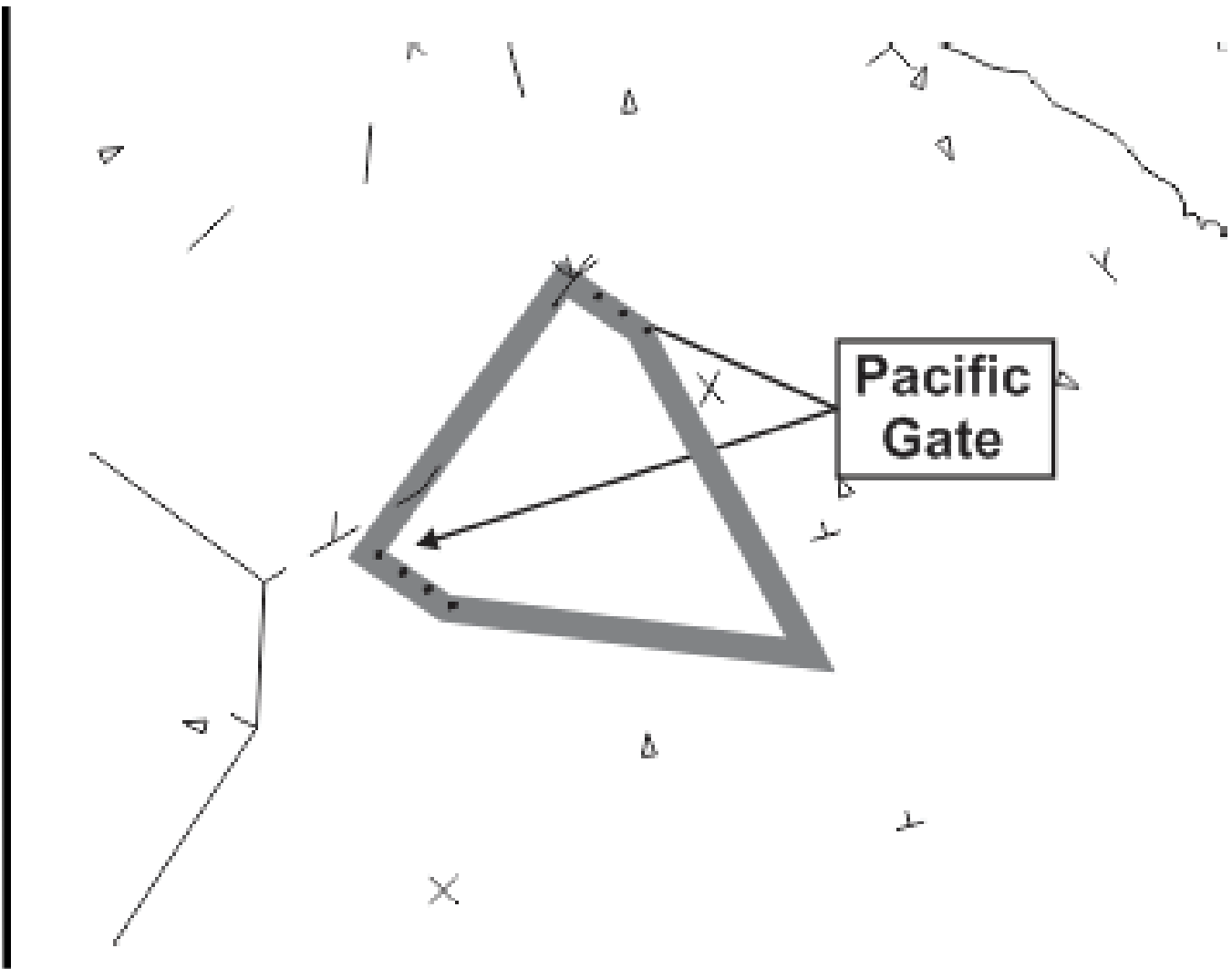
c. TUSTIN SECTOR - SNA NORTH, LAX WEST



d. TUSTIN SECTOR - SNA NORTH, LAX EAST

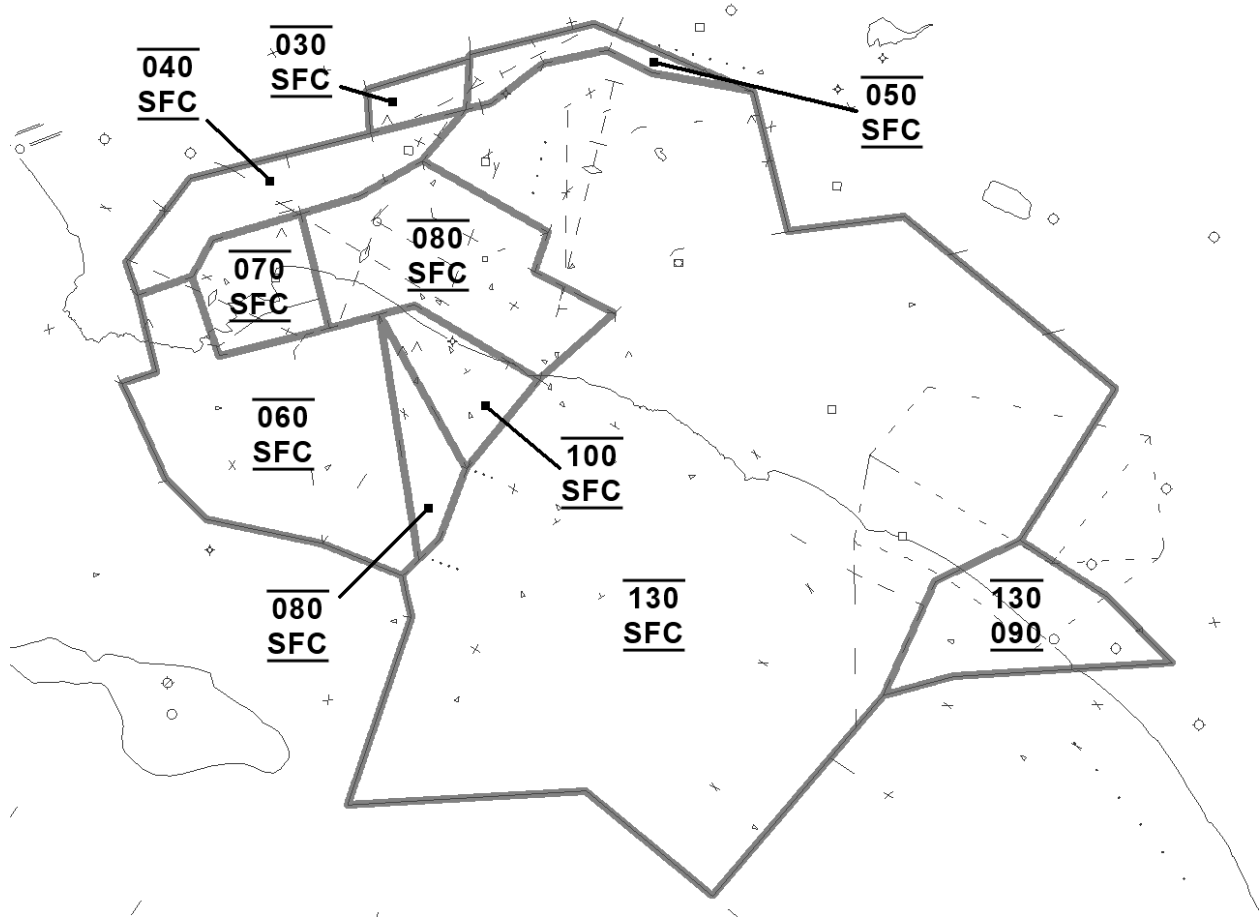


6-3. PACIFIC GATE

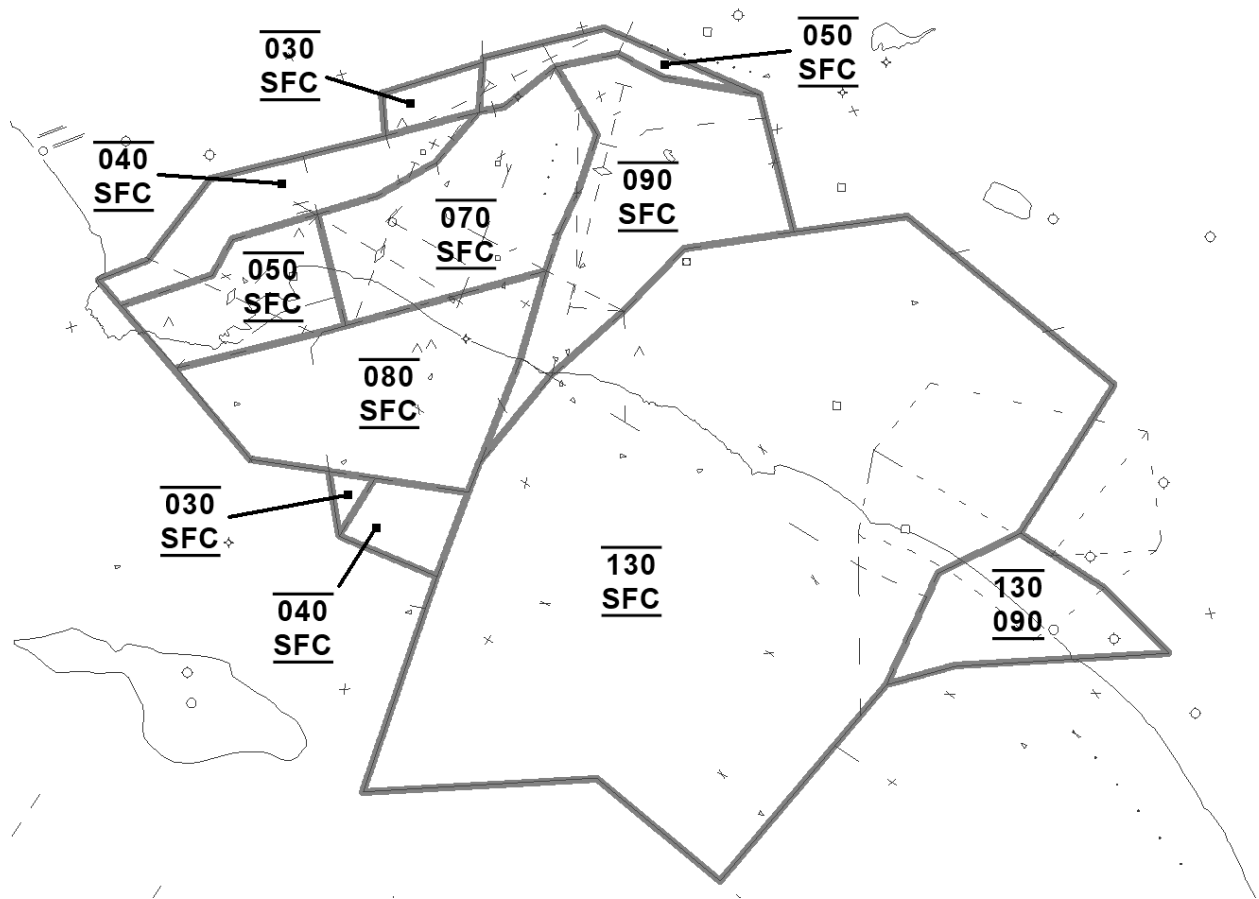


6-4. COAST AREA COMBINED

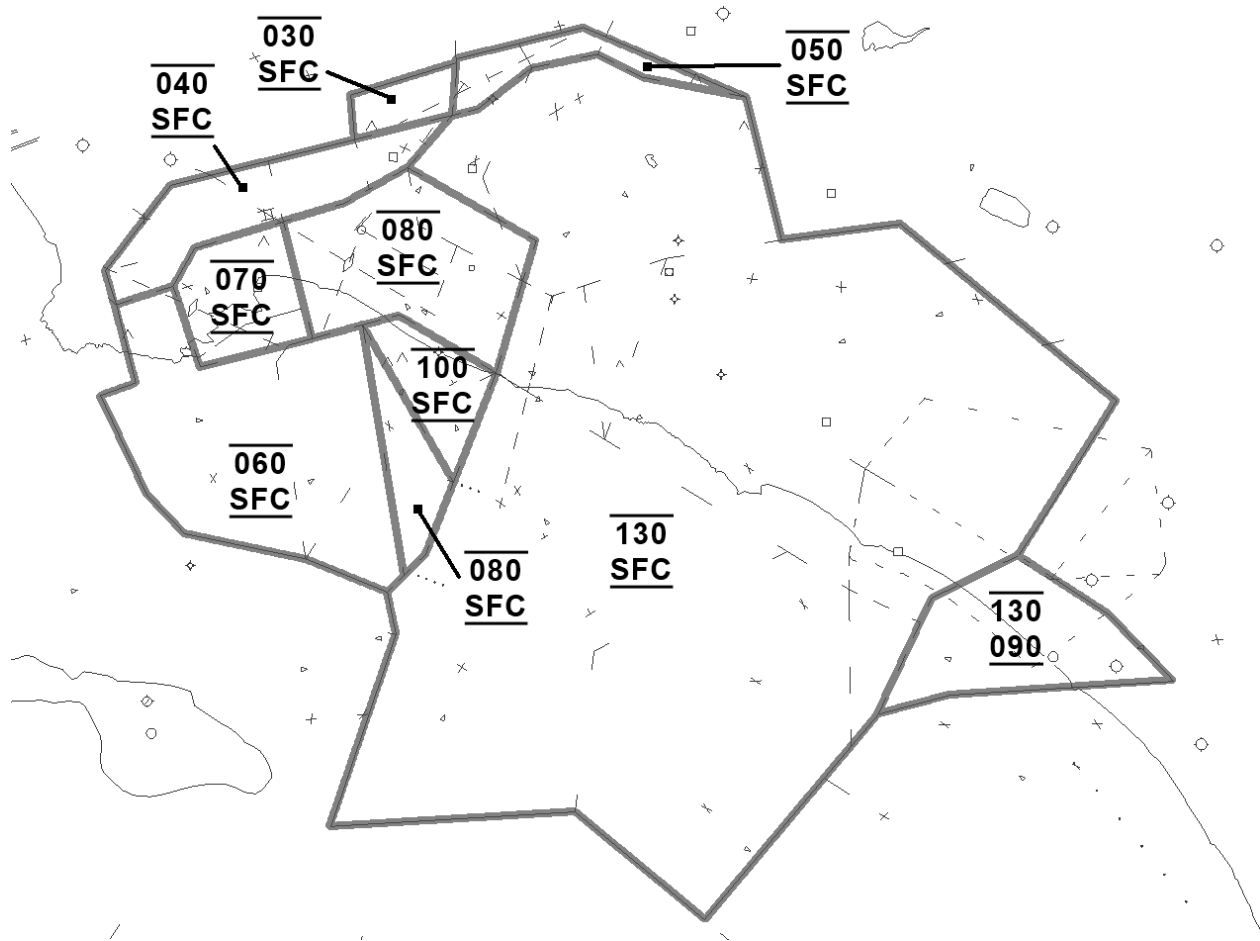
a. COAST AREA - SNA SOUTH, LAX WEST



b. COAST AREA - SNA SOUTH, LAX EAST



c. COAST AREA - SNA NORTH, LAX WEST



d. COAST AREA - SNA NORTH, LAX EAST

