

**SOUTHERN CALIFORNIA TRACON
SAN DIEGO AREA
STANDARD OPERATING PROCEDURES**



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

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Change Notices

Version	Date	Explanation of Changes
1.00	22AUG20	New formatting, new major versioning.
1.20	28JUN23	Added handoff table information for PEBLE/PADRZ/ZZOOO
1.21	17SEP23	Position table updates
1.22	19SEP23	Adjusted TEC Route handoff altitudes for NORTH

SECTION 1. GENERAL

1-1. PURPOSE

This chapter establishes the standard operating procedures for the San Diego specialty and prescribes the operational procedures unique to the San Diego area. Controllers staffing the San Diego 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 San Diego area airspace.

1-2. SCOPE OF RESPONSIBILITIES

The San Diego area is responsible for arrivals, departures and overflights in and out of the Southern California TRACON San Diego Area.

1-3. SAN DIEGO SECTORS

- a. The following sectors make up the San Diego specialty:
 1. Del Mar
 2. East
 3. North
 4. West/Wizky

1-4. AIRSPACE SPLIT

In the event of an airspace split, it is recommended that the San Diego area be staffed in descending order as follows:

1. East
2. West
3. North
4. Del Mar

SECTOR	POSITION ID	FREQUENCY	INTERPHONE	CALLSIGN
EAST	5E	124.350	EAST	SAN_E_APP
WEST	5W	119.600	WEST	SAN_W_APP
NORTH	5N	125.300	NORTH	SAN_N_APP
DEL MAR	5D	127.300	DEL MAR	SAN_D_APP

SECTION 2. RADAR TEAM PROCEDURES

2-1. INTRA-AREA COORDINATION BETWEEN RADAR POSITIONS

- a. When an aircraft will be controlled by more than one San Diego area operating position, the first position must issue required advanced approach information and insert appropriate scratch pad data.
- b. Within the transferring CPC's airspace, the receiving CPC must have control for descent and turns or climb and turns.
- c. J & M class intra-area arrivals assigned airspeeds between 170-250 knots need not be coordinated.

2-2. SAN DIEGO INTERNATIONAL AIRPORT NOISE ABATEMENT PROCEDURES

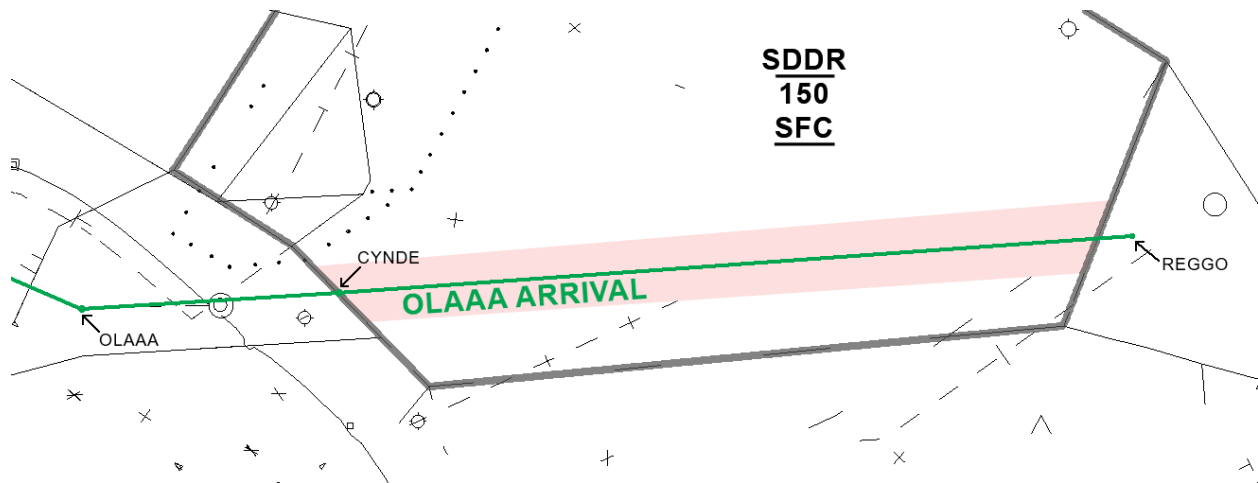
- a. Unless required for separation purposes, SAN turbojet departures and missed approaches must not be vectored off the initial route until one and one half (1 ½) nautical miles west of the shoreline. Additionally, aircraft routed south and east bound must be vectored to pass over or south of Fort Rosecrans. These restrictions are represented on the radar video map as a series of dots.

SECTION 3. COORDINATION

3-1. SAN DIEGO PREARRANGED COORDINATION PROCEDURES (P-ACP)

The procedures listed below constitute prearranged coordination for the San Diego 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 Order 7110.65.

a. 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.

3-2. SAN DIEGO AREA SPECIFIC IFR AUTOMATED POINT OUTS

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

- a. East sector is authorized to use the automated point out function for point outs to West/Wizky sector on aircraft conducting a VOR-A or visual approaches to KSDM. Acceptance of the automated point out by West/Wizky allows East to enter West/Wizky's airspace to the PGY VORTAC with aircraft that will make a full stop landing or turn northeast bound VFR.
- b. East sector is authorized to use the automated point out function for point outs to North Sector on MYF eastbound departures. Acceptance of the automated point out by North Sector allows East Sector control for climb eastbound into North's airspace.
- c. West sector is authorized to use the automated point out function for point outs to North sector on KCRQ departures routed via West sector's airspace. Acceptance of the automated point out by North sector allows the West sector to climb on a heading of 210 to 290 in North's airspace. Unless otherwise coordinated, aircraft landing TEC route airports must not climb above published TEC altitudes for type aircraft while in North's airspace, regardless of the flight plan's final requested altitude.

SECTION 4. DEL MAR SECTOR

4-1. SECTOR OPERATIONS

Del Mar Sector is a combination arrival/departure/enroute sector responsible for:

- a. All arrivals and departures at Palomar Airport, Bob Maxwell Memorial Airfield, Camp Pendleton MCAS, and Ramona.
- b. Sequencing of NKX arrivals, and all NKX Rwy 6 departures or NKX RWY 24 departures filed via TRM, JLI, or HDF.
- c. SEE Rwy 27 or Rwy 35 departures filed for routes between SXC clockwise to JLI.
- d. Enroute service for aircraft filed V208/458/186.
- e. Enroute traffic via V23/35/27 at or below 6,000' MSL.

4-2. SECTOR SPECIFIC DUTIES AND RESPONSIBILITIES

- a. Arrivals.
 1. Del Mar is the sequencing authority for all IFR aircraft landing Rwy 24.
 2. Del Mar is the approach sequencing authority for all IFR aircraft landing Rwy 06.

4-3. COORDINATED HANDOFF PROCEDURES

- a. From the Del Mar Sector to:

SECTOR	TYPE	DEST/RTE	ALT	HDG/INFO
NORTH	JMPQ	SAN	A50	Via V23 or DRCT MZB
WEST	JM	Depts routed via Coast	A/C60	HDG 220 to 250 (West control HDG 210 to 190)
WIZKY SAN E or 9/27	JMPQ	SAN Arrivals	A30	RV west of NORTH sector HDG190 to 210

SECTION 5. EAST SECTOR

5-1. SECTOR OPERATIONS

East is a combination departure/arrival/enroute sector responsible for:

- a. Arrivals to Montgomery, Gillespie, and Brown Fields in all configurations. Arrivals to Lindbergh field in west configuration.
- b. Gillespie departures southbound and eastbound.
- c. Departures northwestbound and eastbound from San Diego area airports when SAN is east configuration.
- d. Lindbergh departures when SAN is east configuration.
- e. Enroute traffic over IPL via V66 or V317
- f. Establishing the arrival sequence for aircraft inbound from the east landing SAN and NZY when SAN is east or 9/27.

5-2. SECTOR SPECIFIC DUTIES AND RESPONSIBILITIES

- a. Arrivals
 1. Brown Field arrivals must be handled in accordance with paragraph 3-2a.
 2. VFR aircraft landing SDM should be terminated prior to entering West/Wizky airspace.
 3. J & M Class aircraft conducting visual approaches to SAN must cross the MZB084R at or above 4800' MSL.
- b. Departures
 1. East must APREQ all Gillespie Rwy 27 or Rwy 35 departures with Del Mar prior to release.
 2. East must point out to West/Wizky all IFR aircraft departing eastbound to ZLA sector 30 that will climb above 13,000' MSL.

5-3. COORDINATED HANDOFF PROCEDURES

a. From East Sector to:

SECTOR	TYPE	DEST/RTE	ALT	HDG/INFO
NORTH SAN E	JMPQ	SAN dept northwestbound	A/C150 or req if lower	On ECCHO/MMOTO/FALCC SID or RV to join route
WEST/WIZKY	JMPQ	NZY, NRS, SDM (RNAV 08L)	A/D60	RV PGY HDG 230 to 250 or via CHASR STAR
		SDM VOR-A or VA	Descending	Point out to West/Wizky. Missed approach should be transferred to West/Wizky.
WIZKY SAN E	JMPQ	SAN	A/D60	Over PGY then HDG 260 to 270
WIZKY SAN 9/27	JMPQ	SAN	A/D60	Vicinity of REEBO then HDG 230 to 250 or via DOGFT DRCT TMCAT to resume the TOPGN STAR
ZLA 30	J	All BORDER/ZZOOO	C230*	Established on SID *Or requested altitude if lower. Center has control for climbs
	MPQ		A/C150*	

b. To East Sector from:

SECTOR	TYPE	DEST/RTE	ALT	HDG/INFO
NORTH	JM	IFR to SAN	A/D60	On the COMIX/BAYVU star or north of MZB HDG 090 to 120
	PQ		A/D50	DCT MZB or north of MZB HDG 090 to 120
WEST/WIZKY	MPQ	Depts routed via IPL	A/C150 or req if lower	BRDR/POGGI/ZZOOO SID or DRCT PGY V317 IPL (may pointout)
ZLA 30	J	Via LUCKI/TOPGN STAR	Descend via	Descending via LUCKI or TOPGN STAR

SECTION 6. NORTH SECTOR

6-1. SECTOR OPERATIONS

North is a combination departure/enroute sector responsible for:

- a. Departure aircraft routed northbound via V23 above 6,000' MSL.
- b. Establishing the arrival sequence for aircraft inbound from the northwest landing SAN, NZY, and TIJ.

NOTE: *Due to the limited lateral confines of North airspace it is not always possible to establish a single flow to the destination airport. To the extent practical aircraft of the same speed and performance characteristics should be sequenced by the North CPC.*

6-2. SECTOR SPECIFIC DUTIES AND RESPONSIBILITIES

- a. When SAN is 9/27 North must advise Wizky of the last SAN northwestbound departure in any given departure sequence. This advisory must constitute coordination to return to Wizky, subject the coordinated departure, that portion of Wizky airspace north of the SAN ILS Rwy 09 final approach course from SARGS direct REDIN at and below 4,000' MSL.
- b. When SAN is 09/27 or EAST, North must APREQ all MYF RWY 05/10 departures with East Sector.
- c. When SAN is 09/27 or EAST, North must point out departures filed above 15,000' MSL en-route to ZLA to Miramar.

6-3. COORDINATED HANDOFF PROCEDURES

a. From North Sector to:

SECTOR	TYPE	DEST/RTE	ALT	HDG/INFO
EAST	JM	IFR to SAN	A/D60	On the COMIX/BAYVU star or north of MZB HDG 090 to 120
	PQ		A/D50	DCT MZB or north of MZB HDG 090 to 120

b. To the North Sector from:

SECTOR	TYPE	DEST/RTE	ALT	HDG/INFO
DEL MAR	JMPQ	SAN	A50	Via V23 or DRCT MZB
PACIFIC	J	LNDG San Diego area	A110/130	Northeast of PACIF RV to intercept MZB326R or direct CARDI/CARIF
EAST SAN E	JMPQ	SAN dept northwestbound	A/C150 or req if lower	On ECCHO/MMOTO/FALCC SID or RV to join route
ZLA 30	JM	LNDG SAN via COMIX STAR	Descend via	Descending via COMIX STAR

SECTION 7. WEST SECTOR

7-1. SECTOR OPERATIONS

West is a combination departure/enroute sector responsible for:

- a. San Diego Lindbergh departures in the SAN West configuration.
- b. MCAS Miramar Westbound departures in SAN West configuration.
- c. MYF departures in SAN West configuration.
- d. Establishing the V23 and offshore departure flows northwest bound from San Diego area in the SAN West configuration.
- e. Arrivals and departures at NZY, NRS, and SDM.

7-2. SECTOR SPECIFIC DUTIES AND RESPONSIBILITIES

- a. Departures
 - 1. West must APREQ all MYF Rwy 05/10 departures with East.

7-3. COORDINATED HANDOFF PROCEDURES

a. From West Sector to:

SECTOR	TYPE	DEST/RTE	ALT	HDG/INFO
EAST	MPQ	Depts routed via IPL	A/C150 or req if lower	BRDR/POGGI/ZZOOO SID or DRCT PGY V317 IPL (may pointout)
PACIFIC	<i>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</i>			
	JM	On a TEC route or Via CWARD DP	A80/A100	On the route or RV to join the route
ZLA 30	J	All PADRZ/PEBLE	A/C150*	Established on SID *Or requested altitude if lower.
	M		A/C140*	Center has control for climbs

b. To West Sector from:

SECTOR	TYPE	DEST/RTE	ALT	HDG/INFO
DEL MAR	JM	Depts routed via Coast	A/C60	HDG 220 to 250 (West control HDG 210 to 190)
EAST	JMPQ	NZY, NRS, SDM (RNAV 08L)	A/D60	RV PGY HDG 230 to 250 or via CHASR STAR
		SDM VOR-A or VA	Descending	Point out to West/Wizky. Missed approach should be transferred to West/Wizky.

SECTION 8. WIZKY SECTOR

8-1. SECTOR OPERATIONS

Wizky Sector is a combination departure/arrival/enroute sector responsible for:

- a. San Diego Lindbergh departures in the SAN East or Rwy 09/27 configurations.
- b. MCAS Miramar westbound departures in SAN East or Rwy 09/27 configurations.
- c. Sequencing all arrival traffic into San Diego Lindbergh when SAN is East or Runway 09/27.
- d. SAN departures eastbound via JLI or IPL, and J/M Class departures routed via HDF.
- e. Arrivals and departures at NZY, NRS, and SDM.

8-2. SECTOR SPECIFIC DUTIES AND RESPONSIBILITIES

- a. Arrivals.
 - 1. Runway 09/27. To accomplish coordination for release of airspace to North sector, Wizky must advise North of the last SAN arrival in any given sequence. Subject the coordinated arrival, this advisory must constitute release of that portion of West airspace north of the SAN ILS Rwy 09 final approach course from SARGS direct REDIN at and below 4,000' MSL.
- b. Departures
 - 1. Runway 09. Wizky must APREQ all SAN Runway 27 departures with East sector prior to release.

8-3. COORDINATED HANDOFF PROCEDURES

a. From Wizky Sector to:

SECTOR	TYPE	DEST/RTE	ALT	HDG/INFO
EAST	MPQ	Depts routed via IPL	A/C150 or req if lower	BRDR/POGGI/ZZOOO SID or DRCT PGY V317 IPL (may pointout)
ZLA 30	J	All PADRZ/PEBLE	A/C150*	Established on SID *Or requested altitude if lower. Center has control for climbs
	M		A/C140*	

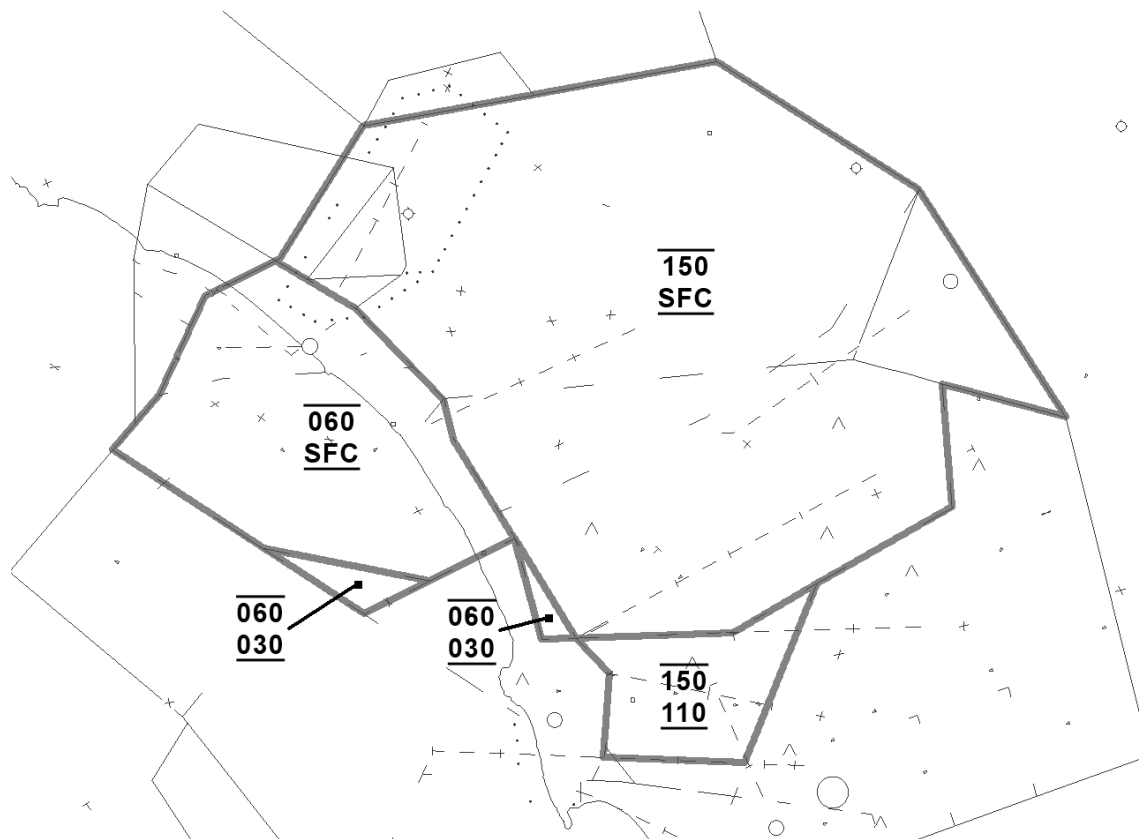
b. To Wizky Sector from:

SECTOR	TYPE	DEST/RTE	ALT	HDG/INFO
DEL MAR	JMPQ	SAN Arrivals	A30	RV west of NORTH sector HDG190 to 210
EAST SAN E	JMPQ	SAN	A/D60	Over PGY then HDG 260 to 270
EAST SAN 9/27	JMPQ	SAN	A/D60	Vicinity of REEBO then HDG 230 to 250 or via DOGFT DRCT TMCAT to resume the TOPGN STAR
EAST	JMPQ	NZY, NRS, SDM (RNAV 08L)	A/D60	RV PGY HDG 230 to 250 or via CHASR STAR
		SDM VOR-A or VA	Descending	Point out to West/Wizky. Missed approach should be transferred to West/Wizky.
PACIFIC	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.

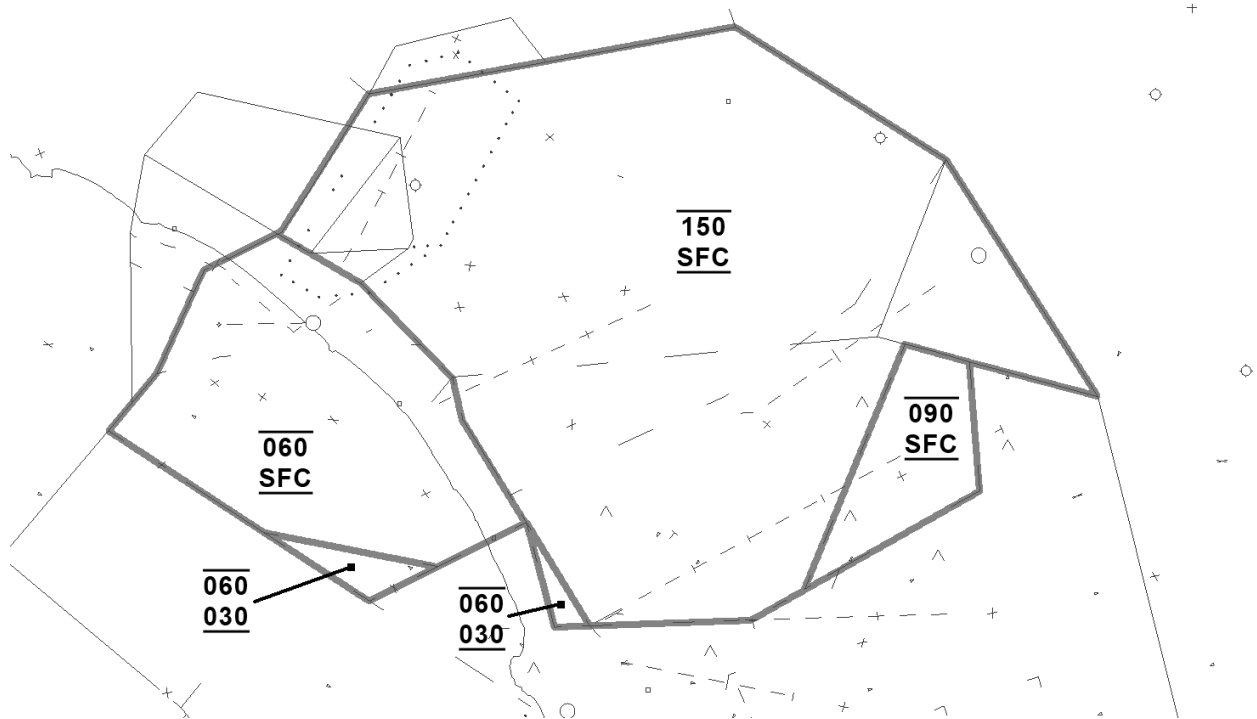
SECTION 9. SAN DIEGO AREA MAPS

9-1. DEL MAR SECTOR

a. DEL MAR SECTOR - SAN WEST OR 9/27

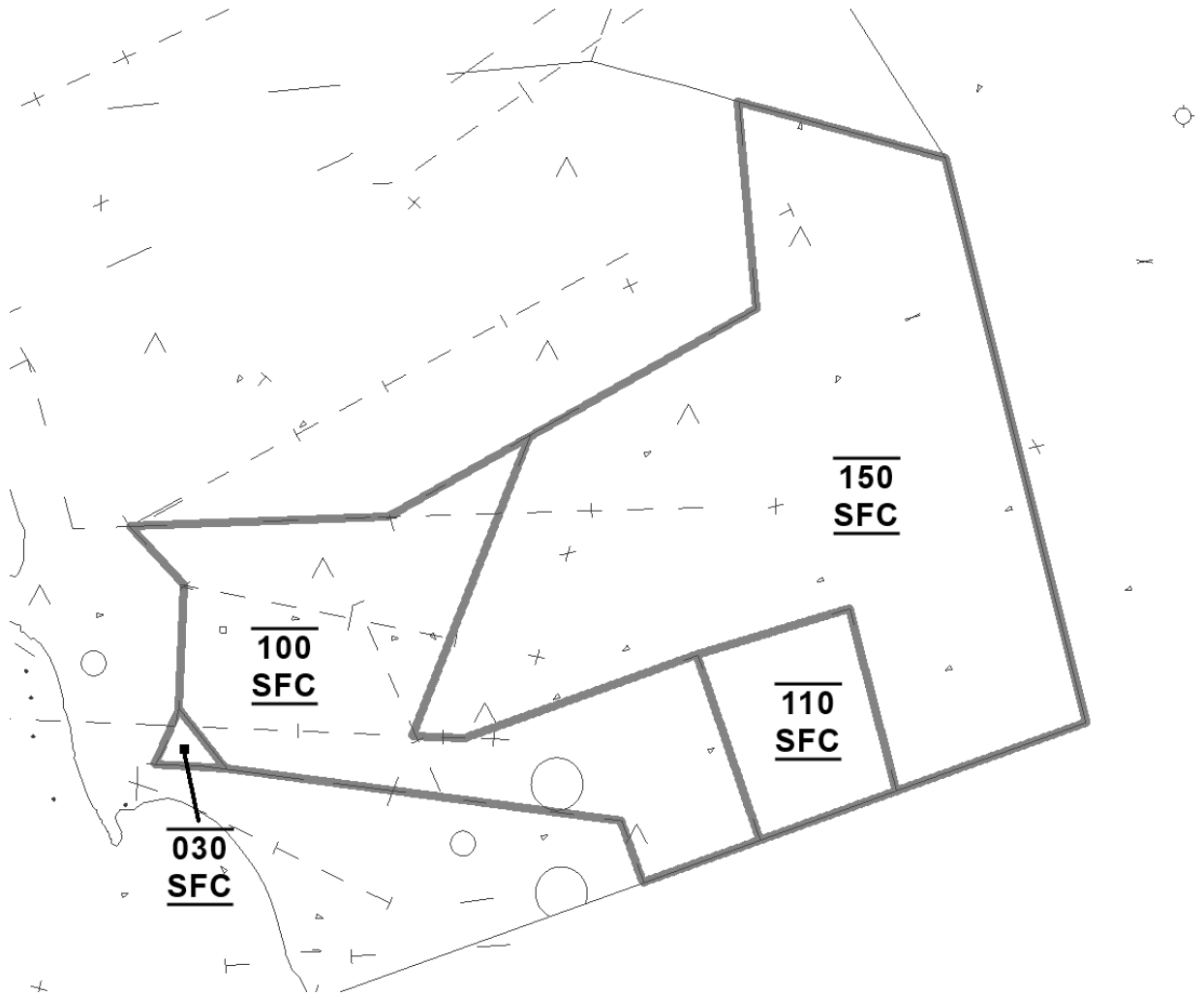


b. DEL MAR SECTOR - SAN EAST

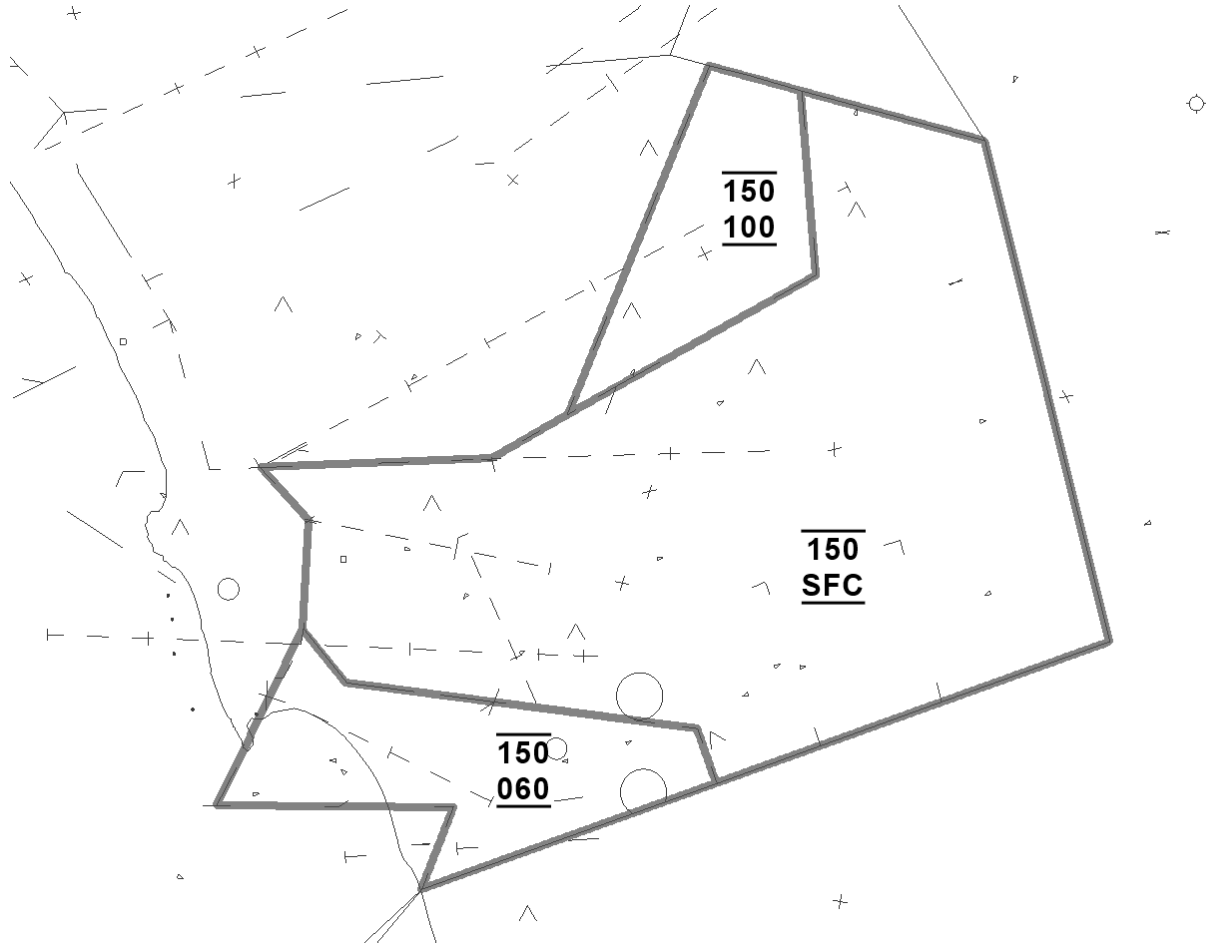


9-2. EAST SECTOR

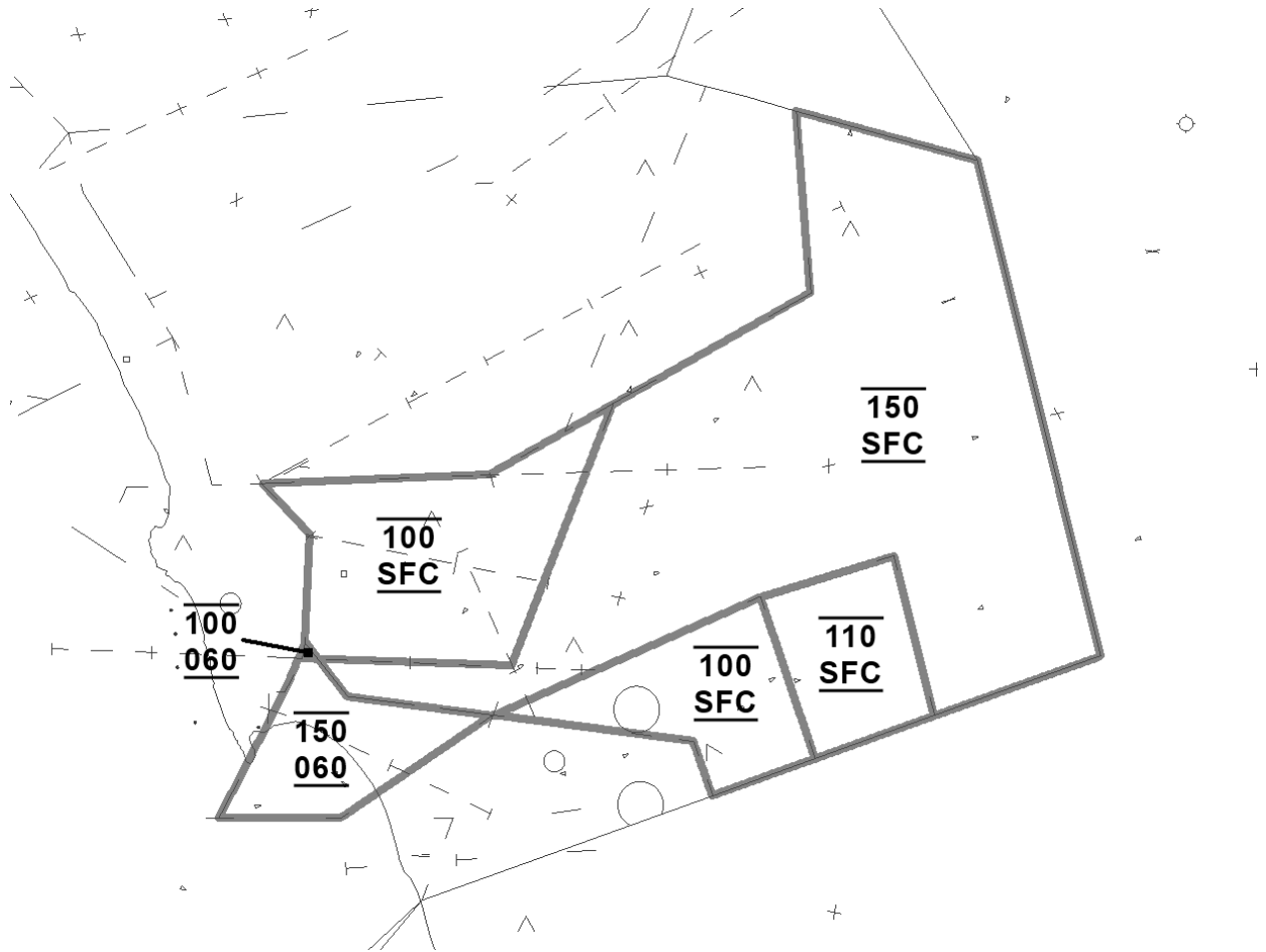
a. EAST SECTOR - SAN WEST



b. EAST SECTOR - SAN EAST

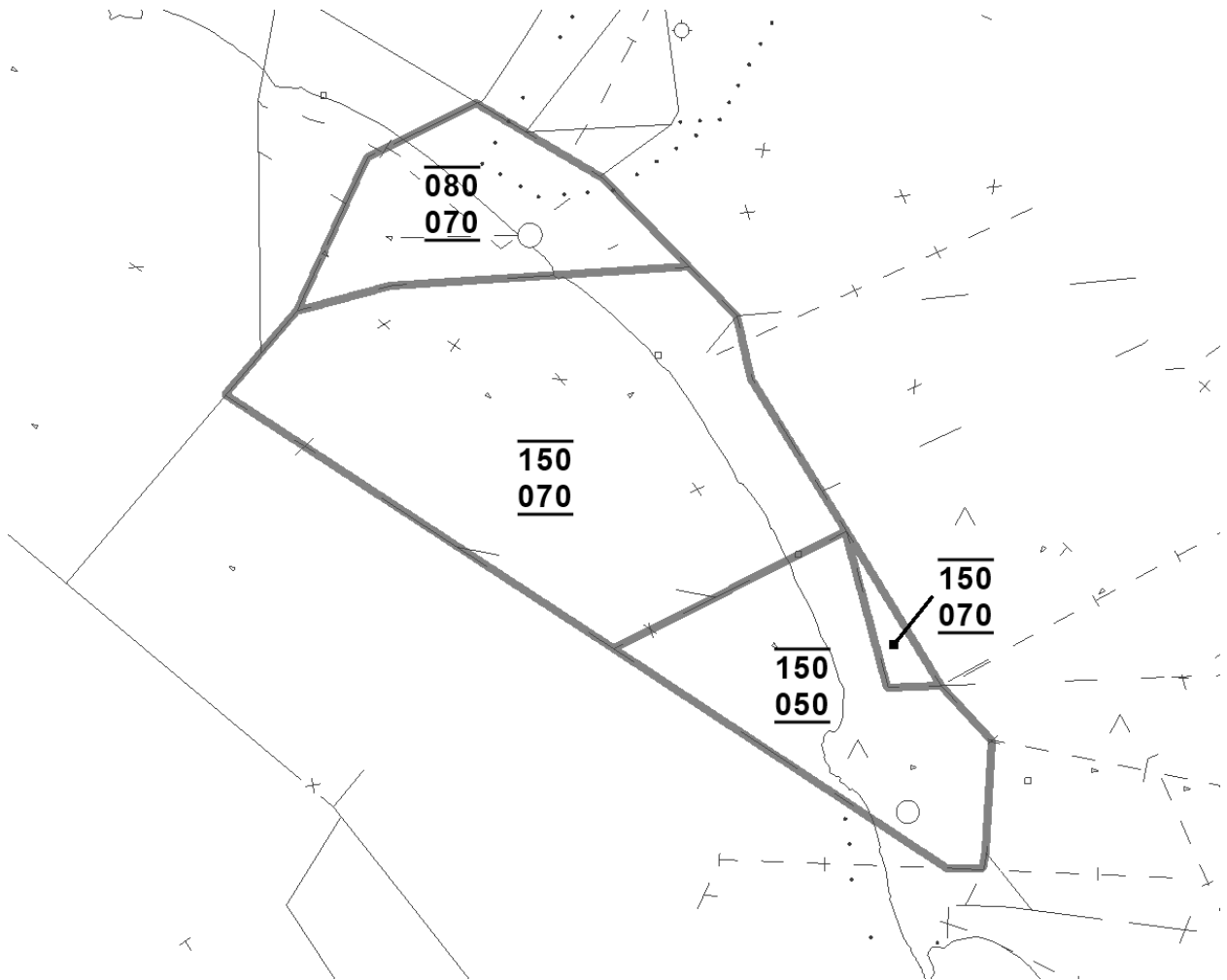


c. EAST SECTOR - SAN 9/27

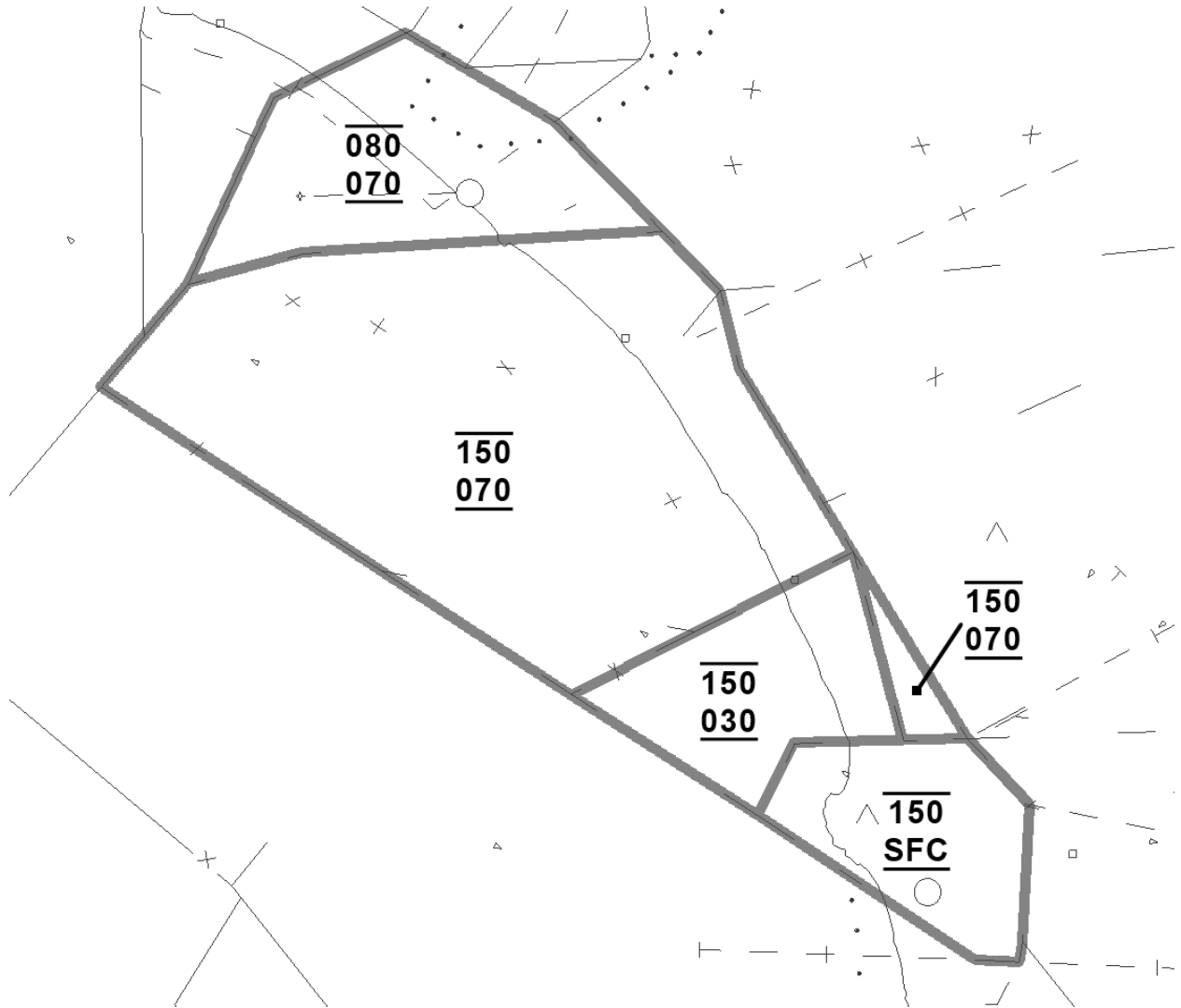


9-3. NORTH SECTOR

a. NORTH SECTOR - SAN WEST

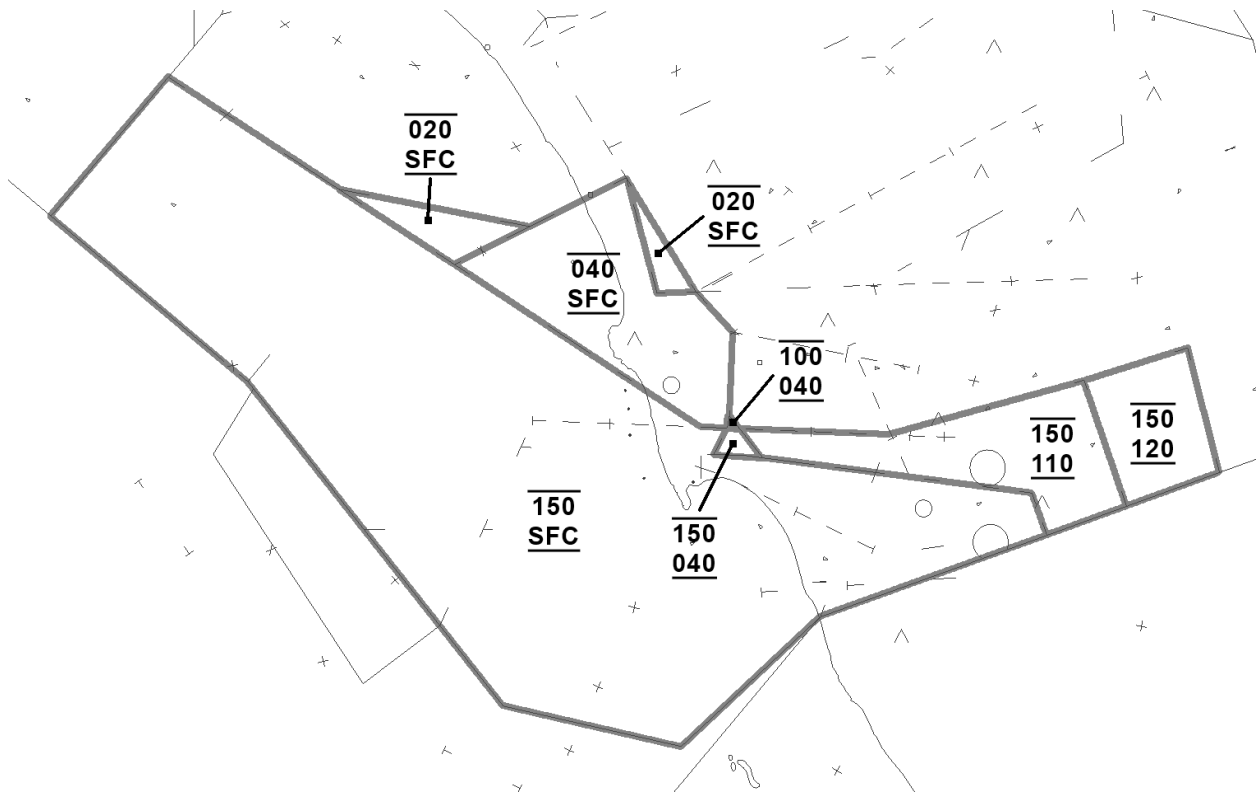


b. NORTH SECTOR - SAN EAST OR 9/27



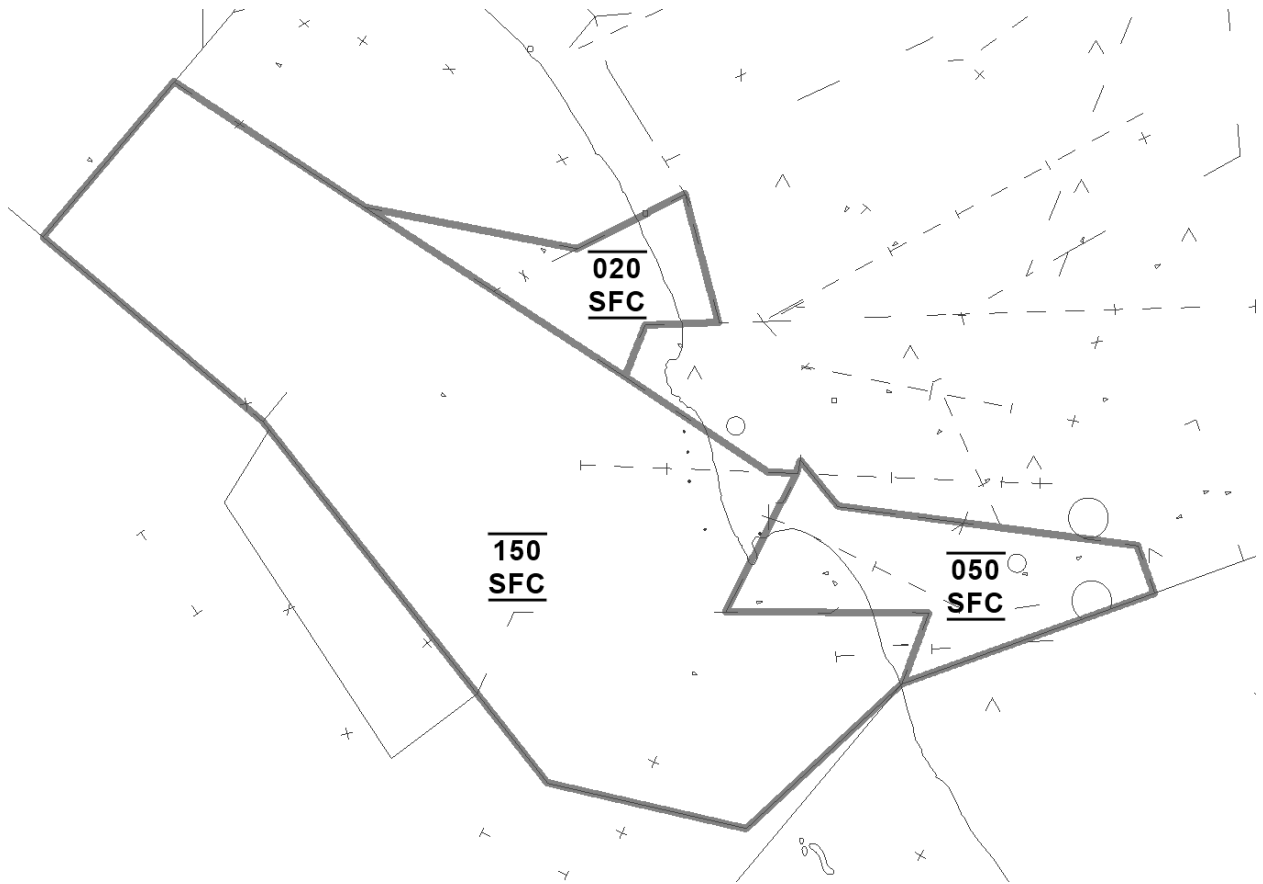
9-4. WEST SECTOR

a. WEST SECTOR - SAN WEST

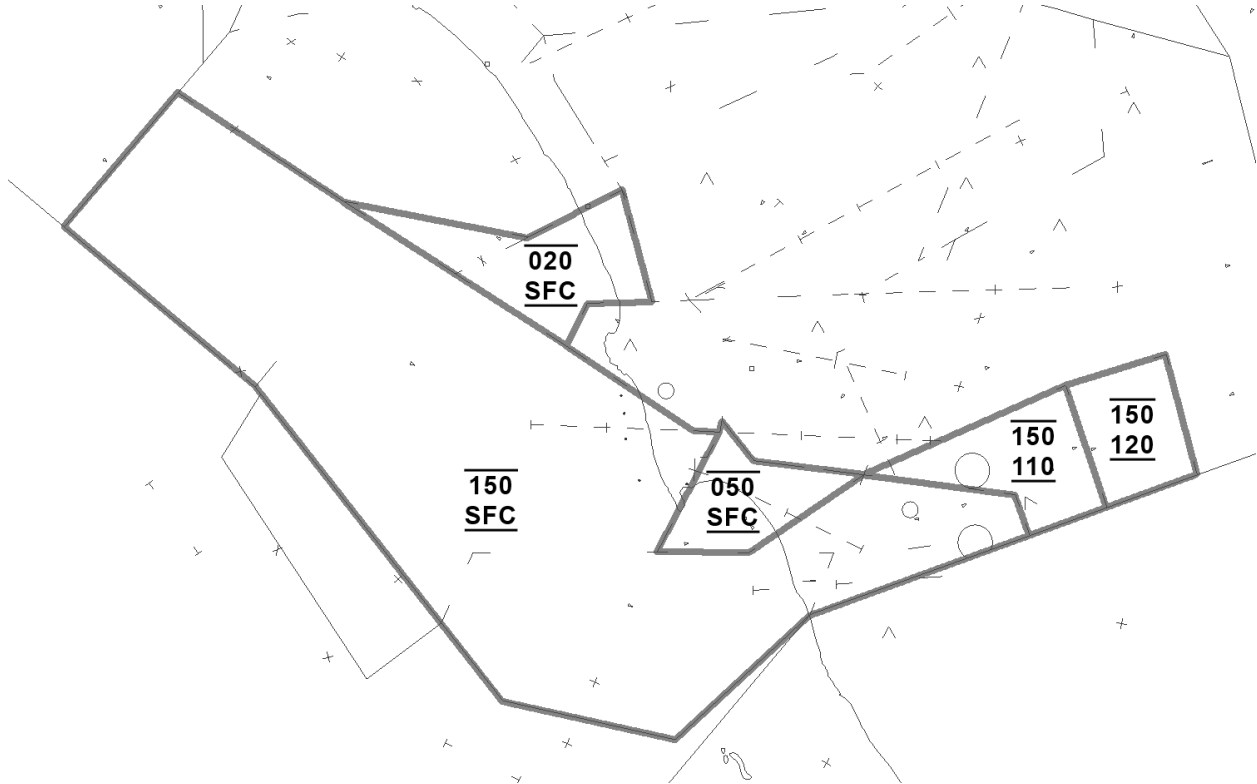


9-5. WIZKY SECTOR

a. WIZKY SECTOR - SAN EAST



b. WIZKY SECTOR - SAN 9/27



9-6. SAN DIEGO AREA COMBINED

a. SAN DIEGO AREA - ALL CONFIGURATIONS

