



Federal Aviation
Administration

Southern California TRACON

Presented to: IMC Club San Diego

By: Bill Jacobs

Date: 11/14/2013







TRACON

(Terminal Radar Approach CONtrol)



SOUTHERN CALIFORNIA TRACON'S AIRSPACE

- SCT is a consolidation of 5+1 of the FAA's high activity TRACONs.
- These 5 TRACONS have formed SCT's current 6 Areas:

- BURBANK TRACON.....BURBANK AREA
- LOS ANGELES TRACON.....ARRIVALS AREA
- LOS ANGELES/COAST TRACONS.....DEL REY AREA
- ONTARIO TRACON/Palm Springs.....EMPIRE AREA
- COAST TRACON.....COAST AREA
- SAN DIEGO TRACON.....SAN DIEGO AREA

• SCT airspace covers an area ranging from the Mexican border to a point just south of Santa Barbara, and from a point west of Santa Catalina Island to a point east of Thermal (TRM).

SCT Specs

- World's Busiest TRACON (over 1.9 million operations in CY'11)
- 15,000 square miles of airspace
- 46 Public Airports
- 16 FAA Control Towers
- 6 Federal Contract Towers
- 6 Military Control Towers
- 2 Class B Airspace
- 4 Class C Airspace
- 1 TRSA
- Military Restricted Area Complex
- Mexican Border, ADIZ & Warning Areas





A map of Southern California with various regions highlighted in different colors and labeled. The regions are: Burbank (green), LAX Arrivals (purple), Del Rey (dark blue), Coast (teal), Empire (brown), and San Diego (red). The map also shows the coastline and the Mexican border to the south.

•Burbank

•LAX Arrivals

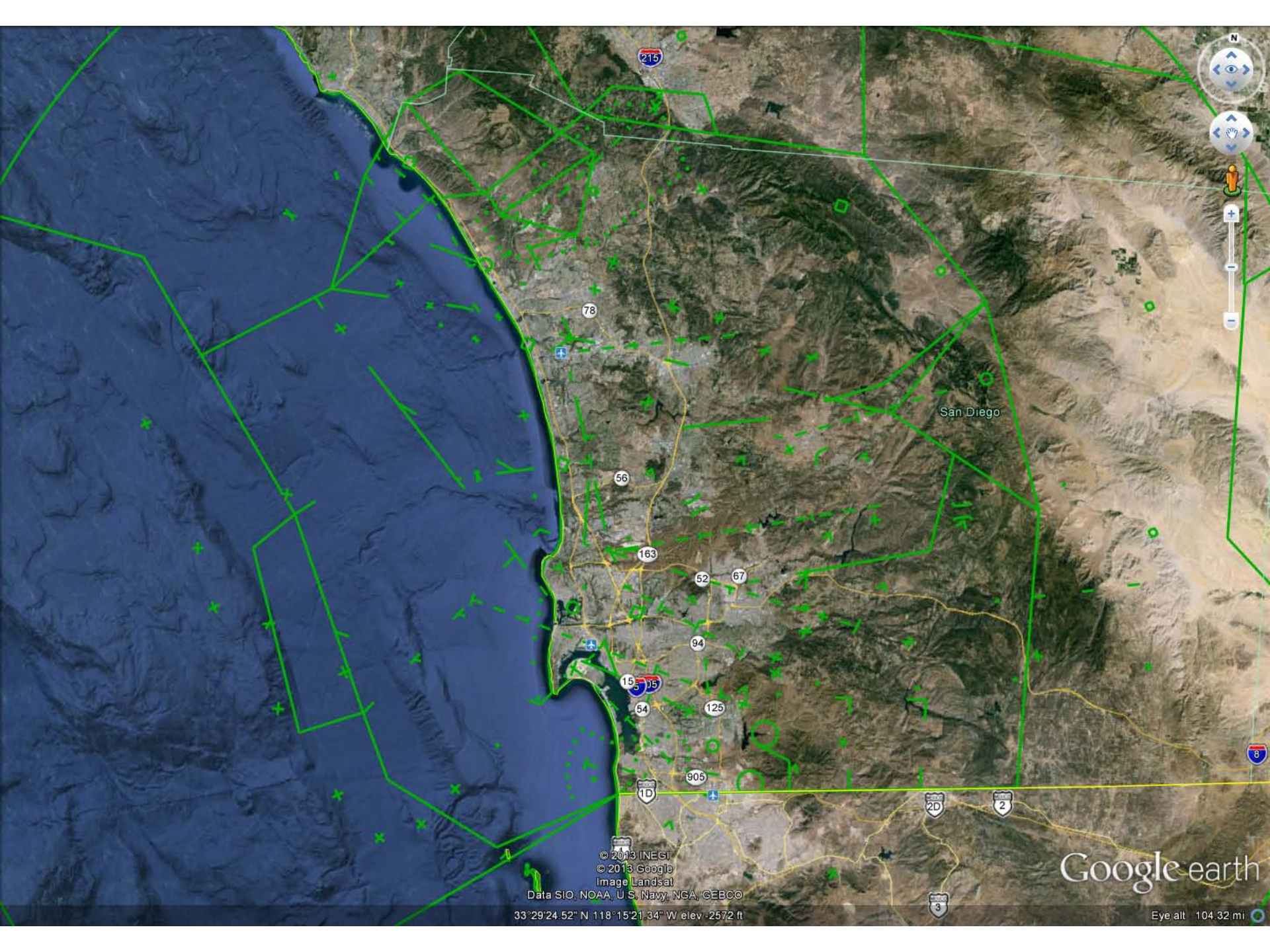
•Del Rey

•Coast

•Empire

•San Diego

•SCT airspace starts from the Mexican border to just south of Santa Barbara, and west of Santa Catalina Island to point east of Thermal.

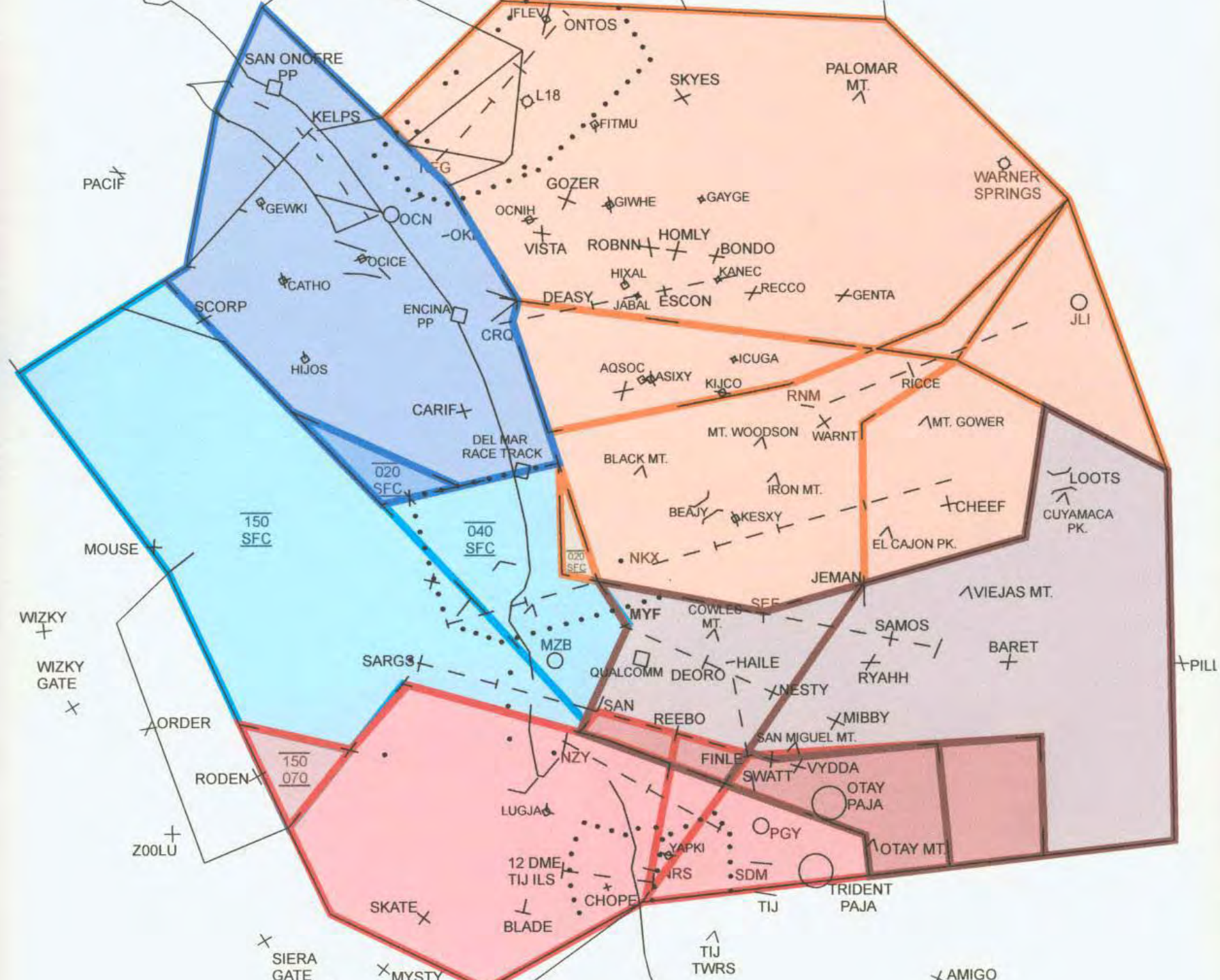


© 2013 INEGI
© 2013 Google
Image Landsat
Data SIO, NOAA, U.S. Navy, NGA, GEBCO

33°29'24.52" N 118°15'21.34" W elev -2572 ft

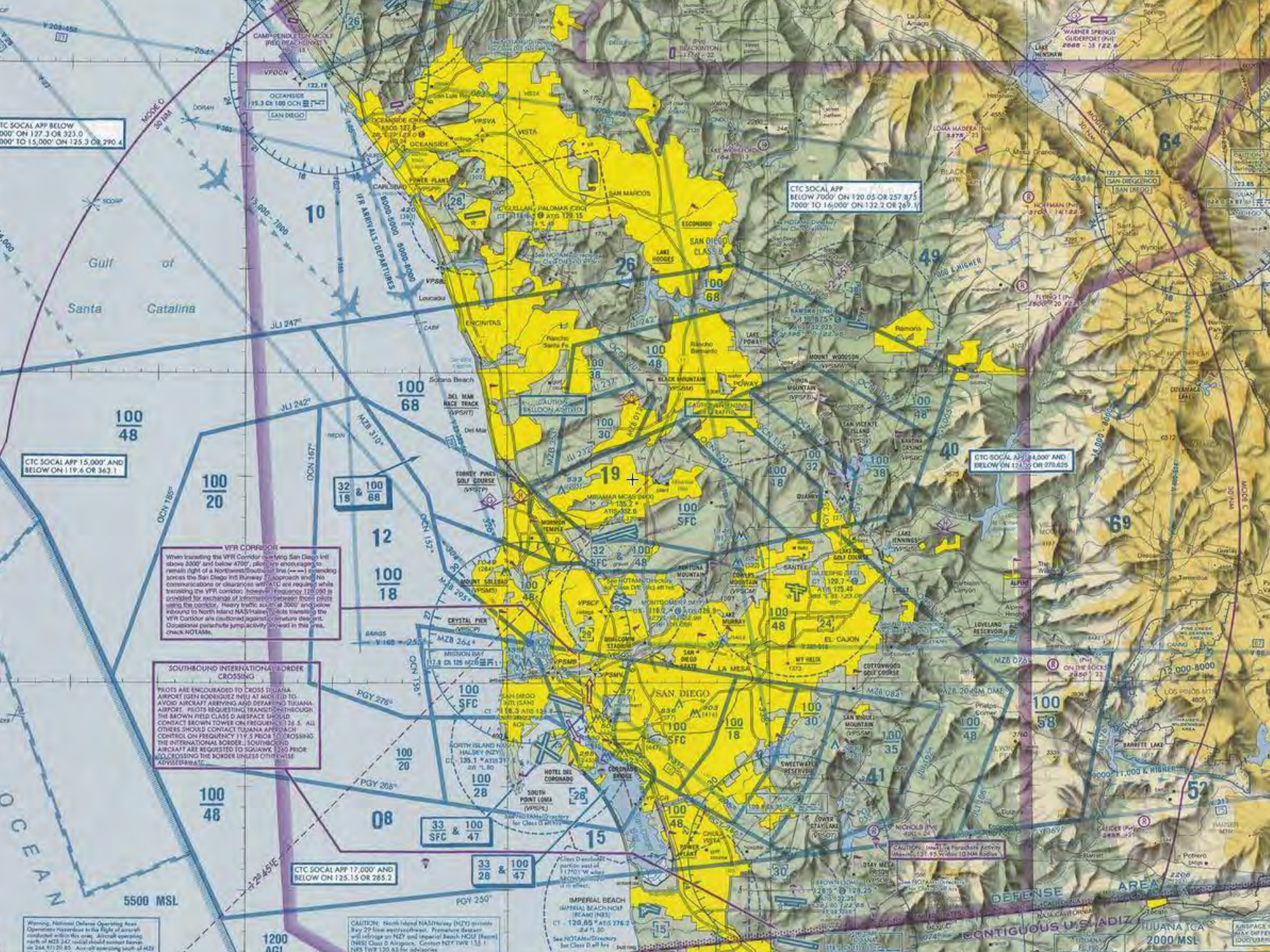
Google earth

Eye alt 104.32 mi



- Read back of instructions. ALT/SPD/HDG
- Filing Direct to Destination vs routing
- OTP vs VFR on Top, file to destination, climbs vs MVA
- No OTP climbs off MYF-SEE-CRQ
- DVA's
- Delays off SEE and ways to mitigate
- Approach Clearance Visual/Contact/Instrument
- Practice vs IFR approach. Differences and how to request either (tower cancellations)
- IFR cancellation procedures
- Lost comm
- WX returns on fusion and vectors around
- EVOM and emergency vectors
- Comm transfer to tower
- Miramar transition and SAN Taxiwy D transition
- Hotspots (Alpine area/SEE final, CRQ final, OKB VOR, north RNM, MYF final, Mt Soledad, Parachute Jump zones, route SEE to RNM, Del Mar racetrack and offshore)





CTC SOCIAL APP BELOW
000' ON 127.3 OR 321.0
000' TO 15,000' ON 125.3 OR 290.4

CTC SOCIAL APP
BELOW 7000' ON 120.05 OR 257.875
7000' TO 16,000' ON 132.2 OR 269.1

CTC SOCIAL APP 15,000' AND
BELOW ON 119.6 OR 363.1

CTC SOCIAL APP 14,000' AND
BELOW ON 123.3 OR 278.25

VFR CORRIDOR
When transiting the VFR Corridor overlying San Diego Intl above 5000' and below 4700', pilots are encouraged to remain right of a Northward-bound line (see -) depending on the San Diego Intl Runway 7 approach wind. No communications or clearances with ATIS are required while transiting the VFR Corridor. However, frequency 120.000 is provided for exchange of information between pilots using the corridor. Heavy traffic south of 3000' and power lines to North Island NAS may cause confusion. Pilots transiting the VFR Corridor are cautioned against altitude descent. Occasional parachute jump activity is noted in this area. CHECK NOTAMS.

SOUTHBOUND INTERNATIONAL BORDER CROSSING
PILOTS ARE ENCOURAGED TO CROSS TIJUANA AIRPORT (02N 109W) NEJ AT 4500' TO AVOID AIRCRAFT ARRIVING AND DEPARTING TIJUANA AIRPORT. PILOTS REQUESTING TRANSITION THROUGH THE BROWN FIELD CLASS OF AIRSPACE SHOULD CONTACT BROWN TOWER ON FREQUENCY 124.5. ALL OTHERS SHOULD CONTACT TIJUANA APPROACH CONTROL ON FREQUENCY 117.5 PRIOR TO CROSSING THE INTERNATIONAL BORDER. SOUTHBOUND AIRCRAFT ARE REQUESTED TO SQUAWK 1200 PRIOR TO CROSSING THE BORDER UNLESS OTHERWISE ADVISED.

CTC SOCIAL APP 17,000' AND
BELOW ON 125.15 OR 285.2

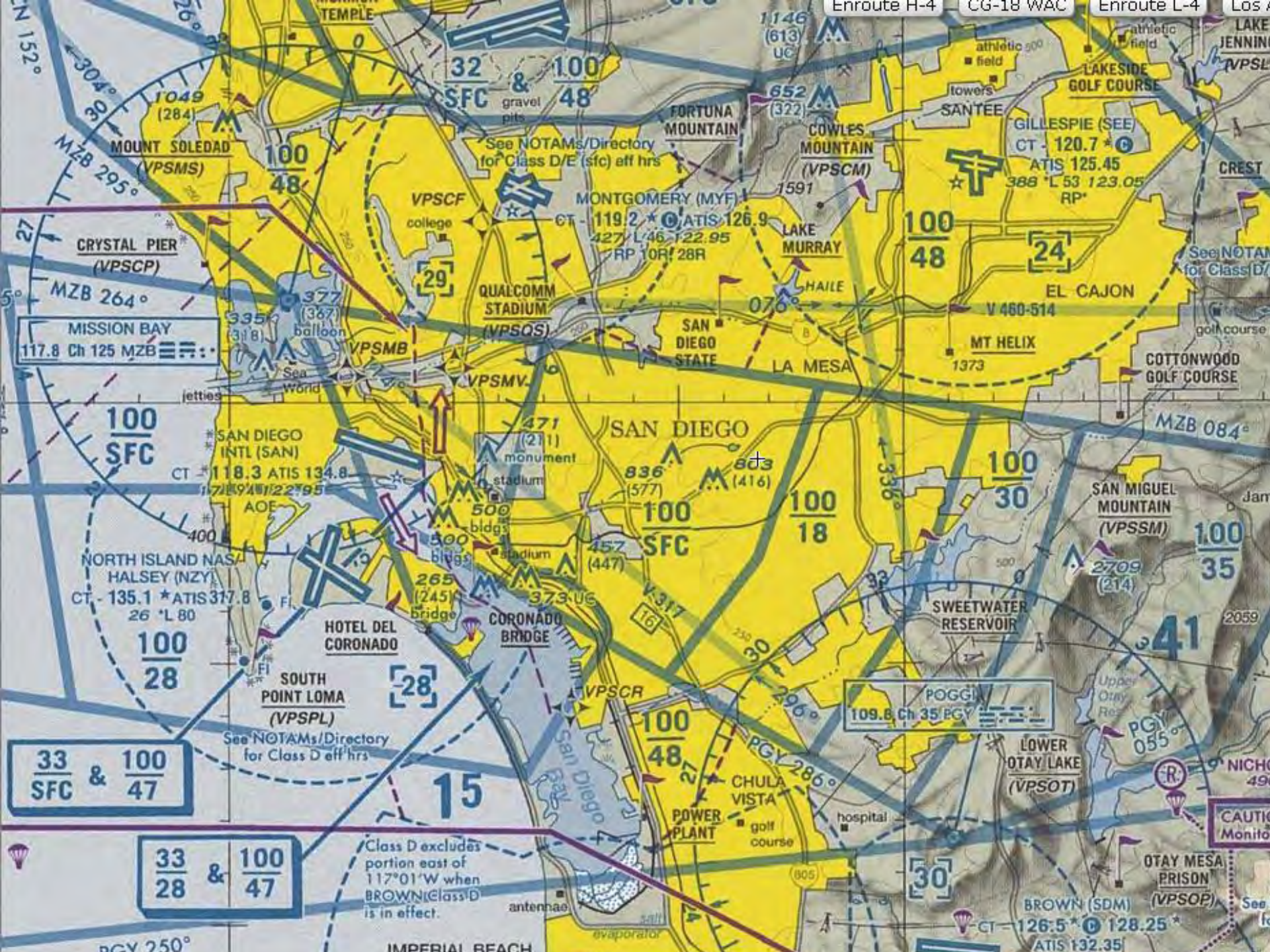
Warning: National Defense Operating Area
Operations Restricted to the Right of Arrival
restricted within this area. Aircraft operating
within this area must maintain a minimum
altitude of 2000 feet. Contact 120.000 for
more information.

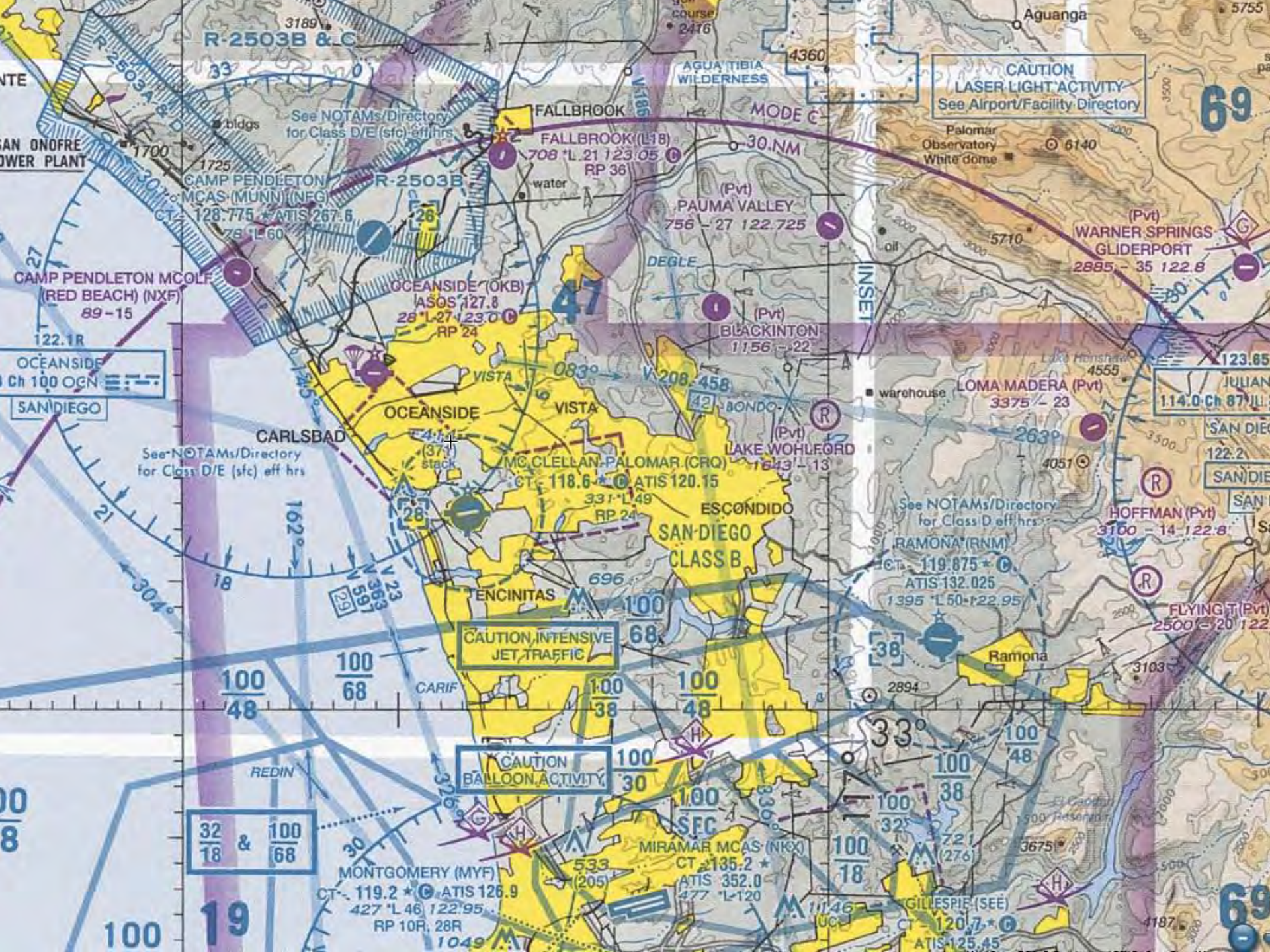
CAUTION: North Island NAS (NID) is a
Class C airspace. Pilots are encouraged to
maintain a minimum altitude of 2000 feet
when operating within this area. Contact
120.000 for more information.

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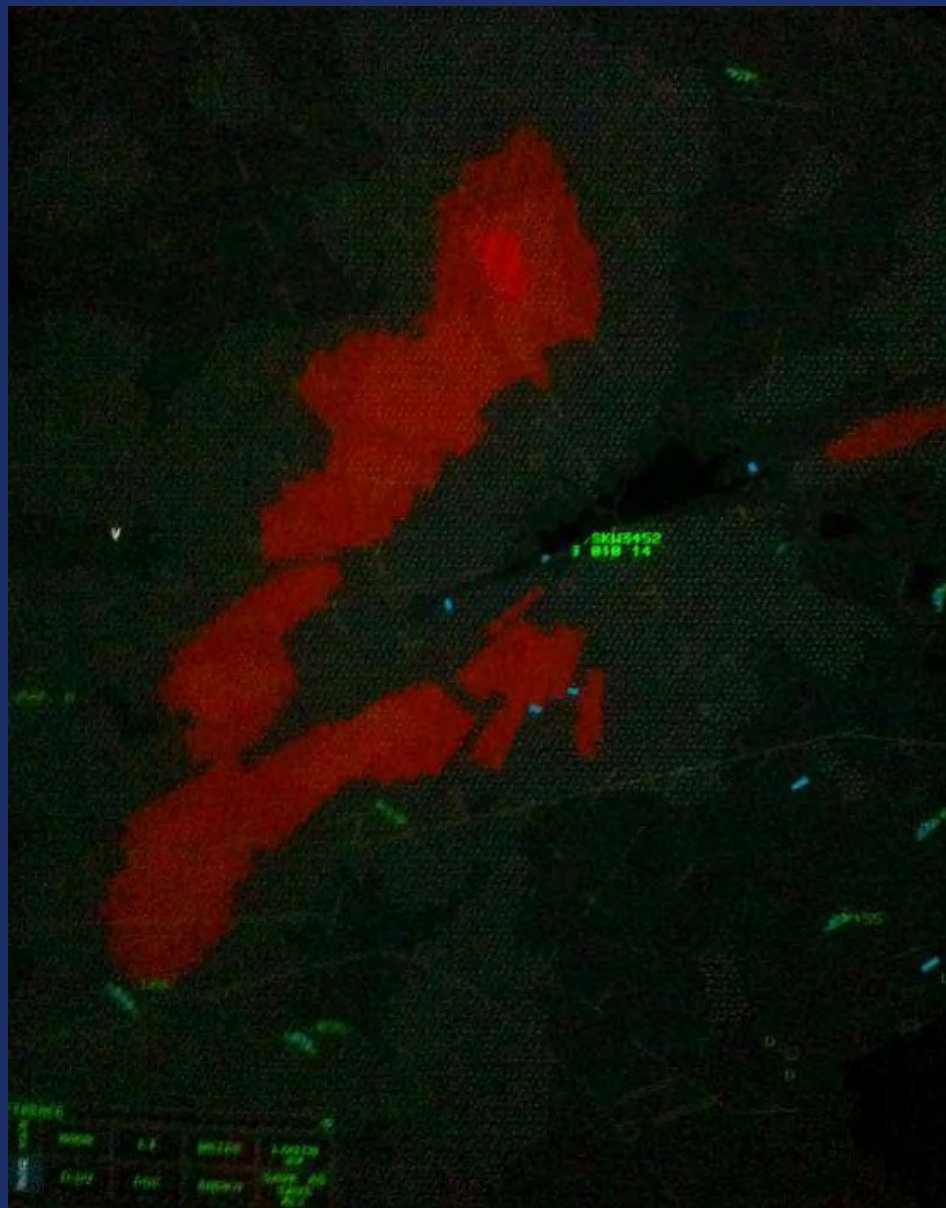
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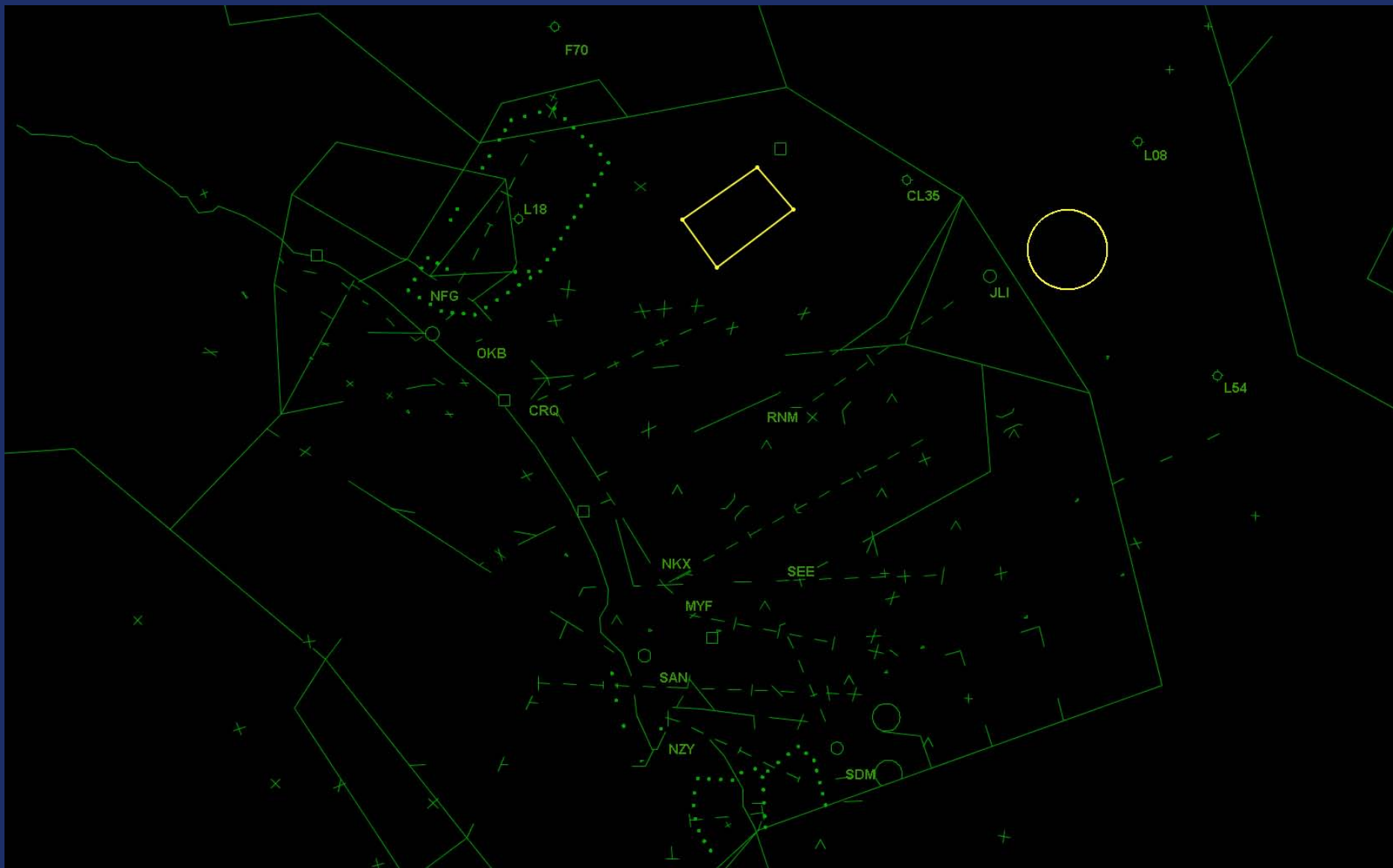










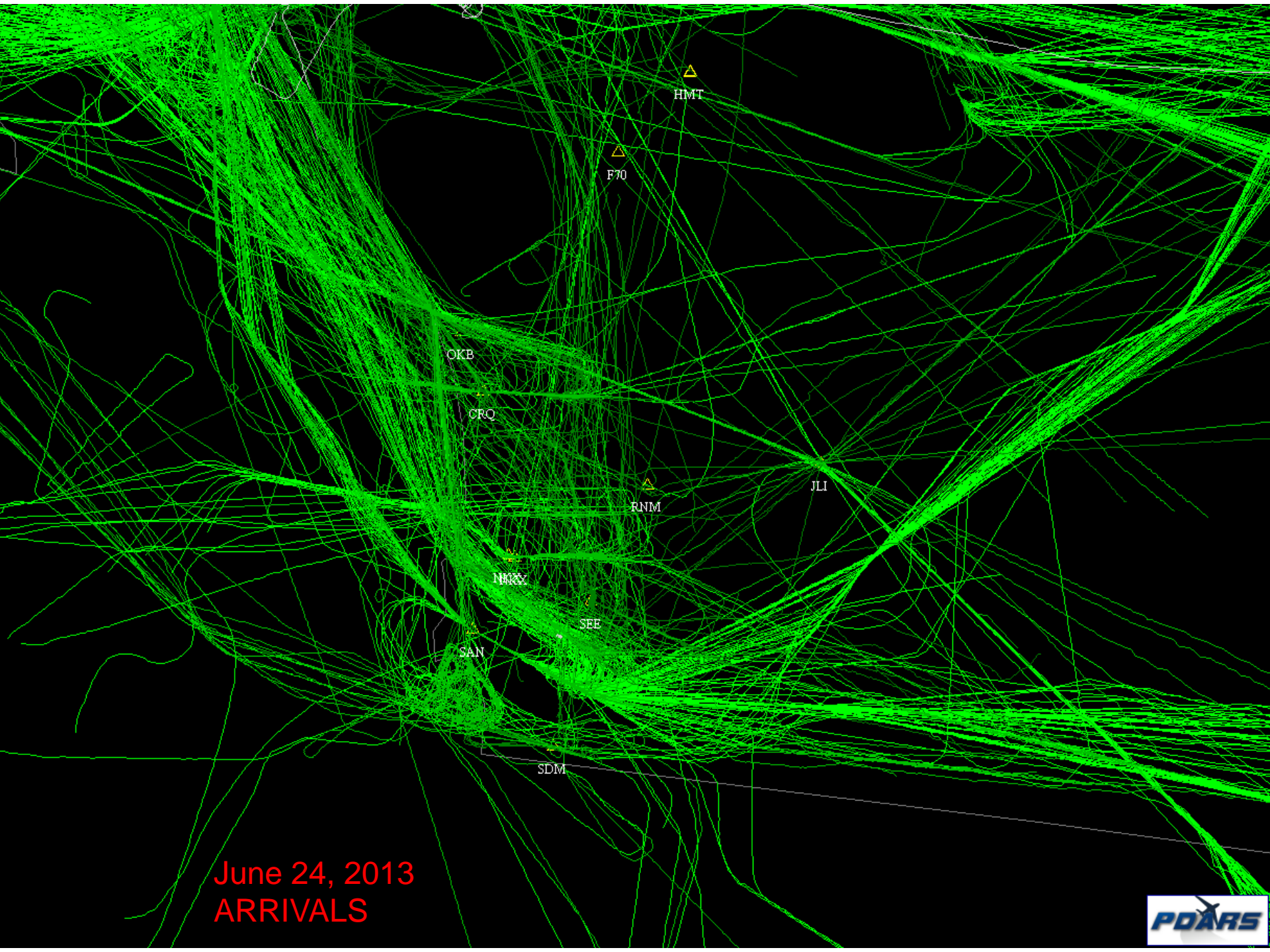


Parachute Activity

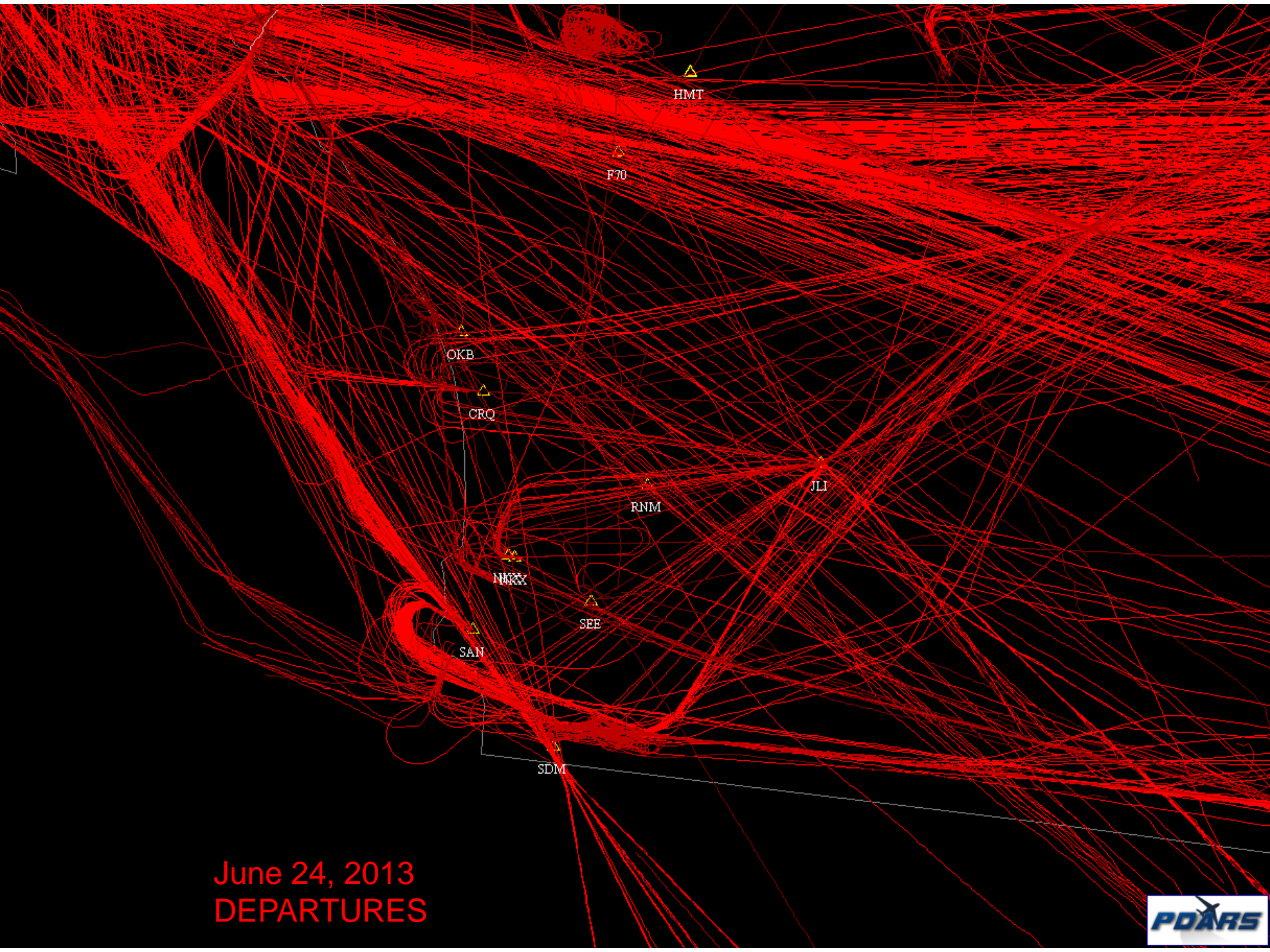
- We have two long time established jump zones, and a new one.
 - Otay - PGY059005 Just east of Otay Lake. 13,500msl and below
 - Trident - PGY111005 3nm east of SDM along the Mexican Border. 12,000msl and below
 - Oceanside - A new one is in north county over Oceanside airport 13,000msl and below

High Traffic Area in San Diego County

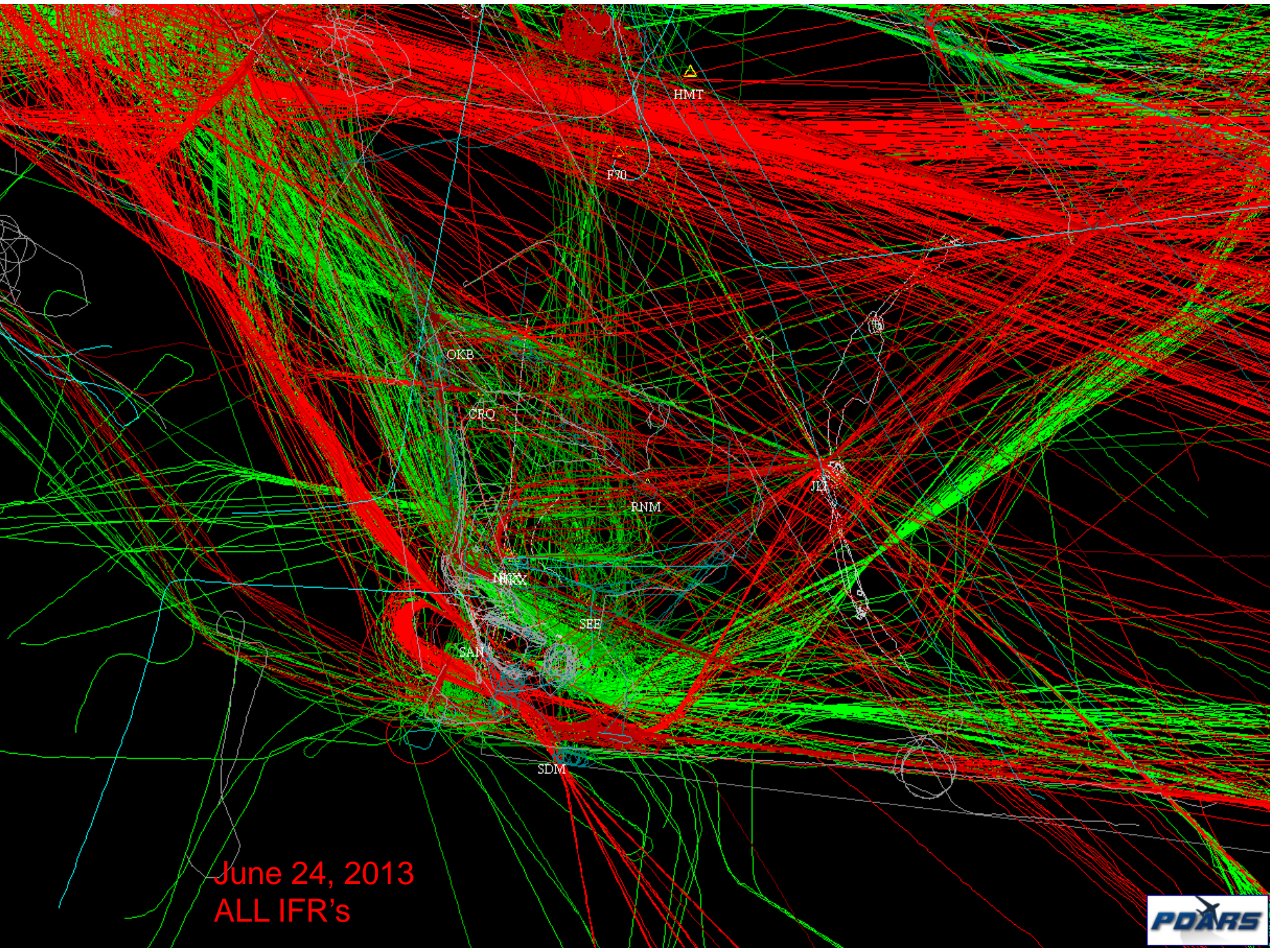
.Traffic Flows



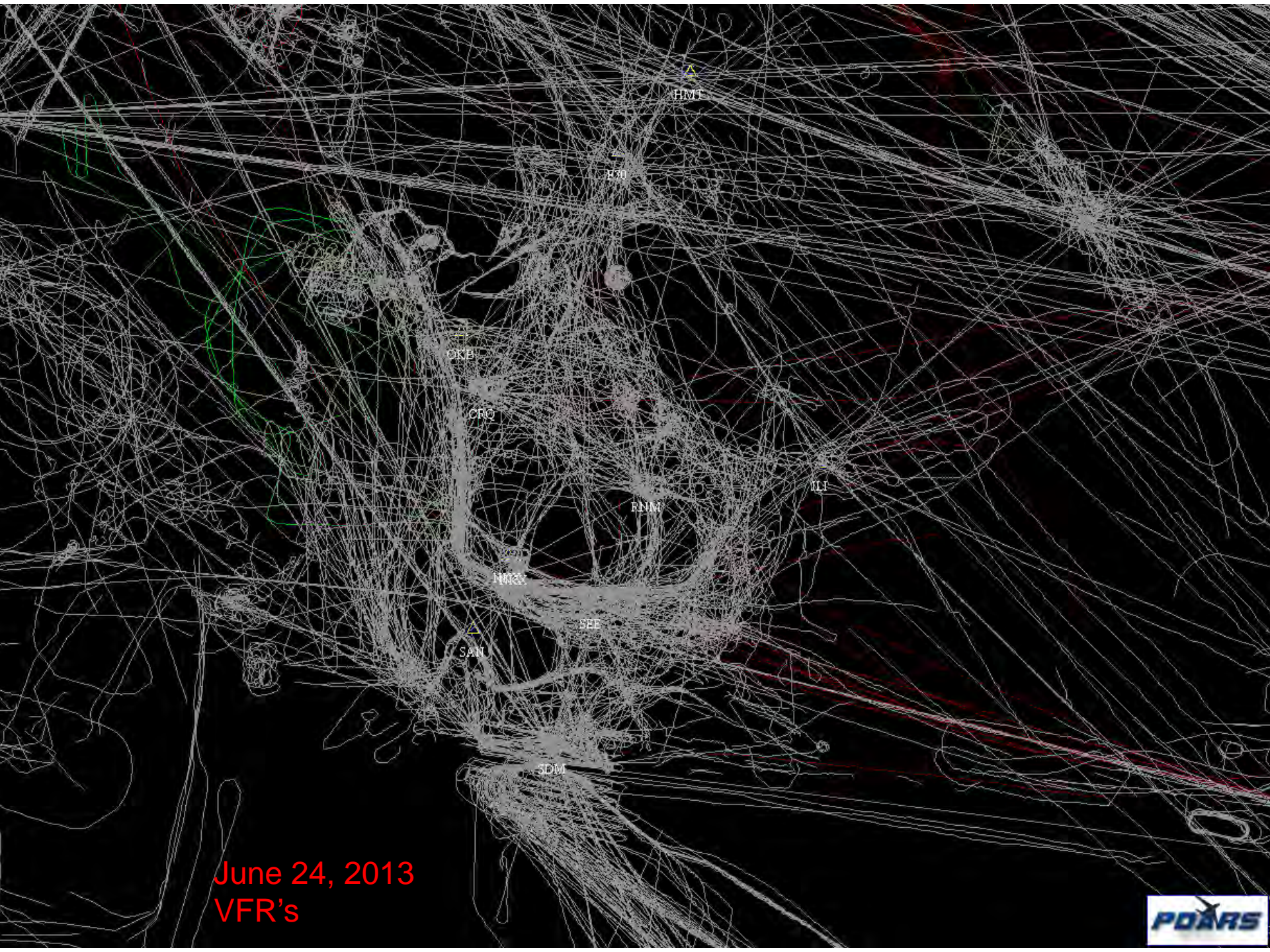
June 24, 2013
ARRIVALS



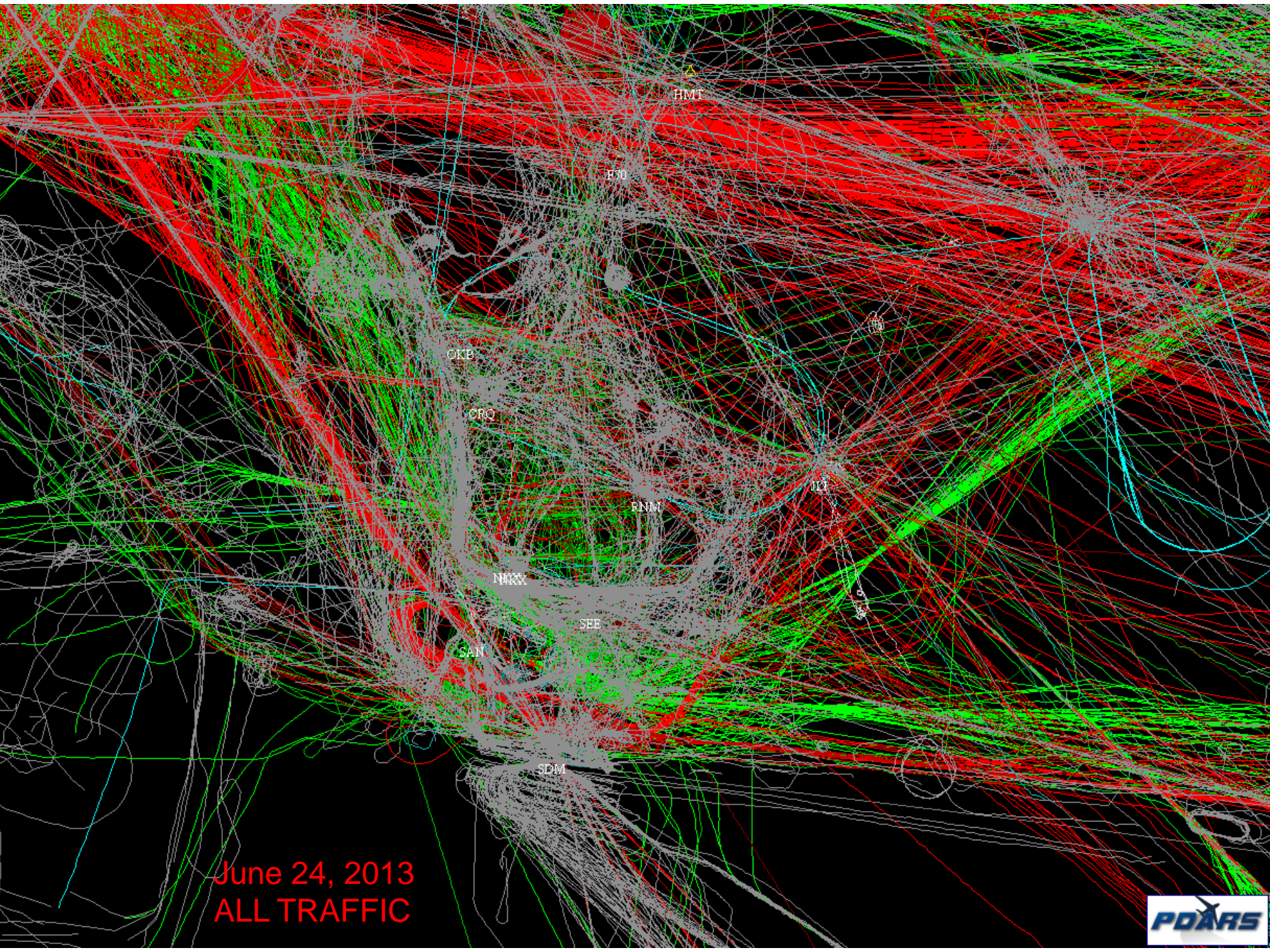
June 24, 2013
DEPARTURES



June 24, 2013
ALL IFR's



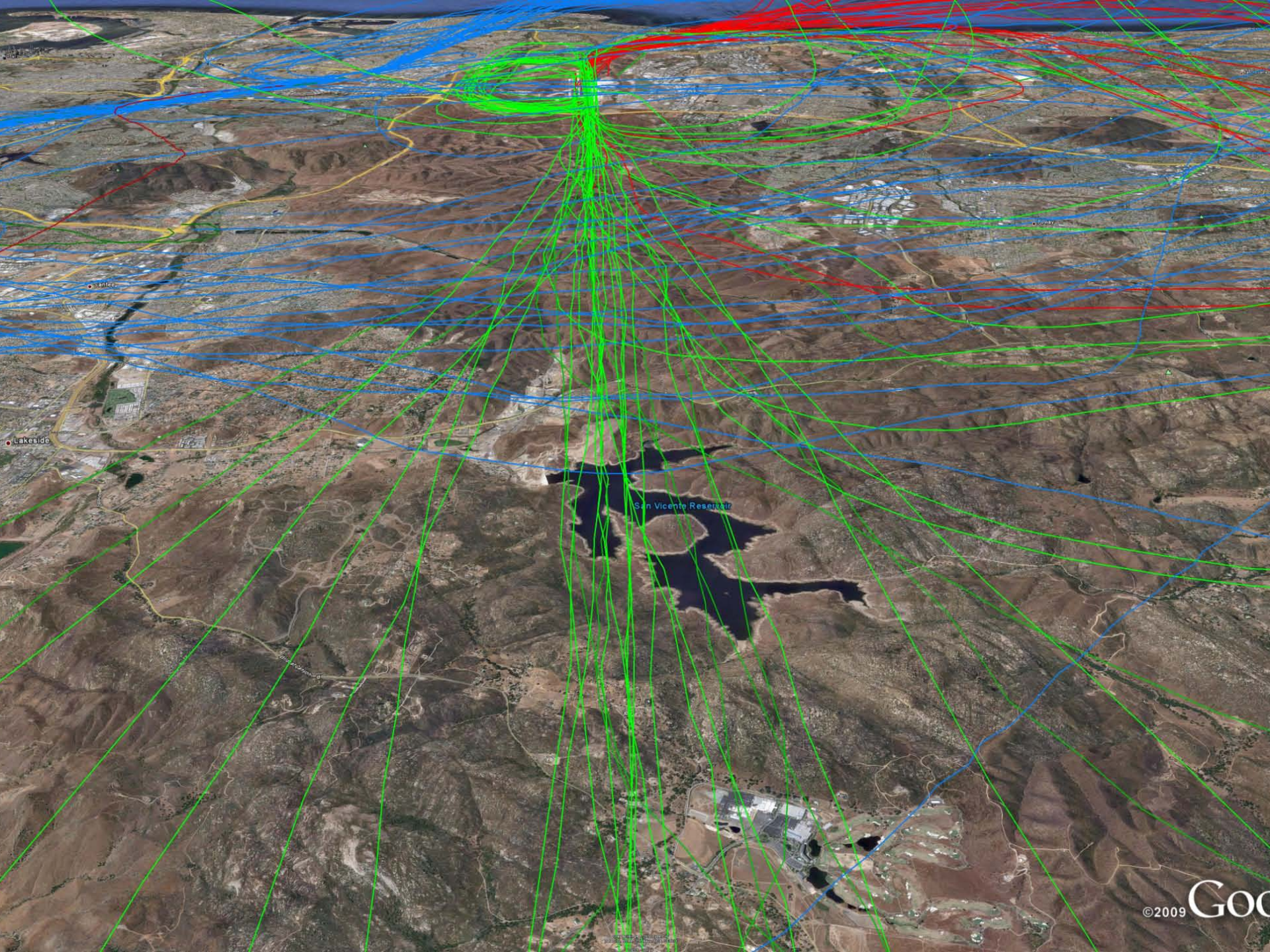
June 24, 2013
VFR's



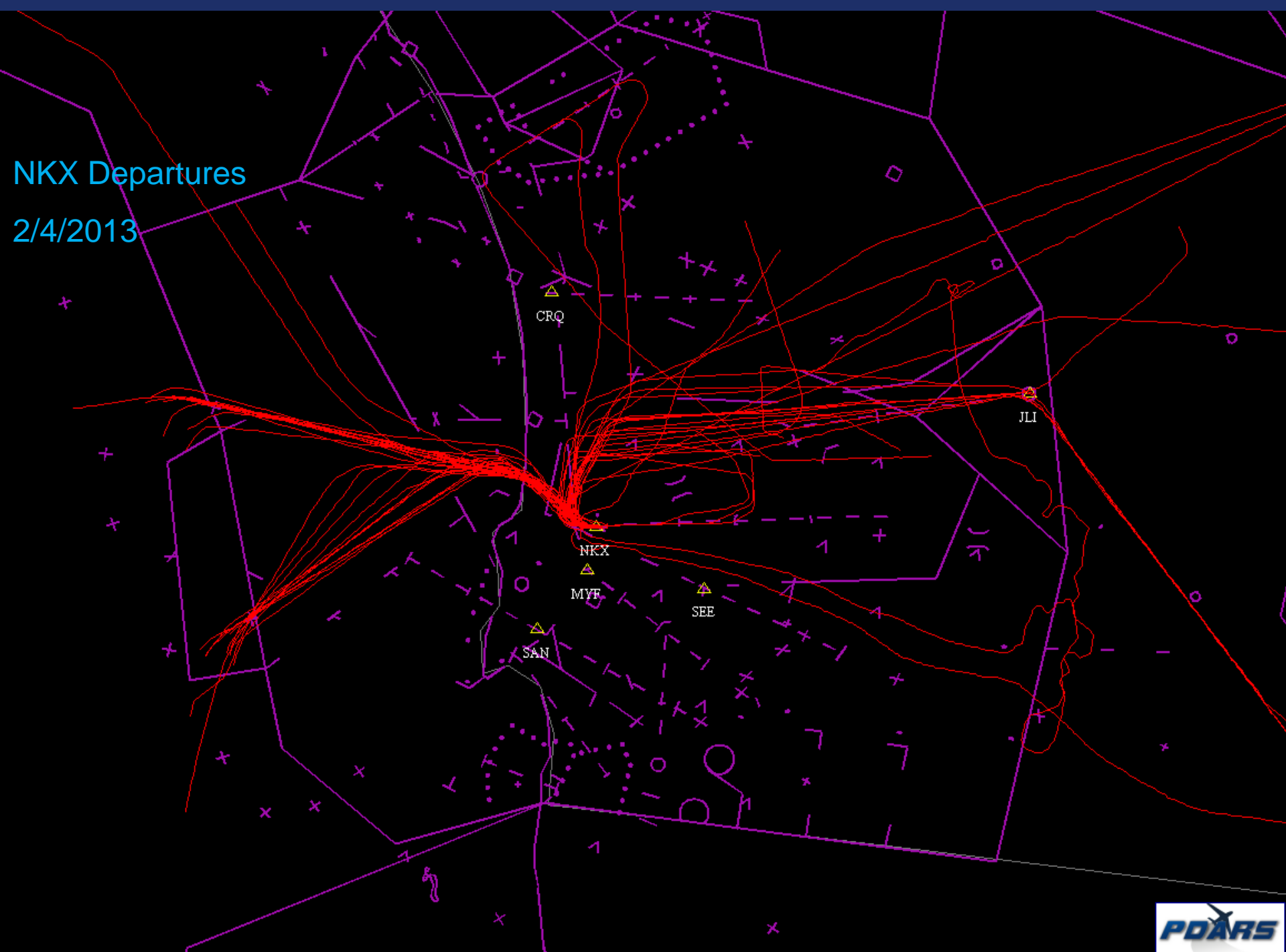
June 24, 2013
ALL TRAFFIC



June 24, 2013
ALL TRAFFIC below 12000'

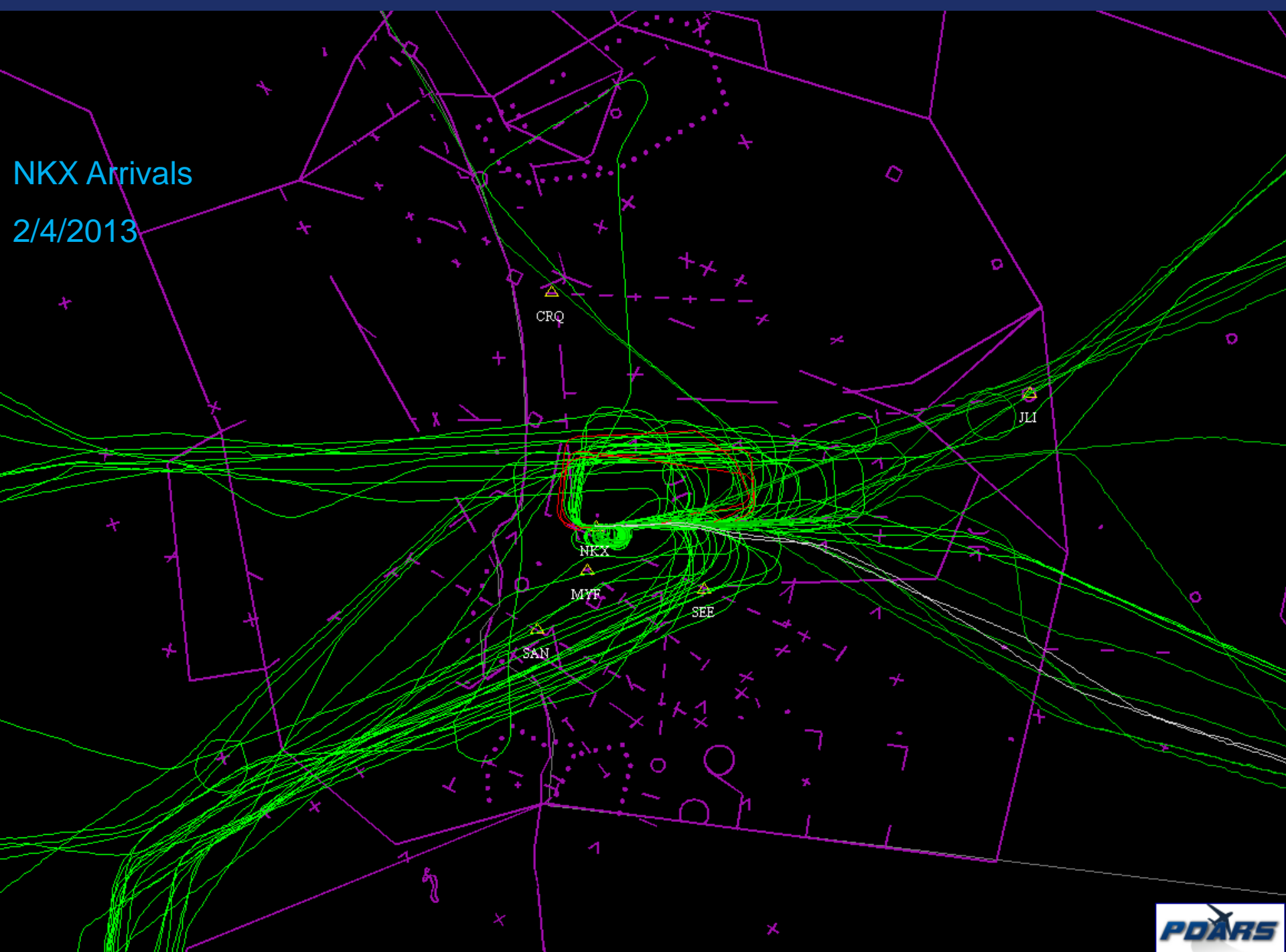


NKX Departures
2/4/2013



NKX Arrivals

2/4/2013



If You Have A Problem With ATC or Vice-Versa

- We prefer to Educate vs Violate
- Please call SCT if you have a complaint
- 858-537-5900 Operations Manager
- 858-537-5946 San Diego Area Supervisor

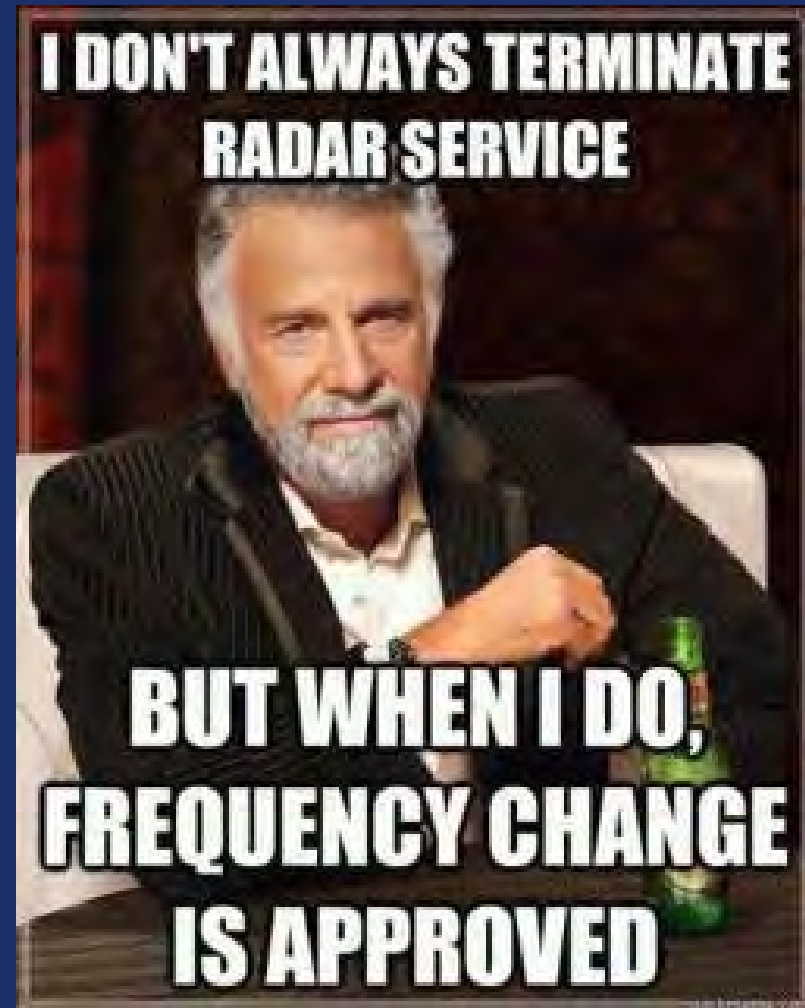


Thank You!

Southern California TRACON



The World's Busiest TRACON



Stay Alert, my friends