1. PURPOSE.
This Standard Operating Procedure (SOP) outlines the procedures to be used by controllers working minor airports in ZLA to ensure that arrival and departure flows are handled in as efficient and timely a manner as possible.

2. ROLES AND RESPONSIBILITIES.
The Office of Primary Responsibility (OPR) for this SOP is the ZLA Facility Advisory Board. This SOP was originally approved drafted by Daniel Everman, ZLA Training Administrator, on 12/27/2017. This SOP shall be maintained, revised, updated or cancelled by the ZLA Facility Advisory Board or any organization that supersedes, replaces or assumes the FAB responsibilities. Any suggestions for modification/amendment to this SOP should be sent to the FAB for review.

3. DISTRIBUTION.
This SOP is intended for use by controllers staffing positions at minor airports without a dedicated SOP page.

4. BACKGROUND.
This SOP will be the primary outline of minor airport procedures.

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1. ATCT positions
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    b. BFL_GND 121.700
2. Runway selection
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    b. When the wind is out of the southeast at greater than 10 knots, Runways 12L/R shall be used
3. BFL_TWR is delegated the entirety of the Delta airspace from SFC-030

BUR - Bob Hope Airport
1. ATCT positions
    a. BUR_TWR 118.700
    b. BUR_GND 123.900
    c. BUR_DEL 118.000
2. Runway selection
    a. The calm wind configuration uses runways 8/15 for arrivals and departures
    b. North operations use runways 33 and 8 when the wind is out of the north at 10 knots or greater.
    c. A straight 33 configuration may be used during periods of heavy northerly winds of 20 knots or greater.
    d. The 26/33 configuration arrives 33 and departs 33 and 26, often to save airline departures taxi time.
3. BUR_TWR is delegated the surface area of the BUR Charlie airspace, from SFC-030 north of the runway 8/26 extended centerline, and SFC-025 south of the runway 8/26 extended centerline.
4. Departure procedures
    a. The ELMOO departure may be assigned to aircraft that contain V186 southeast-bound as an initial route segment.
        i. To assign the ELMOO departure off of runway 8, the ceiling must be at least 2100' and the visibility must be 2 statute miles or greater
    b. Multiple VFR departure procedures are available at pilot's request:
        i. Golden State Departure: "After departure intercept and parallel the Golden State Freeway North westbound until advised. Keep the freeway off your right at all times"
        ii. Rose Bowl Departure: "After departure, proceed on course southeast bound"
        iii. Mendenhall Departure: "After departure proceed northbound direct Mendenhall peak"

CMA - Camarillo Airport
1. ATCT positions
    a. CMA_TWR 128.200
    b. CMA_GND 121.800
    c. CMA_DEL 120.750
2. Runway selection
    a. Normal operations use runway 26
    b. When the wind is out of the east at 5 knots or greater, runway 8 shall be used

CNO - Chino Airport

1. ATCT positions
    a. CNO_TWR 118.500
    b. CNO_GND 121.600
2. Runway selection
    a. Normal operations use Runways 26L/R and 21
    b. When the wind is out of the east at greater than 5 knots, runways 08L/R shall be used
3. CNO_TWR is delegated the entirety of the CNO Delta airspace from SFC-027, noninclusive.

CRQ - McClellan-Palomar Airport

1. ATCT positions
    a. CRQ_TWR 118.600
    b. CRQ_GND 121.800
    c. CRQ_DEL 134.850
2. Runway selection
    a. The calm wind configuration uses runway 24
    b. When the wind is out of the east at greater than 5 knots, runway 6 shall be used
3. CRQ_TWR is delegated the entirety of the CRQ Delta airspace from SFC-028

EMT - El Monte Airport

1. ATCT positions
    a. EMT_TWR 121.200
    b. EMT_GND 125.900
2. Runway selection
    a. Runway 19 is the preferred calm wind runway
    b. Runway 1 may be used during periods of heavy northerly winds
3. EMT_TWR is delegated the entirety of the EMT Delta airspace from SFC-024
4. Departure procedures
    a. The published obstacle departure procedure is the preferred departure procedure. Aircraft unable the ODP may be issued headings.

FUL - Fullerton Municipal Airport

1. ATCT positions
    a. FUL_TWR 119.100
    b. FUL_GND 121.800
2. Runway selection
    a. Runway 24 is the preferred calm wind runway
    b. Runway 6 may be used during periods of sustained easterly winds of greater than 5 knots
3. FUL_TWR is delegated the entirety of the FUL Delta airspace from SFC-2500, noninclusive

GCN - Grand Canyon National Park Airport
1. ATCT positions
   a. GCN_TWR 119.000
   b. GCN_GND 121.900
   c. GCN's voice callsign is "Canyon"
2. Runway selection
   a. Runway 3 is used for arrivals and Runway 21 is used for departures
3. Airspace
   a. GCN_TWR is delegated the entirety of the GCN Delta airspace from SFC-9100, inclusive

HHR - Hawthorne Municipal Airport
1. ATCT positions
   a. HHR_TWR 121.100
   b. HHR_GND 125.100
2. Runway selection
   a. Runway 25 is the wind calm runway. Runway 7 should be used when LAX is in an east configuration.
3. Airspace
   a. HHR_TWR is delegated the HHR Delta airspace from SFC-2500, inclusive
4. Departure procedures
   a. While the DVA authorizes a more northerly heading, departures from Runway 25 should be issued heading 210 or further south for separation from LAX arrivals and departures.
5. Miniroute procedures
   a. HHR_TWR may not clear an aircraft through the LAX bravo airspace. HHR_TWR should establish on the miniroute prior to handing off to LAX_TWR.

HND - Henderson Executive Airport
1. ATCT positions
   a. HND_TWR 125.100
   b. HND_GND 127.800
2. Runway selection
   a. Due to the close proximity of HND to LAS, the preferred operation is 17L/R as departure runways, and 35L/R as arrival runways
   b. If this operation is not possible due to wind or traffic volume, then the runways most aligned with the wind should be used
3. Airspace
   a. HND_TWR is delegated the HND Delta airspace from SFC-4000, noninclusive
4. Departure procedures
   a. RNAV aircraft capable of meeting the required climb gradient should be issued the ACSIN, FLAMZ, or PALLY departure procedures
   b. Non-RNAV aircraft or aircraft incapable of meeting the climb gradient should be issued a DVA heading for vectors to their assigned routing
   c. Aircraft unable the departure procedures may be issued radar vectors, with a 180 heading to clear away from LAS departures/arrivals. Should this be the procedure used, the clearance delivery controller must ask the pilot "verify this clearance will allow compliance with terrain and obstruction avoidance."

IFP - Laughlin/Bullhead International Airport
1. ATCT positions
    a. IFP_TWR 123.900
    b. IFP_GND 118.250
    c. IFP's voice callsign is "bullhead"
2. Runway selection
    a. Use the runway most closely assigned with the wind
3. Airspace
    a. IFP_TWR is delegated the IFP Delta airspace from SFC-3200, inclusive

LGB - Long Beach Airport/Daugherty Field
1. ATCT positions
    a. LGB_TWR 119.400
    b. LGB_GND 133.000
    c. LGB_DEL 118.150
2. Runway selection
    a. Normal operations use Runways 25L/R and 30 for arrivals and departures
    b. East operations use Runways 7L/R and 12 for arrivals and departures
    c. Runway 12/30 is the preferred runway for air carrier operations
    d. The 16/34 parallel runways were closed in 2016, but pilots may hold short of them on accident
3. Airspace
    a. LGB_TWR is delegated the LGB Delta airspace from SFC-2600, inclusive
4. Departure procedures
    a. The IKAYE transition on the TOPMM departure is not normally used, if filed it should be amended to heading 270 for vectors to VTU/IKAYE
    b. The ANAHEIM, HAWWC, and REDHL departures are for propeller-driven aircraft only. The ANAHEIM and the LHS transition of the REDHL departure are not authorized for turboprop aircraft.

MHV - Mojave Air and Space Port
1. ATCT positions
    a. MHV_TWR 127.600
    b. MHV_GND 123.900
2. Runway selection
    a. Use the runways most closely aligned with the wind
3. Airspace
    a. MHV_TWR is delegated the MHV Delta airspace from SFC-4800, inclusive

MYF - Montgomery-Gibbs Executive Airport
1. ATCT positions
    a. MYF_TWR 119.200
    b. MYF_GND 118.220
    c. MYF_DEL 123.720
2. Runway selection
    a. The preferred runways are 23/28L/R
    b. If the wind is greater than 5 knots, use the runways most aligned with the wind
3. Airspace
    a. MYF_TWR is delegated the MYF Delta airspace from SFC-2900, inclusive

NYL - Yuma MCAS/Yuma International Airport
1. ATCT positions
    a. NYL_TWR 119.300
    b. NYL_GND 121.900
    c. NYL_DEL 118.000
2. Runway selection
    a. The preferred calm wind runways are 21L/R
    b. If the wind is greater than 5 knots, use the runways most aligned with the wind
3. Airspace
    a. NYL_TWR is delegated the NYL Delta airspace from SFC-2700, inclusive
4. Departure procedures
    a. The published departure procedures at NYL should be issued to military aircraft only

ONT - Ontario International Airport
1. ATCT positions
    a. ONT_TWR 120.600
    b. ONT_GND 121.900
    c. ONT_DEL 118.100
2. Runway selection
    a. The preferred calm wind runways are 26L/R
    b. East operations use 8L/R when the winds are out of the east at 10 knots or greater
    c. Opposite direction operations are used late at night for noise abatement. Runways 8L/R are used for departures and runways 26L/R are used for arrivals
3. Airspace
    a. ONT_TWR is delegated the surface area of the ONT Charlie airspace from SFC-3000, inclusive
4. Departure procedures
    a. The SNSHN departure should be issued to RNAV aircraft departing to the north and northeast. Non-RNAV aircraft should be issued the POM departure.
    b. Eastbound, southbound, and oceanic departures should be assigned the RAJEE departure. Non-RNAV aircraft should be issued the NIKKL departure.

OXR - Oxnard Airport
1. ATCT positions
   a. OXR_TWR 134.950
   b. OXR_GND 121.900
2. Runway selection
   a. Use the runway most closely aligned with the wind
3. Airspace
   a. OXR_TWR is delegated the OXR Delta airspace from SFC-2000, inclusive
4. Departure procedures
   a. TEC departures may be issued the CMA or SKIFF departures to join their routings

POC - Brackett Field
1. ATCT positions
   a. POC_TWR 118.200
   b. POC_GND 125.000
   c. POC_DEL 121.870
2. Runway selection
   a. Runways 26L/R are the preferred calm wind runways. If the wind is greater than 5 knots, use the runways most aligned with the wind.
3. Airspace
   a. POC_TWR is delegated the POC Delta airspace from SFC-2700, noninclusive

PSP - Palm Springs International Airport
1. ATCT positions
   a. PSP_TWR 119.700
   b. PSP_GND 121.900
   c. PSP_DEL 128.350
2. Runway selection
   a. Normal operations use Runways 31L/R for arrivals and departures. South operations use Runways 13L/R for arrivals and departures when the wind is out of the southeast at 10 knots or greater
3. Airspace
   a. PSP_TWR is delegated the PSP Delta airspace from SFC-3000, inclusive
4. TRSA procedures
   a. Unless the pilot requests otherwise, all VFR departures should be issued a departure frequency and beacon code for flight following
5. Departure procedures
   a. The CATH departure is the preferred departure procedure for all aircraft. If an aircraft has not filed the CATH departure, it should be assigned.
   b. The TRM departure is not generally used, and should be coordinated with TRACON if required

RAL - Riverside Municipal Airport
1. ATCT Positions
    a. RAL_TWR 121.000
    b. RAL_GND 121.700
2. Runway selection
    a. Use the runways most closely aligned with the wind
3. Airspace
    a. RAL_TWR is delegated the RAL Delta airspace from SFC-2700, noninclusive

RNM - Ramona Airport
1. ATCT Positions
    a. RNM_TWR 119.870
    b. RNM_GND 121.650
2. Runway selection
    a. Use the runway most closely aligned with the wind
3. Airspace
    a. RNM_TWR is delegated the RNM Delta airspace from SFC-3800, noninclusive

SBD - San Bernardino International Airport
1. ATCT Positions
    a. SBD_GND 121.800
    b. SDB_TWR 119.450
2. Runway selection
    a. Use the runway most closely aligned with the wind
3. Airspace
    a. SBD_TWR is delegated the SBD Delta airspace from SFC-3200, inclusive

SBP - San Luis County Regional Airport
1. ATCT Positions
    a. SBP_GND 121.600
    b. SBP_TWR 124.000
2. Runway selection
    a. Runway 29 is the calm wind runway. When the wind is greater than three knots, use the runway most closely aligned with the wind
3. Airspace
    a. SBP_TWR is delegated the SBP Delta airspace from SFC-2700, inclusive
4. Departure procedures
    a. The AVILA and WYNNR departures are used during Runway 11 operations. The CREPE departure is used during Runway 29 operations

SDM - Brown Field Municipal Airport
1. ATCT Positions
    a. SDM_GND 124.400
    b. SDM_TWR 128.250
2. Runway selection
    a. Use the runway(s) most closely aligned with the wind
3. Airspace
    a. SDM_TWR is delegated the SDM Delta airspace from SFC-3000, inclusive

SEE - Gillespie Field
1. ATCT Positions
    a. SEE_DEL 125.100
    b. SEE_GND 121.700
    c. SEE_TWR 120.700
2. Runway selection
    a. Use the runway(s) most closely aligned with the wind
    b. The preferred calm wind operation uses 27L/R
3. Airspace
    a. SEE_TWR is delegated the SEE Delta airspace from SFC-2400, inclusive
4. Departure procedures
    a. Departing IFR aircraft may be issued heading 320 for vectors, or the MZB obstacle departure procedure.
    b. The CWARD and PADRZ departures may be used, as appropriate.

SMX - Santa Maria Public Airport
1. ATCT Positions
    a. SMX_GND 121.900
    b. SMX_TWR 118.300
2. Runway selection
    a. Runway 30 is the preferred calm wind runway.
    b. Use Runway 12 when the tailwind component on Runway 30 exceeds 5 knots.
3. Airspace
    a. SMX_TWR is delegated the SMX Delta airspace from SFC-2800, inclusive
4. Departure procedures
    a. Departing IFR aircraft may be assigned the BUELT departure off of all runways, except for runway 20. The RZS transition may be used to transition to the TEC route structure.

TOA - Zamperini Field Airport
1. ATCT Positions
    a. TOA_GND 120.900
    b. TOA_TWR 124.000
2. Runway selection
    a. Utilize the same flow as KLAX. If KLAX is West, use 29L/R. If KLAX is East, use 11L/R.
    b. If winds make this operation impossible, coordinate with overlying SCT controllers.
3. Airspace
    a. TOA_TWR is delegated the TOA Delta airspace from SFC-2400, inclusive
4. Departure procedures
    a. During a 11L/R operation, the HAWWC departure may be assigned to non-turbojets.

VCV - Southern California Logistics Airport
1. ATCT Positions
    a. VCV_GND 124.450
    b. VCV_TWR 118.350
2. Runway selection
    a. Utilize the runways most closely aligned with the wind. Runway 17 is the preferred calm wind runway.
3. Airspace
    a. VCV_TWR is delegated the VCV Delta airspace from SFC-5400, inclusive

VGT - North Las Vegas Airport
1. ATCT Positions
    a. VGT_DEL 124.000
    b. VGT_GND 121.700
    c. VGT_TWR 125.700
2. Runway selection
    a. Utilize the runway(s) most closely aligned with the wind
3. Airspace
    a. VGT_TWR is delegated the VGT Delta airspace from SFC-4500, noninclusive
4. Departure Procedures
    a. IFR Departures should be issued the NOTWN (For Runways 25/30L/R) or RTTRN (For Runways 7/12L/R). Ensure aircraft are beginning the published turns prior to switching to departure.

VNY - Van Nuys Airport
1. ATCT Positions
    a. VNY_DEL 126.600
    b. VNY_GND 121.700
    c. VNY_TWR 119.300
2. Runway selection
    a. Runways 16L/R is the preferred operation. Strong northerly winds may require a runway 34L/R operation.
3. Airspace
    a. VNY_TWR is delegated the VNY Delta airspace from SFC-3000, noninclusive.
4. Departure procedures
    a. North/Northwestbound
        i. RNAV capable jets should be issued the WLKKR departure during Runway 16 operations, and the HAYEZ departure during Runway 34 operations. Issue the CANOG departure to non-RNAV jets during both operations.
    b. Northeast/Eastbound
        i. RNAV capable jets should be issued the HARYS departure during Runway 16 operations. Issue the HAYEZ departure during Runway 34 operations. Issue the NUAL departure to non-RNAV jets.
        ii. RNAV Turboprop aircraft should be issued the RSCO departure during Runway 16 operations, and the VVERA departure during Runway 34 operations. The NUAL departure should be assigned to non-RNAV aircraft.
    c. TEC Route traffic and traffic via V186 should be issued the ADAMM departure.

WHP - Whiteman Airport
1. ATCT Positions
   a. WHP_GND 125.000
   b. WHP_TWR 135.000
2. Runway selection
   a. Use the runway most aligned with the wind.
3. Airspace
   a. WHP_TWR is delegated the WHP Delta airspace from SFC-3000, noninclusive.

WJF - William J Fox Airfield
1. ATCT Positions
   a. WJF_GND 121.700
   b. WJF_TWR 118.520
2. Runway selection
   a. Use the runway most aligned with the wind.
3. Airspace
   a. WJF_TWR is delegated the WJF Delta airspace from SFC-4800, inclusive.