ZLA Spotlight: Santa Barbara

Fly for a chance to win a copy of Orbx's Santa Barbara scenery or a free month of Volanta Premium!

Huge thanks to Orbx for sponsoring this event!

Pilot Briefing

Welcome

Welcome to ZLA! We are delighted to have you join us for the first Spotlight event in a series of many, this iteration featuring the Santa Barbara area. This event features Santa Barbara Airport (SBA), San Luis Obispo Airport (SBP), and Santa Maria Airport (SMX). This briefing is intended to provide general event information, airport overviews, departure and arrival expectations, flight planning notes, and preferred routings.

General Information

Santa Barbara Airport
Santa Barbara Municipal Airport (SBA) is a medium-sized multi-use airport located on the western edge of the city of Santa Barbara, California. Situated seventy five miles west of the congested Los Angeles basin and along the Pacific ocean shoreline, it is an attractive cross country destination for student pilots as well as pilots looking for a scenic location to fly.
Noise Abatement Procedures

San Luis Obispo Airport
San Luis Obispo Airport (SBP) McChesney Field is a small-to-medium sized multi-use airport located near the southern edge of the city of San Luis Obispo, California. Three passenger airlines serve the airport. Runway 29 is the primary runway used, however runway 07/25 is also available for small GA aircraft.
Noise Abatement Procedures

Santa Maria Airport
Santa Maria Airport (SMX) Capt. G. Allan Hancock Field is a small airport located approximately three NM south of Santa Maria, California. Allegiant Airlines is the only scheduled air carrier that services the airport, and it is the base of over 200 general aviation aircraft. Runway 30 is the primarily used runway. Pilots should be cautioned of the parallel lighted road that exists less than ¼ mile northwest of runway 12/30.

Clearances

PDCs (text clearances sent via private message) or voice clearances may be used during the event. VFR pilots requesting flight following should call for clearance with callsign, type, destination, and requested altitude.

Pilots may be issued instructions on the GAUCH or MISHN departures to “Climb via SID”. If you are unfamiliar with this instruction, use this chart below to assist with understanding the climb phraseology.

Instruction	**Meaning**
Climb via SID	Follow all waypoints and meet all altitude/speed constraints on the SID.
(Climb and) maintain	Climb immediately to the assigned level. Altitude constraints on the SID are to be disregarded.
Climb via SID except maintain 8000	Follow all waypoints and meet all altitude/speed constraints on the SID, until reaching 8,000ft. Maintain 8,000ft until further climb is provided.

Pushback and Taxi

If traffic levels are low, push may be at your discretion. Push must be approved onto any movement area. Before calling for push or taxi, make sure you familiarize yourself with the applicable airport diagram and call with your current position and current ATIS information.

You may be given taxi instructions to hold short of another taxiway or give way to another aircraft, so a pen and paper is useful to write down instructions. Piston powered aircraft should perform their run-up on the ramp prior to calling for taxi.

Airport Diagrams: SBA SBP SMX

Departure

If you are instructed by the tower controller to line up and wait, please be ready to start your takeoff roll immediately once cleared for takeoff. Turbojet aircraft are assumed to be ready for departure, with the relevant take-off checks completed, on reaching the runway hold short lines. If you will not be ready for departure upon reaching this point, inform ATC as soon as possible. Piston powered aircraft should perform their run-up on the ramp prior to calling for taxi.

When checking in with the departure controller, include the following information:

- Current altitude passing through/maintaining (to the nearest hundred feet)
- Altitude climbing to (or "climbing via" if that's what you're doing)

Here are a few examples:

- "Santa Barbara Departure, N41CM, one thousand five hundred climbing to three thousand."
- "Santa Barbara Departure, American 1525, two thousand one hundred climbing via the GAUCH2 except maintaining eight thousand."

SBA

The FLOUT5, GAUCH2, HABUT4, KWANG5, and MISHN3 are pilot-navigated Standard Instrument Departure (SID) procedures. The SBA5 departure, however, contains a vector segment which specifies a heading to fly until given further instructions by ATC.

Standard Instrument Departures (SID) Obstacle Departure Procedure (ODP) Ex...

SBP

The AVILA and WYNNR departures are used during Runway 11 operations. The CREPE departure is used during Runway 29 operations.

SMX

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.

Arrival

SBA is the only featured airport with a Standard Terminal Arrival Route, called the Pitbull One Arrival. It is important to note that the PITBL1 terminates in a vector segment. This will be denoted in your FMC with a VECTORS or MANUAL leg which **must not be deleted**. If you have automation issues during your arrival, use the heading knob manually to comply with the published vector segment.

It is important to note that the PITBL1 has two different transitions: one for runway 07 and another for runway 25. You must select the correct transition in your FMC once issued an arrival runway by the approach controller.

Be aware of speed restrictions in the descent, and remember the maximum speed below 10,000ft is 250 kts, even if ATC previously assigned a higher speed.

SBP and SMX arrivals will be given which approach to expect on initial contact with the approach controller.

Approach

The following pieces of information are needed on initial contact with approach control:

- Current altitude passing through/maintaining (to the nearest hundred feet)
- Altitude descending to (or "descending via" if that's what you're doing)
- Current ATIS code at your destination

Here are a few examples:

- "Santa Barbara Approach, SWA1321, niner thousand six hundred descending to eight thousand on the PITBL1 arrival, with SBA information Alpha"
- "Santa Barbara Approach, N850SB, one-two thousand three hundred descending to niner thousand, we have SMX information Zulu"

Visual approaches may be used during the event if the weather is relatively good. If cleared for a visual approach, you are responsible for ensuring adequate separation from terrain and other aircraft.

Once cleared for an approach, ATC speed restrictions are canceled unless specified otherwise in the approach clearance by the controller.

Plan where you are going to park ahead of time so that the controller can provide you with appropriate taxi instructions.

VFR Arrivals

Familiarize yourself with the following visual landmarks as the tower may use them to sequence and organize you into your airport of intended landing. You could be asked to follow, fly to, or enter legs of the traffic pattern from said locations.

- SBA —----------
  - 101 Freeway
  - More Mesa
- SBP—----------
  - 101 Freeway
  - Laguna Lake
  - Tank farm
- SMX—----------
  - Santa Maria River
  - Rancho Maria Golf Course

SBA Arrivals

SBA arrival aircraft should review the requirements for operating within Class Charlie airspace. In addition, SBA has unique arrival procedures when inbound for runway 25, and runways 15R/L.

- Runway 25 arrivals: Plan to proceed along the shoreline until reaching More Mesa, and then proceed to runway 25.
- Runway 15L/R arrivals: Plan to follow the 101 Freeway and enter left/right base for runways 15L/R.

From the Flight Deck – Santa Barbara Municipal Airport (SBA)

Preferred Routings - Departures

ZLA TEC Route Search

Dep	Arrival	Type	Type	Route
SBA				
SBA	KLAX	RNAV	Jet	KWANG VTU V299 SADDE V107 SMO
		Conv.		KWANG VTU V299 SADDE V107 SMO
			Prop	KWANG VTU V299 SADDE V107 SMO
SBA	SAN	RNAV	Jet	KWANG VTU V208 SXC V208 HUBRD CARDI MZB
		Conv.		KWANG VTU V208 SXC V208 HUBRD CARDI MZB
			Prop	HENER V186 DARTS V597 MZB
SBA	LAS	RNAV	Jet	MISHN3 NNAVY MISEN RNDRZ2
		Conv.		KWANG5 GINNA DAG CRESO5
			Prop	KWANG V27 HENER V186 FIM V386 PMD V12 BASAL V394 LAS

SBA	OAK	RNAV	Jet	GAUCH2 GAUCH EMZOH EMZOH3
		Conv.		HABUT4 GVO AVE PXN6
			Prop	GVO V27 MQO SNS OSI
SBA	SFO	RNAV	Jet	GAUCH2 MQO CLMNS LIBBO NRRLI SERFR4
		Conv.		HABUT4 GVO MQO CLMNS LIBBO OSI
			Prop	GVO MQO CLMNS LIBBO OSI
SBP				
SBP	LAX	RNAV	Jet	RZS VTU SADDE8
		Conv.		RZS VTU SADDE8
			Prop	RZS VTU SADDE8
SBP	SAN	RNAV	Jet	RZS VTU V208 SXC V208 HUBRD CARDI MZB
		Conv.		RZS VTU V208 SXC V208 HUBRD CARDI MZB
			Prop	RZS V597 MZB
SMX				
SMX	LAS	RNAV	Jet	BUELT4 RZS PMD HELDE DAG MISEN RNDRZ2
		Conv.		RZS PMD DAG MISEN RNDRZ2
			Prop	RZS V12 BASAL V394 LAS

Preferred Routings - Arrivals

ZLA TEC Route Search

Dep	Arrival	Type	Type	Route
SBA				
LAX	SBA	RNAV	Jet	VTU8 VTU VTU282 KWANG
		Conv.		VTU8 VTU VTU282 KWANG
			Prop	VTU8 VTU VTU282 KWANG
SAN	SBA	RNAV	Jet	CWARD2 CWARD AVOLS V208 VTU VTU282 KWANG
		Conv.		MZB293 V27 SXC V208 VTU VTU282 KWANG
			Prop	OCN V23 LAX V299 VTU VTU282 KWANG
LAS	SBA	RNAV	Jet	RADYR2 HEC PITBL1
		Conv.		LAS V538 GFS V210 HEC V12 RZS
			Prop	LAS V538 GFS V210 HEC V12 RZS

OAK	SBA	RNAV	Jet	COAST9 GVO HABUT
		Conv.		SKYL1 WAGES SNS J88 RZS
			Prop	ALTAM MOD PXN AVE GVO HABUT
SFO	SBA	RNAV	Jet	..GVO HABUT
		Conv.		OFFSH2 GVO HABUT
			Prop	SFO V25 RZS
SBP				
LAX	SBP	RNAV	Jet	VTU8 RZS MQO
		Conv.		VTU8 RZS MQO
			Prop	VTU8 RZS MQO
SAN	SBP	RNAV	Jet	PADRZ2 IKAYE RZS MQO
		Conv.		PEBLE6 SXC WEEZL RZS CADAB
			Prop	MZB V23 LAX V299 VTU V25 RZS MQO
LAS	SBP	RNAV	Jet	RADYR2 HEC PMD FIM RZS MQO
		Conv.		MCCRN6 HEC PMD FIM RZS MQO
			Prop	LAS V538 GFS V210 HEC V12 PMD MQO
SEA	SBP	RNAV	Jet	..PRB CREPE
		Conv.		..MQO or ..CREPE or ..CADAB
			Prop	..MQO or ..CREPE or ..CADAB
PDX	SBP	RNAV	Jet	..PRB CREPE
		Conv.		..MQO or ..CREPE or ..CADAB
			Prop	..MQO or ..CREPE or ..CADAB
SMX				
LAS	SMX	RNAV	Jet	RADYR2 HEC FIM RZS KOAKS
		Conv.		MCCRN6 HEC FIM RZS KOAKS
			Prop	LAS V538 GFS V210 HEC V12 GVO V27 AFOXY