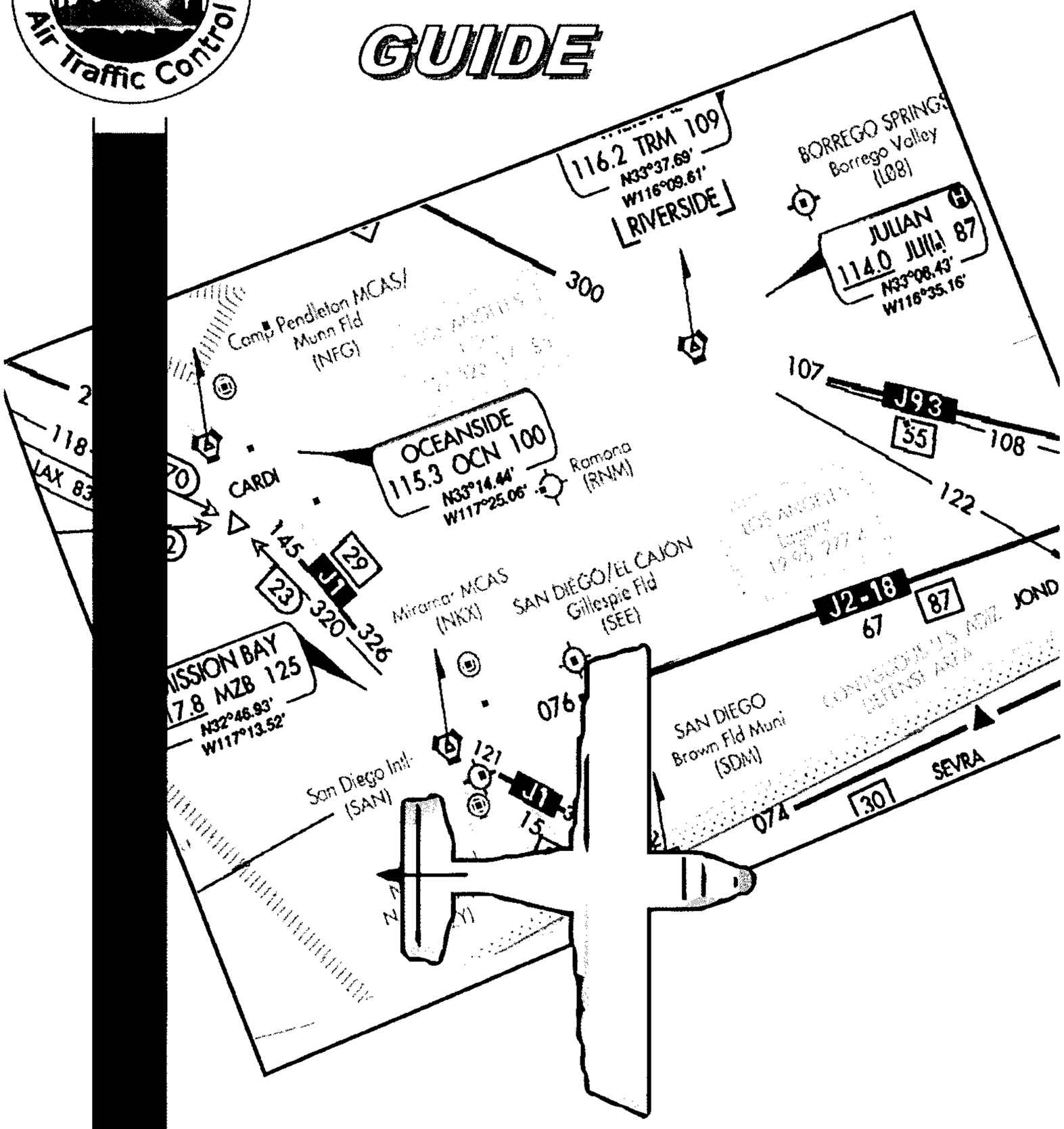
Gillespie Air Traffic Control

PILOT RESOURCE GUIDE



2011

INTRODUCTION

The contents of this resource guide are for informational purposes only. Current FAA orders, regulations and charts take precedence over the information contained in this guide. All procedures, charts, and diagrams are for reference only and not to be used for navigation.

Gillespie Tower is in operation seven days a week from 0700 until 2100 local time. During this period, the airspace operates under Class D Surface Area rules and regulations and authorization/clearance is required prior to entering the airspace. ATC clearance is also required for any operation on designated movement areas when the tower is operational. Operations on non-movement areas are conducted at the operator's discretion and own risk.

The Controller/Pilot relationship is a system of checks and balances requiring accurate information exchange through the communication process. In closing the communication loop by using the readback/hearback principle, both the controller and pilot verify receipt and understanding of the information exchanged. It is through this type of process and methodology that safety is enhanced throughout the ATC system. It is therefore imperative that pilots and controllers work together as partners.

Safety is paramount to the Federal Aviation Administration. If at any time a pilot is in question as to ATC instruction, the pilot should immediately confirm the instruction/clearance with ATC. Pilots should also seek clarification on clearances involving similar sounding callsigns or when the pilot believes mistaken aircraft identity is involved.

If you have questions related to Gillespie ATCT procedures, please contact the tower with them as we are more than pleased to explain them to you in order to alleviate any confusion. If you have any questions related to referenced publications, please consult the publication before contacting the tower staff. If you still have questions or confusion about a topic, please contact our staff Monday through Friday between 7 AM and 3 PM.

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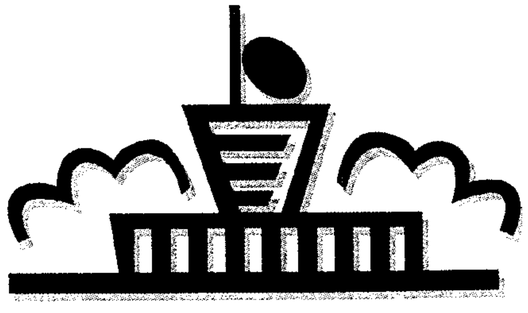


FREQUENCY ETIQUETTE

Good radio technique and etiquette is essential to safety and effective communications between air traffic control and pilots. This requires pilots to be familiar with recommended radio techniques and air traffic control terminology. Following is a brief synopsis of some recommended techniques and practices.

LISTEN and MONITOR: Listen to the frequency before transmitting. Is the frequency clear? Is the communication between another pilot and ATC complete? If not, wait for this to be completed. This includes required readbacks, arrival/departure instructions, or any other necessary transmissions that require a pilot readback. Monitor the frequency at an adequate volume which will allow you to hear ATC transmissions such as, traffic calls/alerts, re-sequencing, or additional or amended clearances or instructions. Controllers multitask, so if you do not get an immediate response, wait a bit before calling again unless safety is involved.

BREVITY: Keep messages short. For large amounts of information, break it up into key elements. Avoid filling the airwaves with long pauses and superfluous speech such as "uh" and "um". Short messages allow a listener to break in if they need a message repeated. Know what it is you want to transmit before keying up your transmitter. Do not provide ATC with any additional information other than what is needed.

KISS: "Keep It Short and Simple" and only use the frequencies for what they are intended. Do not use it to convey personal messages to other pilots or dissatisfaction with service. Remember, it is not necessary to request permission to leave the tower frequency once outside of Class D Airspace.

For more on radio communications, terminology, and techniques refer to the Aeronautical Information Manual, Chapter 4 Section 2. Pilots can also search the Internet where more information can be found on good radio etiquette and practices.

GILLESPIE FIELD DATA

Runway & Taxiway Dimensions:

27R	Landing length – 4636'	Take off length – 5342'
9L	Landing length – 5342'	Take off length – 5342'
27L	Landing length – 2738'	Take off length – 2738'
9R	Landing length – 2738'	Take off length – 2738'
17	Landing length – 3695'	Take off length – 4145'
35	Landing length – 3458'	Take off length – 4145'

Maximum Allowable Wheel Loading:
S: single wheel main gear; D: dual wheel main gear; DT: dual-tandem main gear

27R & 9L	S -90; D – 120; DT – 200
27L & 9R	S -12
17 & 35	S -58; D – 106; DT - 195

Lights:
Rotating beacon and lighted windsock

9L/27R – MIRL; PAPI (P4L) and REIL
17/35 – MIRL and VASI (V2L)
9R/27L – no lights, closed dusk to dawn

Pilot Controlled Lighting (PCL):
Activate MIRL, PAPI/VASI & Taxiway lights via CTAF 120.70
3 x mic clicks = MIRL, PAPI / VASI & taxiway at 10% brightness
5 x mic clicks = MIRL, PAPI / VASI & taxiway at 30% brightness
7 x mic clicks = MIRL, PAPI / VASI & taxiway at 100% brightness & REILS

Traffic Pattern Information:

9L/27R	Day (dawn – dusk)	1,600' MSL/1200 AGL right traffic
	Night (dusk – dawn)	1,400' MSL/1000 AGL left traffic
17/35	Day (dawn – dusk)	1,200' MSL/800 AGL
	Night (dusk – dawn)	1,400' MSL/1000 AGL
9R/27L	Day (dawn – dusk)	1,200' MSL/800 AGL left traffic
	Night (dusk – dawn)	closed

NOISE ABATEMENT

Adaptations of the noise abatement procedures outlined in this guide have been in use since March 1974. These procedures have been developed gradually with input from: Fixed Base Operators, Chief Pilots, CFI's, Airport Management, Fletcher Hills Home Owner's Association, individual home owners, and the Federal Aviation Administration. No set of procedures will satisfy everyone, but the following procedures ensure flying safety while making the airport as compatible as possible with our airport neighbors.

For this effort to be successful, the cooperation of every pilot is needed. We earnestly solicit your help in adhering to the following recommended procedures.

RY 27L Closed Traffic Pattern:

Fly runway heading until abeam Fanita Drive, turn crosswind so to ensure that you are West of Fanita Drive on crosswind and turn downwind so that your downwind leg is over the first valley. Once reaching pattern altitude of 1200' reduce RPM's to 2300 or less. This pattern minimizes the amount of time you are over high terrain while keeping you on a downwind that is within gliding distance of a runway. If unable to comply due to aircraft or equipment limitations, please consider using an alternate runway.

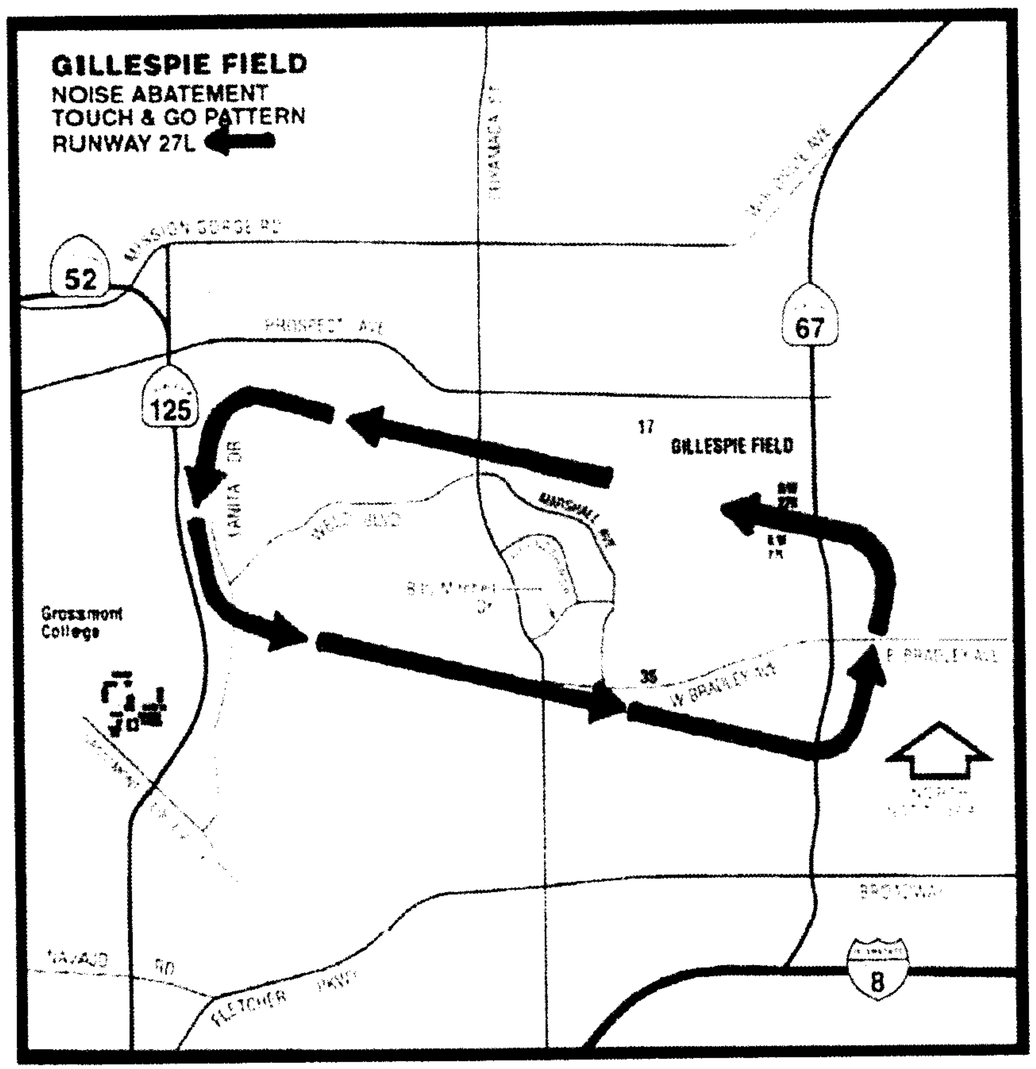
Departing 9L & 9R:
Fly runway heading until reaching 1,000' MSL before turning crosswind.

Departing 27R, 17 & 35:
Fly runway heading until reaching 800' MSL before turning crosswind.

Night Touch & Goes:
Due to currency requirements, late night stop and goes are sometimes required. Please be considerate of our neighbors. ***Please do not do Touch& Goes or Stop & Goes between the hours of 10pm-7am. Additionally, jet take-offs are also discouraged during this time.***

27L TOUCH & GO NOISE ABATEMENT PATTERN

1. Fly Upwind to abeam Fanita Drive
2. Turn Crosswind between Fanita and Hwy 125
3. Fly Crosswind over Hwy 125
4. Fly Downwind over the First Valley
5. Traffic Pattern 1200'
6. At 1200' Reduce RPM's to 2300 or Less



Please Fly Safely and Quietly Over our Neighbor's Homes

DEPARTURES

VFR Departures: Pilots departing to the North or East should request RY 27R/9L, aircraft performance permitting. South and West departures should request RY 27L/9R. This helps the tower provide a balanced traffic flow, expedite the movement of aircraft, and minimize any delays.

IFR Departures: Pilots are expected to be familiar with the SEE Obstacle Departure Procedure and Take-Off Minimums for each runway. This procedure and related information is too lengthy to read on frequency, therefore, pilots should have it on-board for reference. IFR flight plans should be filed by pilots in advance through FSS, DUATS, or other methods if requesting flight outside of the immediate San Diego Area or **CRQ, L18, MYF NKX, NRS, NZY, OKB, RNM, SAN, SDM, SEE.** IFR flight plans or clearances to these destinations are referred to as **Tower to Tower** clearances.

TEC ROUTES / SAN DIEGO NOVEMBER ROUTES

Pilots filing a **Tower Enroute Control (TEC) Route,** also commonly referred to as **San Diego November Route, SANN(route #)** to an airport need to specify the routing and altitudes as follows:

ROUTE: SEE direct TEC Route Airport (destination).

ALTITUDES:
6,000 for non-jet/turbo aircraft with cruise speed of 189 kts. or less.
6,000 for non-jet aircraft with cruise speed of 190 kts. or greater.
8,000 Turbo Props/Special with cruise speed of 190 kts. or greater.
10,000 for jet powered aircraft.

The computer system will automatically assign the required TEC route for ATC to issue. It is helpful if the pilot has the TEC/November route on board when contacting Clearance Delivery on 125.1. The exact routing for each TEC Route can be found in the FAA Airport/Facility Directory Southwest U. S. and other publications.

IFR FLIGHT PLANS TO OTHER DESTINATIONS

These should be filed as normal through FSS, DUATS, or other.
Please obtain IFR clearance prior to taxi!

TAXI CLEARANCE

When you are ready to taxi, have an airport diagram available to review the assigned taxi route. Obtain ATIS information prior to contacting GC. Monitor GC frequency prior to transmitting. Know what you want to say prior to transmitting. Do not interrupt or transmit over ATC or another pilot's readback. Contact Ground Control with your request and provide the following information:

1. **Who** you are, using full aircraft call-sign.
2. **Where** you are located.
3. **What** type of taxi you are requesting, parking, runway, or other.
4. State you have obtained the **ATIS** by using its phonetic code.

Readback the assigned runway and any "HOLD SHORT" instructions included in the taxi clearance. While taxiing do not turn down your radio volume. Remain alert to further transmissions or taxi route amendments. Traffic conditions change rapidly which may require you to stop or alter your taxi route. When taxiing, always be alert for other aircraft, airport vehicles/equipment, and pedestrians.

Note– It is extremely helpful when calling for taxi if the aircraft manufacturer's model is stated and the aircraft is positioned on the ramp in a location visible from the tower. This will help the controller visually locate the aircraft and expedite taxi instructions.

Examples–

Pilot: "Gillespie Ground, Bonanza 12345 at Air BP, with ATIS "Tango", request taxi to RY 27R."

Controller: "Bonanza 12345, RY 27R, taxi via Alpha, Delta, "hold short" of RY 35."

Pilot: "Runway 27R, taxi via A and D, "hold short" of RY 35, Bonanza 12345.

Pilot: "Gillespie Ground, Bonanza 12345, clear of RY 27L at Delta two, request taxi to Air BP."

Controller: "Bonanza 12345, taxi to Air BP via Delta, Alpha."

ARRIVALS

VFR ARRIVALS: Establish two-way radio communication prior to entering the Class D Airspace. Thereafter, maintain communication with the tower while operating in the airspace. It is recommended that initial contact be made at least 10 NM from the airport to preclude entry before communication is established. Contact the tower on the appropriate frequency as stated on the ATIS and provide the following:

1. Aircraft full call-sign. (Please use aircraft manufacturer or model.)
2. Aircraft position.
3. Altitude.
4. Pilot request. (Touch and go, land, transition, other.)
5. ATIS information by stating phonetic code.

Example: *Gillespie Tower, Cherokee 12345, San Vicente Reservoir, three thousand two hundred, request landing with Sierra (ATIS).*

Be alert for additional calls transmitted to you. Traffic conditions can change rapidly with new instructions or pertinent traffic information.

IFR ARRIVALS: When instructed by Approach Control to contact Gillespie Tower, switch to the tower frequency and contact the tower in a timely manner. Depending upon the active runway(s) your request for a specific runway will be approved or denied based on traffic conditions. Watch your approach course ensuring you do not drift off course or descend below applicable or assigned altitudes.

Remember, an IFR approach does not preclude pilots from scanning. The traffic patterns and airspace are often congested, so be alert for traffic and advise if you have to maneuver for traffic and or terrain.

If you have a particular request, make it known to ATC in a timely manner so the tower can try to accommodate it. Actively listen for traffic calls/alerts to you in addition to any other control or amended instructions.

Note– A pilot is expected to make minor maneuvers or speed adjustments to blend with the traffic flow or in order to follow the aircraft sequenced to follow. Unexpected maneuvers, such as a 360 degree turn, should not be made without ATC approval unless there is an emergency condition.

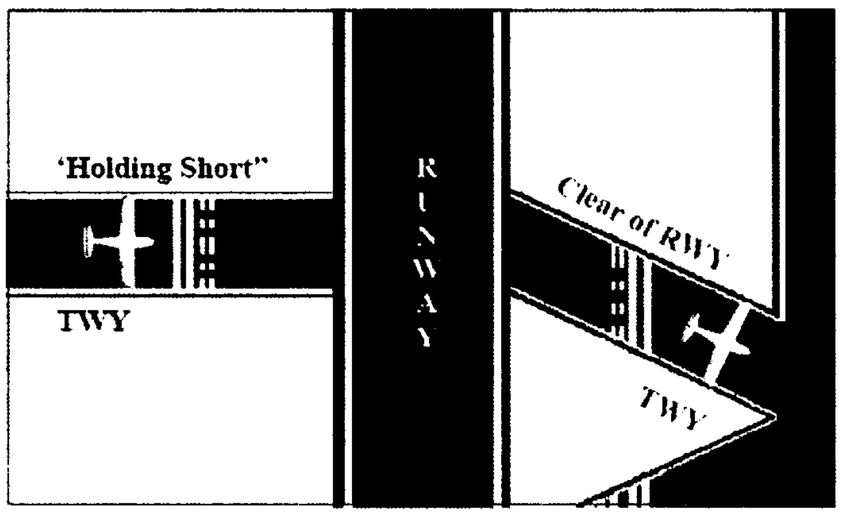
EXITING THE RUNWAY AFTER LANDING

After landing, reduce to taxi speed and exit the runway without delay at the first available taxiway or taxiway as instructed. Do not exit the landing runway onto another runway, stop on the runway, or reverse course on the runway for taxi unless authorized. Taxi clear of the runway and remain on Tower frequency when operating between Runway 27L and Runway 27R, unless otherwise directed by ATC. Contact Ground Control when instructed. If not instructed, request frequency change to Ground. If you receive no reply, wait a short period and contact Ground Control. Advise Ground Control of your position and state your taxi request.

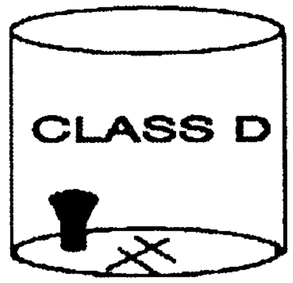
An aircraft is considered clear of the runway when all parts of the aircraft are past the runway edge and there are no restrictions to its continued movement beyond the runway holding position markings. In the absence of ATC instructions, the pilot is expected to taxi clear of the landing runway by taxiing beyond the runway holding position markings associated with the landing runway, even if that requires the aircraft to protrude into or cross another taxiway or ramp area. Once all parts of the aircraft have crossed the runway holding position markings, the pilot must hold unless further instructions have been issued by ATC.

Readback all **"Hold Short"** instructions, stating the aircraft call-sign and specific runway, taxiway, or other point instructed to "Hold Short" of.

Illustration: Exiting Runway and "Holding Short" of a runway.



AIRSPACE



Gillespie Class D Airspace
SVC 1500–0500Z‡ other times CLASS G.
Below 2,400 MSL to Surface

Arrival or Through Flight Entry Requirements. Two-way radio communication must be established with Air Traffic Control prior to entering controlled airspace and maintain those communications while in the airspace. Pilots of arriving aircraft should contact the control tower on the publicized frequency and give their position, altitude, destination, and any request(s). Radio contact should be initiated far enough from the Class D Airspace boundary to preclude entering the Class D Airspace before two-way radio communications are established.

Note- If a controller responds to an inbound aircraft, "Calling (XYZ Tower) standby", two-radio communications have not been established and the aircraft **is not** authorized to enter the airspace. The call-sign of the aircraft is essential in establishing two-way communications unless the controller informs the pilot to proceed inbound. If traffic conditions prevent immediate entry into Class D Airspace, controllers will normally inform pilots to remain outside the airspace until conditions permit entry.

CONTROLLED AIRSPACE
IN THE VICINTY OF GILLESPIE FIELD

Be aware of Southern California TRACON, Miramar MCAS, and Lindbergh's Class B Airspace. In addition, please note the close proximity of San Diego Montgomery and Brown Field Class D Airspaces.

Gillespie Tower cannot provide nor coordinate a Class "B" clearance for departing aircraft. Request an early frequency change and contact SOCAL Approach on the appropriate frequency based on direction of flight. Plan an alternate route in case SOCAL cannot accommodate a Class "B" clearance.

More on airspace requirements can be found in Chapter Three of the Aeronautical Information Manual.

SAN DIEGO AIRSPACE is very complex and busy with commercial and military flights in addition to those conducted by general aviation. Every pilot should have current charts on board and review them before flight. During the preflight process, check current NOTAMs, TFRs, and weather forecasts to preclude an airspace deviation or experiencing rapidly deteriorating weather conditions!

NAVIGATION

SEE Coordinates
N32°49.57' W116°58.35'

SEE ILS
110.5 I–SEE RY 27R
LOC ONLY (Unmonitored when tower closed)

MZB (H) VORTACW
117.8 Chan 125 N32°46.93' W117°13.52'

OCN (H) VORTAC
115.3 Chan 100 N33°14.44' W117°25.06'

OTHER NEARBY NAVIGATIONAL AIDS

VORTAC/VOR RADIAL/ DISTANCE NM	VORTAC VOR NAME	FREQ.	VAR.
PGY R347/13.0	POGGI VORTAC	109.80	14 E
MZB R063/13.1	MISSION BAY VORTAC	117.8	15 E
TIJ R343/17.2	TIJUANA VOR/DME	116.50	14 E
JLI R343/17.2	JULIAN VORTAC	114.00	15 E
OCN R123/33.5	OCEANSIDE VORTAC	115.30	15 E

LOST COMMUNICATIONS

Standard procedures for lost communications (NO Radio, NORDO) are specified in 14 CFR Part 91. During two-way radio communications failure, when confronted by a situation not covered in the regulation, pilots are expected to exercise good judgment. The contents of 14 CFR Part 91 are too lengthy to address in this publication. The Tower has therefore elected to provide general guidance on this subject matter and encourages pilots to review the cited reference.

General Guidance

If the failure occurs in VFR conditions, or if VFR conditions are encountered after the failure, continue flight under VFR and land as soon as practicable.

1. If equipment capabilities exist, adjust the transponder to reply on Mode A/3, Code 7600.

2. Continue to try and re-establish communications. It is possible that only once component of your transceiver is not functioning properly. Therefore, the Tower may hear you even though you might not hear the Tower. Conversely, you may be able to hear the Tower, but not able to transmit.

3. Circle at least 500 feet above the highest traffic pattern altitude (TPA) and determine the flow of traffic.

4. Enter the pattern behind any traffic remaining above the TPA as specified and watch the Tower for light gun signals. Acknowledge light gun signals by "rocking wings" or flashing landing light at night.

5. After landing, continue visual observation of the tower and look for the appropriate light gun signal authorizing you to taxi.

EXERCISE EXTREME CAUTION AND GOOD JUDGMENT WHENEVER YOU LOSE RADIO COMMUNICATIONS WITH ATC!

Note– If you have a cell phone try using it to contact ATC or others, to relay your radio status.

Office of Runway Safety

BEST PRACTICES FOR AIRFIELD SAFETY (Pilots)

The best practices were developed by FAA staff to help pilots improve safety by giving guidelines that should be followed to keep skills and focus current and vigilant. Remember: Over 80% of pilot- caused runway incursions occur during taxi to the departure runway.

PRE-FLIGHT PLANNING:

1. Review and understand airfield signage and markings.
2. Review the appropriate airport diagrams. Review any Hot Spots identified on the diagram. Print a copy for use in the cockpit.
3. Review airfield NOTAMS and current ATIS for any taxiway closures, runway closures, construction activity, or other airfield specific risks.
4. Brief any passengers on the importance to minimize discussions, questions, and conversation during taxi (maintain a "sterile cockpit").

TAXI:

1. Have the airport diagram out and available for immediate reference during taxi.
2. Review current ATIS for any taxiway closures, runway closures, construction activity, or other airfield specific risks.
3. During radio transmissions, use correct terminology and proper voice cadence.
4. Copy the taxi clearance and use the airport diagram to review the taxi route to the assigned runway prior to releasing brakes and beginning taxi.
5. Eliminate distractions while taxiing in the operational area.
6. Focus attention and have your "eyes out" of the cockpit when taxiing.
7. Maintain appropriate taxi speed.
8. Be alert to similar sounding call signs operating on the field.
9. STOP aircraft on the taxiway and request ATC clarification if there is confusion regarding aircraft position or ATC taxi clearance.
10. Prior to crossing any runway during taxi, ensure you have a clearance to cross. Visually check to ensure there is no conflicting traffic prior to crossing the runway.
11. If there is any doubt that the runway is clear, reconfirm crossing clearance with ATC.
12. Be aware that hold short lines can be as far as 400' from the runway due to new Precision Obstacle Free Zone (POFZ) requirements.
13. Maintain a "sterile cockpit" when taxiing.

Office of Runway Safety

BEST PRACTICES FOR AIRFIELD SAFETY (*continued)*

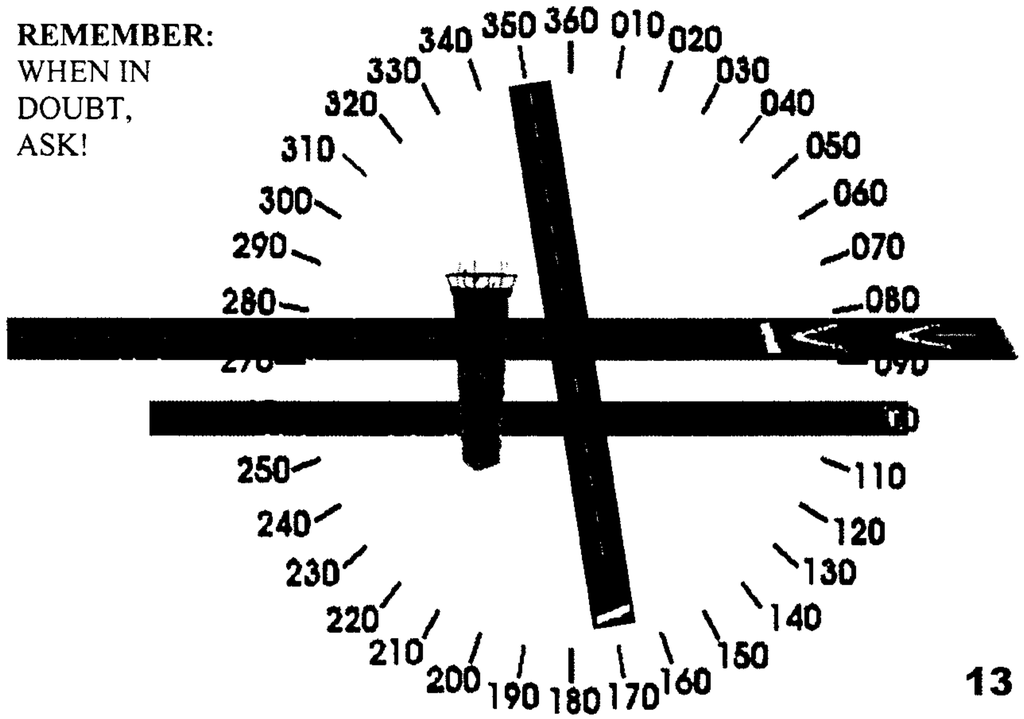
TAKE-OFF:

1. If cleared to "line up and wait", turn on all exterior lights except take-off/landing lights. If you have been holding in position on the runway for more than 90 seconds, or upon seeing a potential conflict, contact the tower.
2. When "cleared for takeoff", turn on all exterior lights, including take-off/landing lights.
3. Note that if you see an aircraft in take-off position on a runway with take-off/landing lights ON, that aircraft has most likely received its take-off clearance and will be departing immediately.
4. When assigned a departure at an intersection versus a full length takeoff, state "intersection departure" at the end of the take-off clearance readback.
5. Conduct "Clearing Turns" to check all areas prior to entering any runway.

LANDING:

1. Wait until you have exited the active runway and you are sure of your taxi clearance prior to beginning an after-landing checklist
2. Follow the same TAXI Best Practices above.

REMEMBER:
WHEN IN DOUBT, ASK!



Office of Runway Safety

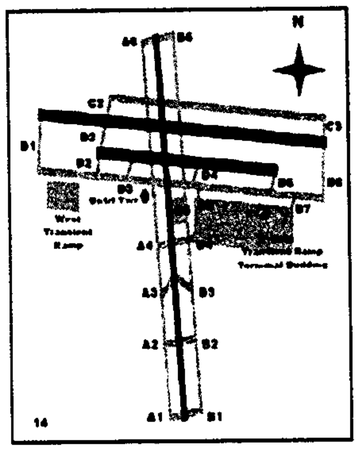
BEST PRACTICES FOR AIRFIELD SAFETY - VEHICLE DRIVERS

1. Review and understand airfield signage and markings.
2. Review the airport diagram prior to moving the vehicle. Have the airport diagram out and available for immediate reference while driving in the operational area.
3. Review current airfield information for any taxiway closures, runway closures, construction activity, or other surface risks.
4. Ensure appropriate vehicle lights (high beams, flashers, beacons, and strobes) are operational prior to driving in the operational area. Flashers and beacons help ATC, aircrew and other vehicle operators see vehicles in the operational area, especially during periods of reduced visibility and at night.
5. Use service roads whenever possible to minimize time spent on taxiways and runways.
6. During radio transmissions, use correct terminology and proper voice cadence.
7. Copy your clearance and review the assigned route. Read back all clearances.
8. Eliminate distractions while driving in the operational area. Do not use cell phones while driving in the operational area.
9. Focus attention and have your "eyes out" of the vehicle.
10. Maintain appropriate speed.
11. Be alert to similar aircraft and vehicle call signs operating on the field.
12. STOP the vehicle on the taxiway and request ATC clarification if there is confusion regarding your position or your clearance.
13. When cleared to cross any runway or taxiway, first visually check to ensure there is no conflicting traffic. If there is any doubt that the runway is clear, reconfirm crossing clearance with ATC
14. Note that if you see an aircraft in take-off position on a runway with take-off/landing lights ON, that aircraft has most likely received its take-off clearance and will be departing immediately.
15. If your radio fails while you're in the operational area and the tower is open, alert the controllers by flashing your high/low beams towards the tower. They will respond using the light gun, refer to back cover for signal meanings. If the tower is closed, visually clear your route and exit the operational area as quickly as possible.
16. If the tower is closed, broadcast your location and intent on the CTAF.

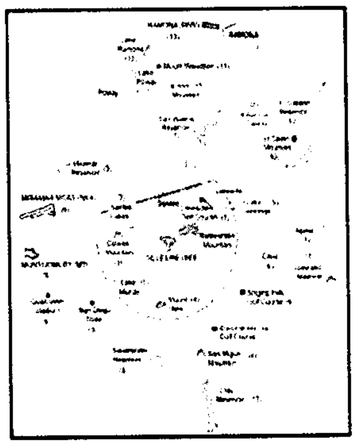
NOTE– County of San Diego Airports require vehicles operating on movement areas to have a roof mounted yellow rotating beacon or an orange and white checkered flag.

APPENDICES

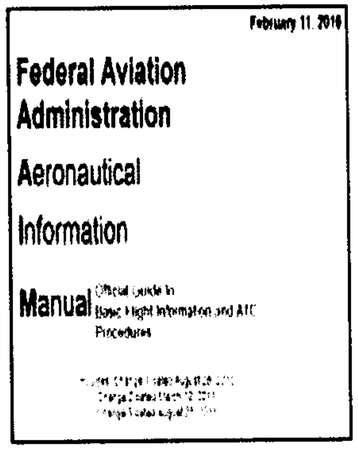
A. Illustration: Taxiways and Taxiway Designators



B. Illustration: VFR Reporting Points



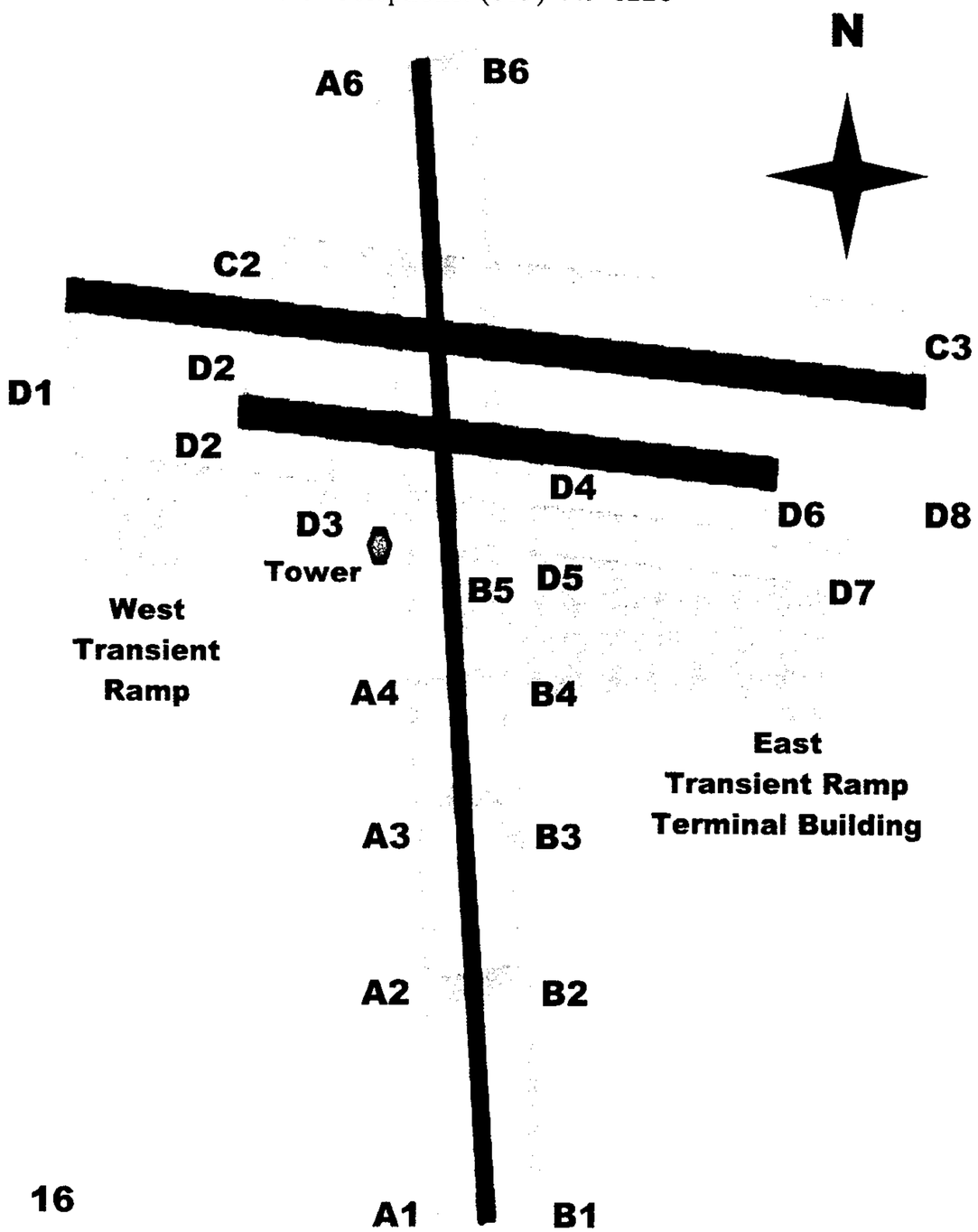
C. AIM - Pilot/Controller Terminology



Appendix A.

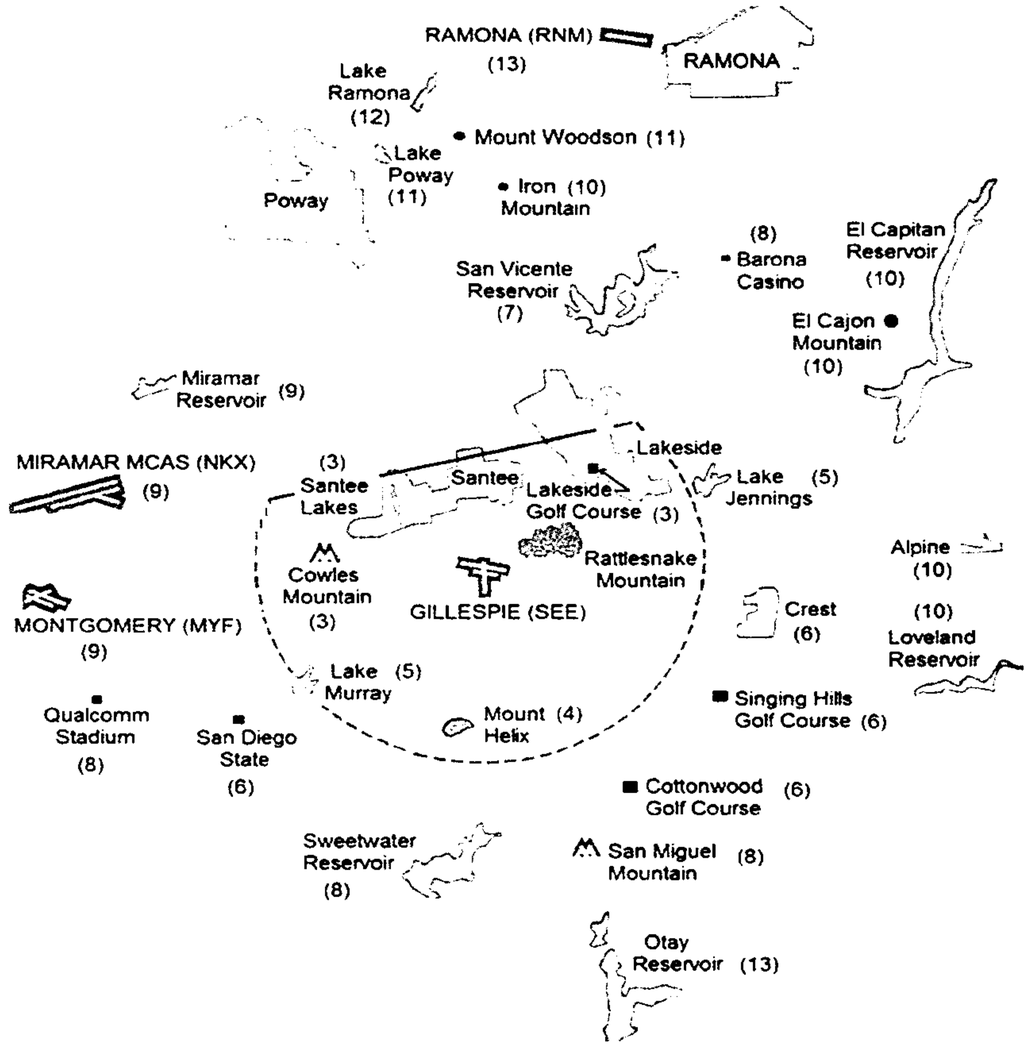
ILLUSTRATION: TAXIWAY AND TAXIWAY DESIGNTORS
(For illustration purposes only, not to scale or to be used for navigation.)

Tower: 120.7 RY 27R/L (123.8 RY 27L when advertised on ATIS)
Ground: 121.7
Clearance: 125.1 When the tower is closed, call SOCAL Approach Control (800) 448–3724
ATIS/AWOS: 125.45 Telephone: (619) 449-1228



Appendix B.

ILLUSTRATION: VFR REPORTING POINTS
(For illustration purposes only, not to be used for navigation.)



Initial Contact with Control Tower: When making initial contact with the tower, wait for a break on the frequency, including ATC or pilot acknowledgement/reply, then contact the tower and provide the following:

- Aircraft (full) call-sign (Aircraft manufacturer/model preferred.)
- Location and Altitude
- Request/Intentions i.e., "to land, touch and go, or transition"
- Provide ATIS phonetic code, e.g., "with Tango"

Note– Please make initial contact with the tower at least 10 NM from the airport. Do not enter the airspace without having established two-way radio communications with the control tower.

AIM Aeronautical Information Manual

(Official Guide to Basic Flight Information and ATC Procedures)

The following are common terms and definitions found in AIM Pilot/ Controller Glossary. This is not a complete list of and therefore aviators are encouraged to refresh themselves on other terms contained in the AIM. The AIM is free on-line to view or download in PDF format at: http://www.faa.gov/air_traffic/publications/ATpubs/AIM/

Note– In order to match related topics the following terms are not in alphabetical order.

Acknowledge – Let me know that you have received my message.

Affirmative – Yes

Negative – No

Expedite – Used by ATC when prompt compliance is required to avoid the development of an imminent situation. Expedite climb/ descent normally indicates to a pilot that the approximate best rate of climb/descent should be used without requiring an exceptional change in aircraft handling characteristics.

Immediately – Used by ATC or pilots when such action compliance is required to avoid an imminent situation.

Movement Areas – The runways, taxiways, and other areas of an airport/heliport which are utilized for taxiing/hover taxiing, air taxiing, takeoff, and landing of aircraft, exclusive of loading ramps and parking areas. At those airports/heliports with a tower, specific approval for entry onto the movement area must be obtained from ATC.

Nonmovement Areas – Taxiways and apron (ramp) areas not under the control of air traffic.

Negative Contact – Traffic called out by ATC is not in sight or pilot was unable to contact ATC on a particular frequency.

Traffic in sight – Used by pilots to inform a controller that previously issued traffic is in sight.

Roger – I have received all of your last transmission. It should not be used to answer a question requiring a yes or a no answer.

Make Short Approach – Used by ATC to inform a pilot to alter his/her traffic pattern so as to make a short final approach.

Say Again – Used to request a repeat of the last transmission. Usually specifies transmission or portion thereof not understood or received.

Stand By – Means the controller or pilot must pause for a few seconds, usually to attend to other duties of a higher priority. Also means to wait as in "stand by for clearance." The caller should reestablish contact if a delay is lengthy. "Stand by" is not an approval or denial.

Tower En Route Control Service - The control of IFR en route traffic within delegated airspace between two or more adjacent approach control facilities. This service is designed to expedite traffic and reduce control and pilot communication requirements.

Unable – Inability to comply with a specific instruction, request or clearance.

Verify – Request confirmation of information; e.g., "verify assigned altitude.

Quick Reference Chart

Airport Coordinates: N32°49.57' W116°58.35'
Field Elevation: 388 MSL

Tower Frequencies:
120.7 RY 27R/27L
123.8* RY 27L
* When ATIS advises frequencies are split.

Ground Control:
121.7

Clearance Delivery:
125.1
For Clearance Delivery when the tower is closed, call SOCAL APCH (800) 448–3724.

ATIS and AWOS:
125.45 Telephone (619) 449-1228

Local SOCAL TRACON Frequencies:
North – 132.2/125.3 **West** – 119.6 **South & East** 124.35

ATC LIGHT SIGNALS

Color & Type of Signal	Meaning		
	Aircraft on the Surface	**Aircraft in Flight**	**Vehicles & Equipment**
Steady Green ●	Cleared for Take-off	Cleared to Land	Cleared to cross; proceed
Flashing Green ● ● ● ●	Cleared to Taxi	Return for landing (to be followed by steady green at proper time)	
Steady Red ○	Stop	Give way to other aircraft & continue circling	Stop
Flashing Red ○ ○ ○ ○	Taxi clear of run-way in use	Airport unsafe do not land	Clear the taxiway/ runway
Flashing White ○ ○ ○ ○	Return to starting point on airport		Return to starting point on airport
○ **Alternating** ● Red **& Green**	Exercise extreme caution	Exercise extreme caution	Exercise extreme caution