

**DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
SANTA BARBARA TOWER/TRACON  
10 Burns Place  
Goleta, CA 93117**

**ISSUED:** September 30, 2009

**EFFECTIVE:** September 30, 2009

**SANTA BARBARA TOWER/TRACON LETTER TO AIRMEN NO. 09-01**

**SUBJECT: PRACTICE INSTRUMENT APPROACHES**

**CANCELLATION: September 30, 2011**

Santa Barbara Terminal Radar Approach Control, radio call "Santa Barbara Approach", provides approach control service to airports along the central California coast. These airports include Santa Barbara, San Luis Obispo, Oceano, Santa Maria, Lompoc, Vandenberg AFB, Santa Ynez, and surrounding airspace from 8,000 feet and below, between the hours of 0600 to 2300 local time. During Santa Barbara Approach hours of operation, all aircraft flying an instrument approach to one of these airports on an IFR flight plan will be afforded IFR separation throughout the approach, and are entitled to fly the published missed approach.

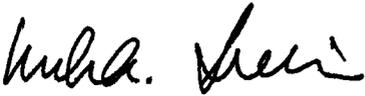
VFR aircraft desiring Practice Instrument Approaches (PIA's) should request "practice instrument approaches in VFR conditions" when making a request to ATC. VFR aircraft executing a PIA may not fly the published missed approach without prior ATC approval. VFR climb-out instructions may be issued. PIA's will be approved on a workload permitting basis and will be discontinued when the flow of other arriving and departing IFR or VFR aircraft is impacted. Controllers will instruct VFR aircraft to maintain VFR during peak demand periods in order to accommodate user requests. If a pilot wishes to proceed in accordance with instrument flight rules, it is incumbent upon the pilot to specifically request and obtain an IFR clearance. During Santa Barbara Approach hours of operation, VFR PIA's will be provided IFR separation from the point at which the approach clearance becomes effective at the following airports:

San Luis Obispo, Oceano .....	127.725 or 244.575
Santa Maria, Lompoc, Vandenberg AFB, Santa Ynez ....	124.15 or 327.8
Santa Barbara .....	125.4 (330°- 150°) 120.55 (151°- 329°)

The clearance to fly a practice approach obligates the radar controller to provide separation. This requirement can delay or prevent the controller from being able to approve your request. If you want only to track the approach without separation, request to track the final approach VFR. This alleviates controller responsibility for separation and may expedite the approval of your request. The approach control does not advocate one method over the other. It is important that pilots understand the difference between the two requests and the ramifications of each.

Pilots should be aware that some airports prohibit or restrict practice approaches due to noise or traffic congestion. This information is published in the Airport Facility Directory, NOTAMS, and/or other documents issued by the airport sponsors.

Any questions or comments about this service should be forwarded to the Santa Barbara Tower/TRACON Manager at 10 Burns Place, Goleta, CA 93117 or phone 805 681-0534.

A handwritten signature in black ink, appearing to read "Mark Tellier". The signature is fluid and cursive, with a prominent initial "M" and a long, sweeping tail.

Mark Tellier  
Air Traffic Manager  
Santa Barbara Tower/TRACON