

**SOUTHERN CALIFORNIA TRACON
LOS ANGELES AREA
STANDARD OPERATING PROCEDURES**



**VIRTUAL AIR TRAFFIC SIMULATION NETWORK
LOS ANGELES ARTCC**

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Change Notices

Version	Date	Explanation of Changes
1.10	02SEP23	Center sector number updates
1.12	8AUG24	Adjusted to make Downey the consolidated sector, added EXERT
1.20	14MAR25	Added EoR, added handoffs from Coast

SECTION 1. GENERAL

1-1. PURPOSE

This chapter establishes the standard operating procedures for the Los Angeles specialty and prescribes the operational procedures unique to the Los Angeles area. Controllers staffing the Los Angeles area must be familiar with and adhere to the information and procedures described in this chapter to provide a safe, orderly, and expeditious flow of air traffic in Southern California TRACON and Los Angeles area airspace.

1-2. SCOPE OF RESPONSIBILITIES

The Los Angeles area is responsible for arrivals, departures, and overflights and Class B traffic in and out of the Southern California TRACON Los Angeles area.

- a. The following sectors make up the Los Angeles specialty:
 1. Zuma
 2. Feeder
 3. Downey
 4. Stadium

1-3. AIRSPACE SPLIT

In the event of an airspace split, it is recommended that the Los Angeles area be staffed in descending order as follows:

1. Downey
2. Feeder
3. Zuma
4. Stadium

SECTOR	POSITION ID	FREQUENCY	INTERPHONE
DOWNEY	2D	124.900	DOWNEY
FEEDER	2F	124.050	FEEDER
STADIUM	2U	128.500	STADIUM
ZUMA	2Z	124.500	ZUMA

SECTION 2. RADAR TEAM POSITION PROCEDURES

2-1. VISUAL APPROACH PROCEDURES

- a. Stadium CPC must:
 1. Not be on a base leg at a speed in excess of 210 knots.
- b. Stadium and Downey CPCs must:
 1. Ensure the 30 degree turn to final required by FAA JO 7110.65 is issued in enough time to provide for one mile of straight flight prior to final approach course intercept.
 2. To the extent practicable, retain aircraft on frequency until all conflicting traffic is established on final unless an approved form of separation is maintained.

Note: *Conflicting traffic is defined as any aircraft that will turn final between three miles ahead and one mile behind an aircraft on the adjacent complex*

2-2. MULTIPLE INSTRUMENT AND VISUAL APPROACH PROCEDURES

Note: *The Hawthorne Airport runway 25 final approach course is considered an adjacent complex for the purpose of conducting multiple instrument and visual approaches.*

Arrival CPCs must conduct multiple instrument and visual approaches between the parallel Runway 24 and 25 complexes at Los Angeles Airport and Runway 25 at Hawthorne Airport, when Hawthorne FCT is open and in accordance with:

- a. The Facility supplemental requirement to FAA JO 7110.65 which states: "Provided aircraft flight paths do not intersect, visual approaches may be conducted to one complex while visual or instrument approaches are conducted simultaneous to the other complex provided standard separation is maintained (three (3) miles, 1000', course divergence, or visual separation) until one of the aircraft has been issued and the pilot has acknowledged receipt of the visual approach clearance and the other aircraft is established on a heading which will intercept the extended centerline of the runway not greater than 30 degrees and the pilot has been instructed to join the localizer/final approach course."
- b. The following procedures:
 1. Maintain standard separation in accordance with JO 7110.65 para 7-4-4a and 7-4-4 c.(3)b as above, between and aircraft on a visual approach to one complex and an instrument approach to the other complexes.
 2. Issue general traffic to all aircraft on frequency when visual approaches are in progress.
 3. The Stadium CPC must:
 - a. Turn instrument approach aircraft behind traffic on the adjacent final approach course, regardless if the adjacent final approach course traffic is on a visual or instrument approach clearance.
 - b. Retain visual approach aircraft on frequency until observing the dogleg turn, or observing the aircraft established on the appropriate final approach course.
 - c. Use speed control to manage aircraft on a visual approach, so as not to overshoot the appropriate final approach course.

2-3. SIMULTANEOUS INSTRUMENT APPROACH PROCEDURES (SIMULS)

a. General Procedures

1. Simultaneous instrument approaches to Los Angeles Airport are conducted in accordance with FAA JO 7110.65 and the following procedures, unless otherwise coordinated.
2. For VATSIM purposes, assume the parallel monitor position is staffed.

b. Standard Turn-on Altitudes

1. Standard separation must be maintained until aircraft are established on the appropriate localizer/final approach course prior to either capture box using the following altitudes, unless otherwise coordinated.

RUNWAY	ESTABLISHED ON LOC/FAC PRIOR TO	ALTITUDE
24R/L	SIMULS Capture box point closest to LAX	At or below 2600 FEET
25L	HUNDA	At or above 3600 FEET
25R	SHELL	At or above 3700 FEET
24R/L	Extended SIMULS Capture box farthest from LAX	At or below 4000 FEET
25L/R	GAATE/FALLT	At or above 5000 FEET
6L/R	NATHN/OTTES	At or above 3600 FEET
7L/R	East SIMULS Capture box	At or below 2600 FEET

2-4. PARALLEL DEPENDENT AND/OR SIMULTANEOUS INDEPENDENT INSTRUMENT APPROACH PROCEDURES BETWEEN LAX AND HHR AIRPORTS

- a. Parallel dependent and/or Simultaneous Instrument approaches to Runways 25L/R and 24R/L at Los Angeles International Airport (LAX) and LOC/LPV approaches to Runway 25 at Hawthorne Airport (HHR) are authorized under the following conditions:
 1. Both subject airports are in a west traffic configuration.
 2. Aircraft will be informed that approaches to both LAX and HHR are in use prior to departing an outer fix or prior to the issuance of an approach clearance. This information may be provided through the ATIS broadcasts at both HHR and LAX or when necessary by SCT.
 3. The HHR local controller must immediately notify the SCT arrival controller of any missed approach.
 4. The Downey Sector controller must ensure HHR arrival aircraft are established on the localizer/final approach course east of WELLZ at or below 3,000 ft.

Note: When Hawthorne FCT is closed this operation is not authorized.

2-5. ESTABLISHED ON RNP (EoR):

- a. Authorizations: The instrument approach pairings authorized for Established on RNP (EoR) operations conducted in accordance with FAA Order JO 7110.65, para 5-9-7, Simultaneous Independent Approaches – Dual and Triple, are:
 - (1) RNAV (RNP) Z RWY 24R via DARTS/DAHJR authorized with all straight-in segments of RWY 25L and RWY 25R instrument approaches.
 - (2) RNAV (RNP) Z RWY 25L via TRNDO authorized with all straight-in segments of RWY 24L and RWY 24R instrument approaches.
 - (3) RNAV (RNP) Z RWY 24R via DARTS/DAHJR authorized with RNAV (RNP) Z RWY 25L via TRNDO.
 - (4) RNAV (RNP) Z RWY 06L via SASSI authorized with all straight in segments of RWY07L and RWY07R instrument approaches.
 - (5) RNAV (RNP) Z RWY 07R via WNDFL authorized with all straight-in segments of RWY 06L and RWY 06R instrument approaches.
 - (6) RNAV (RNP) Z RWY 06L via SASSI authorized with RNAV (RNP) Z RWY 07R via WNDFL.
 - (7) RNAV (GPS) Y RWY 25L via TRNDO/SNNAK authorized with straight-in segments of RWY 24L & RWY 24R instrument approaches.
 - (8) RNAV (GPS) Y RWY 25L via TRNDO/SNNAK authorized with RNAV (RNP) Z RWY 24R via DAHJR.
- b. If not cleared for full RNP by:
 - (1) **DAJHR** then issue vectors for the **ILS RWY 24R** approach.
 - (2) **TRNDO** then issue vectors for the **ILS RWY 25L** approach.
 - (3) **SASSI** then issue vectors for the **ILS RWY 06L** approach.
 - (4) **WNDFL** then issue vectors for the **ILS RWY 07R** approach.

2-6. NOISE ABATEMENT: OVER OCEAN PROCEDURES

Simultaneous opposite direction operations are authorized between aircraft utilizing Runways 25L/R for departures and Runways 06L/R for arrivals.

Controllers must:

- a. Sequence all arrivals to RWY 06R, unless otherwise directed by LAX ATCT.
- b. Ensure turbojet arrivals from the east and turbojet arrivals routed over SLI VOR cross SMO VOR at or above 8,000' MSL.
- c. Ensure non-turbojet aircraft cross SMO VOR at 7,000' MSL.

SECTION 3. COORDINATION

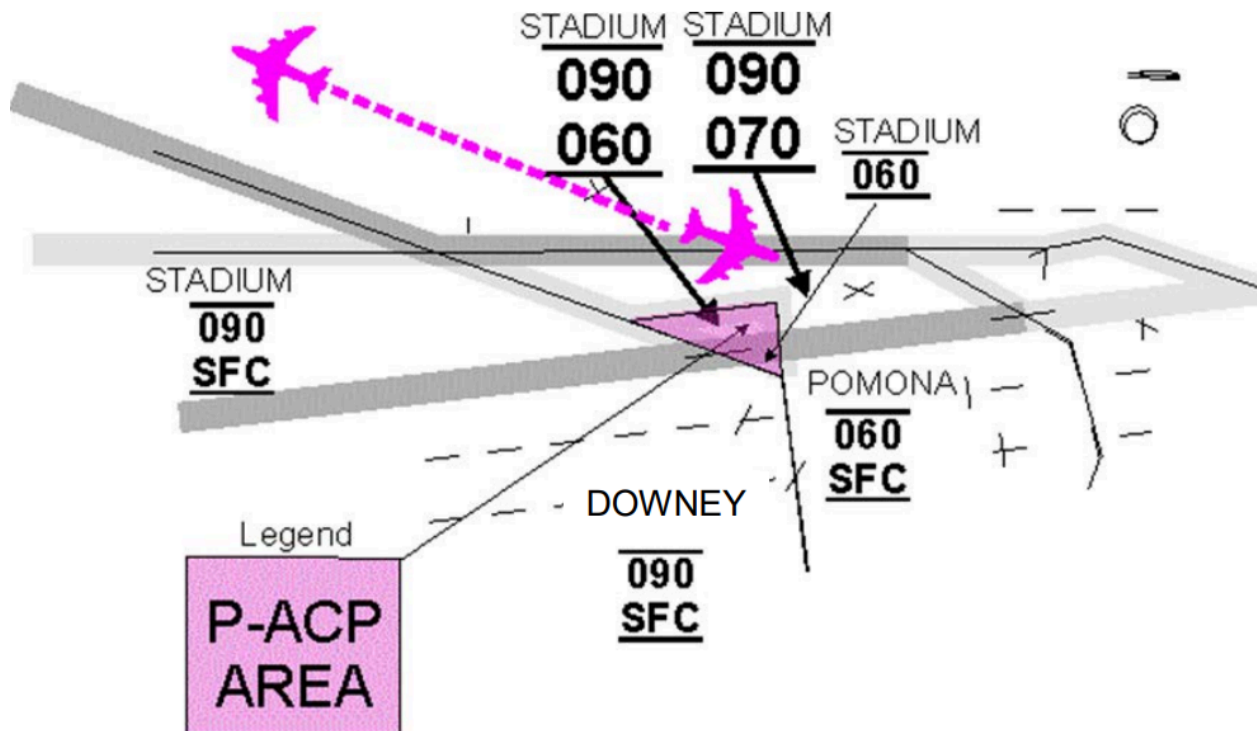
3-1. LOS ANGELES AREA PREARRANGED COORDINATION PROCEDURES

The procedures listed below constitute prearranged coordination for the Los Angeles Arrivals area. In addition to the conditions listed below, all conditions listed in paragraph 1-3 of the SCT General SOP must be met. Failure to comply with all requirements must invalidate the procedures and require that appropriate verbal coordination be completed in accordance with FAA Order 7110.65.

a. P-ACP BETWEEN DOWNEY AND STADIUM SECTORS:

1. When Los Angeles Airport is West Traffic; Stadium radar may enter Downey airspace without verbal coordination provided:
 - a. Stadium and Downey Sectors quick look each other.
 - b. Stadium radar must verbally coordinate any aircraft proceeding south of a point equidistant between Runway 25L and Runway 24R.
2. When Los Angeles Airport is East Traffic; Stadium radar may enter Downey airspace without verbal coordination provided:
 - a. Stadium and Downey Sectors quick look each other.
 - b. Stadium radar must verbally coordinate any aircraft proceeding south of a point equidistant between Runway 06L and 07R.

b. P-ACP BETWEEN STADIUM AND POMONA SECTORS - LAXW



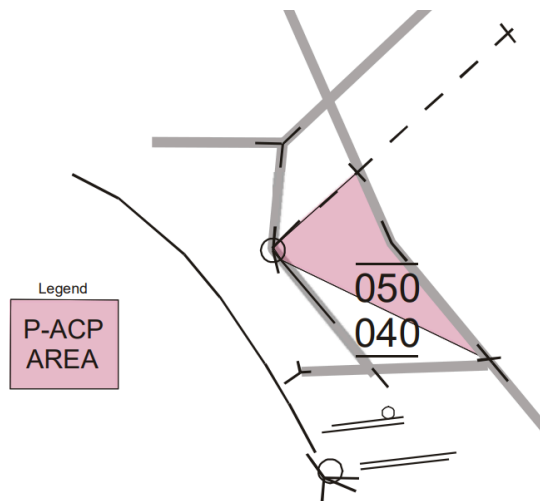
1. Pomona radar may apply P-ACP and penetrate the airspace less than one and one half miles (1 ½) from the depicted Stadium airspace boundary.
2. Pomona radar must be responsible for maintaining approved separation between aircraft under their control and all other traffic in the P-ACP airspace.

c. P-ACP BETWEEN DOWNEY AND PACIFIC SECTORS



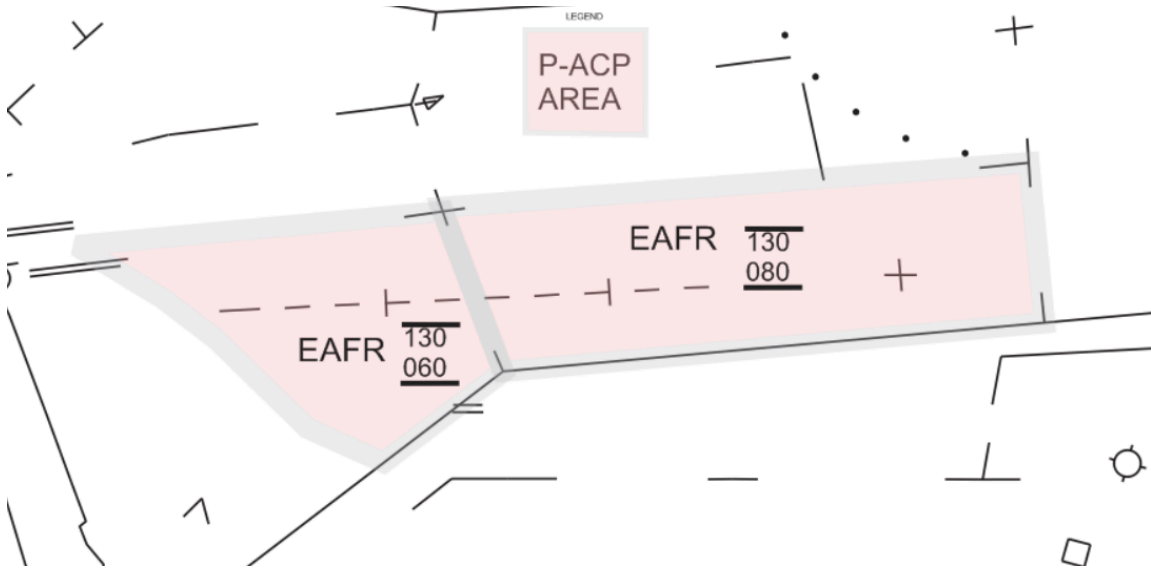
1. Downey radar may enter P-ACP airspace with aircraft that departure SLI VOR between heading 300 degrees and 020 degrees at or above 5000 feet.
2. Downey radar must be responsible for maintaining approved separation between aircraft under their control and all traffic in the P-ACP airspace.

d. P-ACP BETWEEN STADIUM AND MALIBU SECTORS



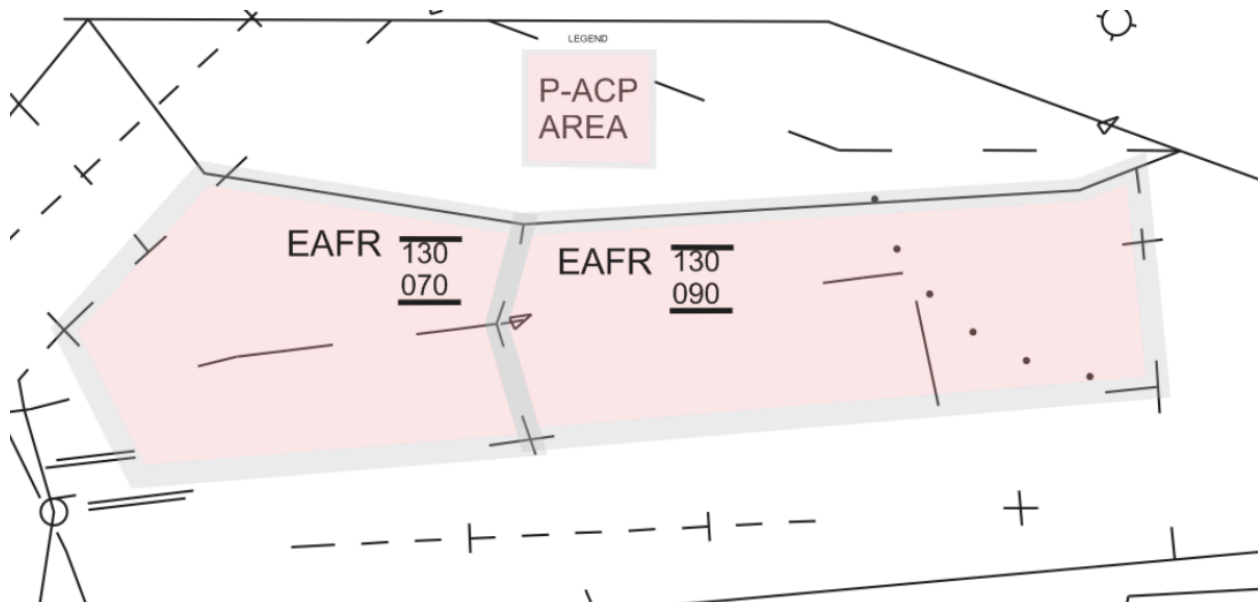
1. Stadium radar may enter P-ACP airspace with aircraft that depart the Santa Monica (SMO) VOR between heading 030 and 080 degrees.
2. Stadium radar must be responsible for maintaining approved separation between aircraft under their control and all traffic in the P-ACP airspace.

e. P-ACP BETWEEN MANHATTAN AND FEEDER SECTORS



1. Manhattan radar may enter Feeder airspace with IFR departures from Los Angeles Airport southwest/southeast bound.
2. Manhattan radar must be responsible for maintaining approved separation between aircraft under their control and all traffic within the P-ACP airspace.

f. P-ACP BETWEEN MALIBU AND FEEDER SECTORS



1. Malibu radar may enter Feeder airspace with IFR departures from KLAX runways northwest/northeast bound.

Malibu radar must be responsible for maintaining approved separation between aircraft under their control and all traffic within the P-ACP airspace.

3-2. LOS ANGELES AREA SPECIFIC IFR AUTOMATED POINT OUTS

Use of the automated point out function is authorized for IFR operations described below.

- a. **Downey sector is authorized to use the automated point out function for point outs to:**
 1. Inform Stadium Sector of a Hawthorne IFR arrival. Acceptance of the automated point out by Stadium means that no verbal coordination is required.
 2. Pacific Sector on aircraft landing HHR. Acceptance of the automated point out by Pacific authorizes Downey to descend aircraft to 3,000' MSL. Downey sector must remain outside of the lateral boundaries of the Coast area airspace.
- b. **Malibu Sector is authorized to use the automated point out function for point outs to Zuma Sector** as coordination for sequencing of all LAX arrivals routed through Malibu at 5,000' MSL, including LAX runway 24 complex go-arounds. Acceptance of the automated point out by Zuma means that no verbal coordination is required to accomplish sequencing to LAX. Zuma will initiate verbal coordination prior to accepting the automated point-out if control actions by Malibu are required for sequencing.
- c. **Moorpark Sector is authorized to use the automated point out function for point outs to the Zuma Sector** on aircraft routed through the Gorman gate. Acceptance of the automated point out by the Zuma Sector authorizes Moorpark to climb through Zuma airspace with aircraft that transition northbound through the Gorman gate.

SECTION 4. DOWNEY SECTOR: WEST TRAFFIC

4-1. SECTOR OPERATIONS

Downey Radar CPC is responsible for final sequencing and spacing to the Los Angeles Airport, primarily the runway 25 complex, and Hawthorne Airport.

The Downey and Stadium Sectors should make every reasonable effort to ensure runway assignments are issued to maximize airport efficiency based on all arrival flows. This should include coordination between sectors to utilize runways on either complex.

4-2. SECTOR SPECIFIC DUTIES AND RESPONSIBILITIES

a. Downey must:

1. Comply with the miles-in-trail restrictions associated to the sector.
2. Quicklook Stadium Sector.
3. Must be responsible for informing Feeder Sector when the off load route is available.
4. Must be responsible for separation between aircraft on Runway 25L/R final and preceding aircraft inbound to the adjacent final approach course. Adjacent final approach courses are defined as the Los Angeles Airport Runways 24/25 and the Hawthorne Airport Runway 25 final approach courses.
5. Provide pilots with the appropriate localizer frequency whenever changing the aircraft's ILS assignment.

4-3. COORDINATED HANDOFF PROCEDURES

a. To the Downey Sector from:

SECTOR	TYPE	DEST/RTE	ALT	HDG/INFO
ZUMA	JM	LNDG LAX "Track" or HHR	A70	DRCT CLIFY/SMO. Depart CLIFY/SMO RV110. Downey control in Zuma airspace for speed and vectors SE-bound.
FEEDER	J	LNDG LAX - via the appropriate Rwy 25 approach	Cleared for the appropriate RWY 25 Apch, with current scratch pad	Established on Rwy 25 Apch. Downey control in Feeder airspace for speed, descent, vectors to join Rwy 24 Apch.
		LNDG LAX - via offload route	D100	DRCT CLPUR, scratch as indicated in the primary scratch pad. Downey has control.
PACIFIC	JM	LNDG LAX (Note: During over ocean procedures, a/c must be cleared SLI-SMO LAX at 8000)	D70 A/D 050 received lower than 070.	DRCT SLI. At 210 KTS. After SLI, Downey has control to descend via the STAR or vectors from heading 300° thru 020° and descend to 5000; ctrl speed w/i 7 miles of SLI. Transfer communications prior to 7 miles south of SLI
	JM	From KTOA, KFUL, KSLI, KLGB	A040	DIRECT SLI. Downey has control for vectors after SLI from 290° thru 020°.
	JMPQ	LNDG: KLAX	A/D 050	
MANHATTAN	JMPQ	LNDG LAX, including south complex go-arounds	A50	RV 070°

SECTION 5. DOWNEY SECTOR: EAST TRAFFIC

5-1. SECTOR OPERATIONS

Downey Radar CPC is responsible for final sequencing and spacing to the Los Angeles Airport, primarily the runway 07 complex.

The Downey and Stadium sectors should make every reasonable effort to ensure runway assignments are issued to maximize airport efficiency based on all arrival flows. This should include coordination between sectors to utilize runways on either complex.

5-2. SECTOR SPECIFIC DUTIES AND RESPONSIBILITIES

a. Downey must:

1. Comply with the miles-in-trail restrictions associated to the sector.
2. Quicklook Stadium.
3. Must be responsible for separation between aircraft on Runway 07L/R final and preceding aircraft inbound to Runway 06L/R.
4. Provide pilots with the appropriate localizer frequency whenever changing the aircraft's ILS assignment.

5-3. COORDINATED HANDOFF PROCEDURES

a. To the Downey Sector from:

SECTOR	TYPE	DEST/RTE	ALT	HDG/INFO
FEEDER	J	LNDG LAX via the BASET STAR	D60	Via BASET STAR to cross REEDR at or above 9,000 MSL then descending and maintain 6,000MSL; Downey control
	J	LNDG LAX via BIGBR/BRUEN STAR	D60	Via BIGBR or BRUEN STAR RWY 07R transition
NEWPORT	JM	Note - Aircraft must cross the SLI 251 radial at 5000 Downey has control for vectors to remain west of TOA airport		
		In the vicinity of TANDY	A50	Vectors to TANDY; Downey has control
MANHATTAN	JMPQ	LAX runway 7 go-arounds	A50	At least 3 NM S of LAX heading 250

SECTION 6. STADIUM SECTOR: WEST TRAFFIC

6-1. SECTOR OPERATIONS

Stadium Radar CPC is responsible for final sequencing and spacing to the Los Angeles Airport, primarily the runway 24 complex.

The Downey and Stadium Sectors should make every reasonable effort to ensure runway assignments are issued to maximize airport efficiency based on all arrival flows. This should include coordination between sectors to utilize runways on either complex.

6-2. SECTOR SPECIFIC DUTIES AND RESPONSIBILITIES

a. Stadium must:

1. Comply with the miles-in-trail restrictions associated to the sector.
2. Quicklook Downey sector.
3. Be responsible for separation between aircraft on Runway 24L/R final and preceding aircraft inbound to the adjacent final approach course. Adjacent final approach courses are defined as the Los Angeles Airport Runways 24/25 and the Hawthorne Airport Runway 25 final approach courses.
4. Provide pilots with the appropriate localizer frequency whenever changing the aircraft's ILS assignment.
5. Stadium Base Leg Target Area. During West Traffic, Stadium must target the base leg turn to remain within the following areas:
 - a. During visual approaches, the base leg should remain in an area west of the capture box abeam HUNDA.
 - b. During simultaneous instrument approaches, the base leg should be no further east than abeam a point 4 miles east of the capture box in use.

6-3. COORDINATED HANDOFF PROCEDURES

a. To the Stadium Sector from:

SECTOR	TYPE	DEST/RTE	ALT	HDG/INFO
VALLEY	JMPQ	Enroutes LNDG LAX from the vicinity of DARTS	A/D70	RV140 Vcnty DARTS at 210kts. Stadium ctrl for descend to cross DARTS at or above 060. At DARTS Stadium ctrl for vectors southbound toward the SMO FAC and descent to 040.
ZUMA	JM	LNDG LAX / via HUULL/IRNMN/RYDR R STAR	D60	Descending via HUULL/IRNMN/RYDRR STAR. Stadium control in Zuma airspace for speed, descent, vectors eastbound.
		LNDG LAX / via SADDE STAR		DRCT SMO; Depart SMO heading 070 at 7,000 MSL and 210 knots, then descend and maintain 6,000 MSL.
FEEDER	J	LNDG LAX - via the appropriate Rwy 24 approach	Cleared for the appropriate Rwy 24 Apch, with current scratch pad	Established on Rwy 24 Apch. Stadium control in Feeder airspace for speed, descend, vectors to join Rwy 25 Apch.
MALIBU	JMPQ	LNDG LAX including North complex go-arounds	A50	Between SMO and 1NM N of SMO RV 070°

SECTION 7. STADIUM SECTOR: EAST TRAFFIC

7-1. SECTOR OPERATIONS

Stadium Radar CPC is responsible for final sequencing and spacing to the Los Angeles Airport, primarily the runway 06 complex.

The Downey and Stadium Sectors should make every reasonable effort to ensure runway assignments are issued to maximize airport efficiency based on all arrival flows. This should include coordination between sectors to utilize runways on either complex.

7-2. SECTOR SPECIFIC DUTIES AND RESPONSIBILITIES

a. Stadium must:

1. Comply with the miles-in-trail restrictions associated to the sector.
2. Quicklook Downey.
3. Must be responsible for separation between aircraft on Runway 06L/R final and preceding aircraft inbound to Runway 07L/R.
4. Provide pilots with the appropriate localizer frequency whenever changing the aircraft's ILS assignment.

7-3. COORDINATED HANDOFF PROCEDURES

a. To the Stadium Sector from:

SECTOR	TYPE	DEST/RTE	ALT	HDG/INFO
ZLA 26	J	LNDG LAX VIA MOOR STAR	A110	On the STAR. CROSS PAULA AT 11,000' at 250K
		LNDG LAX VIA ZUUMA STAR	D60	Descending via the ZUUMA STAR
PT MUGU OR ZLA 25	J	LNDG LAX VIA RWY 06L LOC	A60	On the LOC in the vicinity of EXERT, cross 30 NM west of LAX at 6000' & 250K
	MPQ	LNDG LAX VIA V25	A50	On the route, in the vicinity of VTU. SCT control for RV between VTU090R CW VTU170R
MALIBU	JMPQ	LNDG LAX/LAX NORTH COMPLEX GO-AROUNDS	A50	Over or within 1NM north of SMO VOR RV250
FEEDER	J	LNDG LAX VIA BIGBR/BRUEN	D60	Descending via BIGBR/BRUEN STAR, RWY 06L transition. Stadium control for speed
		LNDG LAX VIA BASET	D60	Direct SMO to cross SMO at 7,000 MSL then descend and maintain 6,000 MSL; Depart SMO RV250. Stadium control for speed

SECTION 8. ZUMA SECTOR: WEST TRAFFIC

8-1. SECTOR OPERATIONS

Zuma Radar CPC is responsible for preliminary sequencing of aircraft to the Los Angeles Airport.

The Zuma and Feeder sectors should make every reasonable effort to ensure runway assignments are issued to maximize airport efficiency based on all arrival flows. This should include coordination between sectors to utilize runways on either complex.

8-2. SECTOR SPECIFIC DUTIES AND RESPONSIBILITIES

a. Zuma must:

1. Enter the proper scratchpad information for Los Angeles Airport arrival traffic.
2. Comply with the miles-in-train restrictions associated to the sector.
3. Quicklook the Downey and Stadium Sectors.
4. Adjust radar display to view PALAC.
5. Increase spacing or reduce speed as necessary between aircraft routed over SMO to allow Stadium to maintain the position of aircraft within the Stadium base leg target area.
6. Determine specific aircraft routed to the Runway 25 complex.
7. Provide pilots with the appropriate localizer frequency whenever changing the aircraft's ILS assignment.
8. Will accept the automated point out of Coastal Route aircraft prior to the LAX VORTAC. If unable to accept the point out by the LAX VORTAC, Manhattan will descend the aircraft to 6000 feet.

NOTE: Zuma should accept this point out to the extent possible to avoid having aircraft descend unnecessarily.

8-3. COORDINATED HANDOFF PROCEDURES

a. From the Zuma Sector to:

SECTOR	TYPE	DEST/RTE	ALT	HDG/INFO
STADIUM	JM	LNDG LAX via SADDE STAR	D60	DRCT SMO; Depart SMO heading 070 at 7,000' MSL and 210 knots, then descend and maintain 6,000' MSL.
		LNDG LAX via IRNMN/RYDRR/HUULL STAR		Descending via HUULL/IRNMN/RYDRR STAR. Stadium control in Zuma airspace for speed, descent, vectors eastbound.
DOWNEY		LNDG LAX "Track" or HHR	A70	DRCT SMO/CLIFY. Depart SMO/CLIFY RV110. Downey control in Zuma airspace for speed and vectors SE-bound.

b. To Zuma Sector from:

SECTOR	TYPE	DEST/RTE	ALT	HDG/INFO
ZLA 26	J	LNDG LAX via SADDE STAR	A120	On the SADDE STAR. Cross SYMON at 12,000' MSL and 250 knots. Zuma control for vectors and descent to 11000' MSL.
		LNDG LAX/HHR via IRNMN STAR	D60	Descending via IRNMN STAR
ZLA 25	JM	LNDG LAX via SADDE STAR	A110	On the SADDE STAR. Cross VTU at 11,000' MSL and 250 knots. Zuma control vectors and descent.
		LNDG LAX via RYDRR/HUULL STAR	D60	Descending via RYDRR/HUULL. Zuma control vectors and descent.

SECTION 9. ZUMA SECTOR: EAST TRAFFIC

9-1. SECTOR OPERATIONS

Zuma Radar CPC is responsible for sequencing LAX departures routed via VTU/TRTON and overflight traffic.

9-2. SECTOR SPECIFIC DUTIES AND RESPONSIBILITIES

- a. Zuma must:
 - 1. Comply with the miles-in-trail restrictions associated to the sector.
 - 2. Quicklook Downey, Stadium, and Feeder.

9-3. COORDINATED HANDOFF PROCEDURES

- a. From the Zuma Sector to:

SECTOR	TYPE	DEST/RTE	ALT	HDG/INFO
ZLA 25	J	Via VTU, PERCH	A/C130	RV 260
		Via TRTON	Climbing via	DRCT TRTON

- b. To the Zuma Sector from:

SECTOR	TYPE	DEST/RTE	ALT	HDG/INFO
MANHATTAN	J	Via VTU, PERCH, or TRTON	A/C100	South of the KNX antenna RV210 through 225. ZUMA has control.

SECTION 10. FEEDER SECTOR: WEST TRAFFIC

10-1. SECTOR OPERATIONS

Feeder Radar CPC is responsible for preliminary sequencing of aircraft to the Los Angeles Airport.

The Feeder and Zuma sectors should make every reasonable effort to ensure runway assignments are issued to maximize airport efficiency based on all arrival flows. This should include coordination between sectors to utilize runways on either complex.

10-2. SECTOR SPECIFIC DUTIES AND RESPONSIBILITIES

a. Feeder must:

1. Comply with miles-in-trail restrictions associated to the sector.
2. Adjust radar display to view GIGII.
3. Determine specific aircraft routed to the Runway 24 complex.
4. Unless otherwise coordinated, ensure LAX arrivals are established on the appropriate localizer/final approach course or the appropriate STAR.

Experience has shown that pilots will commonly proceed direct to the intermediate fix (HUNDA, MERCE, etc.) of their assigned approach after passing CRCUS/SEAVU in what is affectionately dubbed the "SEAVU direct HUNDA." In the event of this occurrence, Feeder should clear aircraft direct KRAIN or an adjacent fix on a different final approach course, and clear for the approach from there.

10-3. COORDINATED HANDOFF PROCEDURES

a. To the Feeder Sector from:

SECTOR	TYPE	DEST/RTE	ALT	HDG/INFO
NORTON	J	LAX LAX W	A120	V388 LENHO SEAVU SEAVU Arrival
ZLA 37	J	LNDG LAX via ANJLL STAR	D120	Descending via the ANJLL STAR at 280kts or less. Feeder control for vectors within 10 miles of Feeder eastern boundary, speed not below 250 knots, and descent to 17,000' MSL.
ZLA 39	J	LNDG LAX via SEAVU STAR	D120	Descending via the SEAVU STAR at 280kts or less. Feeder control for vectors within 10 miles of Feeder eastern boundary, speed not below 250 knots and descent to 17,000' MSL.
	J	LNDG LAX via HLYWD STAR	D120	Descending via HLYWD STAR at 280kts or less. Feeder control for vectors within 10 miles of Feeder eastern boundary, speed not below 250 knots and descent to 17,000' MSL.

b. From the Feeder Sector to:

SECTOR	TYPE	DEST/RTE	ALT	HDG/INFO
DOWNEY	J	LNDG LAX - via the appropriate Rwy 25 approach	Cleared for the appropriate Rwy 25 Apch, with current scratch pad.	Established on Rwy 25 approach. Downey control in Feeder airspace for speed, descent, vectors to join Rwy 24.
		LNDG LAX - via offload route	D100	DRCT CLPUR and the appropriate approach, scratch as indicated. Downey has control.
STADIUM	J	LNDG LAX - via the appropriate Rwy 24 approach	Cleared for the appropriate Rwy 24 approach, with current scratch pad.	Established on Rwy 24 approach. Stadium control in Feeder airspace for speed, descent, vectors to join Rwy 25.

SECTION 11. FEEDER SECTOR: EAST TRAFFIC

11-1. SECTOR OPERATIONS

Feeder Radar CPC is responsible for preliminary sequencing of aircraft to the Los Angeles Airport.

The Feeder sector should make every reasonable effort to ensure runway assignments are issued to maximize airport efficiency based on all arrival flows.

11-2. SECTOR SPECIFIC DUTIES AND RESPONSIBILITIES

- a. Feeder must:
 1. Comply with miles-in-trail restrictions associated to the sector.
 2. Adjust radar display to view GIGII.

11-3. COORDINATED HANDOFF PROCEDURES

a. To the Feeder Sector from:

SECTOR	TYPE	DEST/RTE	ALT	HDG/INFO
ZLA 30	J	LNDG LAX from over JLI via BASET STAR	D15	Cross LAADY at 15,000' MSL, 280 knots.
ZLA 37		LNDG LAX from over HEC/PGS via BASET STAR	D90	Descend via BASET STAR. Feeder control for vectors within 10 miles of Feeder eastern boundary, speed not below 250 knots, and descent to 17,000' MSL.
		LNDG LAX via BIGBR STAR	D60	Descend via BIGBR STAR. Feeder control for vectors within 10 miles of Feeder eastern boundary, speed not below 250 knots and descent to 17,000' MSL.
ZLA 39		LNDG LAX from over TNP via BASET STAR	D90	Descend via BASET STAR. Feeder control for vectors within 10 miles of Feeder eastern boundary, speed not below 250 knots, and descent to 17,000' MSL.
		LNDG LAX via BRUEN STAR	D60	Descend via BRUEN STAR. Feeder control for vectors within 10 miles of Feeder eastern boundary, speed not below 250 knots, and descent to 17,000' MSL.

b. From the Feeder Sector to:

SECTOR	TYPE	DEST/RTE	ALT	HDG/INFO
STADIUM	J	LNDG LAX via BIGBR/BRUEN STAR	D70	Descending via BIGBR/BRUEN STAR, RWY 06L. Stadium has control.
		LNDG LAX via BASET STAR	D70	Direct SMO then cross SMO at 7,000' MSL; Depart SMO RV250. Stadium control for speed. <i>Note: to stay in airspace must cross REEDER at or above 9,000' MSL.</i>
DOWNEY	J	LNDG LAX via BIGBR/BRUEN STAR	D60	Descending via BIGBR/BRUEN STAR, RWY 07R. Downey has control.
		LNDG LAX via BASET STAR	D60	Via BASET STAR to cross REEDER at or above 9,000' MSL then descend and maintain 6,000' MSL; Downey has control.

SECTION 12. FEEDER AND STADIUM SECTORS: OVER OCEAN

12-1. SECTOR OPERATIONS

The Los Angeles area has responsibility to conduct the Over Ocean operations for the LAX arrivals, CPM, HHR, and SMO.

12-2. SECTOR SPECIFIC DUTIES AND RESPONSIBILITIES

- a. Feeder must:
 - 1. Comply with the miles-in-trail restrictions associated to the sector.
- b. Stadium must:
 - 1. Be responsible for:
 - a. All arrival traffic to LAX.
 - b. SMO runway 21 departures.
 - 2. Quicklook the Manhattan sector.

12-3. COORDINATED HANDOFF PROCEDURES

- a. To the Stadium Sector from:

SECTOR	TYPE	DEST/RTE	ALT	HDG/INFO
ZLA 26	J	LNDG LAX via MOOR STAR	A110	On the STAR. CROSS PAULA at 11,000' at 250K
		LNDG LAX via ZUUMA STAR	D60	Descending via ZUUMA STAR
ZLA 25	J	OCEANIC VIA RWY 06R LOC	A60	ON THE LOC (CROSS 30 MI WEST OF LAX AT 6000FT AT 250K)
ZLA 28	MPQ	LNDG LAX via V25	A50	
	J	LNDG LAX via EXERT LAX	A60	Cross EXERT at 6000FT, 250 knots.
FEEDER	J	LNDG LAX via MDNYT STAR	D70	Descending via MDNYT STAR. Stadium has control.
		LNDG LAX	D70	Direct SMO; Depart SMO RV250. Stadium control for speed.

b. To the Feeder Sector from:

SECTOR	TYPE	DEST/RTE	ALT	HDG/INFO
ZLA 37	J	LNDG LAX from over DAWNA/GRAMM via BASET STAR	D80	Descend via BASET STAR. Feeder control for vectors within 10 miles of Feeder eastern boundary, speed not below 250 knots, and descent to 17,000' MSL.
		LNDG LAX via MDNYT STAR	D70	Descend via MDNYT STAR. Feeder control for vectors within 10 miles of Feeder eastern boundary, speed not below 250 knots, and descent to 17,000' MSL.
ZLA 39	J	LNDG LAX from over KONZL via BASET STAR	D80	Descend via RDEYE STAR. Feeder control for vectors within 10 miles of Feeder eastern boundary, speed not below 250 knots, and descent to 17,000' MSL.
		LNDG LAX via MDNYT STAR	D70	Descend via MDNYT STAR. Feeder control for vectors within 10 miles of Feeder eastern boundary, speed not below 250 knots, and descent to 17,000' MSL.
ZLA 30	J	LNDG LAX via BASET STAR	D80	Descend via BASET STAR. Feeder control for vectors.
		LNDG LAX via MDNYT STAR	D70	Descend via MDNYT STAR. Feeder control for vectors.

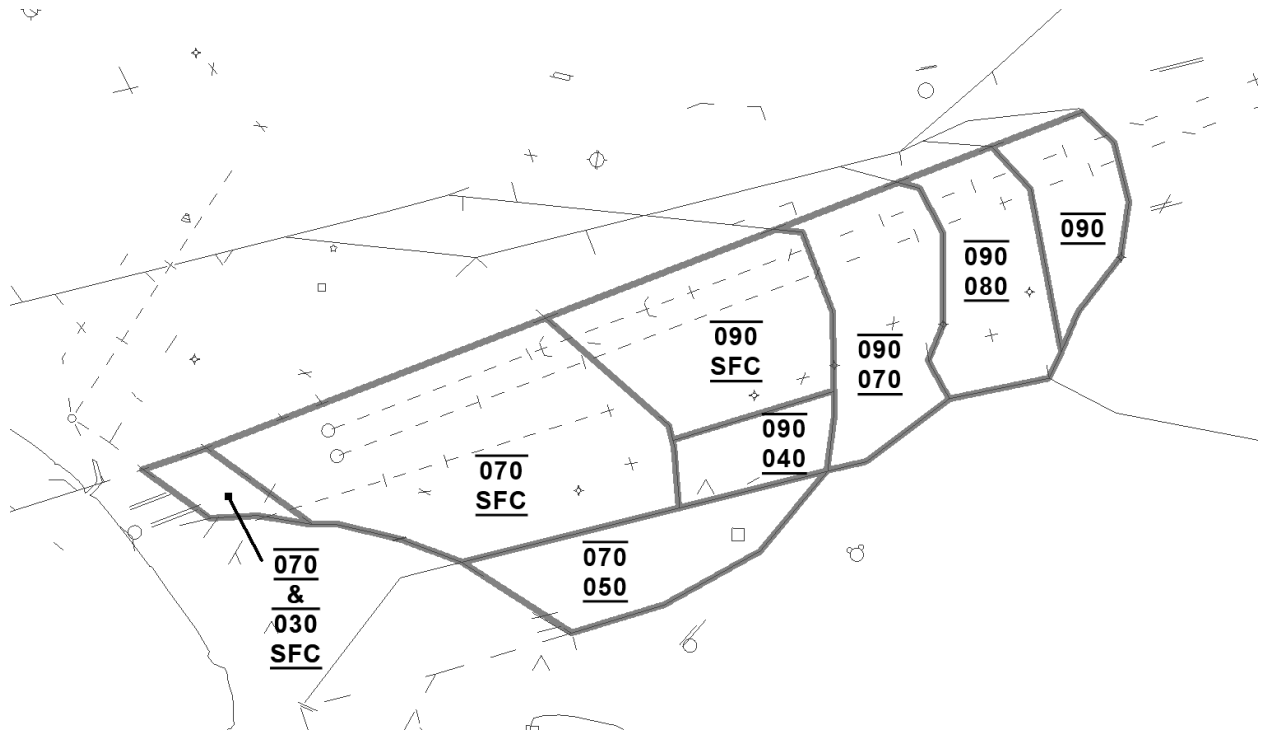
c. From the Feeder Sector to:

SECTOR	TYPE	DEST/RTE	ALT	HDG/INFO
STADIUM	J	LNDG LAX via MDNYT STAR	D70	Descend via MDNYT STAR. Stadium control.
		LNDG LAX	D70	DRCT SMO; Depart SMO RV250. Stadium control for speed.

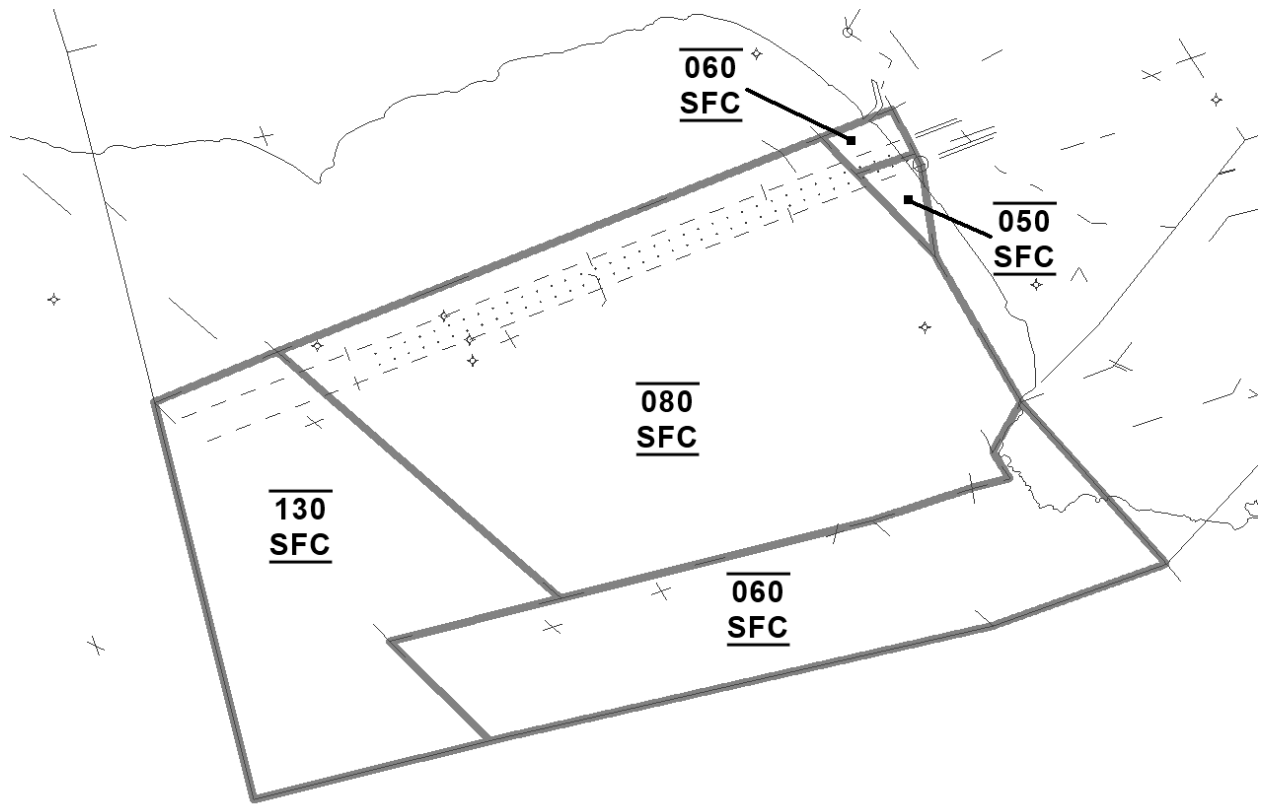
SECTION 13. LOS ANGELES AREA MAPS

13-1. DOWNEY SECTOR

a. DOWNEY SECTOR - LAX WEST

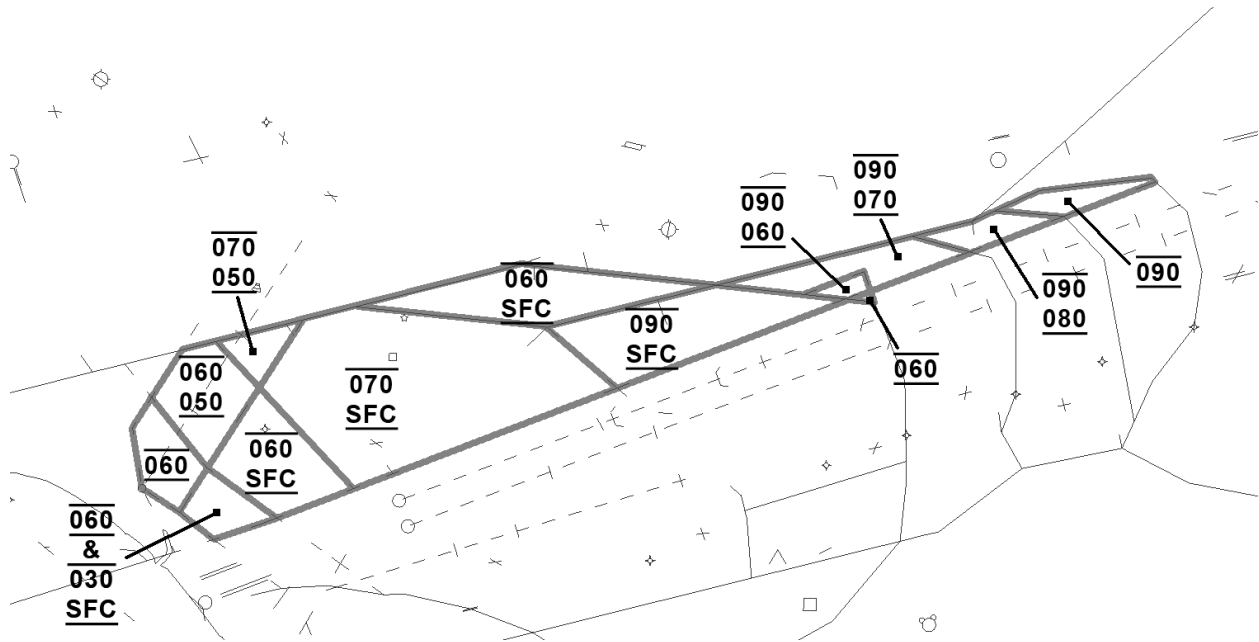


b. DOWNEY SECTOR - LAX EAST

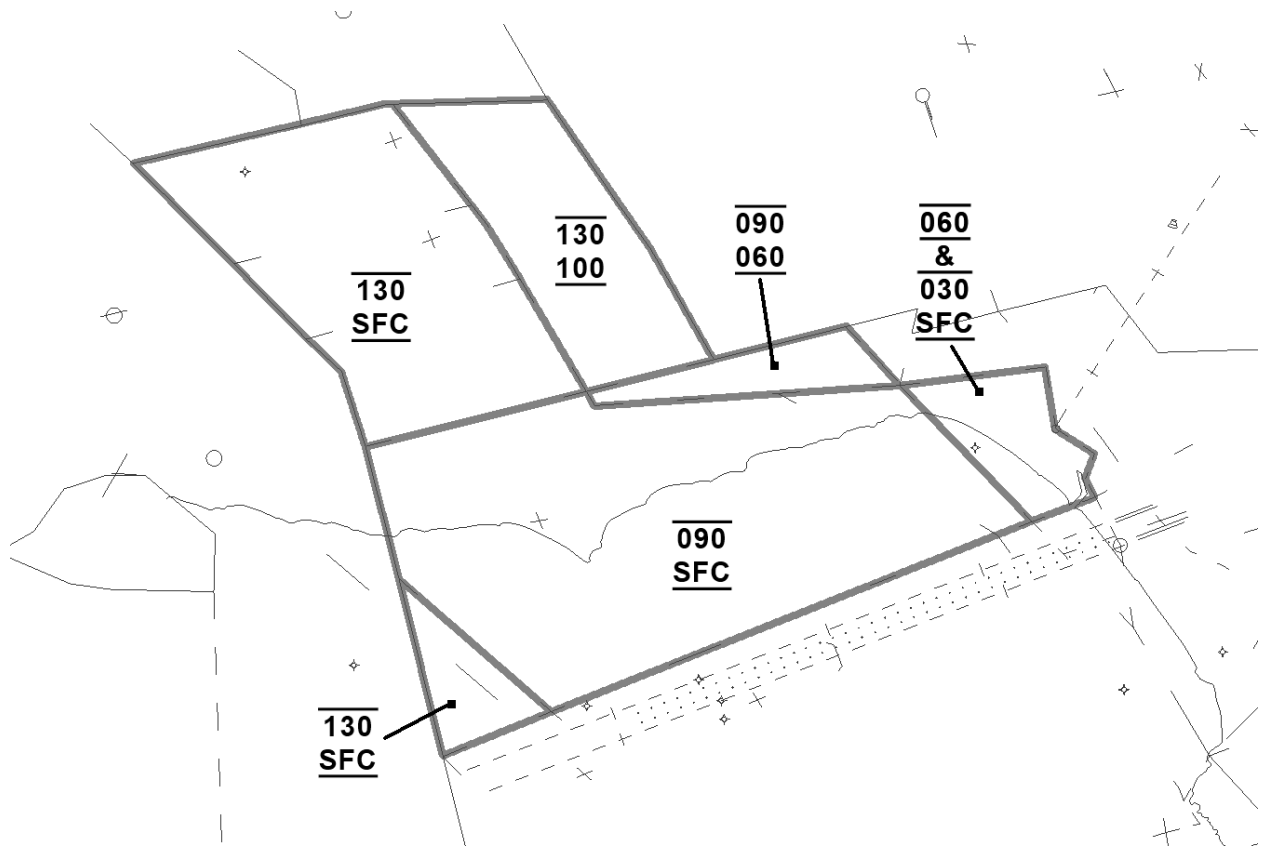


13-2. STADIUM SECTOR

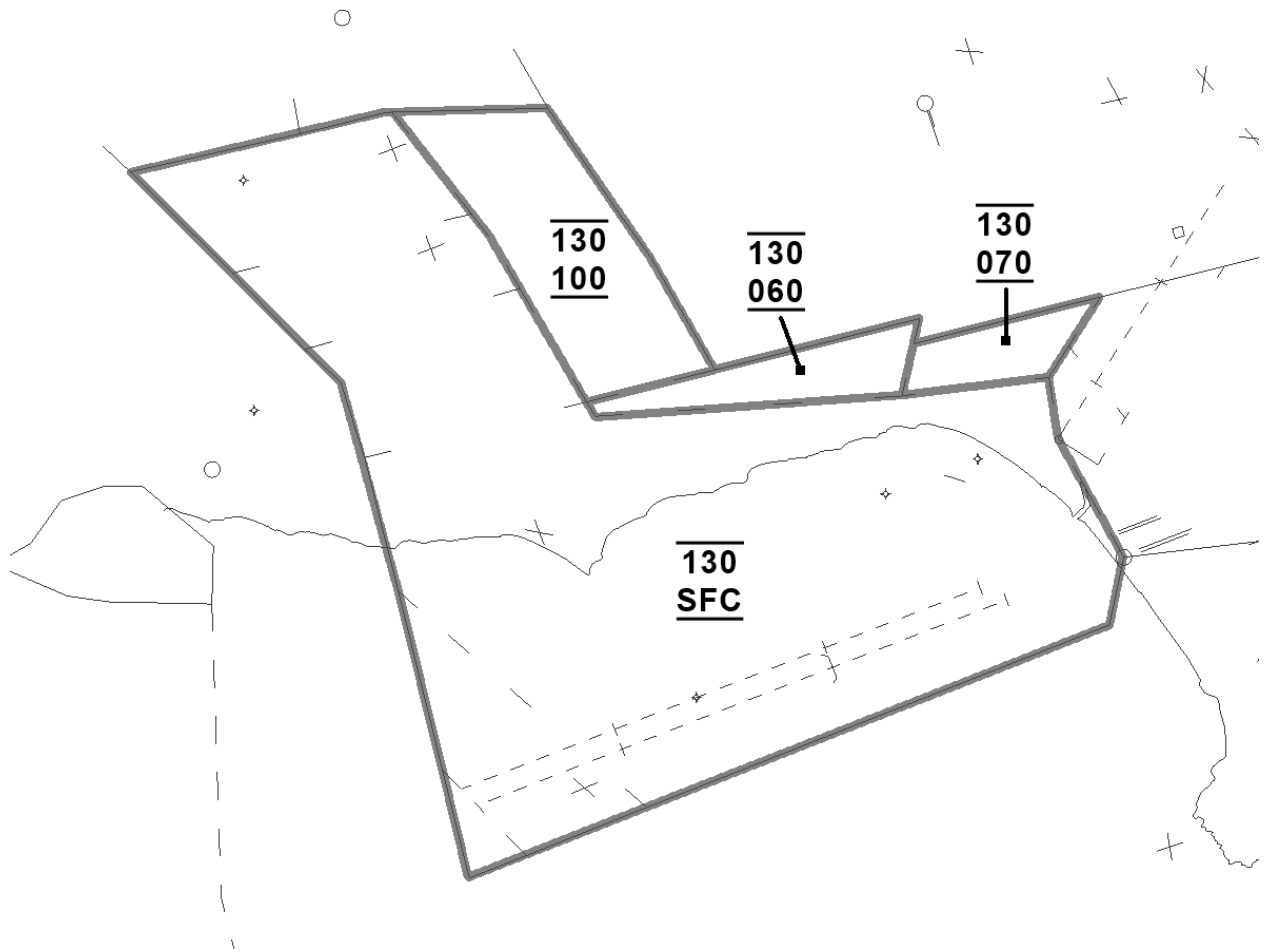
a. STADIUM SECTOR - LAX WEST



b. STADIUM SECTOR - LAX EAST

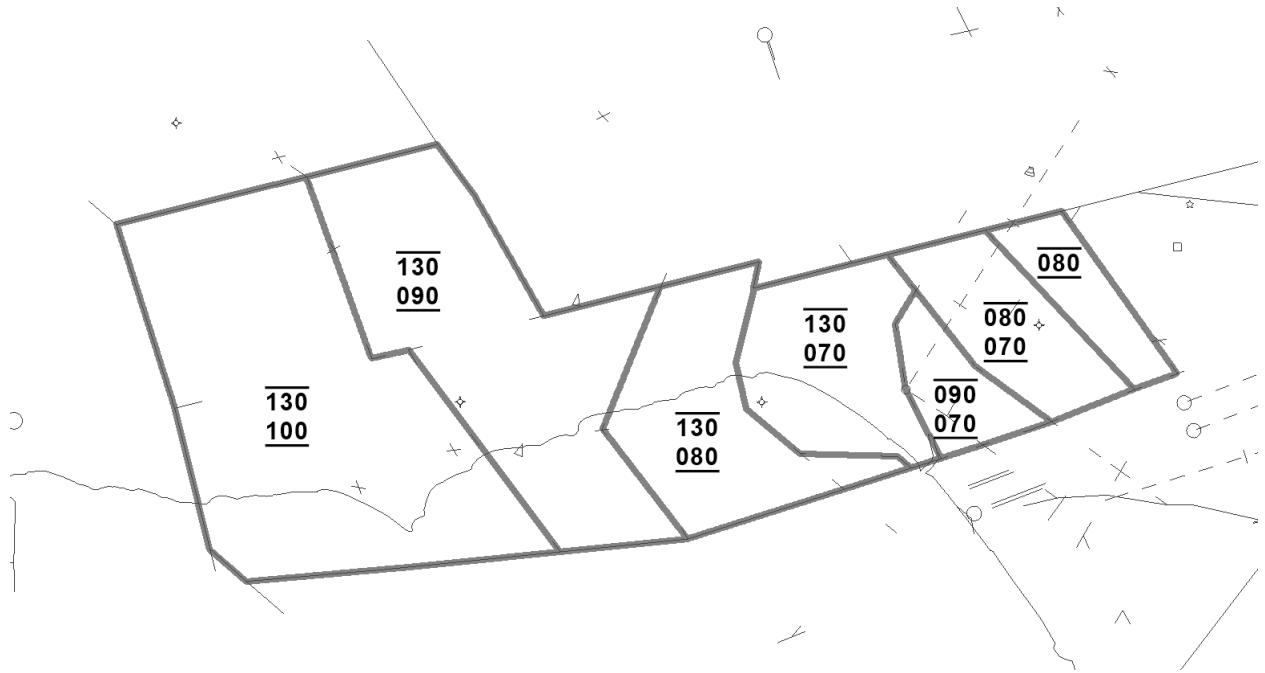


c. STADIUM SECTOR - LAX OVER OCEAN

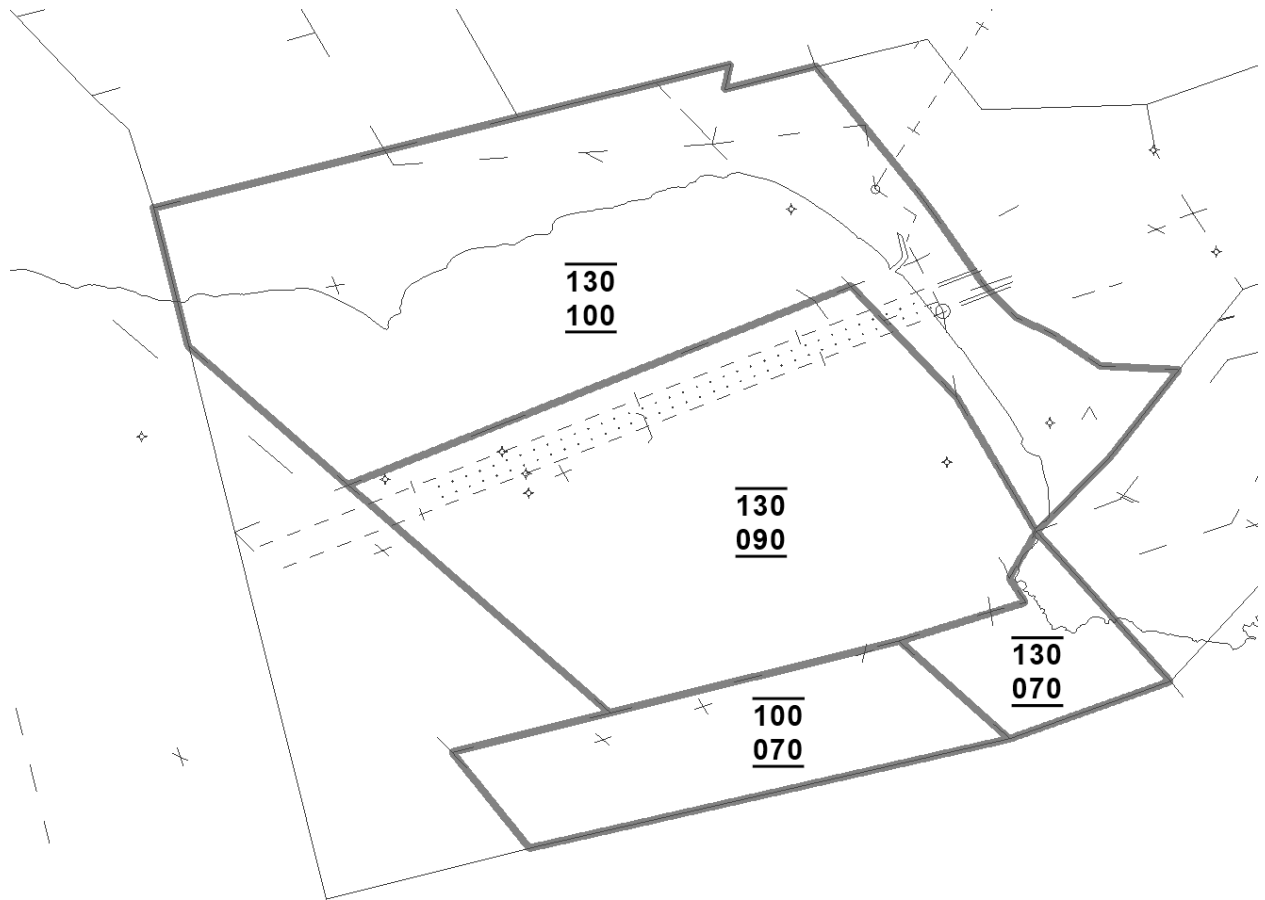


13-3. ZUMA SECTOR

a. ZUMA SECTOR - LAX WEST

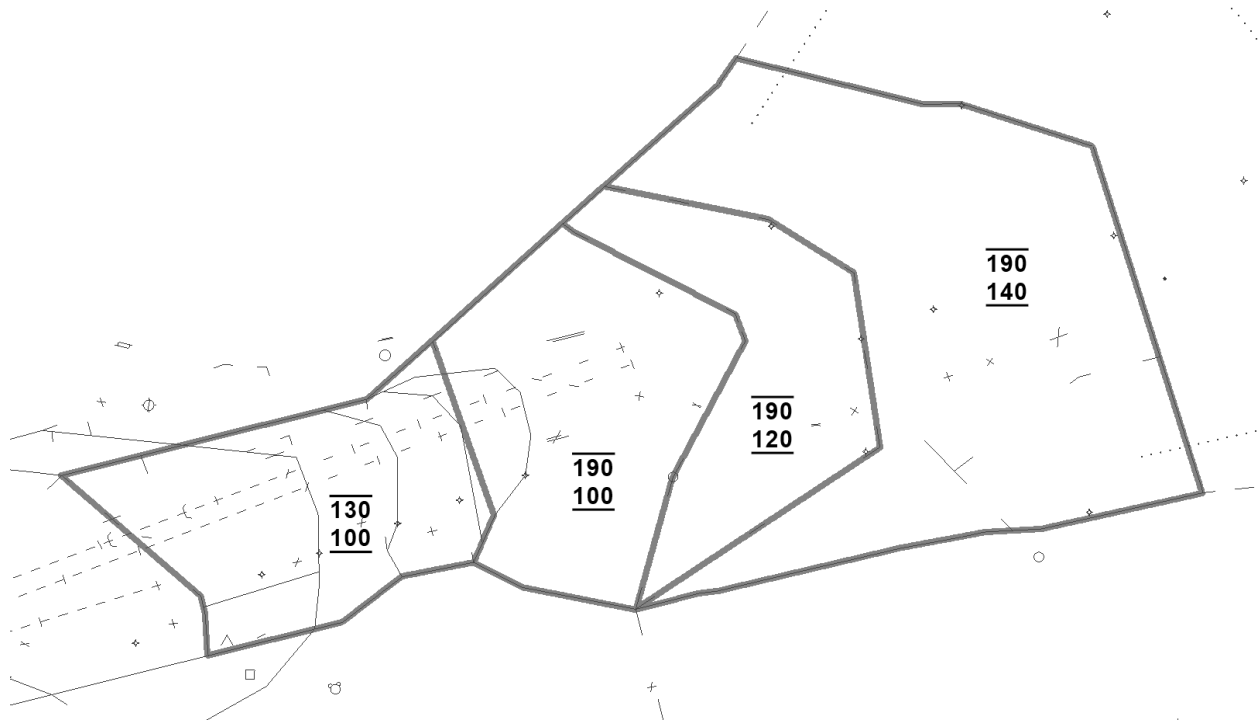


b. ZUMA SECTOR - LAX EAST

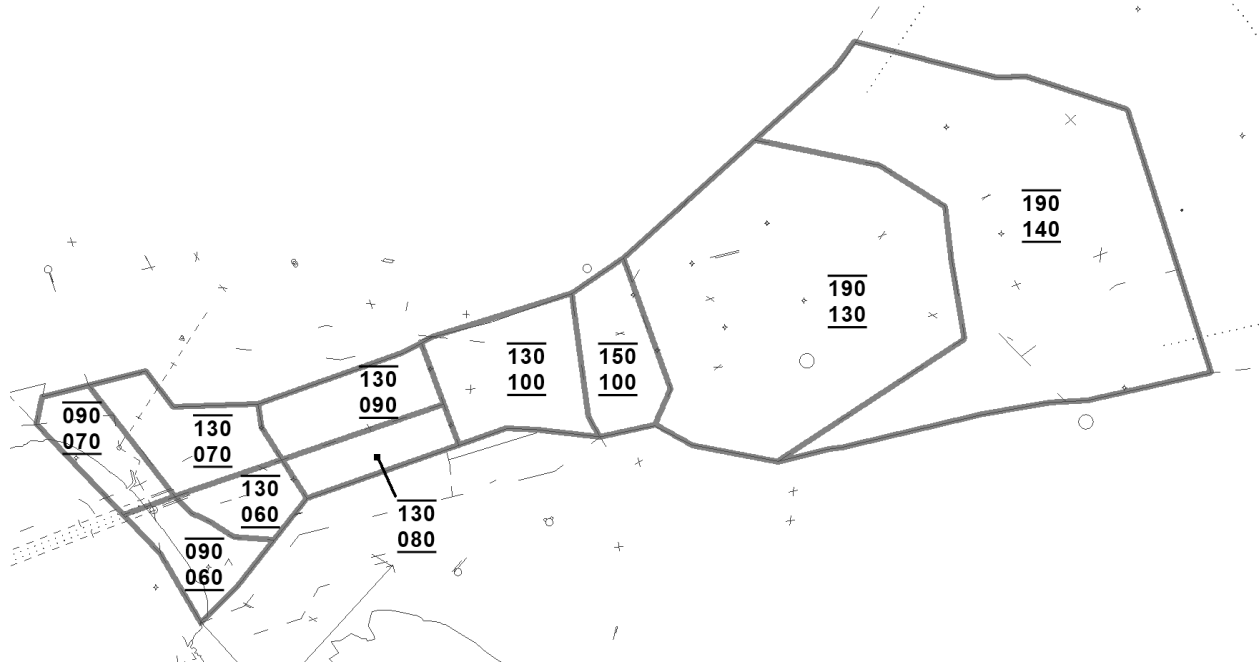


13-4. FEEDER SECTOR

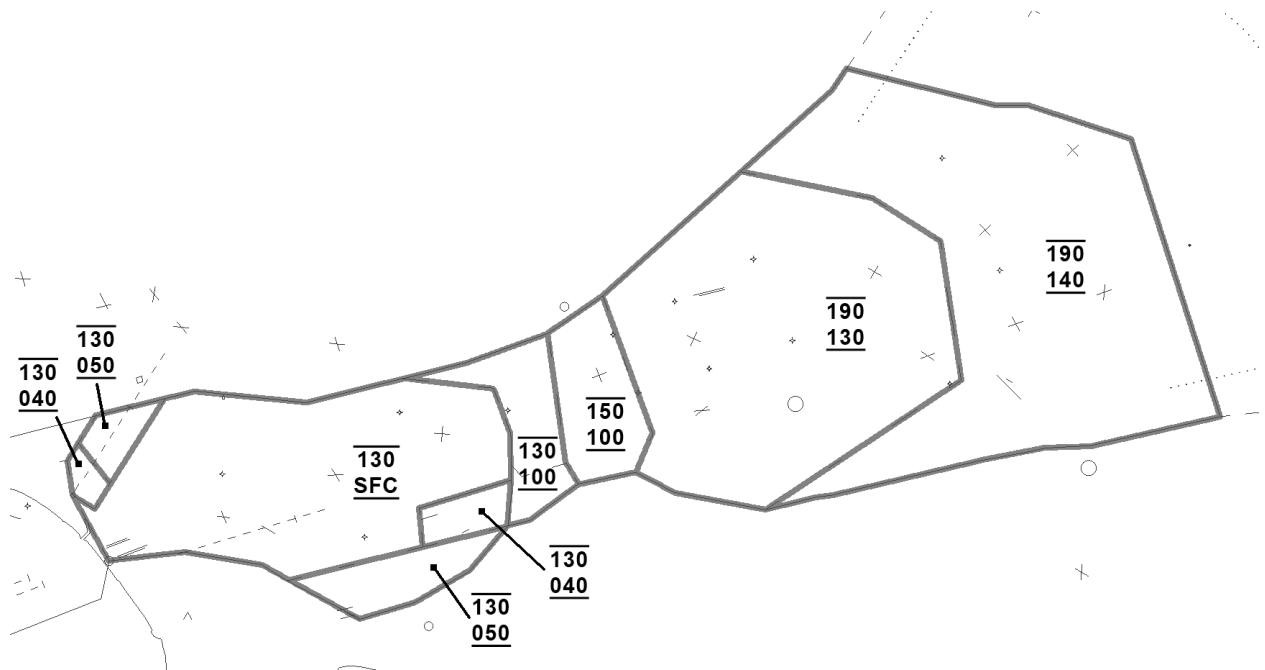
a. FEEDER SECTOR - LAX WEST



b. FEEDER SECTOR - LAX EAST

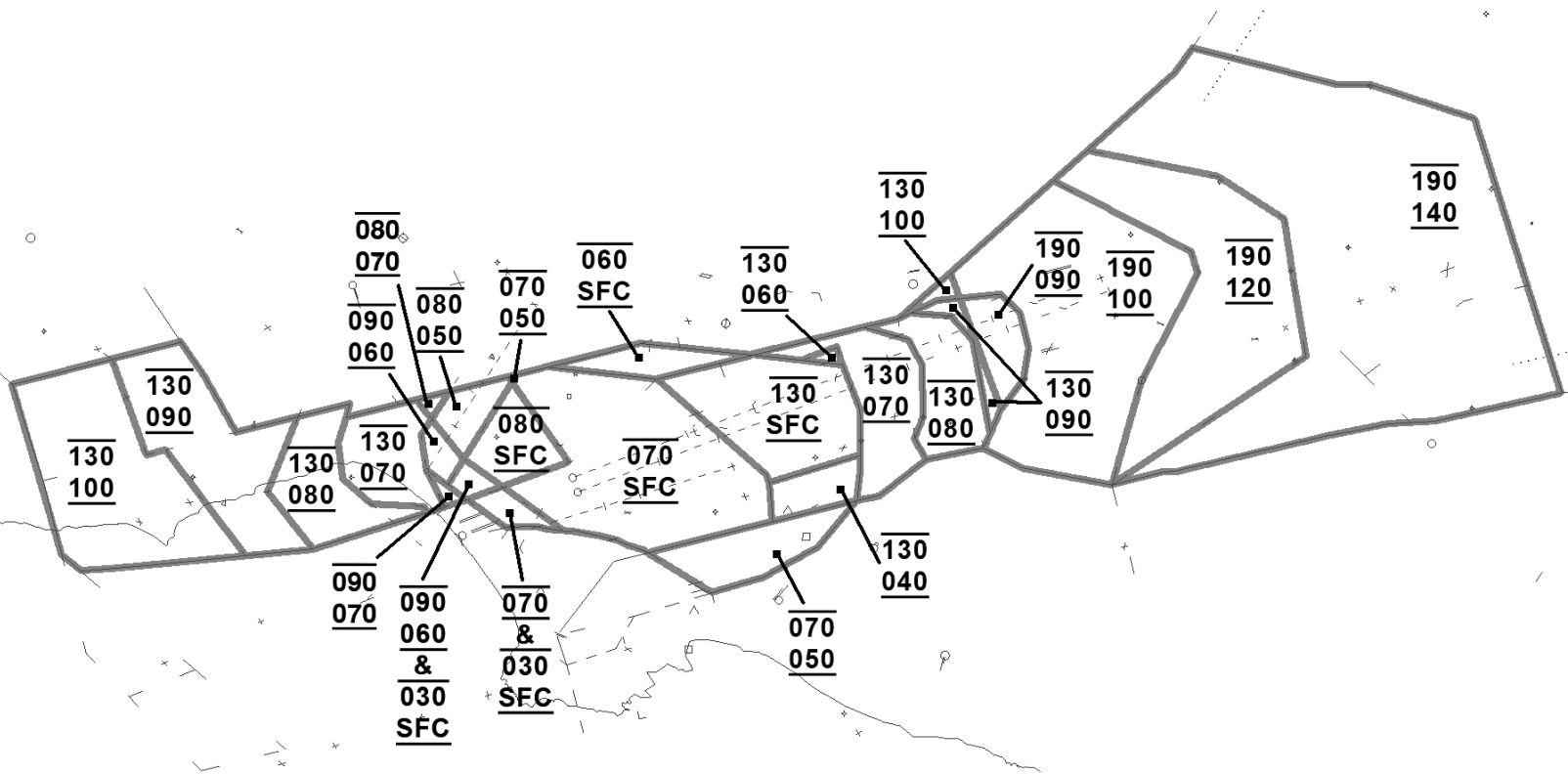


c. FEEDER SECTOR - LAX OVER OCEAN

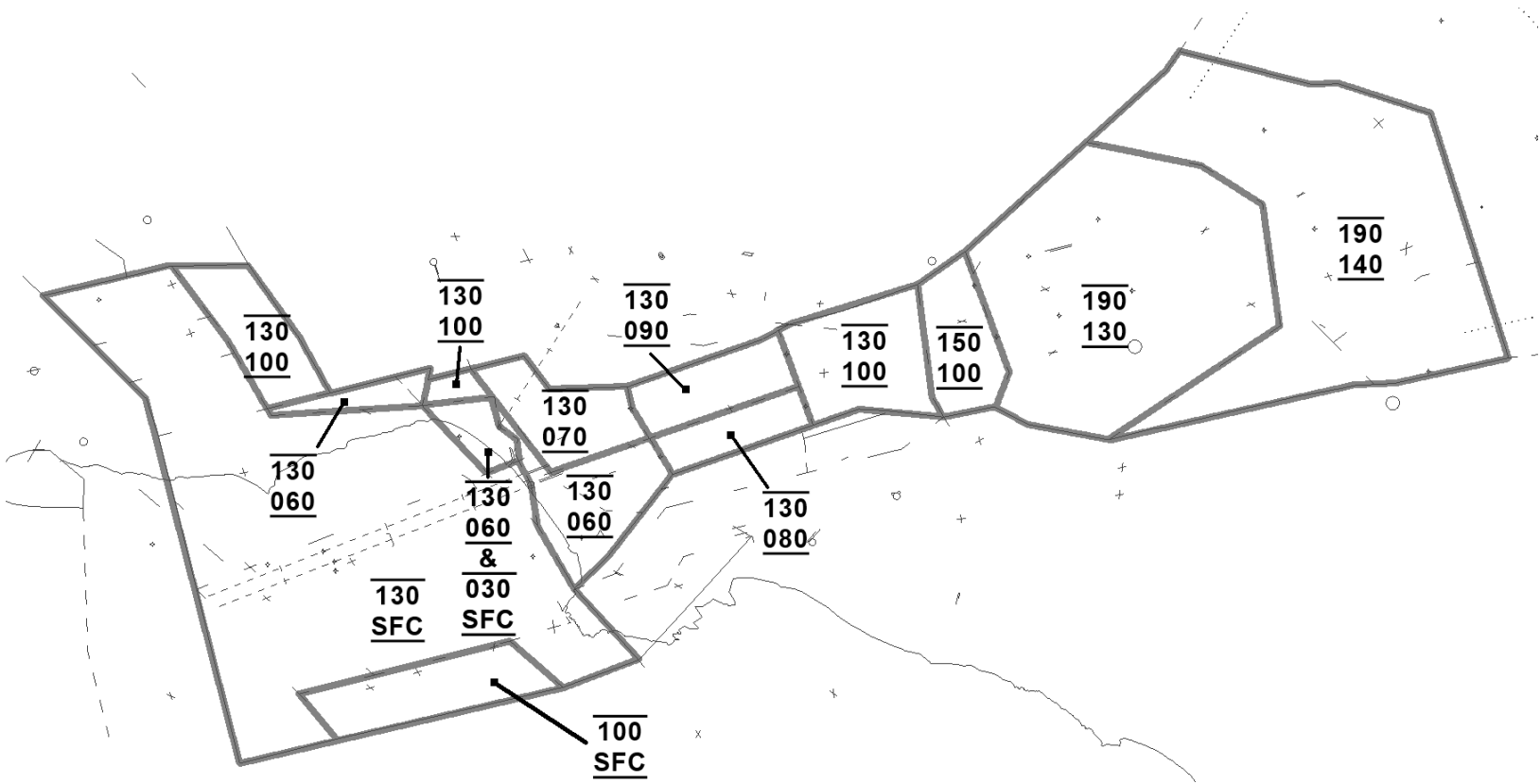


13-5. LOS ANGELES AREA COMBINED

a. LOS ANGELES AREA - LAX WEST



b. LOS ANGELES AREA - LAX EAST



c. LOS ANGELES AREA - LAX OVER OCEAN

