

**SOUTHERN CALIFORNIA TRACON  
DEL REY AREA  
STANDARD OPERATING PROCEDURES**



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

## Table of Contents

|  |           |
|--|-----------|
| <b>SECTION 1. GENERAL</b>  | <b>5</b>  |
| 1-1. PURPOSE   | 5         |
| 1-2. SCOPE OF RESPONSIBILITIES   | 5         |
| 1-3. DEL REY SECTORS   | 5         |
| 1-4. AIRSPACE SPLIT  | 5         |
| <b>SECTION 2. RADAR TEAM PROCEDURES</b>  | <b>6</b>  |
| 2-1. DEPARTURE NOISE ABATEMENT PROCEDURES: RUNWAYS 24R/L AND 25L/R                 | 6         |
| 2-2. LAX SIMULTANEOUS OPPOSITE DIRECTION OPERATIONS                                | 6         |
| <b>SECTION 3. COORDINATION</b>   | <b>7</b>  |
| 3-1. DEL REY AREA PREARRANGED COORDINATION PROCEDURES                              | 7         |
| a. P-ACP BETWEEN MALIBU AND MANHATTAN SECTORS - LAXW                               | 7         |
| b. P-ACP BETWEEN MANHATTAN AND MALIBU SECTORS - LAXE                               | 7         |
| c. P-ACP BETWEEN STADIUM AND MALIBU SECTORS  | 7         |
| d. P-ACP BETWEEN MANHATTAN AND FEEDER SECTORS                                      | 8         |
| e. P-ACP BETWEEN MALIBU AND FEEDER SECTORS   | 8         |
| f. P-ACP BETWEEN MANHATTAN AND PACIFIC SECTORS                                     | 9         |
| 3-2. DEL REY AREA SPECIFIC IFR AUTOMATED POINT OUTS                                | 10        |
| 3-3. CLASS B CLEARANCE PROCEDURES FOR HOLLYWOOD PARK, COLISEUM, AND COASTAL ROUTES | 11        |
| <b>SECTION 4. MALIBU SECTOR: WEST TRAFFIC</b>                                      | <b>12</b> |
| 4-1. SECTOR OPERATIONS   | 12        |
| 4-2. SECTOR SPECIFIC DUTIES AND RESPONSIBILITIES                                   | 12        |
| 4-3. COORDINATED HANDOFF PROCEDURES  | 13        |
| <b>SECTION 5. MALIBU SECTOR: EAST TRAFFIC</b>                                      | <b>15</b> |
| 5-1. SECTOR OPERATIONS   | 15        |
| 5-2. SECTOR SPECIFIC DUTIES AND RESPONSIBILITIES                                   | 15        |
| 5-3. COORDINATED HANDOFF PROCEDURES  | 15        |
| <b>SECTION 6. MANHATTAN SECTOR: WEST TRAFFIC</b>                                   | <b>16</b> |
| 6-1. SECTOR OPERATIONS   | 16        |
| 6-2. SECTOR SPECIFIC DUTIES AND RESPONSIBILITIES                                   | 16        |
| 6-3. COORDINATED HANDOFF PROCEDURES  | 17        |
| <b>SECTION 7. MANHATTAN SECTOR: EAST TRAFFIC</b>                                   | <b>18</b> |
| 7-1. SECTOR OPERATIONS   | 18        |
| 7-2. SECTOR SPECIFIC DUTIES AND RESPONSIBILITIES                                   | 18        |
| 7-3. COORDINATED HANDOFF PROCEDURES  | 18        |

|   |           |
|---|-----------|
| <b>SECTION 8. MANHATTAN SECTOR: OVER OCEAN</b>                      | <b>19</b> |
| 8-1. SECTOR OPERATIONS  | 19        |
| 8-2. SIMULTANEOUS OPPOSITE DIRECTION OPERATIONS                     | 19        |
| 8-3. SECTOR SPECIFIC DUTIES AND RESPONSIBILITIES                    | 19        |
| 8-4. PREARRANGED COORDINATION BETWEEN STADIUM AND MANHATTAN SECTORS | 19        |
| 8-5. COORDINATED HANDOFF PROCEDURES                                 | 19        |
| <br>  |           |
| <b>SECTION 9. NEWPORT SECTOR</b>                                    | <b>20</b> |
| 9-1. SECTOR OPERATIONS  | 20        |
| 9-2. SECTOR SPECIFIC DUTIES AND RESPONSIBILITIES (RESERVED)         | 20        |
| 9-3. COORDINATED HANDOFF PROCEDURES                                 | 21        |
| <br>  |           |
| <b>SECTION 10. DEL REY AREA MAPS</b>                                | <b>24</b> |
| 10-1. MALIBU SECTOR   | 24        |
| 10-2. MANHATTAN SECTOR  | 26        |
| 10-3. NEWPORT SECTOR  | 29        |
| 10-4. GORMAN and VALLEY GATES                                       | 32        |
| 10-5. PACIFIC GATE  | 33        |
| 10-6. DEL REY AREA COMBINED   | 34        |

## Change Notices

| Version | Date    | Explanation of Changes   |
|---------|---------|--|
| 1.10    | 02SEP23 | Various minor updates, TOA local control to Coast Area for all configurations  |
| 1.11    | 17SEP23 | Position table updates   |
| 1.20    | 25MAY24 | Added P-ACP for LGB RWY 30 Departures North/West. LGB CFR to Area 6. Adjusted certain HHERO climbs in the handoff table. |
| 1.25    | 23JUN24 | Updates to handoff table for new ZLA sectors. Added MPQ to ZLA when NTD closed.  |
| 1.30    | 8AUG24  | Removed references to TUSTI, added coordinated handoff procedures for KYLOW and STHBY SIDs.                              |
| 1.40    | 14MAR25 | Added handoffs btw Coast and Del Rey for LAX East  |
| 1.46    | 18DEC25 | Added CAR to secondary scratch for dct CARDI/CARIF, GOATZ STAR is GOATZ at 160   |
| 1.5     | 7APR26  | Added SEBBY, added "V" Category, updates to TOPMM handoffs   |

## SECTION 1. GENERAL

### 1-1. PURPOSE

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

### 1-2. SCOPE OF RESPONSIBILITIES

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

### 1-3. DEL REY SECTORS

- a. The following sectors make up the Del Rey specialty:
  1. Malibu
  2. Manhattan
  3. Newport

### 1-4. AIRSPACE SPLIT

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

1. Manhattan
2. Malibu
3. Newport

| SECTOR    | POSITION ID | FREQUENCY | INTERPHONE |
|-----------|-------------|-----------|------------|
| MANHATTAN | 6S          | 124.300   | MANHATTAN  |
| MALIBU    | 6N          | 125.200   | MALIBU     |
| NEWPORT   | 6X          | 134.350   | NEWPORT    |

## **SECTION 2. RADAR TEAM PROCEDURES**

### **2-1. DEPARTURE NOISE ABATEMENT PROCEDURES: RUNWAYS 24R/L AND 25L/R**

Noise abatement procedures apply to turbojet and turboprop aircraft that depart Los Angeles airports runways 24 and 25. Noise abatement procedures also apply to southbound turbojet departures from Santa Monica, Torrance, and Hawthorne airports. Departure controllers must use the following procedures unless operational requirements dictate taking action to correct an adverse or unsafe situation:

- a. Turbojet departures filed via southbound SIDs must be established on the SID or vectors to remain at least 5 SM west and 3 SM south of the Palos Verdes Peninsula until leaving 13,000' MSL.
- b. Turbojet departures routed over GMN VORTAC/OROSZ or PMD VORTAC/SLAPP must not be vectored north of 270 degrees until reaching 4,000' MSL; and must be established on the SID or vectored west of BAYST intersection.
- c. Turbojet departures must not be vectored south of 210 degrees until reaching 3,000' MSL.
- d. Turbojet ORCKA departures must be direct KLIPR.
- e. LAX Turboprop departures must not be vectored south of 200 degrees until reaching 3,000' MSL.
- f. LAX Turboprop departures landing CRQ, SNA, or SAN must be vectored outside the noise dots to remain at least 1 SM off the Palos Verdes Peninsula shoreline.

### **2-2. LAX SIMULTANEOUS OPPOSITE DIRECTION OPERATIONS**

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

## SECTION 3. COORDINATION

### 3-1. DEL REY AREA PREARRANGED COORDINATION PROCEDURES

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

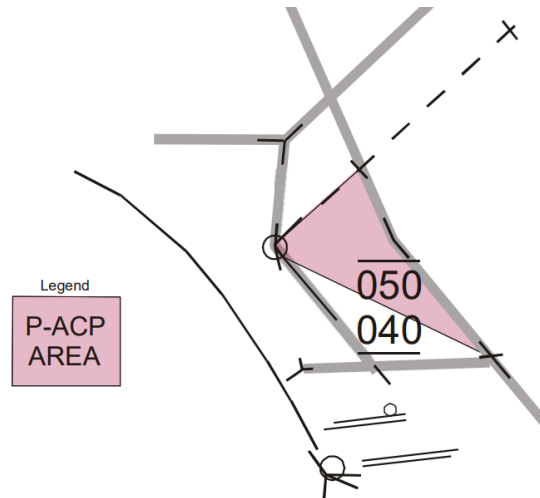
#### a. P-ACP BETWEEN MALIBU AND MANHATTAN SECTORS - LAXW

1. Manhattan radar may enter Malibu airspace without verbal coordination provided the aircraft is departing Los Angeles International airport (KLAX) and Los Angeles tower must provide initial departure separation.
2. Manhattan radar must be responsible for maintaining approved separation between aircraft under their control and all traffic in the P-ACP airspace.

#### b. P-ACP BETWEEN MANHATTAN AND MALIBU SECTORS - LAXE

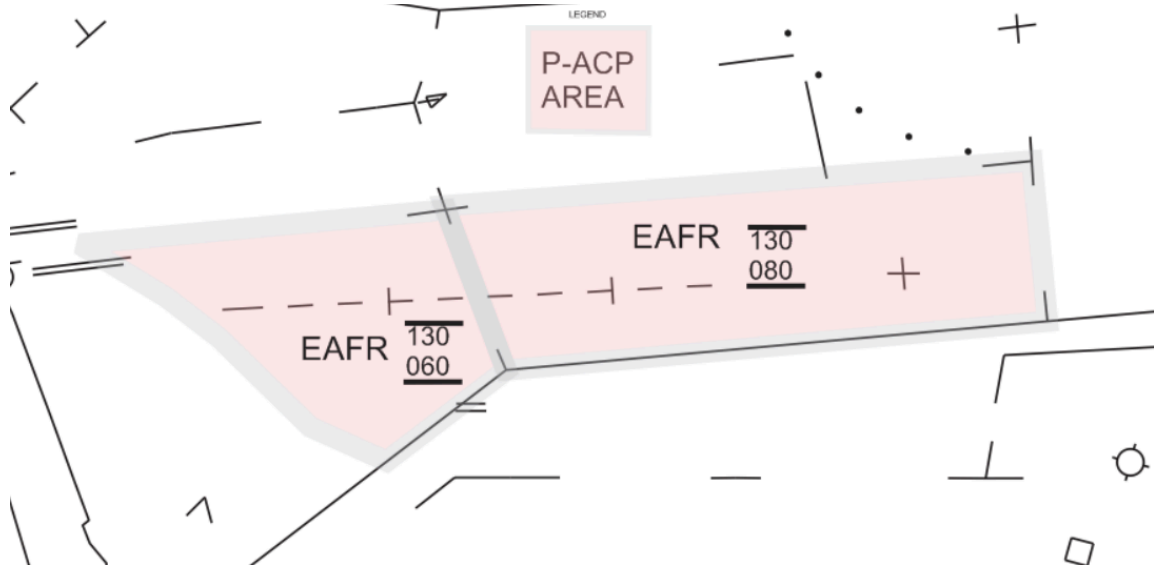
1. Malibu radar may enter Manhattan airspace without verbal coordination provided the aircraft is departing KLAX and Los Angeles tower must provide initial departure separation.
2. Malibu radar must be responsible for maintaining approved separation between aircraft under their control and all traffic in the P-ACP airspace.

#### c. P-ACP BETWEEN STADIUM AND MALIBU SECTORS



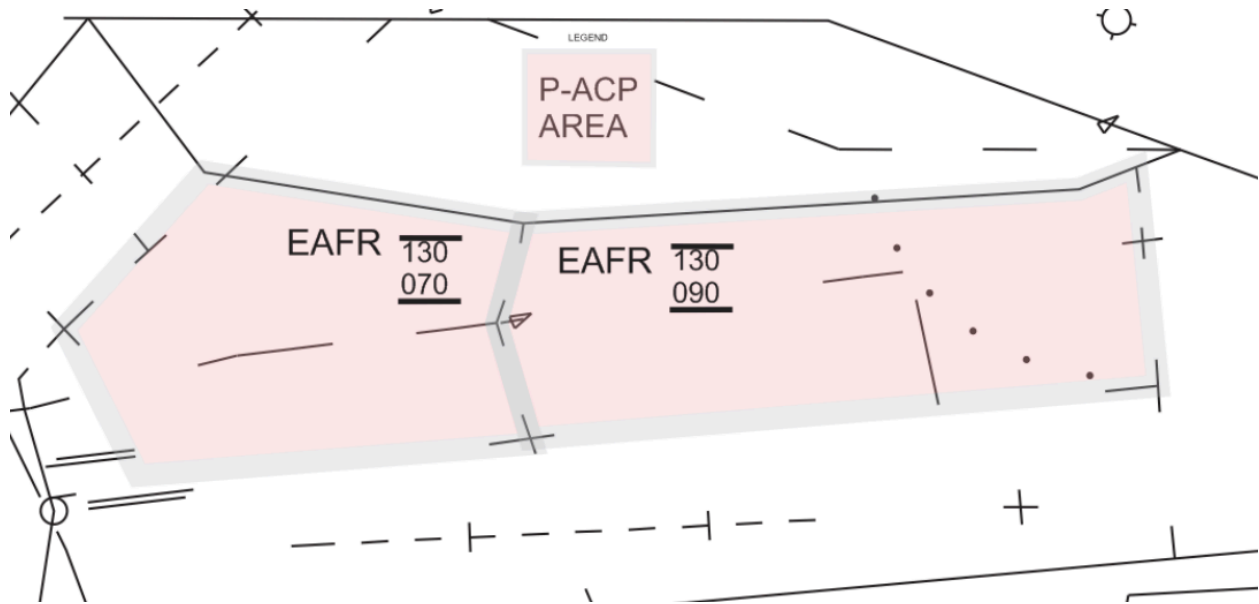
1. Stadium radar may enter P-ACP airspace with aircraft that depart the Santa Monica (SMO) VOR between heading 030 and 080 degrees.
2. Stadium radar must be responsible for maintaining approved separation between aircraft under their control and all traffic in the P-ACP airspace.

**d. P-ACP BETWEEN MANHATTAN AND FEEDER SECTORS**



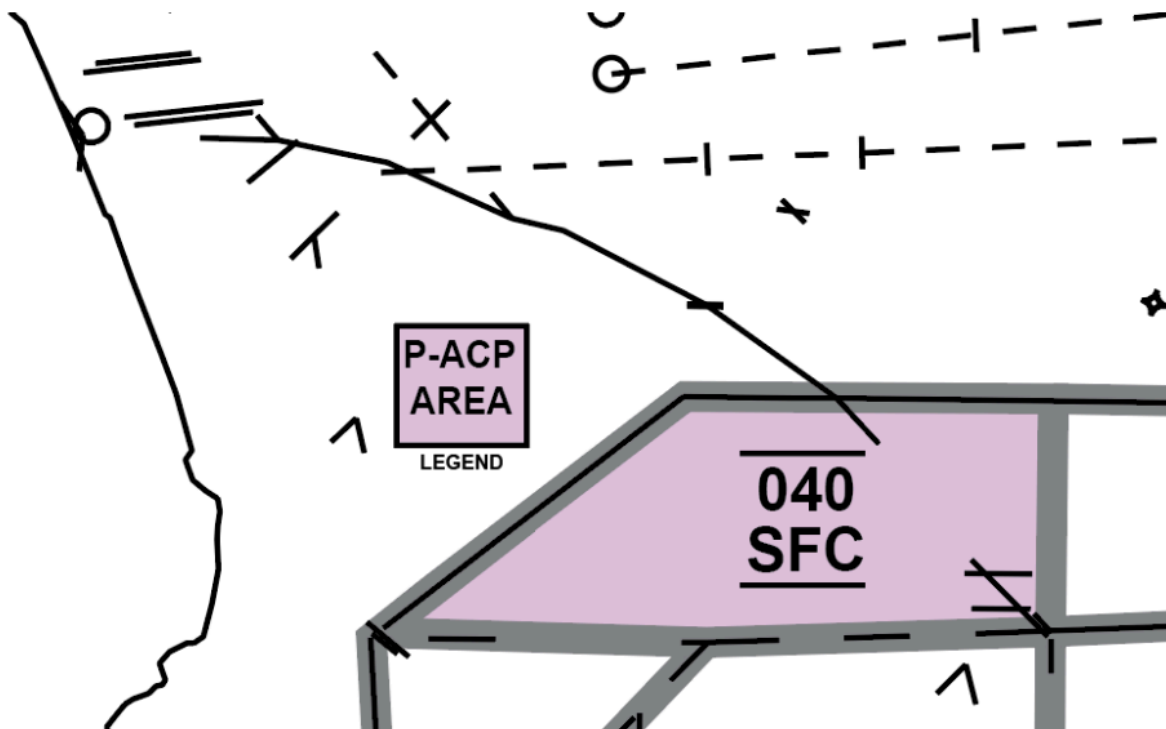
1. Manhattan radar may enter Feeder airspace with IFR departures from Los Angeles Airport southwest/southeast bound.
2. Manhattan radar must be responsible for maintaining approved separation between aircraft under their control and all traffic within the P-ACP airspace.

**e. P-ACP BETWEEN MALIBU AND FEEDER SECTORS**



1. Malibu radar may enter Feeder airspace with IFR departures from KLAX runways northwest/northeast northwest/northeast bound.
2. Malibu 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 MANHATTAN AND PACIFIC SECTORS



1. Manhattan radar may apply P-ACP within the depicted boundaries of Pacific airspace climbing North or West (VTU/TOPMM/GMN/HAWCC) with Long Beach/Daugherty Field (KLGB) RWY 30/26 departures.
2. Manhattan radar will be restricted to vectors greater than heading 270 (right turns) and has control for climb.
3. Manhattan radar must be responsible for maintaining approved separation between aircraft under their control and all traffic in the P-ACP airspace.
4. These procedures only apply when Long Beach Airport Traffic Control Tower is open or controlled top-down.
5. Position covering Long Beach Local must Call for Release with Manhattan for North/West Departures

### 3-2. DEL REY AREA SPECIFIC IFR AUTOMATED POINT OUTS

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

- a. Malibu Sector is authorized to use the automated point out function for point outs to:**
  - 1. Zuma Sector as coordination for sequencing of all LAX arrivals routed through Malibu at 5,000' MSL, including KLAX 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.
- b. Manhattan Sector is authorized to use the automated point out function for point outs to:**
  - 1. Zuma Sector on KLGB departures routed via the TOPMM SID. Acceptance of the point out by Zuma means that Manhattan is authorized to enter Zuma airspace on the DP, direct PLTFM, or east of PLTFM direct OEUVR at or above 10,000' MSL.
- c. Pacific Sector is authorized to use the automated point out function for point outs to:**
  - 1. Manhattan sector on aircraft departing KLGB climbing southbound. Acceptance of the automated point out by Manhattan means that Pacific can enter Manhattan's airspace climbing southbound.
  - 2. Newport Sector when KLAX is East on aircraft departing KLGB climbing southbound. Acceptance of the automated point out by Newport means Harbor can enter Newport's airspace direct SXC climbing to 8,000' MSL.

### **3-3. CLASS B CLEARANCE PROCEDURES FOR HOLLYWOOD PARK, COLISEUM, AND COASTAL ROUTES**

- a. The Burbank area must:
  - 1. Issue Hollywood Park Route Class B clearances and ensure "HOL" is placed in scratchpad.
  - 2. Issue Coliseum Route Class B clearances and ensure "COL" is placed in scratchpad.
  - 3. Ensure southbound aircraft on the Hollywood Park or Coliseum Route enter Del Rey area airspace level at an assigned altitude of 9,500' MSL. In the event of an overtake 9,000' MSL may be assigned.
  - 4. Issue Coastal Route clearances either via the route as published or on a vector to join the LAX323R north of the Santa Monica Pier.
  - 5. Ensure southbound aircraft on a Coastal Route clearance enter Manhattan airspace level at an assigned altitude of 5,500' MSL.
- b. The Coast area must:
  - 1. Handoff VFR aircraft requesting the Coastal route to Manhattan with SHO in the scratch pad. Manhattan will issue the Class B clearance.
  - 2. Issue Hollywood Park/Coliseum Route Class B clearance, with a restriction to maintain 8,500' MSL while in Class B airspace to the Del Rey area. Ensure HOL or COL is in scratchpad.
- c. Manhattan must:
  - 1. Handoff aircraft exiting the Coastal Route northbound to Moorpark at or below 6500 feet MSL. Moorpark has control north of the Coastal and must remain clear of Malibu airspace.
  - 2. Ensure VFR aircraft at 6,500' are pointed out to Zuma.
  - 3. Accept VFR Class B handoffs as early as possible or advise the transferring CPC of an expected delay time.

## **SECTION 4. MALIBU SECTOR: WEST TRAFFIC**

### **4-1. SECTOR OPERATIONS**

- a. The Malibu Sector is a departure sector that serves:
  - 1. Departure traffic from Los Angeles International Airport Runways 24L/R and 25L/R and Santa Monica Airport Runway 21/03.
  - 2. Enroute and VFR traffic.

### **4-2. SECTOR SPECIFIC DUTIES AND RESPONSIBILITIES**

- a. The Malibu Sector radar CPC is responsible for the separation and flow of IFR and VFR departure and enroute traffic in the sector and must:
  - 1. Comply with the flow or miles-in-trail (MIT) restrictions associated with the sector.
  - 2. QUICKLOOK the Manhattan Sector.
  - 3. Comply with all applicable noise abatement procedures.
  - 4. Coordinate arrival sequence with Los Angeles area Zuma Sector for aircraft routed to the Runway 24 complex via SMO, including LAX runway 24 complex go-arounds.

#### 4-3. COORDINATED HANDOFF PROCEDURES

a. From the Malibu Sector to:

| SECTOR   | TYPE | DEST/RTE                                    | ALT                   | HDG/INFO   |
|----------|------|---|-----------------------|--|
| STADIUM  | JMPQ | LNDG LAX including North complex go-arounds | A 50                  | Between SMO and 1NM N of SMO RV070   |
| VALLEY   | M    | SKWRL VALEY SID                             | C 70                  | On SID at or prior to NTSHA  |
| MOORPARK | J    | GMN SID or V23 and KLAX Dep filed V165/PMD  | A/C 80                | RV 360-020 through the Gorman Gate to join the route   |
|          |      | CTRUS SID via OROSZ                         |                       | On the SID or RV thru Gorman Gate to join the route  |
|          |      | LADYJ/TOPMM SID via OROSZ                   |                       | On the SID or direct LADYJ/OROSZ to resume the SID   |
|          | M    | GMN SID or V23                              | A 70                  | RV340-020 through the Gorman Gate to join V23  |
|          |      | SKWRL SID OROSZ transition                  | C070                  | On SID at or prior to BULLL or direct OROSZ through the Gorman Gate                              |
|          |      | CTRUS SID via OROSZ                         |                       | On the SID or direct OROSZ   |
| ZLA 25   | J    | PERCH SID or via VTU                        | A/C 130 or req lower  | RV 250   |
|          |      | VENTURA SID                                 |                       | RV 250. Center control for vectors west of FIM148R   |
|          |      | SUMMR/DARRK/CTRUS SID                       | Climb via             | On the SID. Center has control for vectors, speed, west of FIM R-148 to remain clear of Zuma.    |
|          |      | MUCLR SID                                   | Climb via             | On the SID   |
|          | M    | Via MOOOS SID or VTU/IKAYE, not landing SBA | Climb via E90 or A 90 | On the MOOOS SID or direct VTU/IKAYE. Center control for vectors west of FIM158R between 250-300 |
|          | MPQ  | Routed over VTU/IKAYE                       | A 60 or 80            | Direct VTU/IKAYE. ZLA has control for turns and descent to 5000 (landing)                        |

|         |      |                       |            |   |
|---------|------|-----------------------|------------|---|
|         |      |                       |            | OXR/CMA/NTD)  |
| PT MUGU | JMPQ | Routed over VTU/IKAYE | A 60 or 80 | Direct VTU/IKAYE. NTD has control for turns and descent to 5000 (landing OXR/CMA/NTD) |

b. To the Malibu Sector from:

| SECTOR    | TYPE | DEST/RTE                           | ALT     | HDG/INFO |
|-----------|------|------------------------------------|---------|----------|
| MANHATTAN | J    | Departures filed V23/GMN/TOPMM SID | A/C 080 | RV 270   |
| PT MUGU   | JMPQ | Landing LAX or HHR                 | A 50    | On V299  |

## SECTION 5. MALIBU SECTOR: EAST TRAFFIC

### 5-1. SECTOR OPERATIONS

- a. The Malibu Sector is a departure sector that serves:
  - 1. Departure traffic from Los Angeles International Airport Runways 06L/R and 07L/R
  - 2. Enroute and VFR traffic

### 5-2. SECTOR SPECIFIC DUTIES AND RESPONSIBILITIES

- a. The Malibu Sector radar controller's responsibilities are the same as in the WEST configuration.

### 5-3. COORDINATED HANDOFF PROCEDURES

- a. From the Malibu Sector to:

| SECTOR  | TYPE | DEST/RTE                          | ALT            | HDG/INFO                               |
|---------|------|-----------------------------------|----------------|--|
| VALLEY  | J    | GARDY DP                          | Climb via E130 | On the route or direct TRAPP to resume |
|         |      | GMN DP                            | A/C 130        | RV320 west of V459                     |
|         |      | WNNDY DP                          | Climb via E130 | On the route or direct JRGSN to resume |
| STADIUM | JMPQ | LNDG LAX/North complex go-arounds | A 50           | Over or within 1NM N of SMO RV250      |

## SECTION 6. MANHATTAN SECTOR: WEST TRAFFIC

### 6-1. SECTOR OPERATIONS

- a. The Manhattan Sector is a departure sector that serves:
  1. Departure traffic from Los Angeles International Airport Runways 24L/R and 25L/R.
  2. Overflight and VFR traffic.
  3. Departure traffic from Hawthorne airport Runway 25/07, Torrance Airport Runway 29R/L, Compton Airport, and North/West Long Beach departures from Runways 30 and 26R/L.
  4. IFR Traffic on V459, V597, LAX VOR, and SMO125R.
  5. VFR traffic requesting transition through Los Angeles Class B Airspace

### 6-2. SECTOR SPECIFIC DUTIES AND RESPONSIBILITIES

- a. The Manhattan Sector radar CPC is responsible for the separation and flow of IFR and VFR departure, arrival, and enroute air traffic in the sector, and must:
  1. Comply with the flow or miles-in-trail restrictions associated with the sector.
  2. For LGB Runway 30 operations, Manhattan must coordinate departure release of aircraft with LAX Tower. LGB Local must Call for Release from Manhattan.

**NOTE:** *The Manhattan controller must provide the Newport controller at least five (5) miles in trail on "J" and "M" class aircraft on the same route that will enter Los Angeles Center airspace.*

2. QUICKLOOK the Malibu Sector.
  3. Comply with all applicable noise abatement procedures.
  4. Coordinate sequence with Downey for LAX runway 25 complex go-arounds.
- b. VFR Traffic
    1. In general VFR traffic is handed off to the sector or facility along the aircraft's route of flight.
    2. Hollywood Park Route
      - a. Northbound: H/O should be to the Los Angeles Area Zuma sector or the Burbank area Moorpark sector depending on altitude
      - b. Southbound: H/O should be to the Del Rey Area Newport sector
    3. Coastal Route:
      - a. Northbound aircraft: Point out aircraft to Los Angeles Area Zuma sector. If the point out is not accepted by the LAX VORTAC, descend the aircraft to 6,000' MSL to remain clear of Zuma sector airspace.

**6-3. COORDINATED HANDOFF PROCEDURES**

a. From the Manhattan Sector to:

| SECTOR  | TYPE  | DEST/RTE                                     | ALT             | HDG/INFO   |
|---------|---|--|-----------------|--|
| NEWPORT | <b>Note - Newport control for vectors south of SLI270R and control to climb Jets.</b> |  |                 |  |
|         | J   | OSHNN/DOTSS/PNDAH SID                        | A/C 120         | Direct PEVEE or established on the route, unless otherwise coordinated |
|         |   | Landing SAN Area airspace                    | A/C 110         | RV130-160  |
|         |   | Non RNAV routes                              | A/C 120         |  |
|         |   | LAX Departures routed via SXC                | A/C 80          | RV 220   |
|         | LAX Departures routed via ZILLI SID   | A/C 80                                       | On the SID      |  |
| MALIBU  | J   | Departures filed V23/GMN/TOPMM SID           | A/C 080         | RV 270   |
| DOWNEY  | JMPQ  | LNDG LAX, including south complex go-arounds | A 50            | RV070  |
| ZLA 38  | J   | ORCKA SID                                    | Climb via E 150 | Direct KLIPR climbing via  |
| ZLA 27  | J   | TOPMM SID                                    | Climb via E 150 | On the route or direct OVEUR   |
| ZLA 25  | J   | South Ventura Flow                           | A/C 120         | RV250. ZLA control for climb and turns westbound west of FIM148R       |

b. To the Manhattan Sector from:

| SECTOR                            | TYPE | DEST/RTE   | ALT    | HDG/INFO   |
|-----------------------------------|------|--|--------|--|
| PACIFIC<br>SNAS<br>TUSTIN<br>SNAN | J    | LGB RWY 12 Departures routed via VTU/GMN/EXERT and TOPMM SID | A/C 60 | RV towards LAX east of WILMA, Manhattan has control. |

## SECTION 7. MANHATTAN SECTOR: EAST TRAFFIC

### 7-1. SECTOR OPERATIONS

- a. The Manhattan Sector is a departure sector that serves:
  1. Departure traffic from Los Angeles International Airport Runways 06L/R and 07L/R, Hawthorne Airport Runway 25/07, Compton airport, and Torrance Airport Runway 29.
  2. Arrival traffic landing Hawthorne Airport Runway 25/07 and Compton Airport.
  3. Enroute and VFR traffic.

### 7-2. SECTOR SPECIFIC DUTIES AND RESPONSIBILITIES

- a. The Manhattan Sector radar CPC's responsibilities are the same as in the West configuration with the following additions:
  1. For Hawthorne Airport Localizer, GPS, or VOR approaches: Ensure that coordination with Los Angeles Tower to stop LAX Runway 07 departures occurs prior to the HHR arrival reaching HASHY or BELLI Intersections.

**NOTE:** Los Angeles Airport Runway 07 departures should be stopped prior to a Hawthorne arrival passing WARVA Intersection.

- 2. For Hawthorne Airport Localizer, GPS, or VOR approaches: Ensure that coordination with Los Angeles Arrivals area to create a hole on the 06L/R and 07L/R finals is accomplished.

### 7-3. COORDINATED HANDOFF PROCEDURES

- a. From the Manhattan Sector to:

| SECTOR  | TYPE | DEST/RTE                        | ALT        | HDG/INFO  |
|---------|------|---------------------------------|------------|---|
| NEWPORT | J    | SLI..TRM                        | A/C<br>130 | Direct SLI or RV to join SLI-080R                             |
|         |      | SLI..MZB, OCN, IPL, and JLI     |            | Direct SLI  |
|         |      | Landing San Diego Area airspace | A/C<br>110 |   |
|         | JMPQ | Routed over SXC                 | A/C<br>130 | RV190 or direct SXC   |
| ZUMA    | J    | Via VTU/PERCH.TRTON SID         | A/C<br>100 | South of the KNX antenna RV210 through 225. Zuma has control. |
| DOWNEY  | JMPQ | LAX runway 7 go-arounds         | A 50       | At least 3 NM S of LAX heading 250                            |

**SECTION 8. MANHATTAN SECTOR: OVER OCEAN**

**8-1. SECTOR OPERATIONS**

The Manhattan sector has responsibility to conduct the Over Ocean operations for LAX, HHR, and TOA Rwy 29 departures.

**8-2. SIMULTANEOUS OPPOSITE DIRECTION OPERATIONS**

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

**8-3. SECTOR SPECIFIC DUTIES AND RESPONSIBILITIES**

- a. Manhattan Sector must quicklook the Stadium sector.

**8-4. PREARRANGED COORDINATION BETWEEN STADIUM AND MANHATTAN SECTORS**

- a. Manhattan sector may enter Stadium sector airspace without verbal coordination provided:
  1. The aircraft departs Los Angeles Airport on an initial heading of 210 degrees.
  2. The aircraft remains on that heading until established in Manhattan Sector airspace.

**8-5. COORDINATED HANDOFF PROCEDURES**

- a. From the Manhattan Sector to:

| <b>SECTOR</b> | <b>TYPE</b> | <b>DEST/RTE</b>   | <b>ALT</b>     | <b>HDG/INFO</b>  |
|---------------|-------------|---|----------------|--|
| ZLA 25        | J           | PERCH/VTU/DARRK DEP   | A/C 130        | RV250 ZLA control west of FIM148R  |
|               |             | KYLOW SID (SCTTR, STOKD, MCKEY, DINTY and RIZIN Transitions)                  | Climb via E120 | Established on the procedure or direct BOBAA                               |
| NEWPORT       | J           | Landing SAN Area airspace   | A/C 110        | RV130-160 or via PEVEE SID   |
|               |             | Non RNAV routed aircraft  | A/C 130        | Direct PEVEE, STHBY or established on the SID unless otherwise coordinated |
|               |             | PEVEE SID or STHBY SID  |                |  |
|               |             | LAX departures routed via SXC,ZILLI or KYLOW (FICKY or GROGU transitions) SID | A/C 80         | On the SID or RV 220° Newport has control south of the SLI270R             |

## **SECTION 9. NEWPORT SECTOR**

### **9-1. SECTOR OPERATIONS**

The Newport sector is a combination arrival/departure/enroute sector and is responsible for:

- a. Avalon (AVX) arrivals and departures.
- b. Traffic enroute via V27/V208 or similar routes.
- c. SNA and LGB arrivals.
- d. LAX departures routed over SXC or ZILLI SID or KYLOW SID.
- e. LGB and SNA departures filed over SXC, VTU/IKAYE and GMN/OROSZ.
- f. LAX departures handed off from Manhattan sector.
- g. Long beach J and M class departures routed over Thermal, SLI, OCN, JLI, IPL, MZB, LAHAB, DOTSS, and CAHIL.
- h. V459/V597 enroute traffic.
- i. SNA J and M class departures routed over SLI.

### **9-2. SECTOR SPECIFIC DUTIES AND RESPONSIBILITIES (RESERVED)**

### 9-3. COORDINATED HANDOFF PROCEDURES

a. To the Newport Sector from:

| SECTOR                        | TYPE   | DEST/RTE   | ALT   | HDG/INFO   |
|-------------------------------|--|--|---|--|
| PACIFIC                       | JM   | Departures from LGB, TOA, FUL, and SLI (except aircraft routed via VTU/GMN/EXERT or TOPMM SID) | C 70  | RV PADDR<br>Newport has control.   |
|                               | JM   | Routed via SLI/CAHIL ( <b>LAX W SNAS</b> )   | C 80  | RV PADDR. Newport has control for climb and vectors westbound to remain south/west of ALBAS. |
|                               |  | Routed via SLI/CAHIL ( <b>SNA N</b> )  | A/C 130<br>or req alt<br>if lower             | South of SNA RV250.<br>Newport has control.  |
|                               | JM   | HHERO SID  | Climb via<br>E140                             | On the route or DRCT<br>MIKAA  |
|                               |  | SNA departures on the CHANL SID  | A/C 140<br>or req<br>lower                    | Vector to MIKAA. Newport has control.  |
| PACIFIC<br><b>LAX E</b>       | JM   | Routed via SLI/POM/DAG/CAHIL <b>SNAS</b>   | C100  | South of ALBAS RV PADDR.<br>Newport has control.   |
|                               |  | KLAX Arrivals  | A/D 070                                       | South of MIKAA vector<br>towards SXC. Newport ctrl.  |
| MANHATTAN<br><b>LAX W</b>     | <b>Note - Newport control for vectors south of SLI270R and control to climb jets</b> |  |   |  |
|                               | J  | Non RNAV routes  | A/C 120                                       | RV130-160  |
|                               |  | OSHNN/DOTSS/PNDAH/PEVEE SID  | A/C 120                                       | Direct PEEVE or established on the SID unless otherwise coordinated                          |
|                               |  | Landing SAN Area airspace or TIJ   | A/C 110                                       | RV 130-160   |
|                               |  | LAX departures routed via SXC  | A/C 80  | RV220. Newport has control.  |
| LAX departures routed via SXC |  | A/C 80   | On the SID. Newport control south of SLI270R. |  |
| MANHATTAN<br><b>LAX E</b>     | J  | SLI..TRM   | A/C 130                                       | Direct SLI or RV SLI-080R  |
|                               |  | SLI..MZB, OCN, IPL, JLI  | A/C 130                                       | Direct SLI   |
|                               |  | LNDG TIJ and San Diego Area  | A/C 110                                       | Direct SLI   |

|                            |      |   |             |   |
|----------------------------|------|---|-------------|---|
|                            | JMPQ | Routed over SXC   | A/C 130     | RV 190 or DRCT SXC  |
| MANHATTAN<br>OVER<br>OCEAN | J    | PEVEE SID or STHBY SID  | A/C 130     | Direct PEVEE, STHBY or established on the SID unless otherwise coordinated  |
|                            |      | LAX departures routed via ZILLI SID or KYLOW SID (FICKY or GROGU transitions) | A/C 80      | On the SID or RV 220°. <b>NOTE</b> - GROGU transition is W292 <b>active</b> and FICKY transition is W292 <b>inactive</b> - Newport has control south of the SLI R-270 |
| ZLA 25                     | JMPQ | TANDY arrival   | A 140       | Cross MERMA at 140.   |
|                            | JM   | Via OHSEA/PCIFC STAR  | Descend via | On the route  |
|                            |      | Via BAUBB/TILLT   | Descend via | On the route  |
| ZLA 28                     | J    | Via C1177   | A 120       | Direct SXC. Cross GOATZ at 12,000 250K.   |
|                            |      | Via GOATZ/KARLB STAR  | A 160       | Cross GOATZ at 160  |

b. From Newport Sector to:

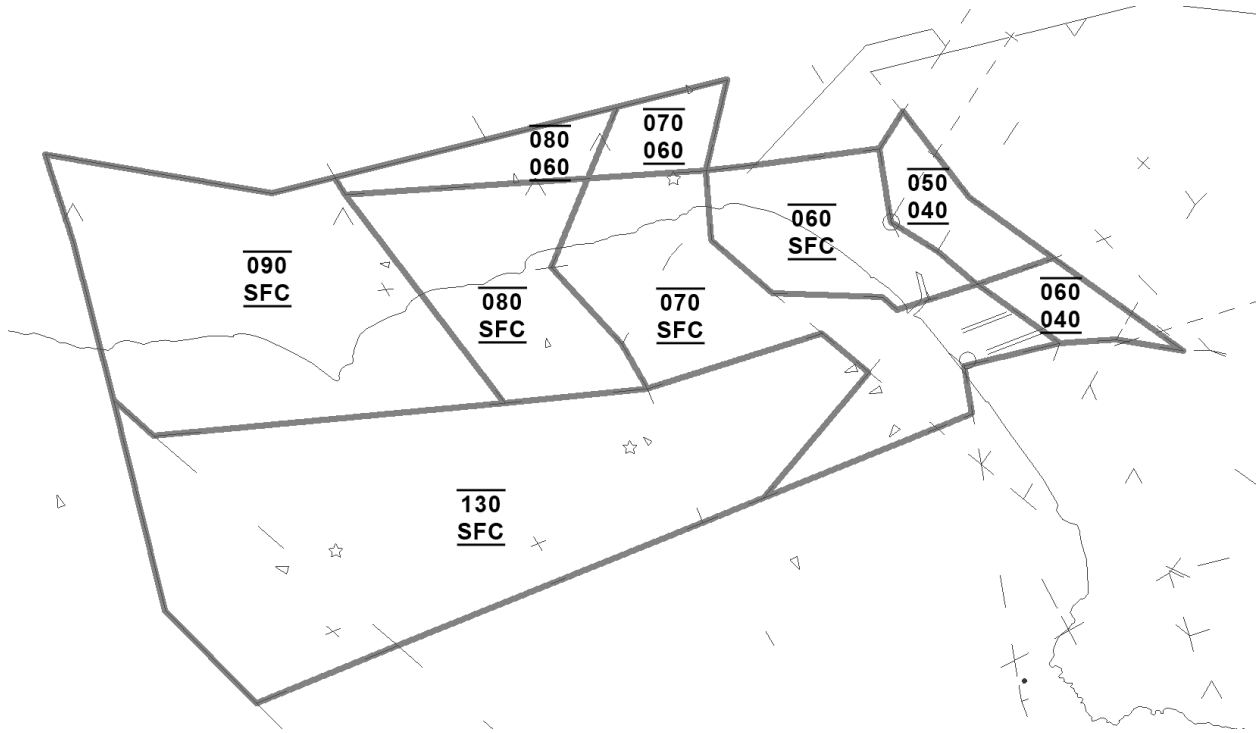
| SECTOR  | TYPE | DEST/RTE                                     | ALT              | HDG/INFO   |
|---------|------|--|------------------|--|
| PACIFIC | J    | LNDG San Diego airspace or TIJ               | A 110 or TEC     | Direct CARDI/CARIF (+CAR scratch) or RV through Pacific Gate. Pacific control vectors. |
|         | JM   | LNDG San Diego airspace ( <b>LAX E</b> )     | A 110            | On SLI148R   |
|         | JMPQ | LGB RWY 30 approaches                        | A/D 40           | RV ALBAS, Pacific has control  |
|         | JM   | LGB RWY 12 approaches, SNA RWY 20 approaches | A/D 50           | South of PADDR RV ALBAS  |
|         |      | OHSEA/TILLT STAR RWY 20                      | Descend via      | On the route or south of KAYNN direct LAXBB to join route.                             |
|         |      | LGB RWY 12 arrivals via PCIFC or BAUBB STAR  | Descend via E50  | On the route or direct PADDR to join the route.  |
|         | J    | LNDG LAX via DIRBY STAR                      | Descend via E120 | Pacific has control.   |
|         |      | Via KARLB or GOATZ STAR                      |                  | On the route. Pacific has control abeam AVOLS.   |

|                         |      |   |                    |  |
|-------------------------|------|---|--------------------|--|
| TUSTIN<br>SNA N         | JM   | Via OHSEA and TILTT STAR RWY 02   | Descend via E50    | On the route   |
|                         | JM   | PCIFC/BAUBB STAR  | Descending via E50 | On the route or direct KAYNN. Pacific has control.   |
| DOWNEY<br>LAX E         | JM   | LNDG LAX  | A 50               | RV TANDY. Downey has control.  |
| ZLA 30                  | J    | DOTSS/FRITR SID   | C 170              | On the route or direct DOTSS   |
|                         | J    | PNDAH SID   | Climb via          | On the route or direct TANNN   |
|                         |      | OSHNN SID   | Climb via          | On the route or direct CAHIL   |
|                         | JM   | ZOOMM SID   | Climb via          | On the route or direct CAHIL   |
|                         | J    | Routed via TRM (except DOTSS SID)   | C 170              | On or south of SLI080R then direct TRM or vectors direct TRM when able   |
|                         | MV   | Routed via TRM  | C 150              | Routed via SLI V64/J169 TRM  |
|                         | JMV  | SEBBY SID   | C170               | MV C150  |
|                         | JM   | FINZZ/HOBOW SID   | Climb via          | On the route or direct CAHIL   |
|                         | J    | LAXX SID  | C 170              | Direct SLI or on the route   |
| ZLA 30<br>OVER<br>OCEAN | J    | Via STHBY (STHBY SID, BEALE or MISEN transition)<br>Via STHBY (CLEEE or CNERY transition) | Climb via          | Established on the procedure or direct CAHIL.<br>Established on the procedure or direct DOTSS.   |
|                         |      | Via STHBY (TCATE or OTAYY transition)   | Climb via E170     | Established on the procedure or direct TANNN.  |
| ZLA 25                  | JM   | HHERO SID   | Climb via E160     | On the SID or direct HHERO to remain south of SNYPR.   |
|                         | JM   | All other aircraft over SXC and then points west or north                                 | C 160              | Vector toward HHERO  |
| ZLA 28                  | JMPQ | SXC-C1177   | A/C 130            | Direct SXC. ZLA ctrl climb and turns west of FIM148R   |
|                         |      | ZILLI SID or KYLOW SID (FICKY or GROGU transitions)                                       | Climb via E 130    | On the SID or direct LAUER or BEAUT. <b>NOTE</b> - GROGU transition is W292 <b>active</b> and FICKY <b>transition</b> is W292 <b>inactive</b> – ZLA ctrl clb and turns west of FIM148R |

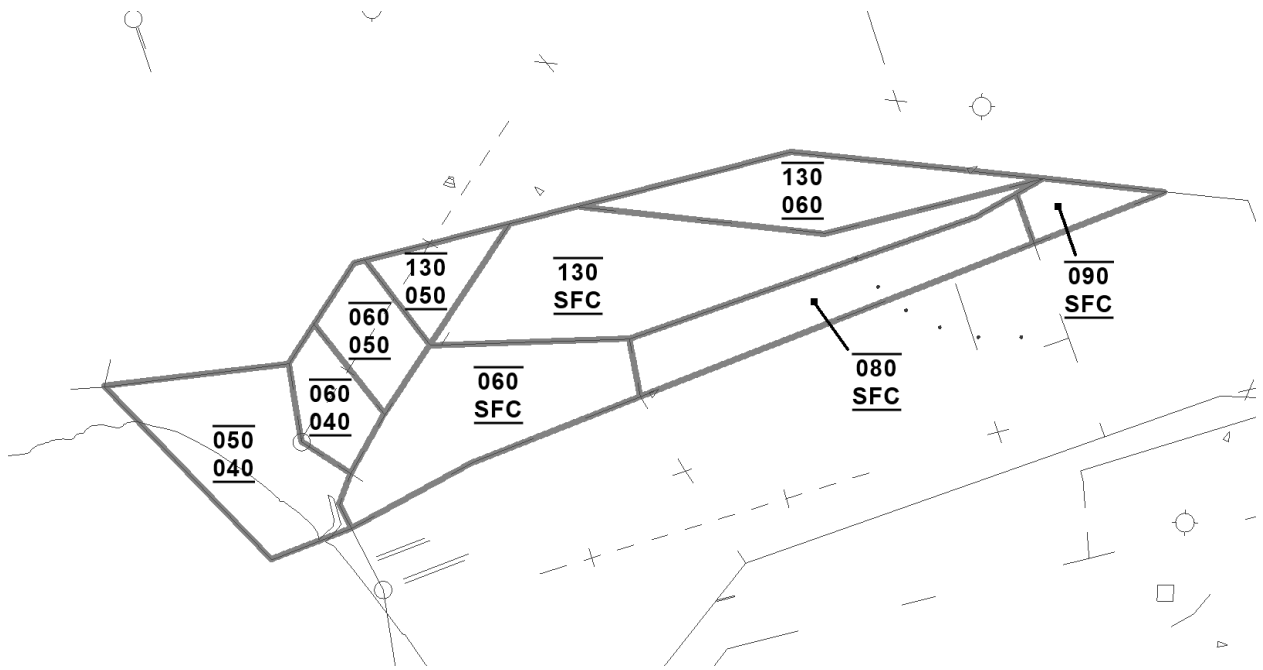
SECTION 10. DEL REY AREA MAPS

10-1. MALIBU SECTOR

a. MALIBU SECTOR - LAX WEST

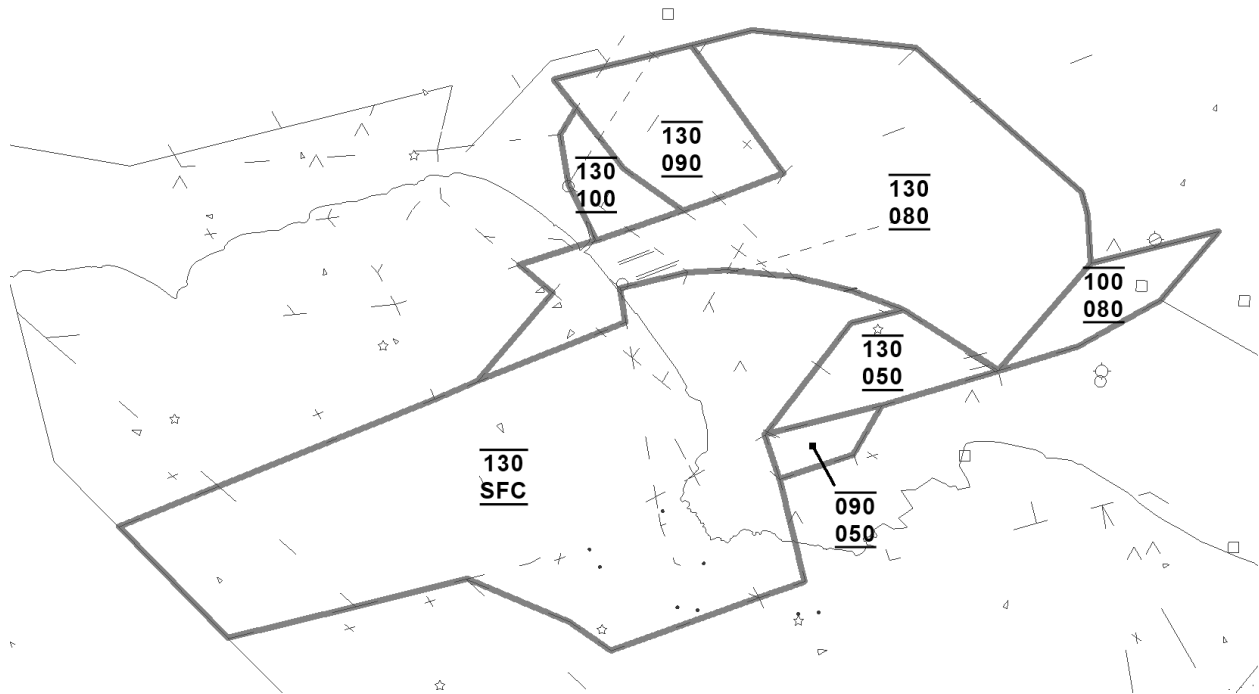


**b. MALIBU SECTOR - LAX EAST**

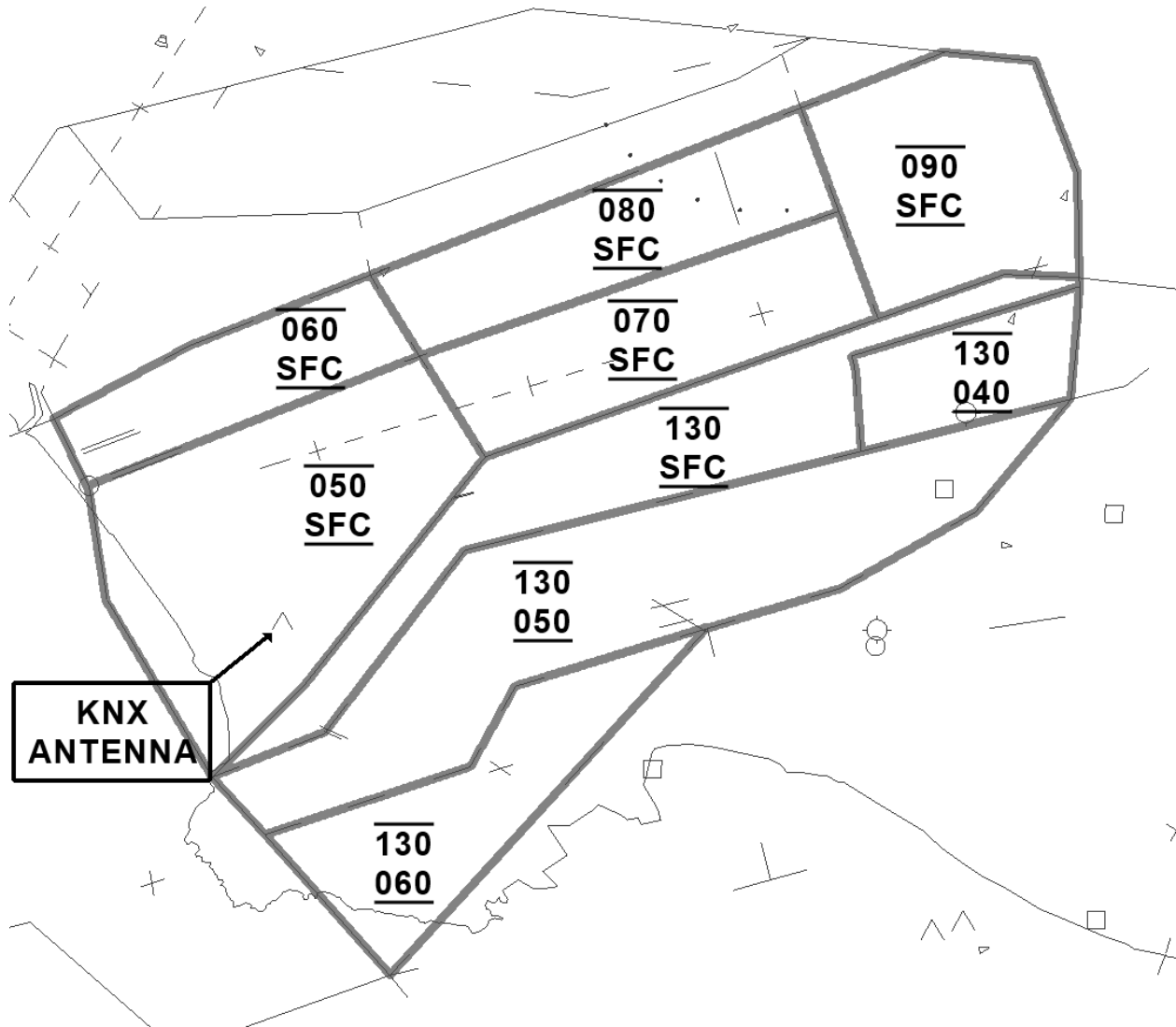


## 10-2. MANHATTAN SECTOR

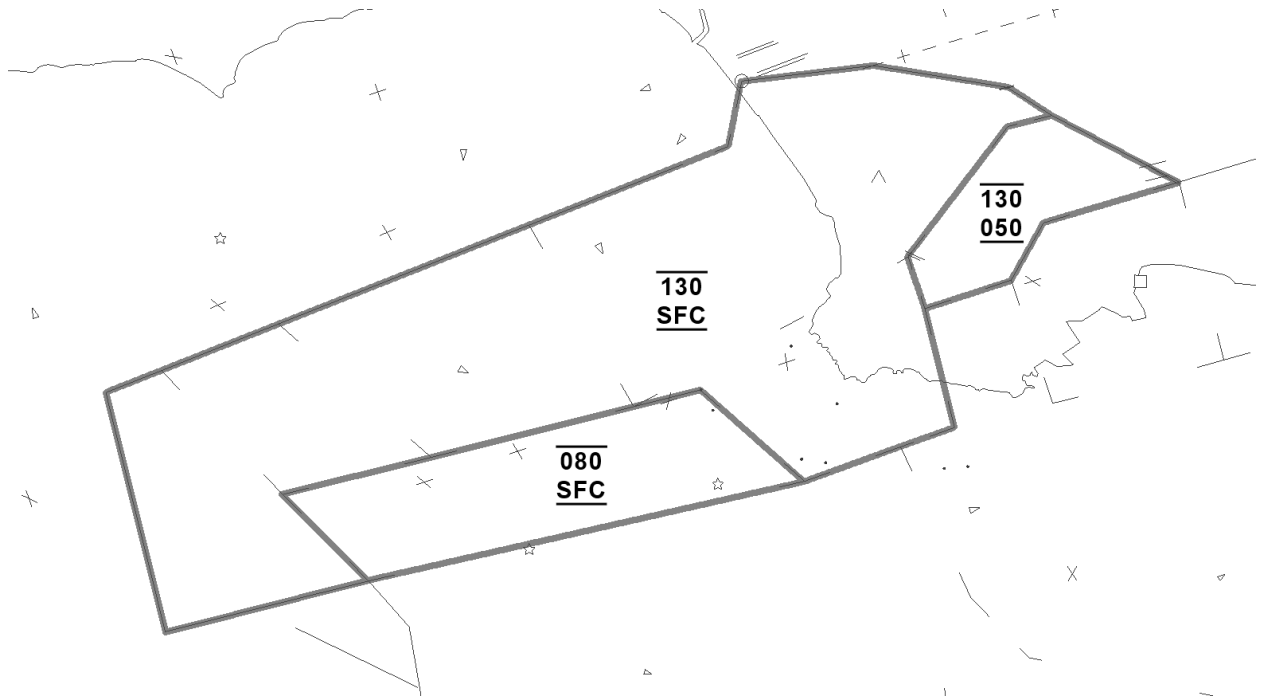
### a. MANHATTAN SECTOR - LAX WEST



b. MANHATTAN SECTOR - LAX EAST

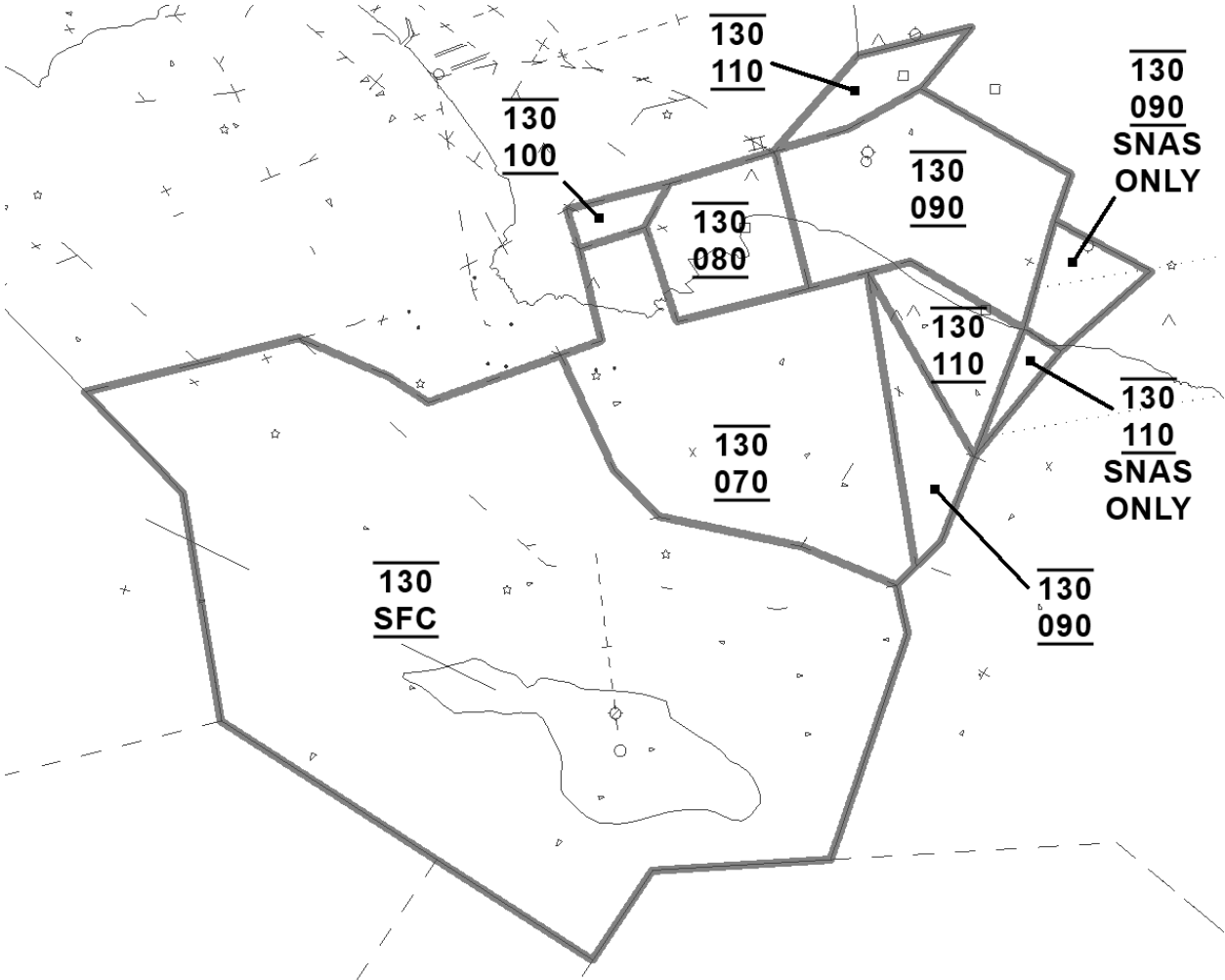


**c. MANHATTAN SECTOR - LAX OVER OCEAN**

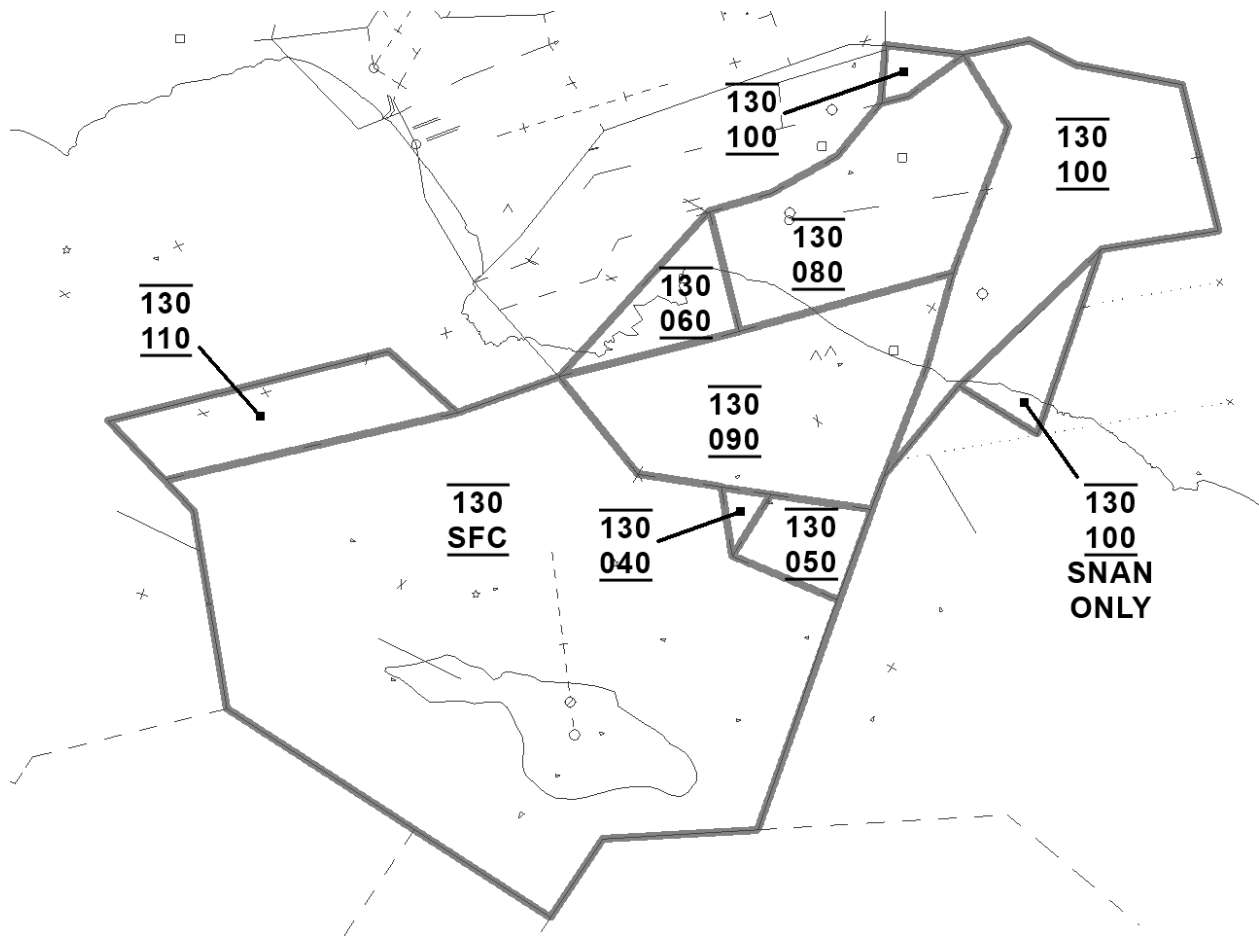


10-3. NEWPORT SECTOR

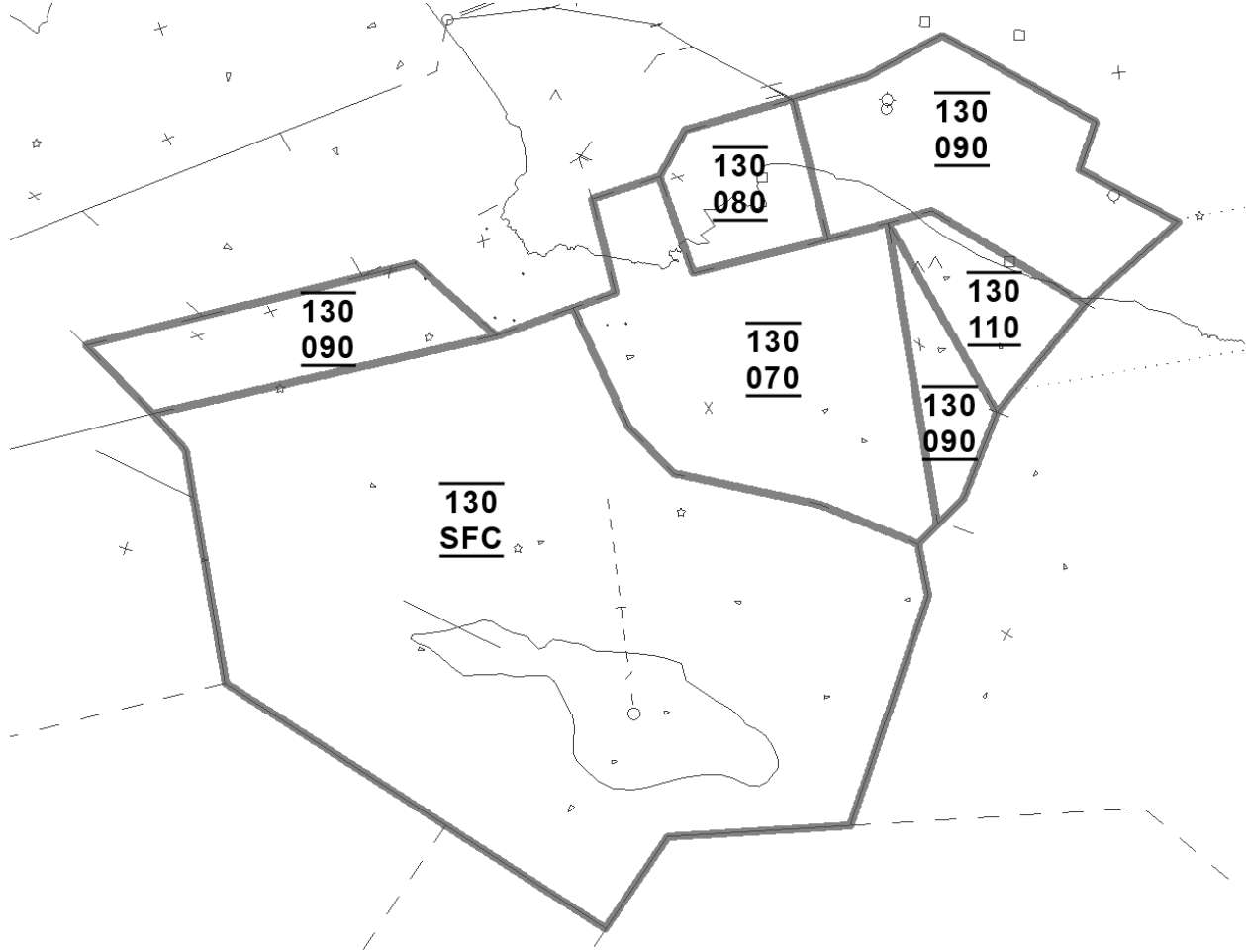
a. NEWPORT SECTOR - LAX WEST



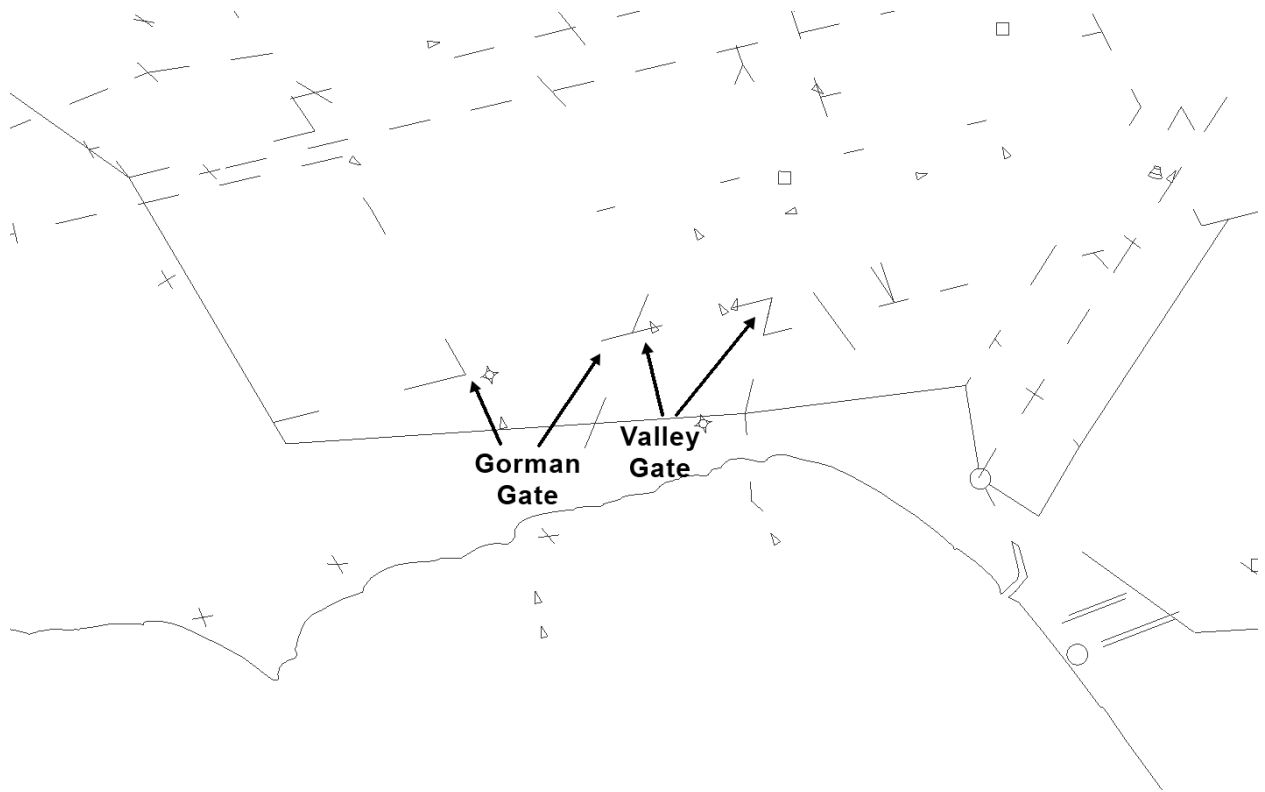
**b. NEWPORT SECTOR - LAX EAST**



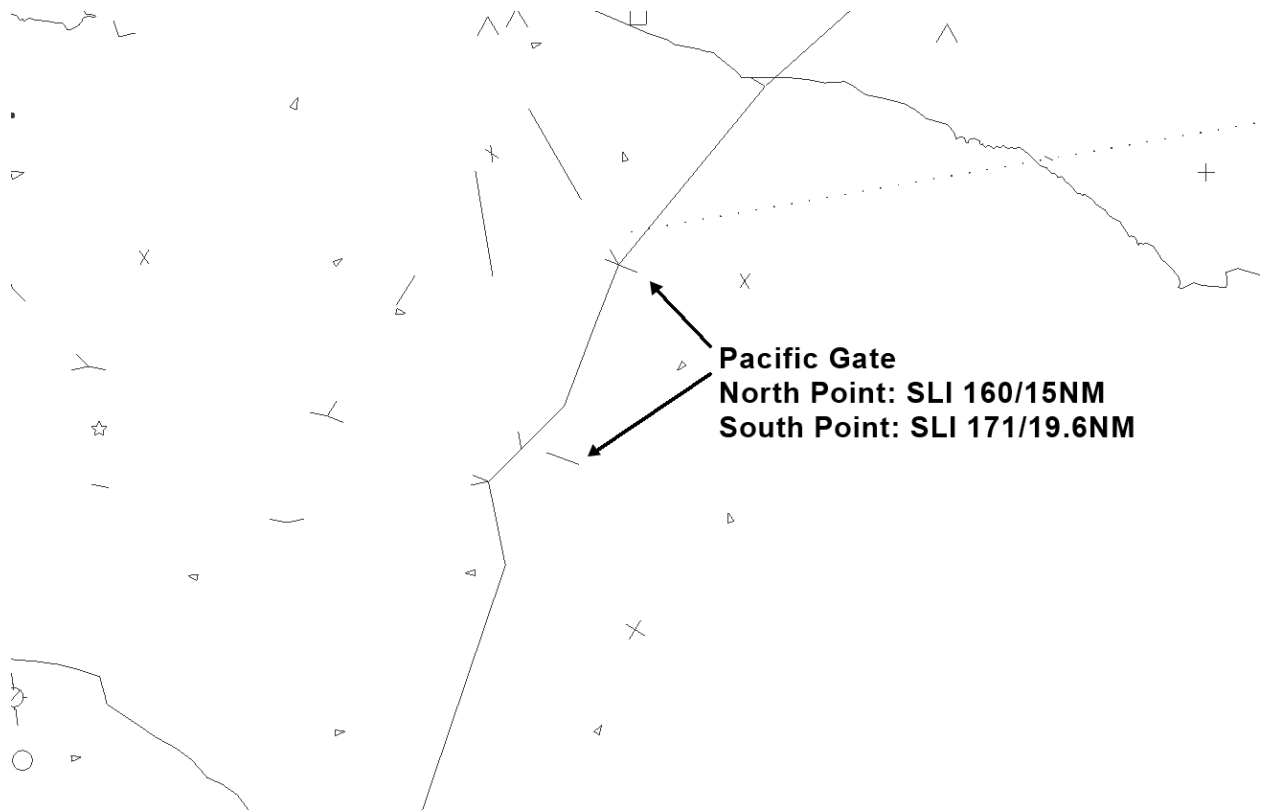
c. NEWPORT SECTOR - LAX OVER OCEAN



**10-4. GORMAN and VALLEY GATES**

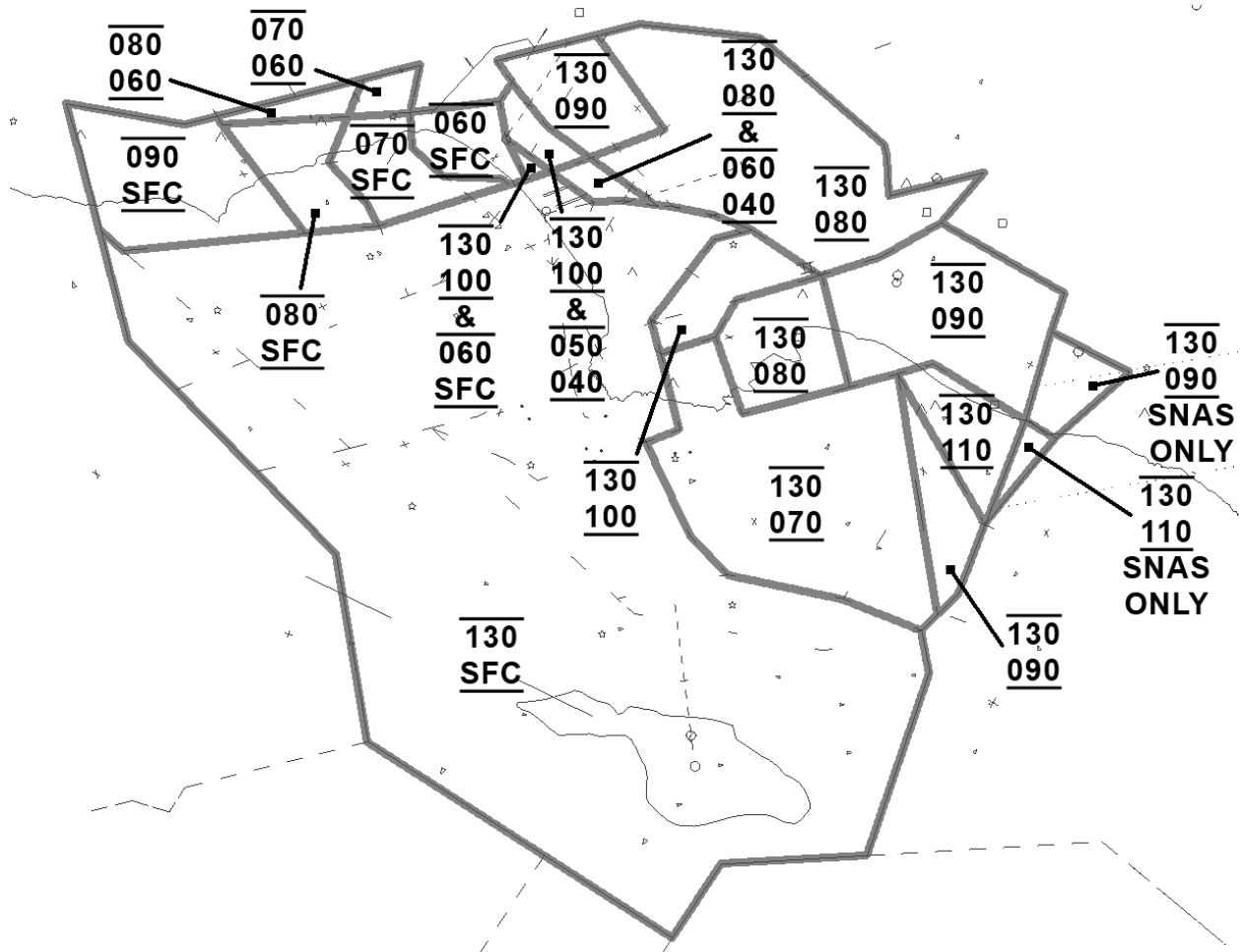


**10-5. PACIFIC GATE**

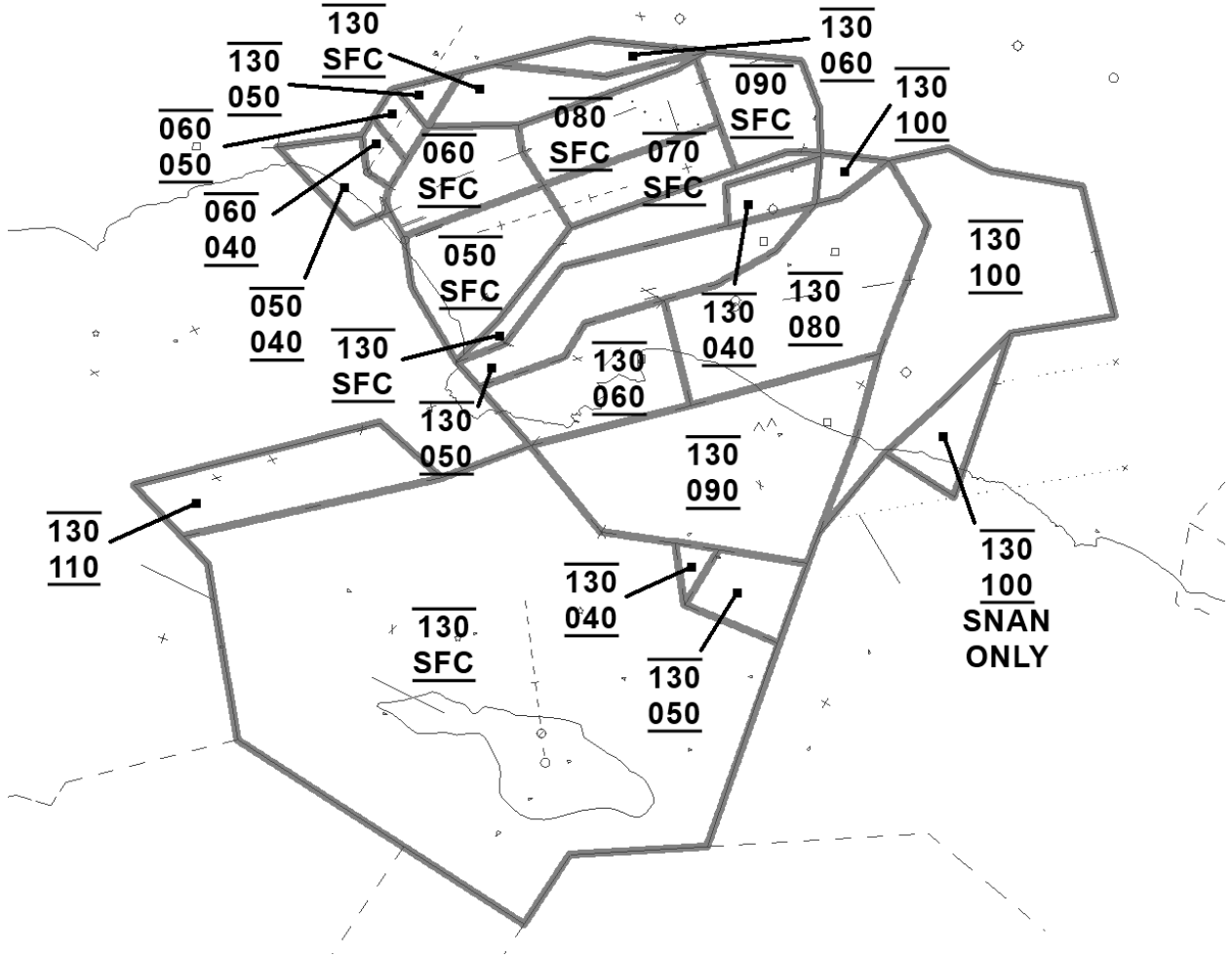


10-6. DEL REY AREA COMBINED

a. DEL REY AREA - LAX WEST



b. DEL REY AREA - LAX EAST



c. DEL REY AREA - LAX OVER OCEAN

