1. PURPOSE:
This letter of agreement establishes standard procedures for coordination of air traffic between Los Angeles ARTCC (ZLA) and Albuquerque ARTCC (ZAB)

2. CANCELLATION:
All previous agreements are canceled.

3. SCOPE:
The provision and procedures contained herein are supplemental to those contained in FAA Order 7110.65 and VATSIM/VATUSA policies/procedures.

4. VERSION:

List of Changes

Version	Date	Explanation of Changes
4.00	3APR21	Metroplex Overhaul. New STAR and routing for L30. Version Control added.
4.10	25FEB24	Adjusted ZLA Control for descents, ZAB control for KCMR IAP

5. PROCEDURES:
1. Definitions:
    a. Empire Area: KONT, KCNO, KPOC, KAJO, KEMT, KRAL, KSBD airports
    b. Coast Area: KSNA, KLGB, KTOA, KFUL airports
    c. Burbank Area: KBUR, KVNY airports
    d. San Diego Area: KSAN, KMYF, KCRQ, KSEE airports
    e. SoCal Area: All airports in Southern California
    f. Las Vegas Area: KLAS, KVGT, KHND, KLSV airports
    g. Phoenix Area: KPHX, KSDL, KDVT, KFFZ, KGYR, KGEU, KIWA, KCHD, KLUF, KCGZ, P19, 18AZ, E25 airports
2. General Procedures:
    a. Minimum radar separation required by each facility is 5 nautical miles (NM)

b. Either center may assign altitudes invalid for direction of flight provided specific verbal approach is obtained from the receiving center prior to handoff

c. A radar handoff and communications transfer constitutes transfer of control for turns up to 20 degrees, speed, and transponder code changes. Turns and Speeds must be reflected in the 4th line.

d. ARLIN/HYDRR arrivals are ZAB's control for descent to FL240 at BLH and BZA.

e. ZLA Sector 35 has control for descent from ZAB 43 at FL300.

f. Either center may provide direct routing to RNAV or GPS equipped aircraft with destinations in the receiving center's airspace no further than a transition point on a published STAR. For airports not served with a STAR, aircraft may be routed direct a NAVAID nearest its destination airport

g. Each center shall advise the other at the time major airports change flows, if the change requires a change to the routings

3. Los Angeles Center Shall

a. Provide at least 10 MIT separation regardless of altitude between successive arrivals destined to the same airport in the Phoenix Area (unless other separation is coordinated)

b. Route KPHX arrivals from the SoCal Area (except Burbank, San Diego areas) via
    i. BLH.HYDRR STAR [RNAV]
    ii. BLH.ARLIN STAR [NON-RNAV] (Aircraft cruising FL240A)
    iii. BLH.BLH STAR [NON-RNAV] (Aircraft cruising FL230B)

c. Route KPHX arrivals from the San Diego Area via
    i. HOGGZ.HYDRR STAR [RNAV]
    ii. MOHAK.ARLIN STAR [NON-RNAV]

d. Route KPHX arrivals from the Burbank Area via
    i. HEC.PRFUM.WOTRO.BRUSR STAR [RNAV]
    ii. HEC.COYOT STAR [NON-RNAV]

e. Route KPHX arrivals from the Las Vegas Area via
    i. WOTRO.BRUSR STAR [RNAV]
    ii. WOTRO.COYOT STAR [NON-RNAV]

f. Route KSDL arrivals from SoCal Area via
    i. BLH.ARLIN STAR [NON-RNAV] (Aircraft cruising FL240A)
    ii. BLH.BLH STAR [NON-RNAV] (Aircraft cruising FL230B)

g. Route KSDL arrivals from the San Diego Area via
    i. MOHAK.ARLIN STAR [NON-RNAV]

h. Route KSDL arrivals from Las Vegas Area via
    i. DSERT.DSERT STAR [RNAV]

i. Route all other Phoenix Area arrivals from SoCal Area (except San Diego Area) via
    i. BLH.V16.PXR

j. Route all other Phoenix Area arrivals from San Diego Area via
    i. BZA.V66.GBN

k. Ensure all Phoenix Area arrivals enter ZAB airspace as follows
    i. Turbojets at or below FL250 from ZLA sectors 39, 31
    ii. Turbojets at or below FL290 from ZLA Sector 35
    iii. Non-turbojets routed via BZA at or below FL230
    iv. All other non-turbojets at or below 17000

l. Clear all aircraft landing H A Clark Memorial Field (KCMR) direct BISOP or GRAVL. ZLA must protect for the missed approach at KACEE until ZAB calls with aircraft cancellation. ZAB is responsible for all point-outs to P50.

4. Albuquerque Center Shall

a. Provide at least 10 MIT separation regardless of altitude between successive arrivals destined to the same airport in the SoCal or Las Vegas Areas (unless other separation is coordinated)
b. Route KLAX arrivals via
    i. KLAX Landing West
        i. GABBL.HLYWD STAR [RNAV]
        ii. ESTWD.HLYWD STAR [RNAV]
        iii. TNP.SEAVU STAR [NON-RNAV]
    ii. KLAX Landing East
        i. GABBL.BRUEN STAR [RNAV]
        ii. ESTWD.BRUEN STAR [RNAV]
        iii. TNP.BASET STAR [NON-RNAV]
    iii. KLAX Noise Abatement
        i. GABBL.MDNYT STAR [RNAV]
        ii. ESTWD.MDNYT STAR [RNAV]
        iii. TNP.BASET STAR [NON-RNAV]
    iv. Non-Turbojet (All Landing Configurations)
        i. Routed via BLH.V16.LAHAB
c. Route Las Vegas Area arrivals via
    i. All Landing Configurations
        i. RKSTR STAR [RNAV] [KLAS ONLY]
        ii. NTNDO STAR [RNAV] [KHND/KVGT ONLY]
        iii. ISHEE STAR [NON-RNAV] [KLAS ONLY]
    ii. Altitude Constraints
        i. At or Below FL300
d. Route KSAN arrivals via
    i. KSAN Landing West
        i. HOGGZ.LUCKI STAR [RNAV]
        ii. IPL.BARET STAR [NON-RNAV]
    ii. KSAN Landing East
        i. IPL.TOPGN STAR [RNAV]
        ii. IPL.BARET STAR [NON-RNAV]
e. Route Coast Area arrivals via
    i. SNA Landing South
        i. EMLLD.DSNEE STAR [RNAV]
        ii. PSP.KAYOH STAR [NON-RNAV]
    ii. SNA Landing North
        i. EMLLD.ROOBY STAR [RNAV]
        ii. PSP.KAYOH STAR [NON-RNAV]
f. Route Empire Area arrivals via
    i. All Landing Configurations
        i. PHRED.SCBBY STAR [RNAV] [KONT ONLY]
        ii. PSP.SETER STAR [NON-RNAV]
g. Route Burbank Area arrivals via
    i. All Landing Configurations
        i. EED.JANNY STAR [RNAV]
        ii. HEC.LYNXX STAR [NON-RNAV]
h. Route Yuma (KNYL) arrivals via
    i. JUDTH.V66.BZA

      i.   Descend all Yuma arrivals to cross JUDTH at and maintain 14000

      j.   Ensure all Las Vegas area arrivals enter ZLA airspace at or below FL300

          i.   ZLA has control for descent below FL300

      k.   Have control for aircraft landing H A Clark Memorial Field (KCMR)

5. Airspace and sectorization
   a. ZLA operates combined on 135.55
   b. When sectorized, ZAB shall hand all
      i. Las Vegas Area flows to ZLA Sector 35 (128.07)
      ii. San Diego Area flows to ZLA Sector 31 (126.77)
      iii. SoCal Area flows to ZLA Sector 39 (133.20)
   c. ZAB operates combined on 132.80
   d. When sectorized, ZLA shall hand all
      i. Phoenix Area arrivals from ZLA Sector 35 to ABQ_N_CTR, ABQ_W_CTR, or ABQ_NW_CTR, or when ZAB uses numbered sectors, ZAB sector 43
      ii. Phoenix Area arrivals from ZLA sector 31 or 39 to ABQ_S_CTR, ABQ_W_CTR, or ABQ_SW_CTR, or when ZAB uses numbered sectors, ZAB sector 42
   e. The following airspace is delegated to Los Angeles Center at FL230 and below. Los Angeles Center further delegates this airspace to Yuma Approach Control. Refer to Appendix A.
      i. Beginning at 33 24 00 North, 114 00 00 West; Point A;
         thence direct 33 17 30 North, 113 39 04 West; Point B
         thence direct 33 02 00 North, 113 39 04 West; Point C
         thence direct 33 02 00 North, 113 27 20 West; Point D
         thence direct 32 58 00 North, 113 27 20 West; Point E
         thence direct 32 44 15 North, 113 41 05 West; Point F
         thence direct 32 41 00 North, 114 00 00 West; Point G
         thence direct to point of beginning.
   f. The following airspace is delegated to Albuquerque Center from Yuma Approach Control at FL190-230 when Albuquerque Center is online. This airspace is referred to as the MOHAK Shelf. Refer to Appendix A.
      i. Beginning at 32 58 00 North, 113 37 23 West; Point E
         thence direct 32 44 15 North, 113 41 08 West, Point F
         thence direct 32 41 00 North, 113 58 20 West, Point H
         thence direct 32 52 00 North, 113 58 20 West, Point I
         thence direct 32 52 50 North, 113 50 13 West, Point J
         thence direct to point of beginning.
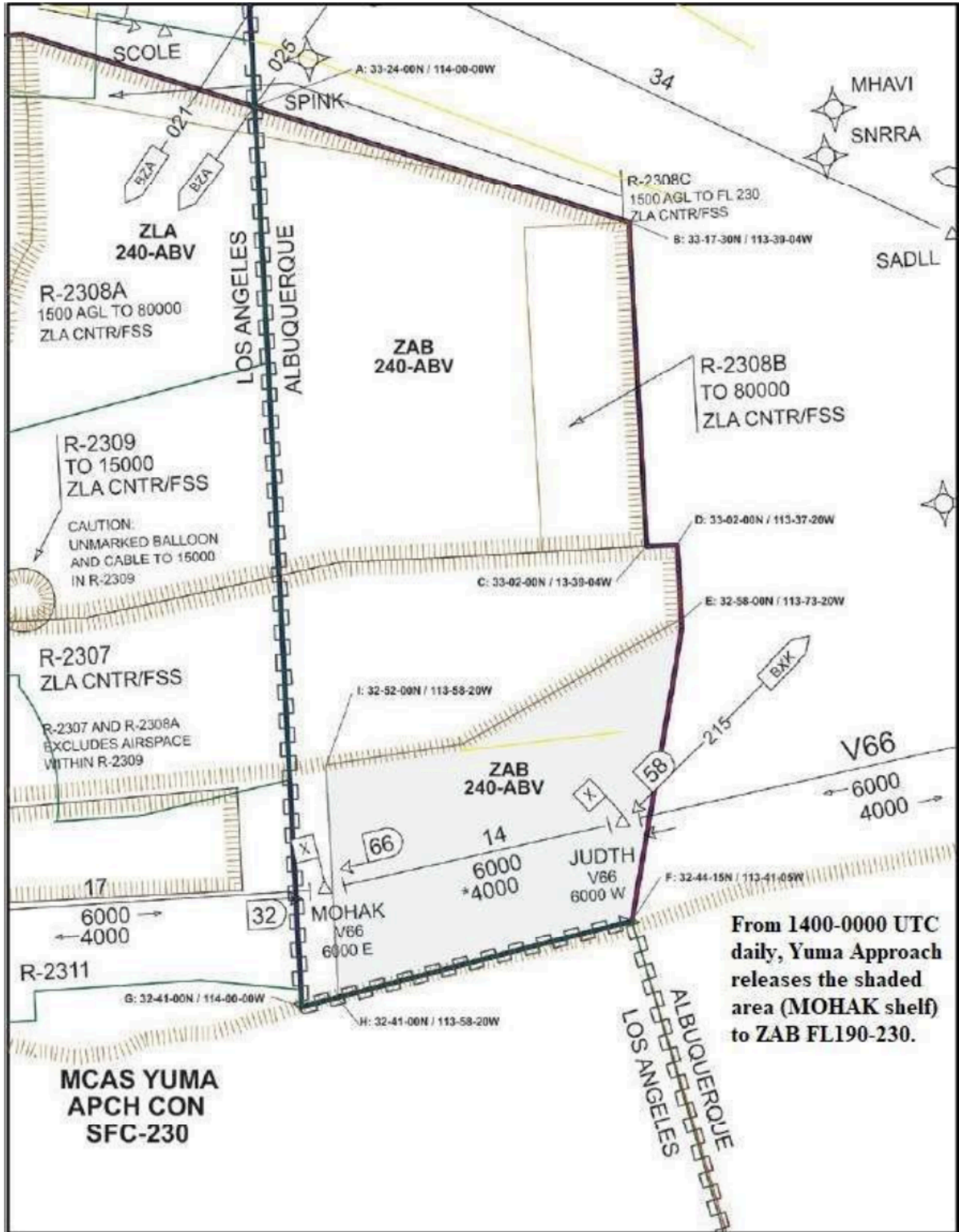

Approved:

Nick Christopher
Air Traffic Manager " Los Angeles ARTCC

Jeremy Werderman
Air Traffic Manager " Albuquerque ARTCC

Appendix A

SCOLE
A: 33-24-00N / 114-00-00W
34
MHAVI
SPINK
SNRRA
025
021
R-2308C
1500 AGL TO FL 230
ZLA CNTR/FSS
SADLL
B: 33-17-30N / 113-39-04W
BZA
BZA

ZLA
240-ABV

R-2308A
1500 AGL TO 80000
ZLA CNTR/FSS

ZAB
240-ABV

R-2308B
TO 80000
ZLA CNTR/FSS

R-2309
TO 15000
ZLA CNTR/FSS

CAUTION:
UNMARKED BALLOON
AND CABLE TO 15000
IN R-2309

D: 33-02-00N / 113-37-20W

C: 33-02-00N / 13-39-04W

E: 32-58-00N / 113-73-20W

R-2307
ZLA CNTR/FSS

R-2307 AND R-2308A
EXCLUDES AIRSPACE
WITHIN R-2309

I: 32-52-00N / 113-58-20W

BXK

V66
6000
4000

ZAB
240-ABV

58
215

X

14
6000
*4000

JUDTH
V66
6000 W

66

F: 32-44-15N / 113-41-05W

17
6000
4000

X

32

MOHAK
V66
6000 E

From 1400-0000 UTC
daily, Yuma Approach
releases the shaded
area (MOHAK shelf)
to ZAB FL190-230.

R-2311

G: 32-41-00N / 114-00-00W

H: 32-41-00N / 113-58-20W

MCAS YUMA
APCH CON
SFC-230

ALBUQUERQUE
LOS ANGELES

DELEGATION OF AIRSPACE
FROM ZAB TO ZLA AT OR BELOW FL230