PURPOSE
Defines standard procedures to be used regarding the scratch pad fields in vSTARS and CRC as well as basic coordination information for data blocks, strips, and interfacility information.

ROLES AND RESPONSIBILITIES
The Office of Primary Responsibility (OPR) for this SOP is the ZLA Senior Staff. This SOP shall be maintained, revised, updated or canceled by the ZLA Senior Staff or any organization that supersedes, replaces or assumes the staff responsibilities. Any suggestions for modification/amendment to this SOP should be sent to the staff for review.

DISTRIBUTION
This SOP is intended for use by controllers staffing positions at ZLA.

BACKGROUND
With CRC, controllers have the ability to communicate useful information to each other using the primary and secondary "Scratchpad" field of the data block. For this information to be meaningful, all controllers need to understand the meaning of the field and use consistent procedures. This document defines what those procedures should be. Additionally, this document covers the usage of other data block information to facilitate coordination as well as flight strip coordination information

VERSION

List of Changes

Version	Date	Explanation of Changes
1.10	10JUN24	Approach scratch pad information now goes into secondary scratch for “non-primary” airports. ERAM Information added. Format changes. ODO coordination added. Updated scratch pad meanings. Tables.
1.15	23JUN24	Added clarifying information for TRACON data tags handed to tower.
1.20	08AUG24	Cleanup; reverted all VTU DP to VTU; added FRN for FRNCK DP. Added KYLOW and STHBY DPs to LAX; HOB for HOBOW; WYN for WYNNR.
1.31	31OCT24	Added CLSSY DP, added HOGGZ to ZZOOO. Added ELMOO, El Toro.
1.40	12JUN25	Updated L30 to match r/w changes, updated PSP with new procedures.
1.42	28NOV25	Updated L30 runway 1 to have leading zero, VIS changed to AIS.
1.45	5DEC25	Added CAR to secondary scratch for direct CARDI/CARIF from A6
1.50	3JAN26	Added WDH and WDS for WNNDY transitions
1.60	3SEP26	Added Implied Commands (scratch pad shortcuts). Adjusted 4th line.

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SECTION 1. GENERAL

1-1. GENERAL REQUIREMENTS
Controllers shall refer to this document and adhere to its guidelines when utilizing the ERAM 4th Line, STARS Primary and Secondary Scratch Pads, the vStrips application, and all other methods of controller coordination. Verbal coordination may be conducted through any mutually agreed upon means, including text chat.

1-2. TRANSFERRING DATA TAGS FROM TRACON TO TOWER
Except for LAX, for towers with radar displays TRACON controllers should normally transfer the data tag of an arriving aircraft to the tower at the Transfer Control Point (TCP). The TCP is generally within 3 miles of the tower's airspace, or roughly the final approach fix. The TRACON may retain the data tag if operationally necessary and shall point out the aircraft to tower in lieu of a hand off. This coordination may also be accomplished by the tower using the quick look function to force data blocks of arriving aircraft.

SECTION 2. ERAM COORDINATION AND SCRATCH PAD

2-1. FOURTH LINE USAGE AND COORDINATION
Use of the ERAM fourth line is mandatory for all controllers and shall be practiced in accordance with the 7110.65 Section 5-4-10. When point outs are accomplished to another ZLA sector, the altitude and heading information contained in the data block constitutes verbal coordination of information. Advise the receiving controller of pertinent altitude information not contained in the data block. For example, an aircraft with "H250" in the 4th line pointed out to an adjacent sector with a temporary altitude of "280" is approved to transit that airspace on heading 250 and at FL280.

Automated point outs are only authorized based on the current status of the data block and flight plan information, unless addressed in the area specific directives. Any data block or flight plan information changes not covered by area specific directives must be verbally coordinated.

Aircraft requesting or assigned an Inappropriate Altitude for Direction of Flight (IAFDOF) must *always* be verbally coordinated.

2-1-1. HEADINGS AND SPEEDS
The 4th line must display either the aircraft type or destination airport, with destination airport being the recommended default selection. Controllers must use the **QS** function of ERAM or the pop-up menus to keep the 4th line updated with all heading and speed information when issuing vectors, speed control instructions, or when otherwise providing a deviation.

Controllers may additionally use the free text ability of the 4th line for information such as weather deviations, using "AFK" to indicate an aircraft that has stepped away, or "NORDO" for an unresponsive aircraft.

2-1-2. TOP DOWN APPROACH INFORMATION
Controllers working approach sectors top-down in ERAM are requested, but not required, to utilize the approach scratchpad schema—described in Section 3-1-6—in the 4th line for all airports they are providing approach control services for. Utilizing approach scratchpad information in the 4th line assists in transfer of control during position relief.

2-1-3. TRACON COORDINATION
ERAM 4th line information is not transmitted to STARS workstations. All coordination with TRACON controllers must occur verbally unless a pre-arranged coordination procedure has been established in the Letter of Agreement (LOA) or SOP (Standard Operating Procedure).

2-2. ALTITUDE INFORMATION
Controllers are required to accurately reflect altitude assignment information in the ERAM data block.

2-2-1. USE OF TEMPORARY ALTITUDES
Temporary altitude information is prefixed in the data block by the letter “T” and displayed in hundreds of feet, e.g. 280 = FL280. Temporary altitudes are intended for altitude assignments that the controller will further adjust that are out of the ordinary, for example stopping the climb of an aircraft in order to keep it separated from a second aircraft.

2-2-2. USE OF PROCEDURE ALTITUDES
Procedure altitudes function identically to temporary altitudes, except they are prefixed by the letter “P” and primarily used by center controllers to distinguish between airplanes temporarily at an other-than-requested cruise altitude and aircraft that are climbing or descending along a profile SID. Aircraft descending or climbing via an arrival may be given a procedure altitude equal to the lowest/highest altitude of the controller’s sector.

2-2-3. USE OF LOCAL ALTITUDES
Local altitudes function identically to temporary attitudes, except the information is not transmitted to adjacent facilities. Use of local altitudes is at controller discretion.

2-2-4. USE OF ASSIGNED (HARD) ALTITUDES
The QZ command adjusts the assigned altitude, known as the “hard altitude.” Controllers shall use the hard altitude when issuing altitude instructions that are intended to be the aircraft’s cruise altitude, whereas a temporary altitude is used for momentary adjustments or steps in order to ensure separation. Controllers shall also amend the hard altitude when issuing descents, with the altitude reflecting the assigned descent altitude. Controllers may use the hard altitude function in lieu of procedure altitudes when issuing “descend via” clearances, and shall reflect the profile descent by appending a “1” to the altitude. For example, 120 = 12,000; 121 = descending via the arrival to 12,000.

SECTION 3. STARS COORDINATION AND SCRATCH PAD

3-1. ARRIVAL SCRATCH PADS

The following chapters describe the required primary and secondary scratchpad entries for IFR aircraft arriving at the various TRACONs within ZLA. Approach information is coordinated in the primary or secondary scratch pad of STARS datablocks. For consistency, all controllers shall adhere to the schema described by this section while working Approach positions.

3-1-1. LOS ANGELES INTERNATIONAL AIRPORT ARRIVALS (LAX)

The Los Angeles Area is authorized to change primary scratch pads for LAX arrival traffic after accepting handoff. The following primary scratch pad information must be used by Socal TRACON (SCT) in lieu of verbal coordination to forward arrival information to Los Angeles Tower. The initial sector working an LAX go-around must ensure the primary scratch pad is modified to contain "LAX" or other appropriate three-letter destination airport identifier prior to initiating a handoff to any other SCT sector.

3-1-2. LAX PRIMARY SCRATCH PAD ENTRIES

SCT shall use the following primary scratch pad entries and global leader line directions. The implied entry uses a letter followed by the symbol period (.), delta (Δ), virgule (/), or plus (+), then slew. (Implied commands not yet available in CRC).

Y Scratch Pad	Implied	Leader Line	Meaning
24R	C.	NW	Cleared for any instrument approach for RWY 24R
24L	CΔ	NW	Cleared for any instrument approach for RWY 24L
25R	C/	SE	Cleared for any instrument approach for RWY 25R
25L	C+	SE	Cleared for any instrument approach for RWY 25L
E4R	E.	NW	Cleared for full RNP RWY 24R (includes the RF leg)
E5L	E+	SE	Cleared for full RNP RWY 25L (includes the RF leg)
E6L	EΔ	NW	Cleared for full RNP RWY 6L (includes the RF leg)
E7R	E/	SE	Cleared for full RNP RWY 7R (includes the RF leg)
I4R	I.	NW	Expecting or cleared for ILS RWY 24R
I4L	IΔ	NW	Expecting or cleared for ILS RWY 24L
I5R	I/	SE	Expecting or cleared for ILS RWY 25R
I5L	I+	SE	Expecting or cleared for ILS RWY 25L
X5L	X+	SE	Expecting or cleared for ILS RWY 25L via TRNDO/SNNAK
I6R	I.	NW	Expecting or cleared for ILS RWY 6R
I6L	IΔ	NW	Expecting or cleared for ILS RWY 6L
I7R	I/	SE	Expecting or cleared for ILS RWY 7R
I7L	I+	SE	Expecting or cleared for ILS RWY 7L
Y4R/Z4R	Y or Z.	NW	Expecting or cleared for GPS/RNP RWY 24R
Y4L/Z4L	Y or ZΔ	NW	Expecting or cleared for GPS/RNP RWY 24L
Y5R/Z5R	Y or Z/	SE	Expecting or cleared for GPS/RNP RWY 25R
Y5L/Z5L	Y or Z+	SE	Expecting or cleared for GPS/RNP RWY 25L
Y6R/Z6R	Y or Z.	NW	Expecting or cleared for GPS/RNP RWY 6R

Y Scratch Pad	Implied	Leader Line	Meaning
Y6L/Z6L	Y or ZΔ	NW	Expecting or cleared for GPS/RNP RWY 6L
Y7R/Z7R	Y or Z/	SE	Expecting or cleared for GPS/RNP RWY 7R
Y7L/Z7L	Y or Z+	SE	Expecting or cleared for GPS/RNP RWY 7L
V4R	.	NW	Expecting or cleared for Visual Approach to RWY 24R and if required, is maintaining visual separation from the preceding aircraft on the same complex.
V4L	Δ	NW	Expecting or cleared for Visual Approach to RWY 24L and if required, is maintaining visual separation from the preceding aircraft on the same complex.
V5R	/	SE	Expecting or cleared for Visual Approach to RWY 25R and if required, is maintaining visual separation from the preceding aircraft on the same complex.
V5L	+	SE	Expecting or cleared for Visual Approach to RWY 25L and if required, is maintaining visual separation from the preceding aircraft on the same complex.
V6R	.	NW	Expecting or cleared for Visual Approach to RWY 6R and if required, is maintaining visual separation from the preceding aircraft on the same complex.
V6L	Δ	NW	Expecting or cleared for Visual Approach to RWY 6L and if required, is maintaining visual separation from the preceding aircraft on the same complex.
V7R	/	SE	Expecting or cleared for Visual Approach to RWY 7R and if required, is maintaining visual separation from the preceding aircraft on the same complex.
V7L	+	SE	Expecting or cleared for Visual Approach to RWY 7L and if required, is maintaining visual separation from the preceding aircraft on the same complex.

Table 3-1

3-1-3. LAX SECONDARY SCRATCH PAD ENTRIES

The following secondary scratchpad entries must be used by SCT in lieu of verbal coordination:

Secondary Scratch Pad	Meaning
SS	Aircraft is cleared for ILS approach is sidestepping to the adjacent runway on same complex.
VV	Aircraft is cleared for ILS approach is maintaining visual separation from preceding aircraft on same complex.
VS	Aircraft is maintaining visual separation from preceding aircraft on adjacent complex.
OF	The aircraft is routed via the offload route (CLPUR).

Table 3-2

3-1-4. LAS VEGAS HARRY REID INTERNATIONAL AIRPORT ARRIVALS (LAS)

L30 shall use the following primary scratch pad entries for approaches to LAS. The implied entries use two letters followed by slewing the target.

Primary Scratch Pad	Implied	Meaning
26R	R2	Landing Runway 26R
26L	L2	Landing Runway 26L
8R	R8	Landing Runway 8R
8L	L8	Landing Runway 8L
19R	R9	Landing Runway 19R
19L	L9	Landing Runway 19L
01R	R1	Landing Runway 1R
01L	L1	Landing Runway 1L
2RV, 2LV, 9RV, 9LV, 8RV, 8LV, 1RV, 1LV	VR2, VL2, VR8, VL1, etc	Landing indicated runway, preceding traffic in sight, maintaining visual separation
E##		Expecting Runway, e.g. E19
LSV	LS	Landing Nellis
VGT	VV	Landing North Las Vegas
HND	HH	Landing Henderson
RMP	PP	Helicopter landing at the ramp.
AIS	AI	Airport In Sight (Visual Approach, reported in sight)
TIS	TI	Preceding traffic in sight, maintain visual separation
Secondary Scratch Pad		**Meaning**
NAV	NN	RNAV Visual Approach
RNP	RR	RNP Approach
ILS	IL	ILS Approach
GPS	GP	GPS Approach
VOR	VO	VOR Approach
W19	W19	Pilot requesting runway 19

Table 3-3

3-1-5. SATELLITE AND NON-PRIMARY AIRPORTS, ALL OTHER TRACON ARRIVALS

Aircraft arriving to fields other than LAX or LAS shall utilize only the secondary scratch pad for all approach coordination information in accordance with the following sections. Absence of secondary scratch pad indicates an IFR arrival landing at an area airport is executing the approach advertised in the ATIS, or the approach that *would* be advertised in the ATIS if one were operational. For example, “BUR” in the primary scratch pad, with nothing in the secondary scratch pad, would indicate they are expecting or cleared for the ILS Z RWY 8 when in the 8/15 configuration.

Arrivals executing an approach other than normal or advertised must contain the approach requested, expected, or cleared for in the secondary scratch pad.

3-1-6. SECONDARY SCRATCH PAD APPROACH INFORMATION

Assign secondary scratch pads to arriving airports other than LAX or LAS as follows:

The first letter shall indicate the type of approach. Note that in many cases, this single letter is all that will need to be applied. For example, an aircraft arriving SAN with “SAN” in the primary scratch pad and “Z” in the secondary scratch pad in west configuration would indicate they are expected or cleared for the RNAV Z 27.

Secondary Scratch Pad	Approach or Meaning
D	LDA
G	RNAV (GPS/RNP)
I	ILS
L	Localizer
N	NDB
R	VOR
T	TACAN
V	Visual
Y	Indicates the “Y” version of an approach, e.g. SAN RNAV Y 27
Z	Indicates the “Z” version of an approach, e.g. SNA RNAV Z 20R

Table 3-4

The second letter shall indicate any additional clarifying information such as “Left” or “Right” runway when a single letter may not fully indicate the expected approach. For example the ONT ILS 26L shall be scratched “IL” and the ONT ILS 26R scratched “IR” in the secondary scratch pad.

Secondary Scratch Pad	Meaning
L	Left runway
P	Full procedure turn (e.g. “RP”)
R	Right runway

Table 3-5

Only when necessary for clarity, or when utilizing this section for ERAM 4th line coordination, insert the runway number in between the first and second letters. For runways with two-digits, use the second number. For example, a target with a primary scratch pad of “BFL,” and a secondary of “I0R,” is expecting or cleared for the ILS RWY 30R at Bakersfield Meadows Field. “POC” and “I’ or “I6L” would indicate the ILS 26L at Brackett Field.

When utilizing visual separation for aircraft on the same or parallel approaches, replace the secondary scratch pad with the applicable entry from Table 3-2 in Section 3-1-3.

3-2. DEPARTURE SCRATCH PADS

CRC enters all departure scratch pads automatically. Refer to Appendix A for a list of primary and secondary scratch pads and their meanings.

3-3. OPPOSITE DIRECTION COORDINATION (ODO)

When conducting opposite direction operations (ODO), the Special Condition Code (SPC) “OD” shall be utilized. To insert this condition code, type <O>,<D>,<SLEW> in STARS. The “OD” letters will appear in

caution yellow on Line 0, and will share space with Conflict Alerts and other Condition Codes. Examples of ODO include both operational ODO, such as LAX Noise Abatement, and conditional ODO such as an aircraft requesting the Back Course 2L at SNA during south flow. Some additional examples::

- SAN landing 9, departing 27 operations per SOP
- SBA ILS 7 in the 25/15 config
- HHR LOC/GPS 25 circle to land 7 when HHR or LAX are east

3-4. VFR COORDINATION

Unless otherwise specified below, controllers may optionally utilize the secondary scratch pad area to denote VFR clearances and requests, which may also be used in automated point outs in lieu of verbal coordination. Controllers must adhere to the following sections when doing so.

3-4-1. LAX CLASS BRAVO

Controllers must ensure aircraft requested and/or cleared into the LAX Class Bravo airspace utilizing transition routes contain the following in the secondary scratch pad:

Secondary Scratch Pad	Meaning
COL	Coliseum Route
HOL	Hollywood Park Route
MNI	Mini Route
SHO	Coastal Route
SFR	Special Flight Rules Area

Table 3-6

3-4-2. VFR HEADINGS AND ALTITUDES

When utilizing the secondary scratch pad to coordinate <u>in lieu of verbal coordination</u> for VFR aircraft, or as a memory aid, controllers must use the following notations:

Secondary Scratch Pad		Meaning
ALL *Note: for altitudes above 10,000, use a leading 0. For example, R02 = restricted at 12,500*	##K	Speed (e.g. 15K = 150kts)
	H##	Heading (e.g. **H36** = 360 deg, H09 = 090 deg)
	D##	Descending (e.g. D45 = descending 4,500)
	C##	Climbing (e.g. C65 = climbing 6,500)
	B##	Restricted At or Below (e.g. B55 = restricted at or below 5,500)
	A##	Restricted At or Above (e.g. A45 = restricted at or above 4,500)
	R##	Restricted to (e.g. R75 = restricted to, may be climbing or descending to 7,500)
	XXX	Fix (e.g. “ALB” = ALBAS)
	LCL	Local
	PTN	Pattern (optional)

Table 3-7

SECTION 4. vSTRIPS AND STRIP MARKING

4-1. GENERAL REQUIREMENTS

Controllers utilizing flight progress strips within ZLA shall use the following markings:

1. Box 10: Clearance via PDC in the top left square with the symbol "**PDC"**
2. Box 10: Clearance via voice in the top left square with the symbol "**C**"
3. Box 12: If a Full Route Clearance was given, in the top right square, the symbol "**FRC**"
4. Box 16: Assigned runway in the bottom left square with the runway, e.g. "**25R**"
5. Box 17: Intersection departure with the taxiway in the middle bottom square, e.g. "**F**"

APPENDIX A.

This appendix contains all scratch pad information, compiled for easy reference.

COORDINATION SECONDARY SCRATCH PAD ENTRIES

Facility	Meaning	Secondary Scratch Pad
Approaches		
ALL	Aircraft is cleared for Approach and… is maintaining visual separation from an aircraft on the same complex	VV
	…is maintaining visual separation from an aircraft on an adjacent complex	VS
	…is side stepping to the other runway on the same complex	SS
LAX	…is on the ILS 25L offload route (CLPUR)	OF
SoCal Class Bravo Transition Coordination		
SCT	Coliseum Route	COL
	Hollywood Park Route	HOL
	Mini Route	MNI
	Coastal Route	SHO
	Special Flight Rules Area	SFR
Coordination		
SCT	Direct CARDI or CARIF	CAR
VFR Coordination Scratch Pads		
ALL *Note: for altitudes above 10,000, use a leading 0. For example, R02 = restricted at 12,500*	Speed	##K
	Heading	H##
	Descending	D##
	Climbing	C##
	Restricted At or Below	B##
	Restricted At or Above	A##
	Restricted to (may be climbing or descending to)	R##
	Fix (e.g. “ALB” = ALBAS)	XXX (First three letters of fix)
	Local	LCL
	Pattern (optional)	PTN
ODO Opposite Direction Operations		
“OD” in the Special Condition Code Line (Line 0)		

SOCAL DEPARTURE SCRATCH PAD ENTRIES

Departures		
Facility	**Meaning or Procedure**	**Primary Scratch Pad Entry**
ALL	Jet aircraft routed from LGB, TOA, HHR, and SMO over GMN	V23
BUR	ELMOO#	ELM
	OROSZ# COREZ	ORB
	OROSZ# CSTRO	ORH
	OROSZ# OROSZ <150	ORG
	OROSZ# OROSZ >150	ORZ
	SLAPP#	SLP
	VNY# FIM	FIM
	VNY# GMN	GMN
	VNY# PMD	PMD
	VVERA#	VRA
LAX	DARRK#	DRK
	DOTSS#	DOT
	GARDY#	GRD
	GMN#	GMN
	KYLOW# NOT FICKY/GROGU	KYO
	KYLOW# FICKY	KYL
	KYLOW# GROGU	KYB
	LADYJ# COREZ	LDB
	LADYJ# CSTRO	LDH
	LAXX# IPL	IPL
	LAXX# MZB	MZB
	LAXX# OCN	OCN
	LAXX# ROSIN	SXC
	LAXX# TRM <140	TRA
	MOOOS#	MOS
	MUELR#	MLR
	ORCKA#	CLP
	OSHNN#	OSH
	PNDAH#	PND
	SEBBY#	SEB

LAX	SKWRL# GMN	SQO
	SKWRL# VALEY	SQS
	STHBY# BEALE	SCH
	STHBY# CLEEE	SDT
	STHBY# CNERY	SDT
	STHBY# MISEN	STH
	STHBY# OTAYY	STN
	STHBY# TCATE	STN
	SUMMR#	SMR
	SUMMR# FICKY	SFY
	TRTON#	RTN
	V458 IPL	JLI
	VTU#	VTU
	VTU8.VTU..KWANG	MLR
	WNNDY#	WDY
	WNNDY# COREZ	WDS
	WNNDY# CSTRO	WDH
	ZILLI# FICKY	ZIL
	ZILLI# GROGU	ZIB
LGB	ANAHM# LHS	LHS
	FICKY	FIC
	FRITR#	FRT
	HAWWC#	HWC
	PADDR	PAD
	TOPMM# COREZ	TPO
	TOPMM# CSTRO	TPO
	TOPMM# IKAYE	TPR
	TOPMM# OROSZ <130	TPG
	VTU	VTU
	ZOOMM#	ZMM
PSP	CATH# PSP BLH	BLH
	CATH# PSP V386 PMD	SOG
	HWWRD# EED	MYK
	HWWRD# FUSBL	MYK
	HWWRD# ZELMA	MYK

PSP	HWWRD# BLH	TEG
	HWWRD# TRM	TRE
	IKONE# EED	MYK
	IKONE# ZELMA	MYK
	JEEON# BLH	TEG
	JEEON# TRM	TRE
	LGANN#	YUC
	YUCCA#	YUC
ONT	POM# GMN	GMN
	RAJEE# AVRRY	MTB
	RAJEE# DINTY	SHL
	RAJEE# MALIT	SHL
	RAJEE# MTBAL	MTB
	RAJEE# OTAYY	OTY
	SNSHN# COREZ	LND
	SNSHN# EHF	LND
	SNSHN# LAS	NVY
	SNSHN# MISEN	NVY
SAN	CLSSY# CENZA	CLM
	CLSSY# GBN/HOGGZ/TGOLD	CLI
	CLSSY# MTBAL	CLP
	BRDR# IPL	BDI
	BRDR# JLI	BDJ
	ECHHO#	ECO
	FALCC#	ECO
	MMOTO#	MTO
	PADRZ#	PAD
	SAYOW# IPL	SAI
	SAYOW# MTBAL	SAJ
	ZZOOO# CENZA	ZOM
	ZZOOO# IPL/HOGGZ	ZOI
	ZZOOO# MTBAL	ZOP
SMO	CHOII# BLH	CHS
	CHOII# COREZ	CHS
	CHOII# CSTRO	CHS

SMO	CHOII# FIM	CHF
	CHOII# HAILO	CHS
	CHOII# HEC	CHS
	CHOII# LAS	CHS
	CHOII# MISEN	CHS
	CTRUS# COREZ	CTO
	CTRUS# CSTRO	CTO
	CTRUS# HAILO	CTS
	CTRUS# HEC	CTS
	CTRUS# IKAYE	CTI
	CTRUS# LAS	CTS
	CTRUS# MISEN	CTS
	CTRUS# SCTRR	CTD
	CTRUS# STOKD	CTD
	PEVEE# CLEEE	PDT
	PEVEE# CNERY	PDT
	PEVEE# OTAYY	PTN
	PEVEE# TCATE	PTN
	SMO#	SMS
SNA	ANAHM# HEC	APL
	ANAHM# LHS	LHS
	CHANL# EHF	HRC
	CHANL# GMN	HRC
	ELB# IPL	ELI
	ELB# OCN	ELO
	ELB# TRN	ELT
	FINZZ# BEALE	FIN
	FINZZ# MISEN	FIN
	HAWWC#	HWC
	HHERO# EHF	HRC
	HHERO# IKAYE	HRY
	HHERO# OROSZ	HRC
	HOBOW#	HOB
	MIKAA#	MIK
	PIGGN#	PIG

SNA	STAYY#	STY
TOA	HAWWC#	HWC
VNY	CANOG# AVE	GMN
	CANOG# FIM	FIM
	CANOG# GMN	GMN
	HARYS#	HRS
	HAYEZ# BLH	HZS
	HAYEZ# COREZ	HZB
	HAYEZ# CSTRO	HZH
	HAYEZ# FIM	HZF
	HAYEZ# HAILO	HZS
	HAYEZ# HEC	HZS
	HAYEZ# LAS	HZS
	HAYEZ# MISEN	HZS
	NUAL# DAG	PMD
	NUAL# PMD	PMD
	RSCO#	RSC
	WLKKR# COREZ	WKB
	WLKKR# CSTRO	WKH
Arrivals (Automatically Applied)		
Facility	**Meaning or Procedure**	**Secondary Scratch pad Entry**
BUR	THRNE STAR	THR
CRQ, OKB	LEGOZ STAR	LEG
LAX	BAYST STAR	BST
	VISTA STAR	VIS
ONT	JCKIE STAR	JKI
	KARLB STAR	KRB
	SCBBY STAR	SCB
ONT, SBD	SETER STAR	SET
	ZIGGY STAR	ZIG
PSPLX	SIZLR STAR	SIZ
RIV	ARKOE STAR	ARK
SNA, LBG	DSNEE STAR	DSY
	ROOBY STAR	RBY
	TANDY STAR	TAN

Coast	KAYOH STAR	KO

Note: Automatic Arrival scratch pads are not yet available in CRC

SANTA BARBARA DEPARTURE PRIMARY SCRATCH PAD ENTRIES

Facility	Meaning or Procedure	Scratch Pad Entry
SBA	CMA VOR	CMA
	FIM VOR	FIM
	GAUCH#	GAU
	KWANG# GINNA	CMA
	KWANG# HENNR	FIM
	MISHN#	MIS
	VTU VOR	VTU
SBP	WYNNR#	WYN

LAS VEGAS SCRATCH PAD ENTRIES

Departures		
Facility	**Meaning or Procedure**	**Scratch Pad Entry**
LAS	FRNCK#	FRN
	GIDGT#	GID
	HOOVR# BAVPE	HVC
	HOOVR# DRK	HVS
	HOOVR# DVC	HVG
	HOOVR# MLF	HVR
	JOHKR#	JKR
	LOHLA#	LOH
	MCCRN# HEC	MCH
	MCCRN# LIDAT	MCJ
	MCCRN# TNP	MCG
	NIITZ#	NIT
	RADYR# BLAQQ	RYB
	RADYR# BOJAC	RYD
	RADYR# HEC	RYV
	RADYR# SLVRR	RYV
	RADYR# BLH	RYZ
	RADYR# LVELL	RYZ

LAS	RASLR#	RSL
	RATPK#	RAT
HND	OYODA# BLAQQ	BLQ
	OYODA# BLH	ZEL
	OYODA# BOJAC	DOY
	OYODA# HEC	HEC
	OYODA# KENNO	JKR
	OYODA# LVELL	ZEL
	OYODA# SLVRR	SLV
	SCAMR# FRNCK	RAT
	SCAMR# HOCEE	NIT
	SCAMR# IWANS	NIT
	SCAMR# PGA	NIT
	SCAMR# SSKEE	NIT
	SCAMR# TUKRR	GID
	SCAMR# VERKN	GID
	SCAMR# ZAYNE	RSL
Arrivals (Automatically Applied)		
LAS	BLAID#	BLA
	CHOWW#	CHO
	CRESO#[1]	CRE
	COKTL#	CTL
	ISHEE#	ISH
	JAYSN#	JSN
	LARKK#	LRK
	RKSTR#	RKS
	RNDRZ#	RDZ
HND	BOEGY#[1]	BOG
	GAMES#	GAM
	PUMLE#[1]	PUM
HND, VGT	NTNDO#[1]	NTN
VGT	WYLND#	WYL
[1] Note: BOEGY, CRESO, NTNDO, and PUMLE STARs appear in the secondary scratch		

Note: Automatic Arrival scratch pads are not yet available in CRC