

**1. PURPOSE:**

This letter of agreement establishes standard procedures for coordination of air traffic between Los Angeles Center (ZLA) and the Southern California TRACON (SCT).

**2. CANCELLATION:**

All previous agreements are cancelled.

**3. SCOPE:**

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

**4. PROCEDURES:**

1. Radar separation
  - a. The minimum radar separation required by each facility is 5 miles. The transferring controller must ensure that this separation is maintained or increasing at the time of transfer of control.
2. Airspace/Airport Configurations
  - a. Airspace delegated to SCT changes based on the landing configuration at LAX. ZLA must ensure all aircraft are assigned appropriate procedures based on the runway flow in use at SCT airports.
3. Arrivals
  - a. SCT shall have control for all aircraft landing in SCT passing 16,000' MSL. Feeder sector shall have control for descent to 17,000' MSL, speeds no lower than 250 knots, and turns within 10 miles of its eastern boundary from ZLA.
  - b. Aircraft arriving SCT from ZLA will be handled in accordance with the following tables:
    - i. Burbank Area

SECTOR	ROUTE/STAR	INSTRUCTION	NOTES
MOORPARK	WEESL/LHS.LYNXX	Cross LYNXX at 9000'	
	BONJO/ROKKR/IVINS	Descend via	
	FERN	Cross PIRUE/BAILL at 11000' or CANYN at 9000'	
VALLEY	LHS.KIMMO/WAYVE	Cross LHS at 11000'	Landing LAX/SMO

ii. Los Angeles Area - LAX West Traffic

SECTOR	ROUTE/STAR	INSTRUCTION	NOTES
FEEDER	SNSTT	Descend via	Assigned 280 knots or less
	ANJLL	Descend via	
	HLYWD	Descend via	
	SEAVU	Descend via	
ZUMA	VTU.SADDE	Cross VTU at 11000' and 250 knots	
	HUULL/RYDRR	Descend via	
	FIM.SADDE	Cross SYMON at 12000' and 250 knots	
	IRNMN	Descend via	

iii. Los Angeles Area - LAX East Traffic

SECTOR	ROUTE/STAR	INSTRUCTION	NOTES
FEEDER	BIGBR	Descend via	ZLA assigns 7R transition, assigned 280 knots or less
	BRUEN	Descend via	
	BASET	Descend via	
STADIUM	ZUUMA	Descend via	
	MOORPARK	Cross PAULA at 11000' and 250 knots	
	V25.LAX	Level at 5000'	MPQ aircraft landing LAX
	EXERT	Cross EXERT at 6000', 250 knots	Established on runway 6L localizer

iv. Los Angeles Area - LAX Over Ocean Traffic

SECTOR	ROUTE/STAR	INSTRUCTION	NOTES
STADIUM	MOORPARK	Cross PAULA at 11000', 250 knots	
	ZUUMA	Descend via	
	V25	Level at 5000'	MPQ aircraft landing LAX
	EXERT direct LAX	Cross Exert at 6000', 250 knots	
FEEDER	MDNYT	Descend via	Assigned 280 knots or less
	BASET	Descend via	Assigned 280 knots or less, assigned 6R transition

v. Empire Area

SECTOR	ROUTE/STAR	INSTRUCTION	NOTES
NORTON	THRNE	Descend via	
	ZIGGY	Cross FLAVR at 14000' or DAWNA at 12000'	
	GLRNO	Descend via	
	SCBBY	Descend via	
	SETER	Cross PSP at 16000' or ROTHY at 12000'	
	DSNEE/ROOBY	Descend via	
	KAYOH	Cross AHLEX at 16000' or DAWNA at 13000'	
	V137.PSP	Cross HITOP at 16000'	Landing Palmpex
	SIZLR	Descend via	
SPRINGS	CLOWD/SBONO	Cross CLOWD at 11000' and 250 knots	

vi. Coast Area

SECTOR	ROUTE/STAR	INSTRUCTION	NOTES
PACIFIC	OLAAA	Descend via	
	VISTA	Cross OCN at 12000'	
	PLYYA	Descend via	SAN East

vii. San Diego Area - SAN West Traffic

SECTOR	ROUTE/STAR	INSTRUCTION	NOTES
NORTH	HUBRD	Cross CARDI at 15000'	
	COMIX	Descend via	
EAST	LUCKI	Descend via	
	BARET	Cross CARUL at 12000' or PILLO at 10000'	

viii. San Diego Area - San East or Opposite Direction Traffic

SECTOR	ROUTE/STAR	INSTRUCTION	NOTES
WIZKY	SHAMU	Cross SHAMU at 15000'	
EAST	TOPGN	Descend via	
	BARET	Cross CARUL at 12000' or PILLO at 10000'	

ix. Del Rey Area

SECTOR	ROUTE/STAR	INSTRUCTION	NOTES
NEWPORT	TANDY	Cross MERMA at 14000'	
	OHSEA/PCIFC	Descend via	
	C1177.SXC	Cross GOATZ at 12000', 250 knots	
	GOATZ/KARLB	Descend via	
	BAUBB/TILLT	Descend via	

#### 4. Departures

- a. Departures from SCT airports with cruise altitudes above SCT's airspace ceiling shall be climbing via SID at the time of handoff. Aircraft not on SIDs or on a SID with a top altitude below SCT's airspace ceiling should be climbing to SCT's airspace ceiling.
  - i. One exception to this is aircraft routed via legacy departure procedures over SLI (e.g. SEBBY, LAXX, MUSEL). Aircraft routed over SLI climbing out of SCT shall be climbed to 17,000' at the time of handoff to ZLA.
  - ii. The other exception is M-class aircraft routed via VTU or IKAYE from Del Rey. See the table below.
- b. Departures from SCT airports with cruise altitudes at or below SCT's airspace ceiling shall be at their cruise altitude at the time of handoff, unless otherwise coordinated with ZLA.
- c. ZLA in general does not have control for aircraft climbing out of SCT while still in SCT airspace, exceptions are listed in the notes column of the following table.
- d. Aircraft on Standard Instrument Departures should be handed off to the appropriate ZLA sector as listed in this table:

GATE/DEPARTURE	ZLA SECTOR	NOTES
Departures routed over OROSZ/GMN	04	
Departures routed over SLAPP/PMD	04	ZLA control for climbs
GARDY/SNSHN departures	04	ZLA has control
NIKKL/RAJEE	30	ZLA control for vectors southbound reaching 12000'
CATHEDRAL	39	ZLA has control
IRVINE	30	
MIKAA	30	
SNA Eastbound Departures	30	ZLA control for vectors reaching 8000'
ECHHO/MMOTO/FALCC	30	
ZZOOO/SAYOW/BRDR	31	
PADRZ/PEBLE	30	ZLA Control for climbs
PRCH/VTU	25	HDG 250. ZLA control for vectors west of FIM148R
DARRK/SUMMR/MUELR	25	
MOOOS	25	Center control turns clockwise from 250 to 300 west of FIM158R, climbing to 9000'
ORCKA	04	

TOPMM	04	Assigned 250 knots
South Ventura Flow	25	HDG 250. ZLA control for climb and turns westbound west of FIM148R
TOPMM IKAYE transition	25	ZLA control for climb
VTU/PRCH/TRTON <b>LAX E</b>	25	HDG 260 or DRCT TRTON
DOTSS/FRITR	30	
PNDAH	30	
OSHNN	30	
ZOOMM	30	
LAXX	30	
FINZZ/HOBOW	30	
TUSTI/LAXX <b>LAX E</b>	30	
HHERO	28	
SXC-C1177	28	Direct SXC. ZLA control for climb and turns west of FIM148R
ZILLI	28	ZLA control for climb and turns west of FIM148R