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

CANCELLATION
All previous agreements are canceled.

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

CHANGE NOTICES

Version	Date	Explanation of Changes
2.10	8AUG24	Added new noise SIDs STHBY and KYLOW. New formatting.
2.15	31OCT24	Adde CLSSY DP
2.20	12MAR25	Add direct OCN to Coast Area
2.30	12JUN25	Area 3 updated for Palmplex/PSP RNAV procedures
2.35	7AUG25	Clarified ZLA has control for speed on J/L-type above 10k in Area 1
2.36	18DEC25	Changed GOATZ/KARLB to 16,000
2.40	19FEB26	Updated POM/SNSHN handoffs, SLAPP handoff
2.5	7APR26	Multiple updates to Areas 1, 5, and 6 for handoffs.

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:

CHAPTER 1. ARRIVALS TO SCT

AREA 1. BURBANK

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

AREA 2. LOS ANGELES (WEST FLOW)

SECTOR	ROUTE/STAR	INSTRUCTION	NOTES
FEEDER	SNSTT	Descend via	ZLA may assign 280-250kts. Aircraft needing less than 250kts shall be coordinated. Area 2 control within 10NM of the border not below 250kts.
	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	

AREA 2. LOS ANGELES (EAST FLOW)

SECTOR	ROUTE/STAR	INSTRUCTION	NOTES
FEEDER	BIGBR	Descend via	ZLA assigns 7R transition, assigned 280 knots or less
	BRUEN	Descend via	
	JLI.BASET	Cross LAADY at 15,000’ MSL, 280 knots	
	HEC/PGS BASET	Descend via BASET STAR.	
STADIUM	ZUUMA	Descend via	
	MOORPARK	Cross PAULA at 11000’ and 250 knots	
	V25.LAX	Level at 5000’	MPQ aircraft landing LAX

SECTOR	ROUTE/STAR	INSTRUCTION	NOTES
	EXERT	Cross EXERT at 6000', 250 knots	Established on runway 6L localizer

AREA 2. LOS ANGELES (OVER OCEAN)

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	
	OCEANIC via RWY 06R LOC	Cross 30 miles West of LAX at 6,000'at 250 knots.	
FEEDER	MDNYT	Descend via	Assigned 280 knots or less
	BASET	Descend via	Assigned 280 knots or less, assigned 6R transition
	LNDG LAX via V25	Level 5,000	MPQ type
	LNDG LAX via EXERT LAX	Level 6,000	Cross EXERT at 6000FT, 250 knots. - J TYPE

AREA 3. EMPIRE

SECTOR	ROUTE/STAR	INSTRUCTION	NOTES
NORTON	DSNEE/ROOBY	Descend via	
	KAYOH	Cross AHLEX at 16000' or DAWNA at 13000'	
	SETER	ROTHY at 12000'	Via JLI
	THRNE	Descend via, point out to Springs	Via AMMOR
	V137.PSP	Cross HITOP at 16000'	Landing Palmplex
	ZIGGY	Cross FLAVR at 14000' or DAWNA at 12000'	
SPRINGS	CLOWD	JM cross CLOWD at 10000'/250, PQ 9000'	MPQ-All J-Non-RNAV
	RDBUL	Descend via with runway transition	RWY 31 default
	SCBBY	Descend via	

SECTOR	ROUTE/STAR	INSTRUCTION	NOTES
SPRINGS	THRNE	Descend via	
	SETER	Cross PSP at 16000’	

AREA 4. COAST

SECTOR	ROUTE/STAR	INSTRUCTION	NOTES
PACIFIC	OLAAA	Descend via	P-ACP with Area 5
	VISTA/V458	Cross OCN at 12000’	Assigned speeds above 250 knots need not be passed. P-ACP with Area 5
	PLYYA	Descend via	SAN East

AREA 5. SAN DIEGO AREA (WEST FLOW)

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

AREA 5. SAN DIEGO AREA (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’	

AREA 6. DEL REY

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	Cross GOATZ at 16,000’	280K at GOATZ as req.
	BAUBB/TILLT	Descend via	

CHAPTER 2. DEPARTURES FROM SCT

PROCEDURES

1. 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.
    a. 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.
    b. The other exception is M-class aircraft routed via VTU or IKAYE from Del Rey. See the table below.
2. 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.
3. 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.
4. Aircraft on Standard Instrument Departures should be handed off to the appropriate ZLA sector as listed in this table:
5. South Ventura Flow is the procedure utilized by SCT for north/west aircraft vectored from Del Rey, usually from LGB or a vectored departure out of LAX, south of VTU towards VTU.
6. In Area 1, ZLA has control for speed on J and L-type aircraft leaving 10,000' MSL.

AREA 1. BURBANK

SECTOR	ROUTE	INSTRUCTION	NOTES
ZLA 27	Departures routed over OROSZ/GMN	C 230	On or joining the appropriate DP/route or direct GMN/OROSZ clear of Sector 26 airspace and at least 5 miles west of V459 centerline. Req alt if lower.
ZLA 38	Departures routed over SLAPP/PMD	C 150	On the route. Center has control for climb.
ZLA 27 **LAX E**	Via GMN/WNNDY	A/C 130	GMN DP DRCT GMN, WNNDY on route
	Via GARDY		On the SID. ZLA has control.
	Via SNSHN/POM SID	C 140	Northeast-bound, climbing via SID
	Via SNSHN/POM or POM..GMN	C 230	Northwest-bound, climbing via SID. Or req altitude if lower.

AREA 2. LOS ANGELES (EAST FLOW)

SECTOR	ROUTE	INSTRUCTION	NOTES
ZLA 25	Via VTU, PERCH	A/C 130	RV 260
	Via TRTON	Climbing via	DRCT TRTON

AREA 3. EMPIRE

SECTOR	ROUTE	INSTRUCTION	NOTES
ZLA 27	POM/SNSHN	A/C 140	Climbing via, ZLA has control
ZLA 30	NIKKL/RAJEE	A/C 130	ZLA Control for vectors southbound reaching 120
ZLA 37	PMPLX via YUCCA/V386	A/C 150	ZLA has control for turns and climbs above 110
ZLA 38	GARDY departures via DAG	C 130	ZLA has control
ZLA 39	PMPLX deps via FUSBL/TNP	A/C 150 or lower filed.	ZLA Control for turns, climbs above 080
ZLA 40	PMPLX via HWRRD/JEEON	Climb via E 150	
	PMPLX via BLH	A/C 150 or lower filed.	Over or south of CONES. ZLA has control

AREA 4. COAST

SECTOR	ROUTE	INSTRUCTION	NOTES
ZLA 30 **SNA S**	Departures routed eastbound	A/C 130	On the route. Sector 30 control for vectors after leaving 8,000’.
ZLA 30 **SNA N**	MIKAA SID	A/C 130	On the route
	SNA RWY 02 departures		Direct JAGLO
	SNA Eastbound Departures		ZLA control for vectors reaching 8000’

AREA 5. SAN DIEGO

SECTOR	ROUTE	INSTRUCTION	NOTES
ZLA 30	ECHHO/MMOTO /FALCC	A/C 150	On the route or Direct LNSAY/MMOTO
	PADRZ/PEBLE	A/C 150 or A/C 140 (PEBLE)	ZLA Control for climbs, on the route of direct GYWNN to join
ZLA 31	ZZOOO/SAYOW/ CLSSY/BRDR	On the route	J - Climbing Via BRDR and MPQ - C or CV 150

AREA 6. DEL REY

SECTOR	ROUTE	INSTRUCTION	NOTES
ZLA 25	PRCH/VTU SID	A/C 130 or req lower, RV 250	Center control for vectors west of FIM-148R on VTU
	DARRK/SUMMR /CTRUS	Climbing Via	ZLA control for vectors, speed, west of FIM R-148 to remain clear of Zuma.
	MUELR	Climbing Via	On the SID
	MOOOS or VTU/IKAYE not landing SBA.	Climb via E 90 or A 90	Center control turns clockwise from 250 to 300 west of FIM158R, climbing to 9000’
	VTU/IKAYE	A 60 or A 80.	Direct VTU/IKAYE. ZLA control for turns and descent to 5,000’ (landing OXR/CMA/NTD).
	South Ventura Flow	HDG 250	ZLA control for climb and turns westbound west of FIM148R
	HHERO	Climb via E 160	On the SID or direct HHERO to remain south of SNYPR
	SXC	C 160	Vector towards HHERO
	VTU/PRCH/DAR RK DEP **LAX OO**	A/C 130	RV250 ZLA control west of FIM148R.
	KYLOW (SCTTR, STOKD, MCKEY, DINTY, RIZIN) **LAX OO**	Climb via E 120	Established on the procedure or direct BOBAA.
ZLA 27	TOPMM	Climbing via E 150	On the route or direct OVEUR

ZLA 28	SXC-C1177	A/C 130	Direct SXC. ZLA control for climb and turns west of FIM148R
	ZILLI/KYLOW	Climbing via E 130. On SID or direct LAUER or BEAUT.	**NOTE** - GROGU transition is W292 **active** and FICKY **transition** is W292 **inactive** – ZLA ctrl climb and turns west of the FIM148R
ZLA 30	DOTSS/FRITR	C 170	On the SID
	LAXX	C 170	On the route or direct SLI
	PNDAH	Climbing Via	On the route or direct TANNN
	OSHNN	Climbing Via	On the route or direct CAHIL
	ZOOMM	Climbing Via	On the route or direct CAHIL
	Via TRM	C 170	M-Class
	FINZZ/HOBOW	Climbing Via	On the route or direct CAHIL
	SEBBY	Jets C 170 SF50, M C 150	
	LAXX **LAX E**	C 170	Direct SLI or TUSTI
	STHBY (BEALE, MISEN, CLEEE, CNERY) **LAX OO**	Climbing via	Established on the procedure or direct CAHIL/DOTSS
	STHBY (TCATE or OTAYY) **LAX OO**	Climbing via E 170	Established on the procedure or direct TANNN
ZLA 38	ORCKA	Climb via E 150	ZLA 38 responsible for sep from ZLA 30