

1. PURPOSE:

This letter of agreement establishes standard procedures for coordination of air traffic between Los Angeles Center (ZLA) and Salt Lake City Center (ZLC).

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 CONTROL

List of Changes

Version	Date	Explanation of Changes
2.00	13MAR21	Metroplex Overhaul. New STAR and routing for L30. Version Control added.
3.00	23FEB24	Changed control for descent along the common boundary, SGU.
3.10	18JUN24	Updated KONT STAR

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, KVGX, KHND, KLSV airports

2. General Procedures

- a. Minimum radar separation required by each facility is 5 nautical miles (NM), constant or increasing.

- b. Either Center may assign inappropriate altitudes for direction of flight (IAFDOF) provided specific verbal approval is obtained from the receiving Center prior to the handoff.
 - c. Either center has control for turns up to 15 degrees, speed adjustments, and transponder code changes without coordination within 15 NM of the common ZLA/ZLC boundary. Speed adjustments and turns must be reflected in the 4th line of the data block.
3. Routing
- a. Either Center may at its discretion provide direct routing to RNAV or GPS-equipped aircraft with destinations in the receiving Center's airspace, but no further than a transition point on a published STAR. For airports that are not served with a published STAR direct routing may be applied to a NAVAID nearest to the destination airport.
4. Unless otherwise coordinated, ZLC shall route aircraft through ZLA as follows:
- a. KLAX (Landing West)
 - i. HAKMN.ANJLL STAR [RNAV]
 - ii. HEC.J6.PMD.SADDE STAR [NON-RNAV]
 - iii. HEC.PMD.KIMMO STAR [NON-RNAV] [NON-TURBOJET]
 - b. KLAX (Landing East)
 - i. HAKMN.BIGBR STAR [RNAV]
 - ii. HEC.BASET STAR [NON-RNAV]
 - iii. HEC.PMD.KIMMO STAR [NON-RNAV] [NON-TURBOJET]
 - c. KLAX (Over-Ocean Operations)
 - i. HAKMN.MDNYT STAR [RNAV]
 - ii. HEC.BASET STAR [NON-RNAV]
 - d. Las Vegas area
 - i. RNAV Turbojets shall be routed via the following:
 - 1. CHOWW STAR [KLAS ONLY]
 - 2. BOEGY STAR [KHND ONLY]
 - ii. RNAV Prop/Turboprops shall be routed via the following:
 - 1. ./MMM.T361.WANDR [KLAS ONLY]
 - 2. BOEGY STAR [KHND ONLY]
 - iii. Non-RNAV Turbojets shall be routed via the following:
 - 1. BLAID STAR [KLAS ONLY]
 - 2. BOEGY STAR [KHND ONLY]
 - iv. Non-RNAV Prop/Turboprops shall be routed via the following:
 - 1. ./V21.LAPIN.V562.LAS [KLAS ONLY]
 - 2. BOEGY STAR [KHND ONLY]
 - v. North Las Vegas Arrivals shall be routed via MMM VOR
 - vi. All aircraft landing the KLAS area must cross the ZLA/ZLC common boundary at or below FL320.
 - vii. ZLA has control for descent on all KLAS arrival aircraft within 15 NM of the ZLA/ZLC common boundary.
 - viii. ZLC may provide direct routings no further than the first fix on a STAR, or the last fix prior to the border for all aircraft landing in the Las Vegas area. ZLC may provide direct routing to the MMM VOR for North Las Vegas arrivals.
 - e. KSAN (Landing West)
 - i. LVELL.LUCKI STAR [RNAV]
 - ii. TNP.BARET STAR [NON-RNAV]
 - f. KSAN (Landing East)
 - i. LVELL.Q73.MOMAR.TOPGN STAR [RNAV]
 - ii. TNP.BARET STAR [NON-RNAV]

- g. Coast Area (SNA Landing South)
 - i. NATEE.DSNEE STAR [RNAV]
 - ii. HEC.KAYOH STAR [NON-RNAV]
 - h. Coast Area (SNA Landing North)
 - i. NATEE.ROOBY STAR [RNAV]
 - ii. HEC.KAYOH STAR [NON-RNAV]
 - i. Empire Area (All configurations)
 - i. NATEE.JCKIE STAR [RNAV] [KONT ONLY]
 - ii. HEC.ZIGGY STAR [NON-RNAV]
 - j. Burbank Area (All configurations)
 - i. PURSE.JANNY STAR [RNAV]
 - ii. HEC.LYNXX STAR [NON-RNAV]
 - k. Aircraft landing the Phoenix area shall cross the ZLA/ZLC boundary at or below FL370.
 - l. St. George (SGU) and Colorado City (AZC) arrivals must cross the ZLA/ZLC boundary at or below 16,000' MSL, or at their cruising altitude if lower than 16,000' MSL. ZLA shall have control for descent. Aircraft that have EHK in their flight plan shall be ZLA's control for approach clearance on the LDA/DME RWY 19 or RNAV (GPS) RWY 19 approaches.
4. Unless otherwise coordinated, ZLA shall route all aircraft destined for airports within ZLC airspace as follows:
- a. KSLC (Landing North)
 - i. MLF.QWENN STAR [RNAV]
 - ii. BCE.QWENN STAR [RNAV]
 - iii. MLF.JAMMN STAR [NON-RNAV]
 - iv. BCE.JAMMN STAR [NON-RNAV]
 - b. KSLC (Landing South)
 - i. MLF.DELTA STAR [RNAV]
 - ii. BCE.DELTA STAR [RNAV]
 - iii. MLF.JAMMN STAR [NON-RNAV]
 - iv. BCE.JAMMN STAR [NON-RNAV]
 - c. KSLC arrivals routed via MLF must cross the ZLA/ZLC boundary at or below FL330.
 - d. KSLC arrivals routed via BCE must cross the ZLA/ZLC boundary at or below FL340.
 - e. ZLC has control for descent on all KSLC arrival aircraft within 15 NM Of the ZLA/ZLC common boundary.
 - f. Aircraft landing KCDC must cross the ZLA/ZLC boundary at or below 14,000' MSL, or at their cruising altitude if lower than 14,000' MSL. ZLC has control for descent within 20 miles of the ZLA/ZLC boundary.
5. Airspace and Sectorization
- a. When sectorized, ZLC shall handoff to ZLA Sector 54 on 135.25.
 - b. When sectorized, ZLA shall handoff to ZLC Sector 33 on 120.27.