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
4.00	20FEB25	Removed STAR requirements, SLC Metroplex, align to IRL LOA

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
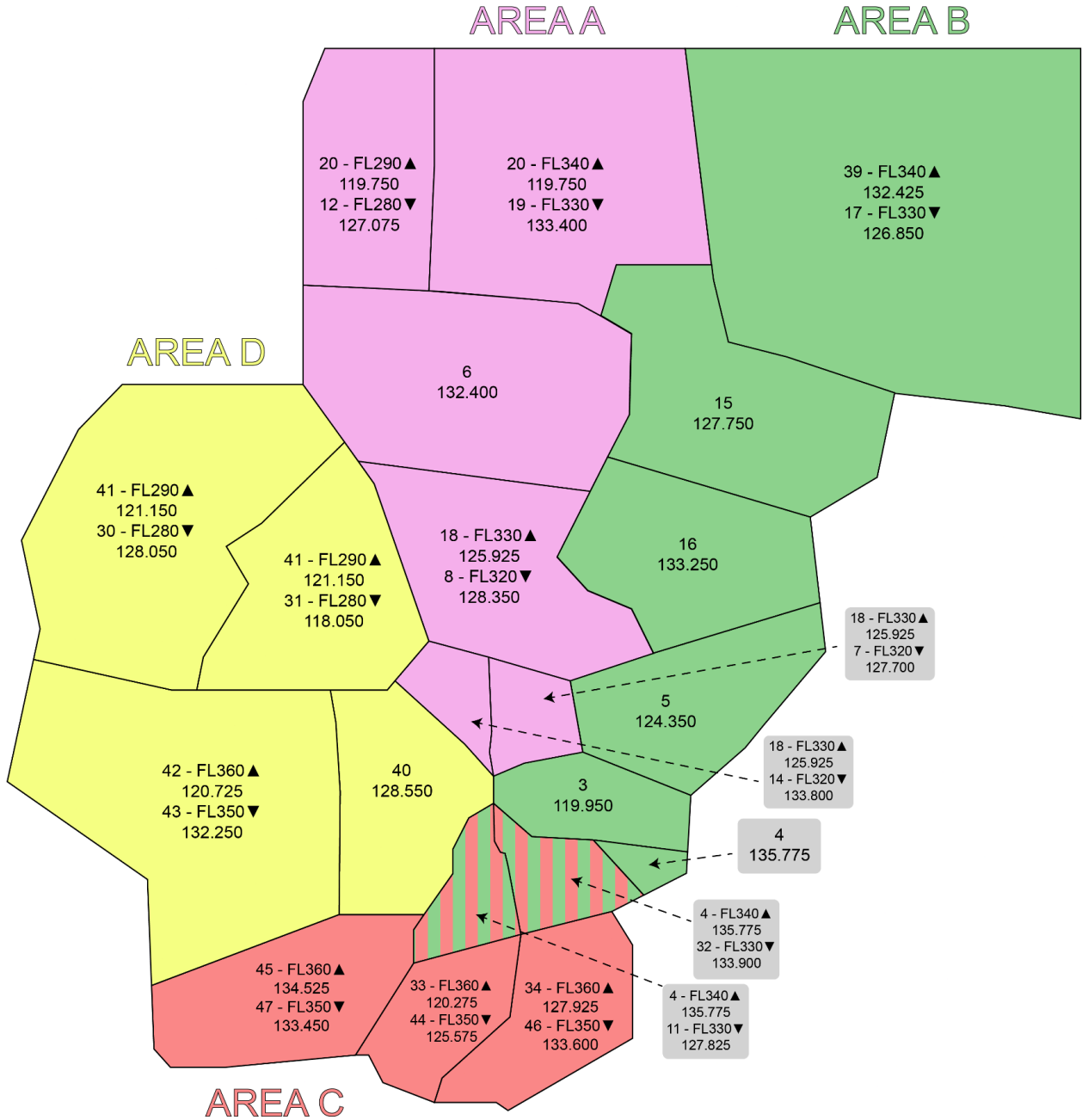   f. Las Vegas Area: KLAS, KVGT, KHND, KLSV airports
2. General Procedures
    a. Minimum radar separation required by each facility is 5 nautical miles (NM), constant or increasing.

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/KSAN/KPSP
      i. Via LAKRR (Jets)

   b. KLAS
      i. Via STEWW, MNCIN, or GGAPP AOB FL320 (Jets)

   c. KHND
      i. Via SHAYM AOB FL320 (Jets)

   d. KVGT
      i. Via MMM AOB FL320 (Jets)

   e. Las Vegas Area (Non-Jets)
      i. Via MMM AOB FL320
      ii. All aircraft landing the KLAS area must cross the ZLA/ZLC common boundary at or below FL320.
      iii. ZLA has control for descent on all KLAS arrival aircraft within 15 NM of the ZLA/ZLC common boundary.
      iv. 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.

   f. KBUR/KVNY/KSMO
      i. No further direct than BFUNE

   g. KLGB/KSNA/KONT
      i. Via BLD (Jets)

   h. Aircraft landing the Phoenix area shall cross the ZLA/ZLC boundary at or below FL370.

   i. 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.

5. Unless otherwise coordinated, ZLA shall route all aircraft destined for airports within ZLC airspace as follows:

   a. KSLC
      i. Via BCE, MLF, or DTA AOB FL350

   b. KCDC
      i. AOB 140

   c. KPVU
      i. Via JAMMN, NEEBO, or FFU AOB FL350

   d. KHCR
      i. Via NONTY

   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.

6.   Airspace and Sectorization

      a.   When sectorized, each facility shall coordinate sector handoff with reference to the airspace maps in Appendix A and Appendix B.

Appendix A

AREA A

20 - FL290▲
119.750
12 - FL280▼
127.075

20 - FL340▲
119.750
19 - FL330▼
133.400

AREA B

39 - FL340▲
132.425
17 - FL330▼
126.850

6
132.400

AREA D

41 - FL290▲
121.150
30 - FL280▼
128.050

41 - FL290▲
121.150
31 - FL280▼
118.050

18 - FL330▲
125.925
8 - FL320▼
128.350

15
127.750

16
133.250

18 - FL330▲
125.925
7 - FL320▼
127.700

42 - FL360▲
120.725
43 - FL350▼
132.250

40
128.550

3
119.950

5
124.350

18 - FL330▲
125.925
14 - FL320▼
133.800

4
135.775

4 - FL340▲
135.775
32 - FL330▼
133.900

45 - FL360▲
134.525
47 - FL350▼
133.450

33 - FL360▲
120.275
44 - FL350▼
125.575

34 - FL360▲
127.925
46 - FL350▼
133.600

4 - FL340▲
135.775
11 - FL330▼
127.825

AREA C

Appendix B

Area D (16/34/54)

Combines on 16
(124.625)

Area B (27/38)

Combines on 27
(128.375)

LSV
(Area D)

JCF
(Area B)

54

16

34
54

34

34
53

35

53

26

27

Area F (35/53)

Combines on 35
(128.075)

25

38

37

39

Area A (25/26/28)

Combines on 25
(126.525)

30

40

60

Area C (37/39/40/60)

Combines on 39
(133.200)

28

28

31

Area E (30/31).

Combines on 30
(119.950)