SOUTHERN CALIFORNIA TRACON
DEL REY AREA
STANDARD OPERATING PROCEDURES

VIRTUAL AIR TRAFFIC SIMULATION NETWORK
LOS ANGELES ARTCC

Table of Contents

Change Notices

Version	Date	Explanation of Changes
1.10	02SEP23	Various minor updates, TOA local control to Coast Area for all configurations
1.11	17SEP23	Position table updates
1.20	25MAY24	Added P-ACP for LGB RWY 30 Departures North/West. LGB CFR to Area 6. Adjusted certain HHERO climbs in the handoff table.
1.25	23JUN24	Updates to handoff table for new ZLA sectors. Added MPQ to ZLA when NTD closed.
1.30	8AUG24	Removed references to TUSTI, added coordinated handoff procedures for KYLOW and STHBY SIDs.
1.40	14MAR25	Added handoffs btw Coast and Del Rey for LAX East

SECTION 1. GENERAL

1-1. PURPOSE

This chapter establishes the standard operating procedures for the Del Rey specialty and prescribes the operational procedures unique to the Del Rey area. Controllers staffing the Del Rey area must be familiar with and adhere to the information and procedures described in this Chapter to provide a safe, orderly, and efficient flow of air traffic in Southern California TRACON and Del Rey area airspace.

1-2. SCOPE OF RESPONSIBILITIES

The Del Rey area is responsible for arrivals, departures, overflights, and Class B traffic in and out of the Southern California TRACON Del Rey area.

1-3. DEL REY SECTORS

a. The following sectors make up the Del Rey specialty:
    1. Malibu
    2. Manhattan
    3. Newport

1-4. AIRSPACE SPLIT

In the event of an airspace split, it is recommended that the Del Rey area be staffed in descending order as follows:

1. Manhattan
2. Malibu
3. Newport

SECTOR	POSITION ID	FREQUENCY	INTERPHONE
MANHATTAN	**6S**	**124.300**	**MANHATTAN**
MALIBU	6N	125.200	MALIBU
NEWPORT	6X	134.350	NEWPORT

SECTION 2. RADAR TEAM PROCEDURES

2-1. DEPARTURE NOISE ABATEMENT PROCEDURES: RUNWAYS 24R/L AND 25L/R

Noise abatement procedures apply to turbojet and turboprop aircraft that depart Los Angeles airports runways 24 and 25. Noise abatement procedures also apply to southbound turbojet departures from Santa Monica, Torrance, and Hawthorne airports. Departure controllers must use the following procedures unless operational requirements dictate taking action to correct an adverse or unsafe situation:

a. Turbojet departures filed via southbound SIDs must be established on the SID or vectors to remain at least 5 SM west and 3 SM south of the Palos Verdes Peninsula until leaving 13,000' MSL.
b. Turbojet departures routed over GMN VORTAC/OROSZ or PMD VORTAC/SLAPP must not be vectored north of 270 degrees until reaching 4,000' MSL; and must be established on the SID or vectored west of BAYST intersection.
c. Turbojet departures must not be vectored south of 210 degrees until reaching 3,000' MSL.
d. Turbojet ORCKA departures must be direct KLIPR.
e. LAX Turboprop departures must not be vectored south of 200 degrees until reaching 3,000' MSL.
f. LAX Turboprop departures landing CRQ, SNA, or SAN must be vectored outside the noise dots to remain at least 1 SM off the Palos Verdes Peninsula shoreline.

2-2. LAX SIMULTANEOUS OPPOSITE DIRECTION OPERATIONS

Simultaneous opposite direction operations are authorized between aircraft utilizing Runways 25L/R for departures and Runways 06L/R for arrivals.

SECTION 3. COORDINATION

3-1. DEL REY AREA PREARRANGED COORDINATION PROCEDURES

The procedures listed below constitute prearranged coordination for the Del Rey area. In addition to the conditions listed below, all conditions listed in paragraph 1-1-3 of the SCT General SOP must be met. Failure to comply with all the requirements must invalidate the procedures and require that appropriate verbal coordination be completed in accordance with FAA Order 7110.65.

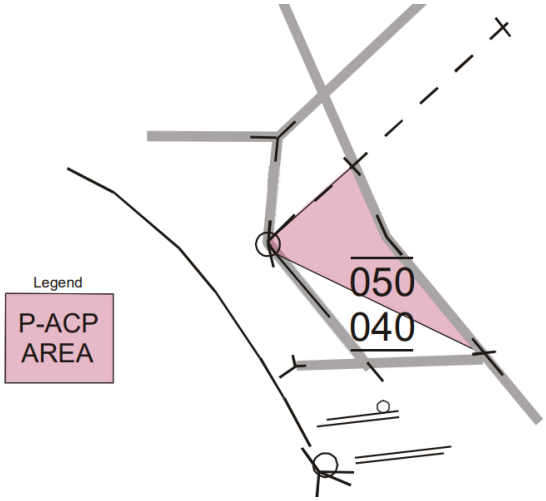
a. P-ACP BETWEEN MALIBU AND MANHATTAN SECTORS - LAXW

1. Manhattan radar may enter Malibu airspace without verbal coordination provided the aircraft is departing Los Angeles International airport (KLAX) and Los Angeles tower must provide initial departure separation.
2. Manhattan radar must be responsible for maintaining approved separation between aircraft under their control and all traffic in the P-ACP airspace.

b. P-ACP BETWEEN MANHATTAN AND MALIBU SECTORS - LAXE

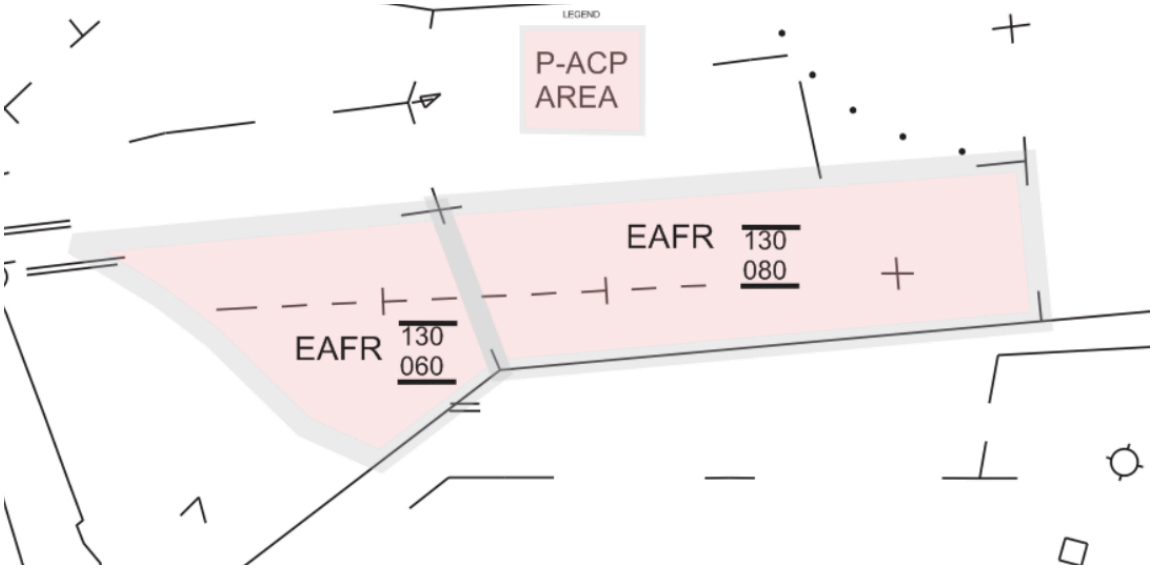
1. Malibu radar may enter Manhattan airspace without verbal coordination provided the aircraft is departing KLAX and Los Angeles tower must provide initial departure separation.
2. Malibu radar must be responsible for maintaining approved separation between aircraft under their control and all traffic in the P-ACP airspace.

c. P-ACP BETWEEN STADIUM AND MALIBU SECTORS



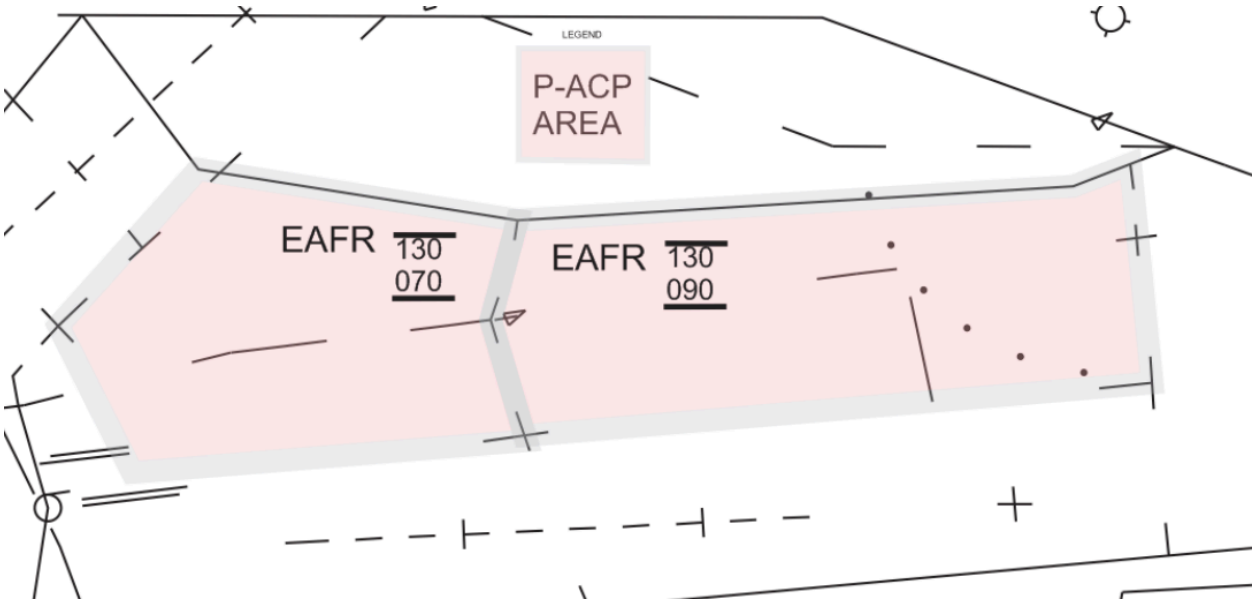
1. Stadium radar may enter P-ACP airspace with aircraft that depart the Santa Monica (SMO) VOR between heading 030 and 080 degrees.
2. Stadium radar must be responsible for maintaining approved separation between aircraft under their control and all traffic in the P-ACP airspace.

d. P-ACP BETWEEN MANHATTAN AND FEEDER SECTORS



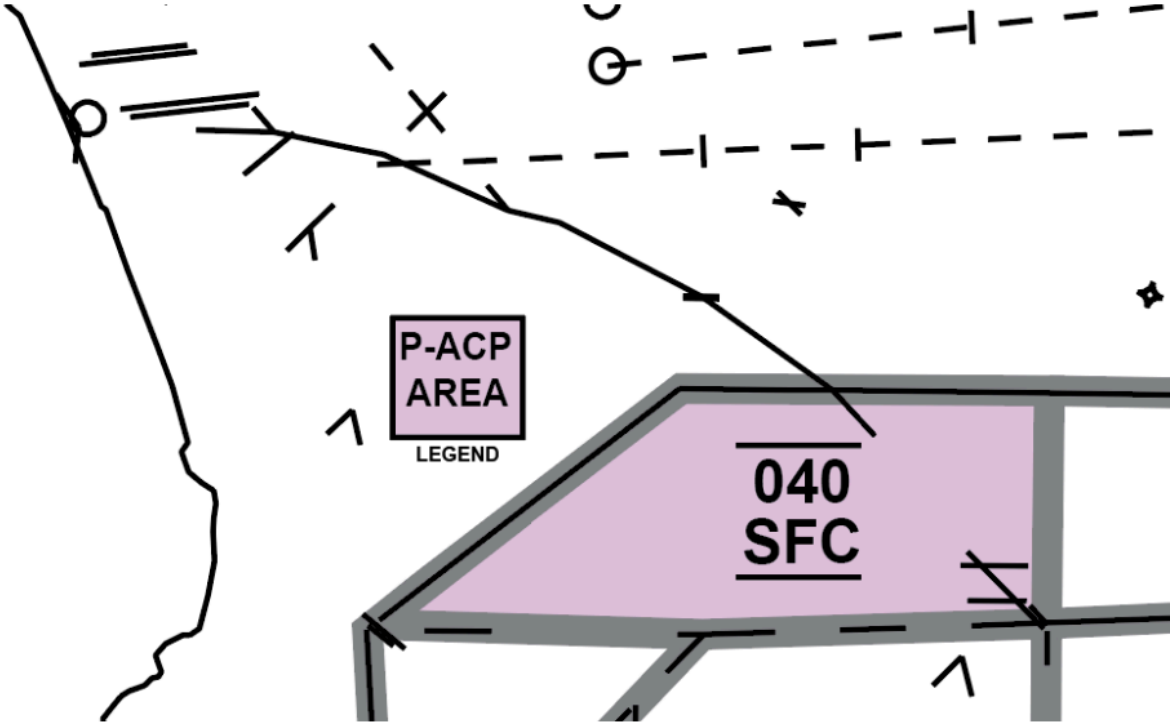
1. Manhattan radar may enter Feeder airspace with IFR departures from Los Angeles Airport southwest/southeast bound.
2. Manhattan radar must be responsible for maintaining approved separation between aircraft under their control and all traffic within the P-ACP airspace.

e. P-ACP BETWEEN MALIBU AND FEEDER SECTORS



1. Malibu radar may enter Feeder airspace with IFR departures from KLAX runways northwest/northeast northwest/northeast bound.
2. Malibu radar must be responsible for maintaining approved separation between aircraft under their control and all traffic within the P-ACP airspace.

f. P-ACP BETWEEN MANHATTAN AND PACIFIC SECTORS



1. Manhattan radar may apply P-ACP within the depicted boundaries of Pacific airspace climbing North or West (VTU/TOPMM/GMN/HAWCC) with Long Beach/Daugherty Field (KLGB) RWY 30/26 departures.
2. Manhattan radar will be restricted to vectors greater than heading 270 (right turns) and has control for climb.
3. Manhattan radar must be responsible for maintaining approved separation between aircraft under their control and all traffic in the P-ACP airspace.
4. These procedures only apply when Long Beach Airport Traffic Control Tower is open or controlled top-down.
5. Position covering Long Beach Local must Call for Release with Manhattan for North/West Departures

3-2. DEL REY AREA SPECIFIC IFR AUTOMATED POINT OUTS

Use of the automated point out function is authorized for IFR operations described below.

a. Malibu Sector is authorized to use the automated point out function for point outs to:

1. Zuma Sector as coordination for sequencing of all LAX arrivals routed through Malibu at 5,000’ MSL, including KLAX runway 24 complex go-arounds. Acceptance of the automated point-out by Zuma means that no verbal coordination is required to accomplish sequencing to LAX. Zuma will initiate verbal coordination prior to accepting the automated point out if control actions by Malibu are required for sequencing.

b. Manhattan Sector is authorized to use the automated point out function for point outs to:

1. Zuma Sector on KLGB departures routed via the TOPMM SID. Acceptance of the point out by Zuma means that Manhattan is authorized to enter Zuma airspace on the DP, direct PLTFM, or east of PLTFM direct OEUVR at or above 10,000’ MSL.

c. Pacific Sector is authorized to use the automated point out function for point outs to:

1. Manhattan sector on aircraft departing KLGB climbing southbound. Acceptance of the automated point out by Manhattan means that Pacific can enter Manhattan’s airspace climbing southbound.
2. Newport Sector when KLAX is East on aircraft departing KLGB climbing southbound. Acceptance of the automated point out by Newport means Harbor can enter Newport’s airspace direct SXC climbing to 8,000’ MSL.

3-3. CLASS B CLEARANCE PROCEDURES FOR HOLLYWOOD PARK, COLISEUM, AND COASTAL ROUTES

a. The Burbank area must:
    1. Issue Hollywood Park Route Class B clearances and ensure “HOL” is placed in scratchpad.
    2. Issue Coliseum Route Class B clearances and ensure “COL” is placed in scratchpad.
    3. Ensure southbound aircraft on the Hollywood Park or Coliseum Route enter Del Rey area airspace level at an assigned altitude of 9,500’ MSL. In the event of an overtake 9,000’ MSL may be assigned.
    4. Issue Coastal Route clearances either via the route as published or on a vector to join the LAX323R north of the Santa Monica Pier.
    5. Ensure southbound aircraft on a Coastal Route clearance enter Manhattan airspace level at an assigned altitude of 5,500’ MSL.
b. The Coast area must:
    1. Handoff VFR aircraft requesting the Coastal route to Manhattan with SHO in the scratch pad. Manhattan will issue the Class B clearance.
    2. Issue Hollywood Park/Coliseum Route Class B clearance, with a restriction to maintain 8,500’ MSL while in Class B airspace to the Del Rey area. Ensure HOL or COL is in scratchpad.
c. Manhattan must:
    1. Handoff aircraft exiting the Coastal Route northbound to Moorpark at or below 6500 feet MSL. Moorpark has control north of the Coastal and must remain clear of Malibu airspace.
    2. Ensure VFR aircraft at 6,500’ are pointed out to Zuma.
    3. Accept VFR Class B handoffs as early as possible or advise the transferring CPC of an expected delay time.

SECTION 4. MALIBU SECTOR: WEST TRAFFIC

4-1. SECTOR OPERATIONS

a. The Malibu Sector is a departure sector that serves:

1. Departure traffic from Los Angeles International Airport Runways 24L/R and 25L/R and Santa Monica Airport Runway 21/03.
2. Enroute and VFR traffic.

4-2. SECTOR SPECIFIC DUTIES AND RESPONSIBILITIES

a. The Malibu Sector radar CPC is responsible for the separation and flow of IFR and VFR departure and enroute traffic in the sector and must:

1. Comply with the flow or miles-in-trail (MIT) restrictions associated with the sector.
2. QUICKLOOK the Manhattan Sector.
3. Comply with all applicable noise abatement procedures.
4. Coordinate arrival sequence with Los Angeles area Zuma Sector for aircraft routed to the Runway 24 complex via SMO, including LAX runway 24 complex go-arounds.

4-3. COORDINATED HANDOFF PROCEDURES

a. From the Malibu Sector to:

SECTOR	TYPE	DEST/RTE	ALT	HDG/INFO
STADIUM	JMPQ	LNDG LAX including North complex go-arounds	A 50	Between SMO and 1NM N of SMO RV070
VALLEY	M	SKWRL SID	C 70	On SID at or prior to NTSHA
MOORPARK	J	GMN SID or V23	A/C 80	RV 360-020 through the Gorman Gate to join the route
		LADYJ/TOPMM SID via GMN/OROSZ		On the SID or direct LADYJ/OROSZ to resume the SID
	M	GMN SID or V23	A 70	RV340-020 through the Gorman Gate to join V23
ZLA 25	J	PERCH SID or via VTU	A/C 130 or req lower	RV 250
		VENTURA SID		RV 250. Center control for vectors west of FIM148R
		SUMMR/DARRK/CTRUS SID	Climb via	On the SID. Center has control for vectors, speed, west of FIM R-148 to remain clear of Zuma.
		MUELR SID	Climb via	On the SID
	M	Via MOOOS SID or VTU/IKAYE, not landing SBA	Climb via E90 or A 90	On the MOOOS SID or direct VTU/IKAYE. Center control for vectors west of FIM158R between 250-300
	MPQ	Routed over VTU/IKAYE	A 60 or 80	Direct VTU/IKAYE. ZLA has control for turns and descent to 5000 (landing OXR/CMA/NTD)
PT MUGU	JMPQ	Routed over VTU/IKAYE	A 60 or 80	Direct VTU/IKAYE. NTD has control for turns and descent to 5000 (landing OXR/CMA/NTD)

b. To the Malibu Sector from:

SECTOR	TYPE	DEST/RTE	ALT	HDG/INFO
PT MUGU	JMPQ	Landing LAX or HHR	A 50	On V299

SECTION 5. MALIBU SECTOR: EAST TRAFFIC

5-1. SECTOR OPERATIONS

a. The Malibu Sector is a departure sector that serves:

1. Departure traffic from Los Angeles International Airport Runways 06L/R and 07L/R
2. Enroute and VFR traffic

5-2. SECTOR SPECIFIC DUTIES AND RESPONSIBILITIES

a. The Malibu Sector radar controller's responsibilities are the same as in the WEST configuration.

5-3. COORDINATED HANDOFF PROCEDURES

a. From the Malibu Sector to:

SECTOR	TYPE	DEST/RTE	ALT	HDG/INFO
VALLEY	J	GARDY DP	Climb via E130	On the route or direct TRAPP to resume
		GMN DP	A/C 130	RV320 west of V459
		WNNDY DP	Climb via E130	On the route or direct JRGSN to resume
STADIUM	JMPQ	LNDG LAX/North complex go-arounds	A 50	Over or within 1NM N of SMO RV250

SECTION 6. MANHATTAN SECTOR: WEST TRAFFIC

6-1. SECTOR OPERATIONS

a. The Manhattan Sector is a departure sector that serves:

1. Departure traffic from Los Angeles International Airport Runways 24L/R and 25L/R.
2. Overflight and VFR traffic.
3. Departure traffic from Hawthorne airport Runway 25/07, Torrance Airport Runway 29R/L, Compton Airport, and North/West Long Beach departures from Runways 30 and 26R/L.
4. IFR Traffic on V459, V597, LAX VOR, and SMO125R.
5. VFR traffic requesting transition through Los Angeles Class B Airspace

6-2. SECTOR SPECIFIC DUTIES AND RESPONSIBILITIES

a. The Manhattan Sector radar CPC is responsible for the separation and flow of IFR and VFR departure, arrival, and enroute air traffic in the sector, and must:

1. Comply with the flow or miles-in-trail restrictions associated with the sector.
2. For LGB Runway 30 operations, Manhattan must coordinate departure release of aircraft with LAX Tower. LGB Local must Call for Release from Manhattan.

NOTE: *The Manhattan controller must provide the Newport controller at least five (5) miles in trail on "J" and "M" class aircraft on the same route that will enter Los Angeles Center airspace.*

2. QUICKLOOK the Malibu Sector.
3. Comply with all applicable noise abatement procedures.
4. Coordinate sequence with Downey for LAX runway 25 complex go-arounds.

b. VFR Traffic

1. In general VFR traffic is handed off to the sector or facility along the aircraft's route of flight.
2. Hollywood Park Route
    a. Northbound: H/O should be to the Los Angeles Area Zuma sector or the Burbank area Moorpark sector depending on altitude
    b. Southbound: H/O should be to the Del Rey Area Newport sector
3. Coastal Route:
    a. Northbound aircraft: Point out aircraft to Los Angeles Area Zuma sector. If the point out is not accepted by the LAX VORTAC, descend the aircraft to 6,000' MSL to remain clear of Zuma sector airspace.

6-3. COORDINATED HANDOFF PROCEDURES

a. From the Manhattan Sector to:

SECTOR	TYPE	DEST/RTE	ALT	HDG/INFO
ZLA 38	J	ORCKA SID	Climb via E150	Direct KLIPR climbing via
ZLA 27	J	TOPMM SID (not IKAYE)	Climb via	On the route or direct PLTFM/OVEUR. 250 knots.
ZLA 25	J	South Ventura Flow	A/C 120	RV250. ZLA control for climb and turns westbound west of FIM148R
		TOPMM SID IKAYE transition	A/C 120	On the route. ZLA control for climb
NEWPORT	***Note - Newport control for vectors south of SLI270R and control to climb Jets.***			
	J	OSHNN/DOTSS/PNDAH SID	A/C 120	Direct PEVEE or established on the route, unless otherwise coordinated
		Landing SAN Area airspace	A/C 110	RV130-160
		Non RNAV routes	A/C 120	
		LAX Departures routed via SXC	A/C 80	RV 220
		LAX Departures routed via ZILLI SID	A/C 80	On the SID
DOWNEY	JMPQ	LNDG LAX, including south complex go-arounds	A 50	RV070

b. To the Manhattan Sector from:

SECTOR	TYPE	DEST/RTE	ALT	HDG/INFO
PACIFIC **SNAS** TUSTIN **SNAN**	J	LGB RWY 12 Departures routed via VTU/GMN/EXERT and TOPMM SID	A/C 60	RV towards LAX east of WILMA, Manhattan has control.

SECTION 7. MANHATTAN SECTOR: EAST TRAFFIC

7-1. SECTOR OPERATIONS

a. The Manhattan Sector is a departure sector that serves:

1. Departure traffic from Los Angeles International Airport Runways 06L/R and 07L/R, Hawthorne Airport Runway 25/07, Compton airport, and Torrance Airport Runway 29.
2. Arrival traffic landing Hawthorne Airport Runway 25/07 and Compton Airport.
3. Enroute and VFR traffic.

7-2. SECTOR SPECIFIC DUTIES AND RESPONSIBILITIES

a. The Manhattan Sector radar CPC's responsibilities are the same as in the West configuration with the following additions:

1. For Hawthorne Airport Localizer, GPS, or VOR approaches: Ensure that coordination with Los Angeles Tower to stop LAX Runway 07 departures occurs prior to the HHR arrival reaching HASHY or BELLI Intersections.

NOTE: *Los Angeles Airport Runway 07 departures should be stopped prior to a Hawthorne arrival passing WARVA Intersection.*

2. For Hawthorne Airport Localizer, GPS, or VOR approaches: Ensure that coordination with Los Angeles Arrivals area to create a hole on the 06L/R and 07L/R finals is accomplished.

7-3. COORDINATED HANDOFF PROCEDURES

a. From the Manhattan Sector to:

SECTOR	TYPE	DEST/RTE	ALT	HDG/INFO
NEWPORT	J	SLI..TRM	A/C 130	Direct SLI or RV to join SLI-080R
		SLI..MZB, OCN, IPL, and JLI		Direct SLI
		Landing San Diego Area airspace	A/C 110	
	JMPQ	Routed over SXC	A/C 130	RV190 or direct SXC
ZUMA	J	Via VTU/PERCH.TRTON SID	A/C 100	South of the KNX antenna RV210 through 225. Zuma has control.
DOWNEY	JMPQ	LAX runway 7 go-arounds	A 50	At least 3 NM S of LAX heading 250

SECTION 8. MANHATTAN SECTOR: OVER OCEAN

8-1. SECTOR OPERATIONS

The Manhattan sector has responsibility to conduct the Over Ocean operations for LAX, HHR, and TOA Rwy 29 departures.

8-2. SIMULTANEOUS OPPOSITE DIRECTION OPERATIONS

Simultaneous opposite direction operations are authorized between aircraft utilizing Runways 25L/R for departures and Runways 06L/R for arrivals.

8-3. SECTOR SPECIFIC DUTIES AND RESPONSIBILITIES

a. Manhattan Sector must quicklook the Stadium sector.

8-4. PREARRANGED COORDINATION BETWEEN STADIUM AND MANHATTAN SECTORS

a. Manhattan sector may enter Stadium sector airspace without verbal coordination provided:

1. The aircraft departs Los Angeles Airport on an initial heading of 210 degrees.
2. The aircraft remains on that heading until established in Manhattan Sector airspace.

8-5. COORDINATED HANDOFF PROCEDURES

a. From the Manhattan Sector to:

SECTOR	TYPE	DEST/RTE	ALT	HDG/INFO
ZLA 25	J	PERCH/VTU/DARRK DEP	A/C 130	RV250 ZLA control west of FIM148R
		KYLOW SID (SCTTR, STOKD, MCKEY, DINTY and RIZIN Transitions)	Climb via E120	Established on the procedure or direct BOBAA
NEWPORT	J	Landing SAN Area airspace	A/C 110	RV130-160 or via PEVEE SID
		Non RNAV routed aircraft	A/C 130	
		PEVEE SID or STHBY SID		Direct PEVEE, STHBY or established on the SID unless otherwise coordinated
		LAX departures routed via SXC,ZILLI or KYLOW (FICKY or GROGU transitions) SID	A/C 80	On the SID or RV 220° Newport has control south of the SLI270R

SECTION 9. NEWPORT SECTOR

9-1. SECTOR OPERATIONS

The Newport sector is a combination arrival/departure/enroute sector and is responsible for:

a. Avalon (AVX) arrivals and departures.
b. Traffic enroute via V27/V208 or similar routes.
c. SNA and LGB arrivals.
d. LAX departures routed over SXC or ZILLI SID or KYLOW SID.
e. LGB and SNA departures filed over SXC, VTU/IKAYE and GMN/OROSZ.
f. LAX departures handed off from Manhattan sector.
g. Long beach J and M class departures routed over Thermal, SLI, OCN, JLI, IPL, MZB, LAHAB, DOTSS, and CAHIL.
h. V459/V597 enroute traffic.
i. SNA J and M class departures routed over SLI.

9-2. SECTOR SPECIFIC DUTIES AND RESPONSIBILITIES (RESERVED)

9-3. COORDINATED HANDOFF PROCEDURES

a. To the Newport Sector from:

SECTOR	TYPE	DEST/RTE	ALT	HDG/INFO
PACIFIC	JM	Departures from LGB, TOA, FUL, and SLI (except aircraft routed via VTU/GMN/EXERT or TOPMM SID)	C 70	RV PADDR Newport has control.
	JM	Routed via SLI/CAHIL **(LAXW SNAS)**	C 80	RV PADDR. Newport has control for climb and vectors westbond to remain south/west of ALBAS.
		Routed via SLI/CAHIL **(SNA N)**	A/C 130 or req alt if lower	South of SNA RV250. Newport has control.
	JM	HHERO SID	Climb via E140	On the route or DRCT MIKAA
		SNA departures on the CHANL SID	A/C 140 or req lower	Vector to MIKAA. Newport has control.
PACIFIC **LAX E**	JM	Routed via SLI/POM/DAG/CAHIL **SNAS**	C100	South of ALBAS RV PADDR. Newport has control.
		KLAX Arrivals	A/D 070	South of MIKAA vector towards SXC. Newport ctrl.
MANHATTAN **LAX W**	***Note - Newport control for vectors south of SLI270R and control to climb jets***			
	J	Non RNAV routes	A/C 120	RV130-160
		OSHNN/DOTSS/PNDAH/PEVEE SID	A/C 120	Direct PEEVE or established on the SID unless otherwise coordinated
		Landing SAN Area airspace or TIJ	A/C 110	RV 130-160
		LAX departures routed via SXC	A/C 80	RV220. Newport has control.
		LAX departures routed via SXC	A/C 80	On the SID. Newport control south of SLI270R.
MANHATTAN **LAX E**	J	SLI..TRM	A/C 130	Direct SLI or RV SLI-080R
		SLI..MZB, OCN, IPL, JLI	A/C 130	Direct SLI
		LNDG TIJ and San Diego Area	A/C 110	Direct SLI

	JMPQ	Routed over SXC	A/C 130	RV 190 or DRCT SXC
MANHATTAN **OVER OCEAN**	J	PEVEE SID or STHBY SID	A/C 130	Direct PEVEE, STHBY or established on the SID unless otherwise coordinated
		LAX departures routed via ZILLI SID or KYLOW SID (FICKY or GROGU transitions)	A/C 80	On the SID or RV 220°. **NOTE** - GROGU transition is W292 **active** and FICKY transition is W292 **inactive** - Newport has control south of the SLI R-270
ZLA 25	JMPQ	TANDY arrival	A 140	Cross MERMA at 140.
	JM	Via OHSEA/PCIFC STAR	Descend via	On the route
	J	Via C1177	A 120	Direct SXC. Cross GOATZ at 12,000 250K.
		Via GOATZ/KARLB STAR	Descend via	On the route
	JM	Via BAUBB/TILLT	Descend via	On the route

b. From Newport Sector to:

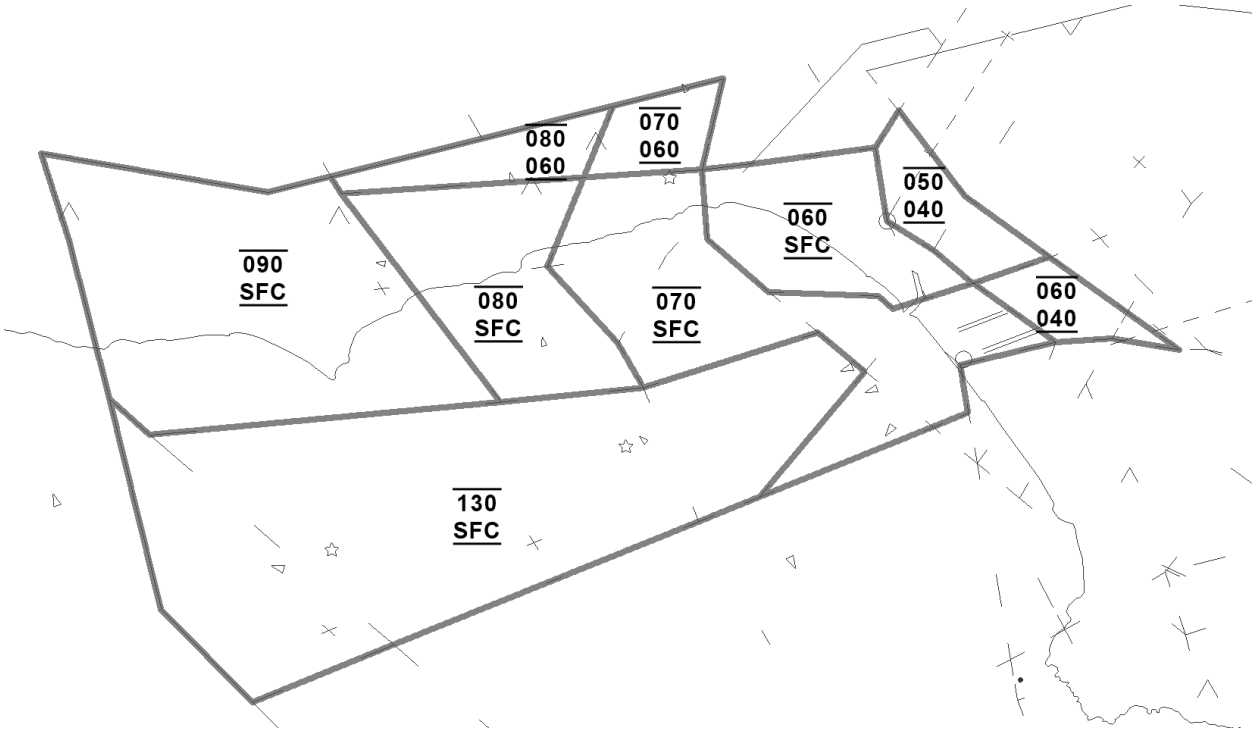
SECTOR	TYPE	DEST/RTE	ALT	HDG/INFO
PACIFIC	J	LNDG San Diego airspace or TIJ	A 110	Direct CARDI/CARIF or RV through Pacific Gate. Pacific control vectors.
	JM	LNDG San Diego airspace **(LAX E)**	A 110	On SLI148R
	JMPQ	LGB RWY 30 approaches	A/D 40	RV ALBAS, Pacific has control
	JM	LGB RWY 12 approaches, SNA RWY 20 approaches	A/D 50	South of PADDR RV ALBAS
		OHSEA/TILLT STAR RWY 20	Descend via	On the route or south of KAYNN direct LAXBB to join route.
		LGB RWY 12 arrivals via PCIFC or BAUBB STAR	Descend via E50	On the route or direct PADDR to join the route.
	J	LNDG LAX via DIRBY STAR	Descend via E120	Pacific has control.
		Via KARLB or GOATZ STAR		On the route. Pacific has control abeam AVOLS.

TUSTIN **SNA N**	JM	Via OHSEA and TILTT STAR RWY 02	Descend via E50	On the route
	JM	PCIFC/BAUBB STAR	Descending via E50	On the route or direct KAYNN. Pacific has control.
DOWNEY **LAX E**	JM	LNDG LAX	A 50	RV TANDY. Downey has control.
ZLA 30	J	DOTSS/FRITR SID	C 170	On the route or direct DOTSS
	J	PNDAH SID	Climb via	On the route or direct TANNN
		OSHNN SID	Climb via	On the route or direct CAHIL
	JM	ZOOMM SID	Climb via	On the route or direct CAHIL
	J	Routed via TRM (except DOTSS SID)	C 170	On or south of SLI080R then direct TRM or vectors direct TRM when able
	M	Routed via TRM	C 130	Routed via SLI V64/J169 TRM
	JM	FINZZ/HOBOW SID	Climb via	On the route or direct CAHIL
	J	LAXX SID	C 170	Direct SLI or on the route
ZLA 30 **OVER OCEAN**	J	Via STHBY (STHBY SID, BEALE or MISEN transition) Via STHBY (CLEEE or CNERY transition)	Climb via	Established on the procedure or direct CAHIL. Established on the procedure or direct DOTSS.
		Via STHBY (TCATE or OTAYY transition)	Climb via E170	Established on the procedure or direct TANNN.
ZLA 25	JM	HHERO SID	Climb via E160	On the SID or direct HHERO to remain south of SNYPR.
	JM	All other aircraft over SXC and then points west or north	C 160	Vector toward HHERO
ZLA 28	JMPQ	SXC-C1177	A/C 130	Direct SXC. ZLA ctrl climb and turns west of FIM148R
		ZILLI SID or KYLOW SID (FICKY or GROGU transitions)	Climb via E 130	On the SID or direct LAUER or BEAUT. **NOTE** - GROGU transition is W292 **active** and FICKY **transition** is W292 **inactive** – ZLA ctrl clb and turns west of FIM148R

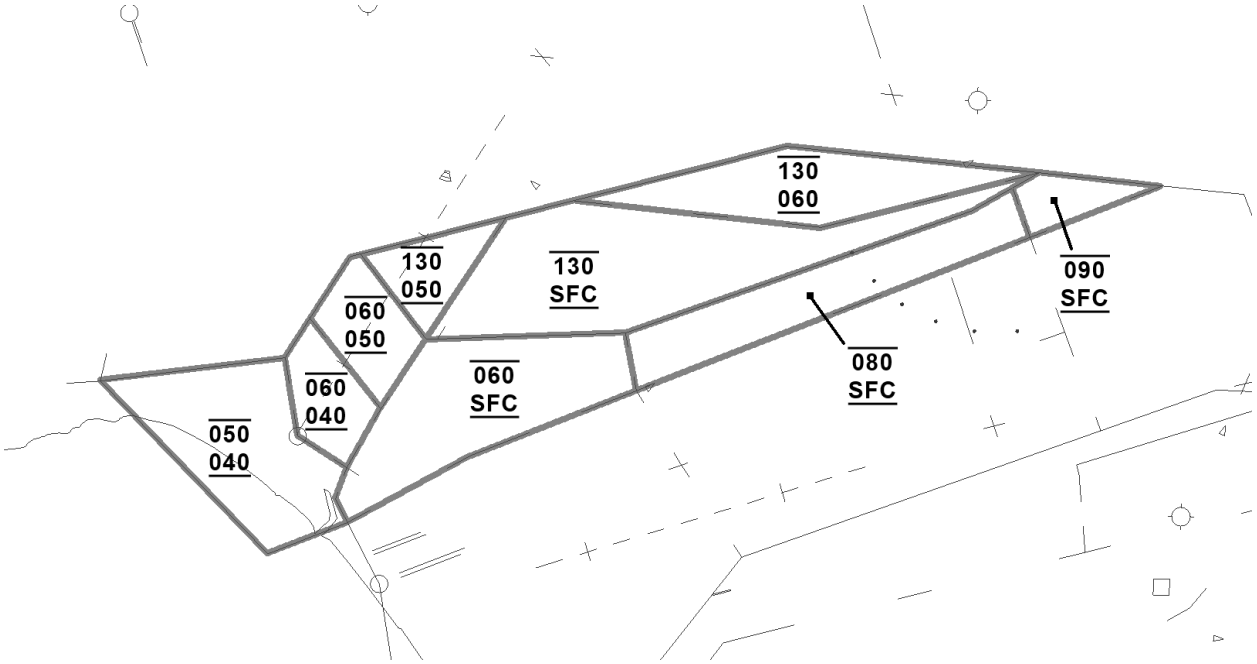
SECTION 10. DEL REY AREA MAPS

10-1. MALIBU SECTOR

a. MALIBU SECTOR - LAX WEST

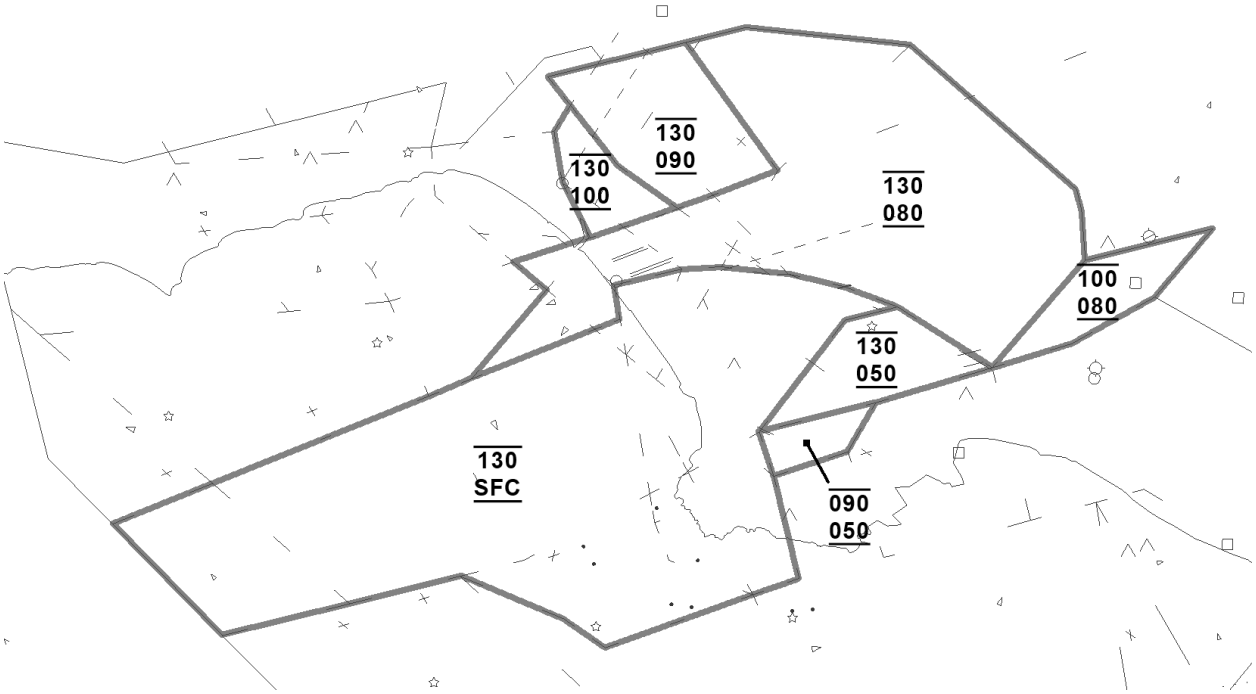


b. MALIBU SECTOR - LAX EAST

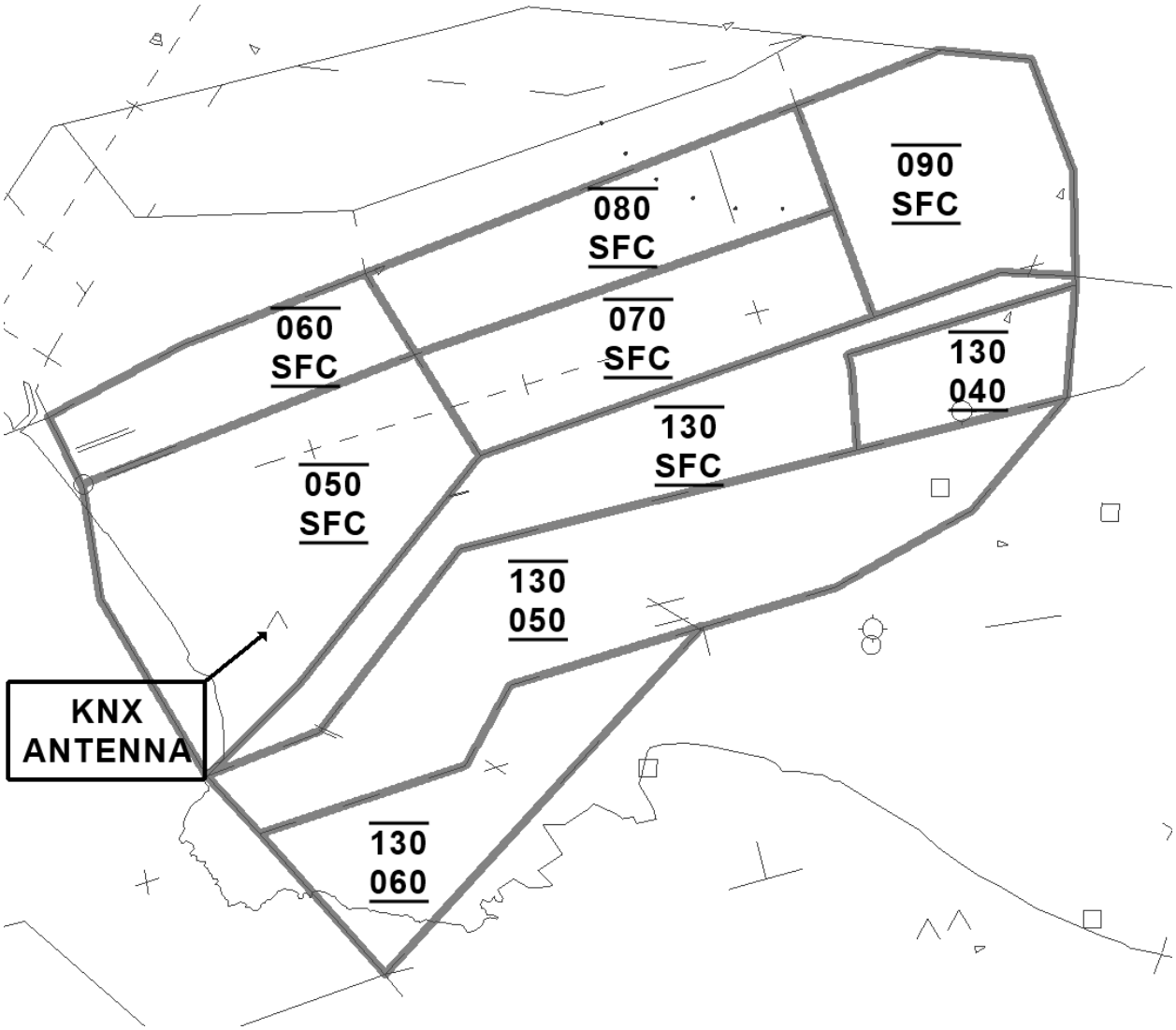


10-2. MANHATTAN SECTOR

a. MANHATTAN SECTOR - LAX WEST



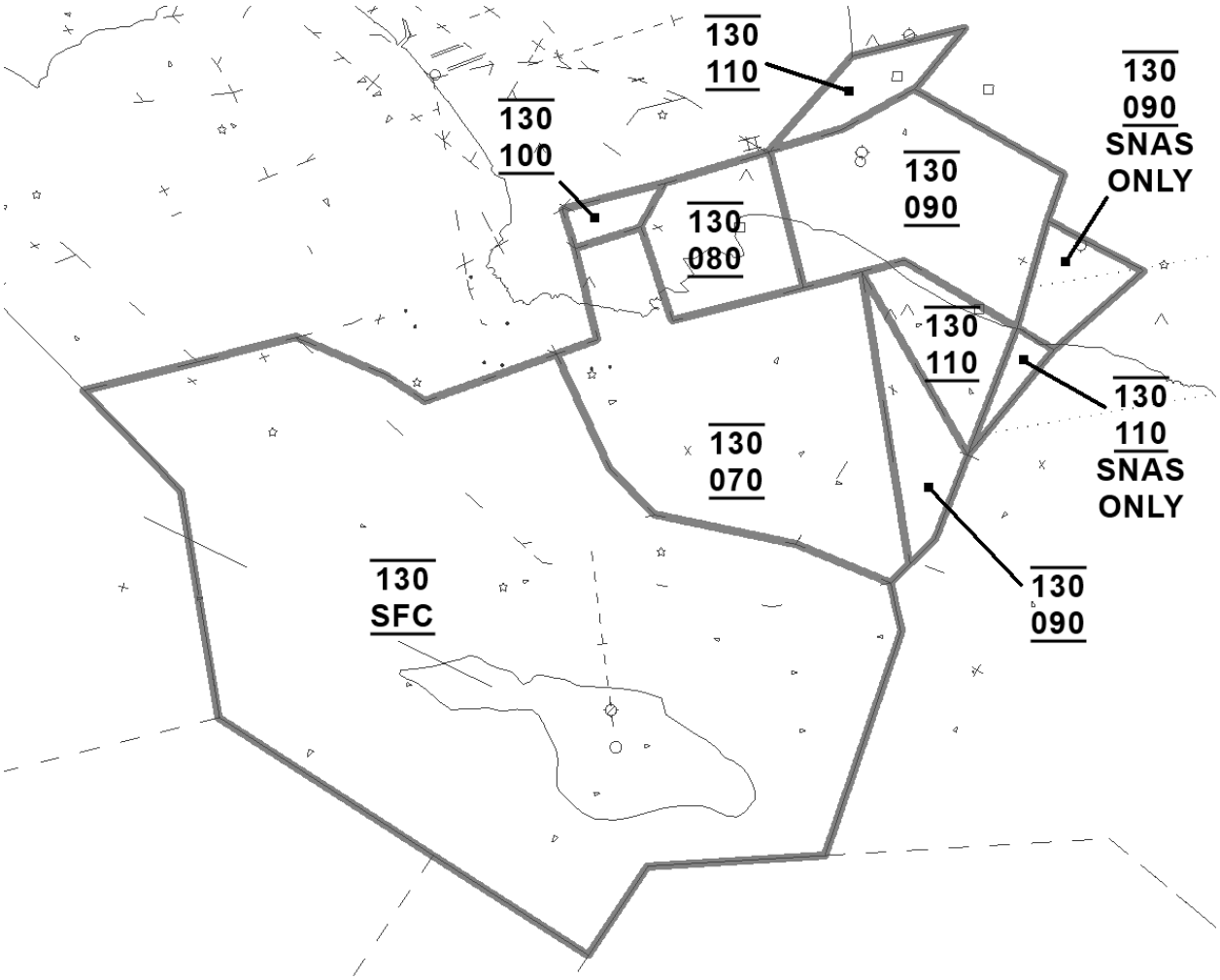
b. MANHATTAN SECTOR - LAX EAST



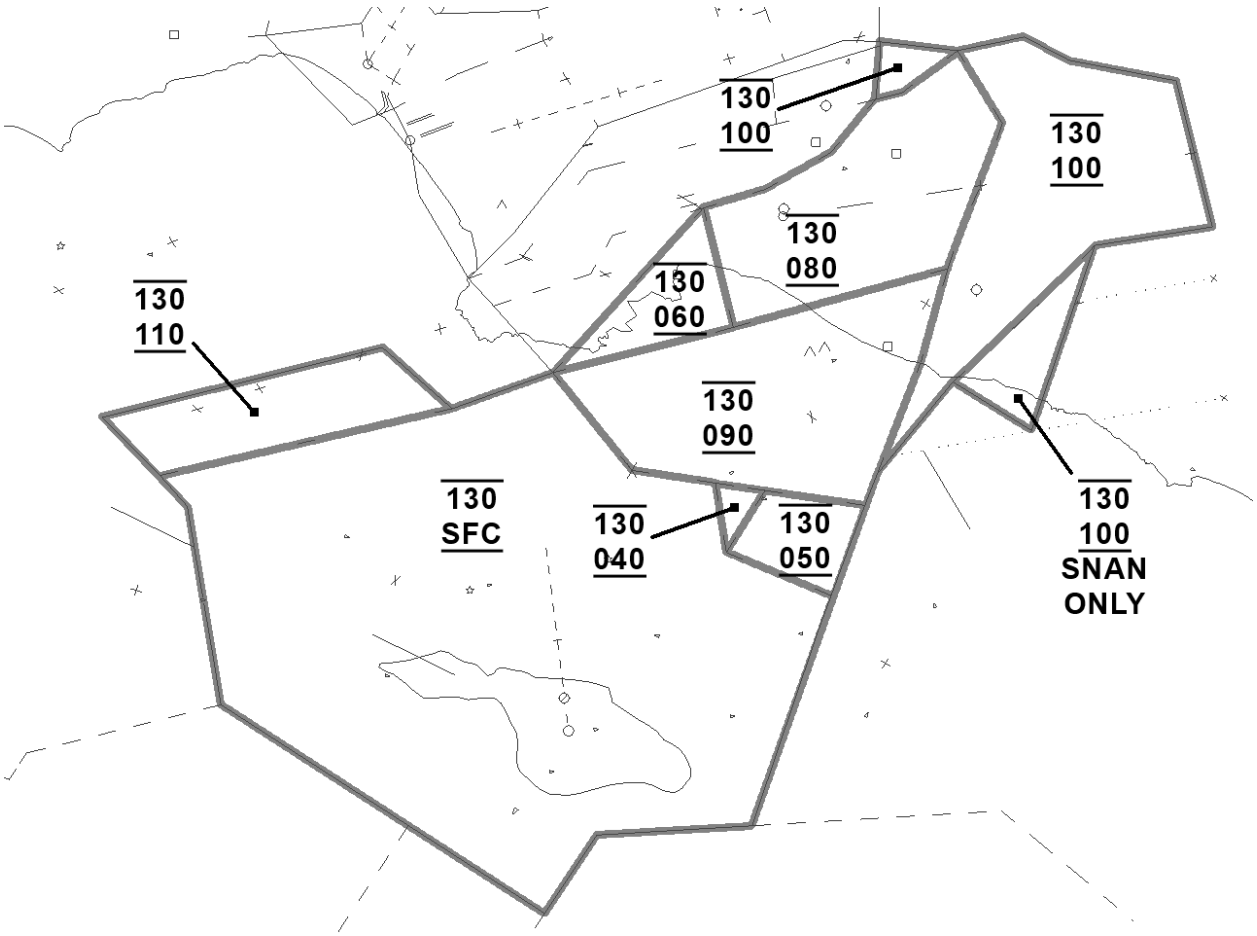
c. MANHATTAN SECTOR - LAX OVER OCEAN

10-3. NEWPORT SECTOR

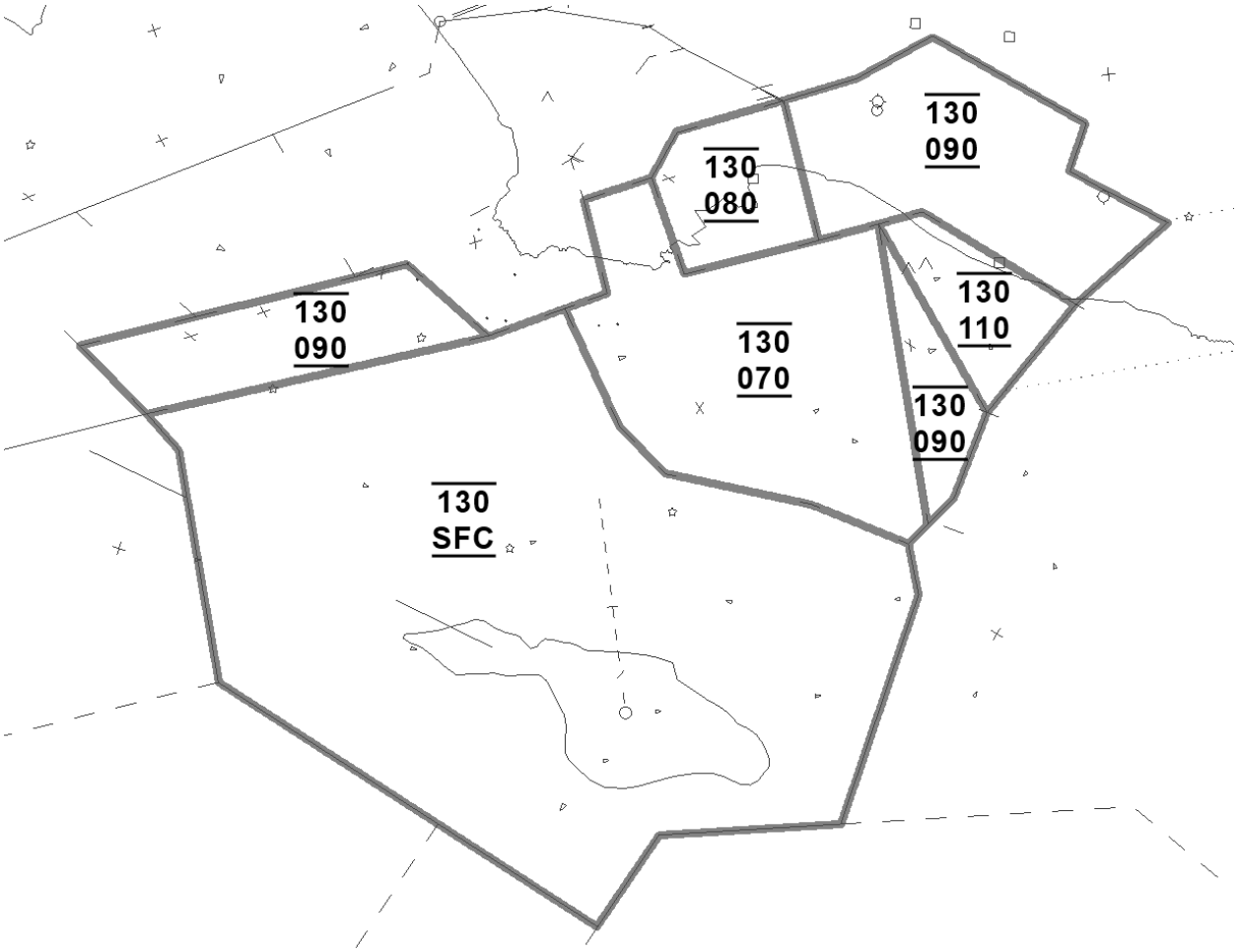
a. NEWPORT SECTOR - LAX WEST



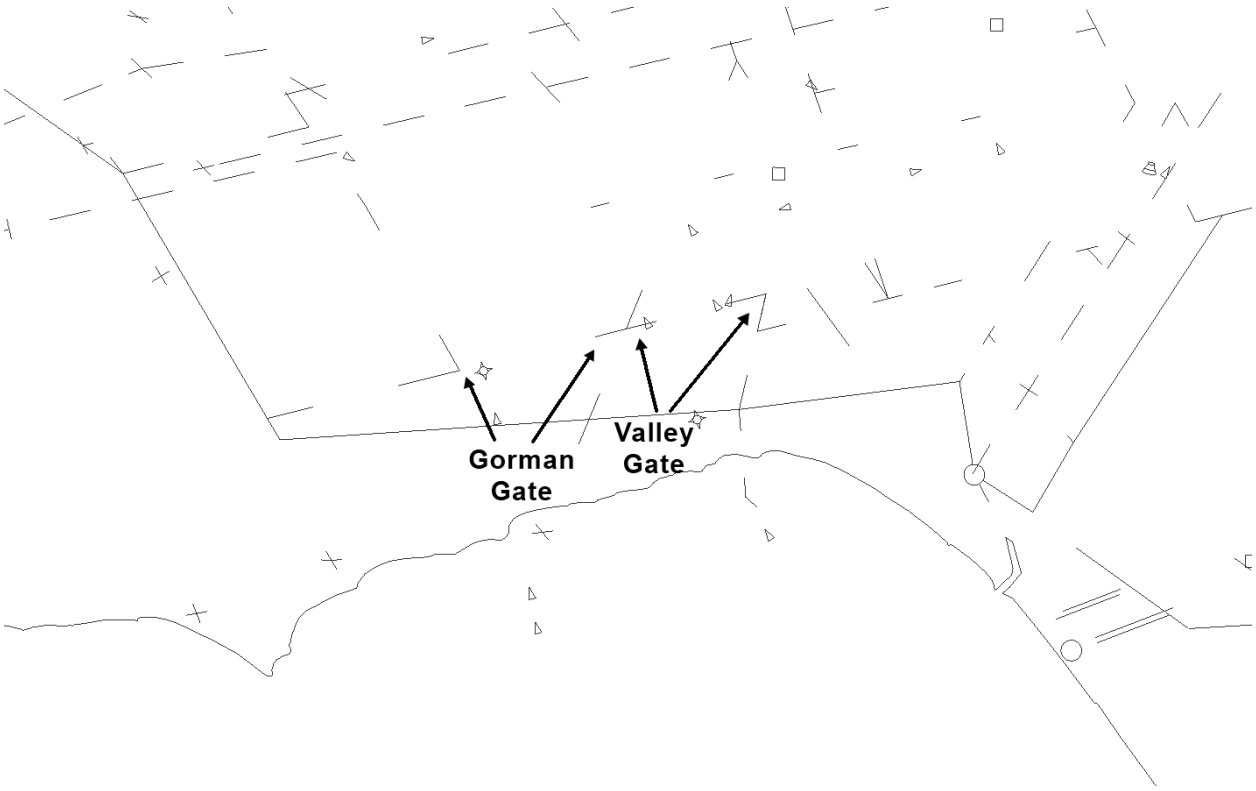
b. NEWPORT SECTOR - LAX EAST



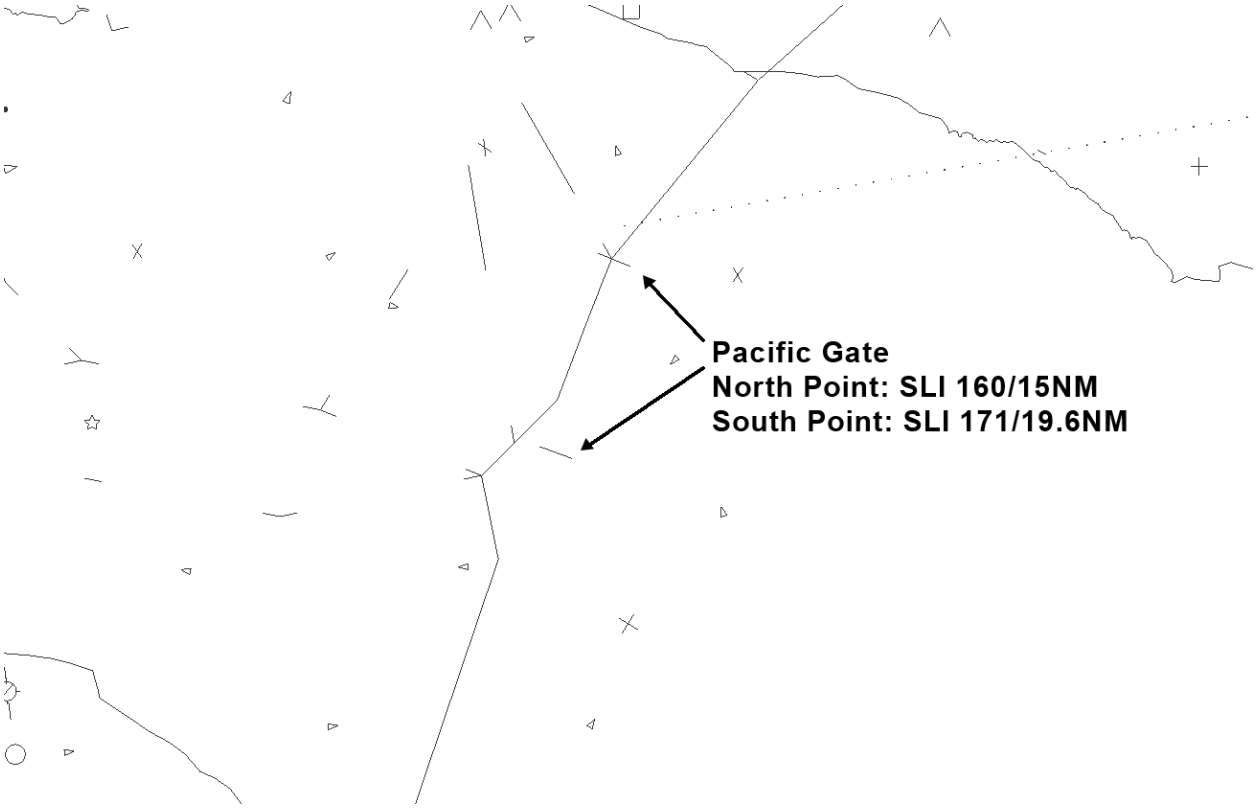
c. NEWPORT SECTOR - LAX OVER OCEAN



10-4. GORMAN and VALLEY GATES

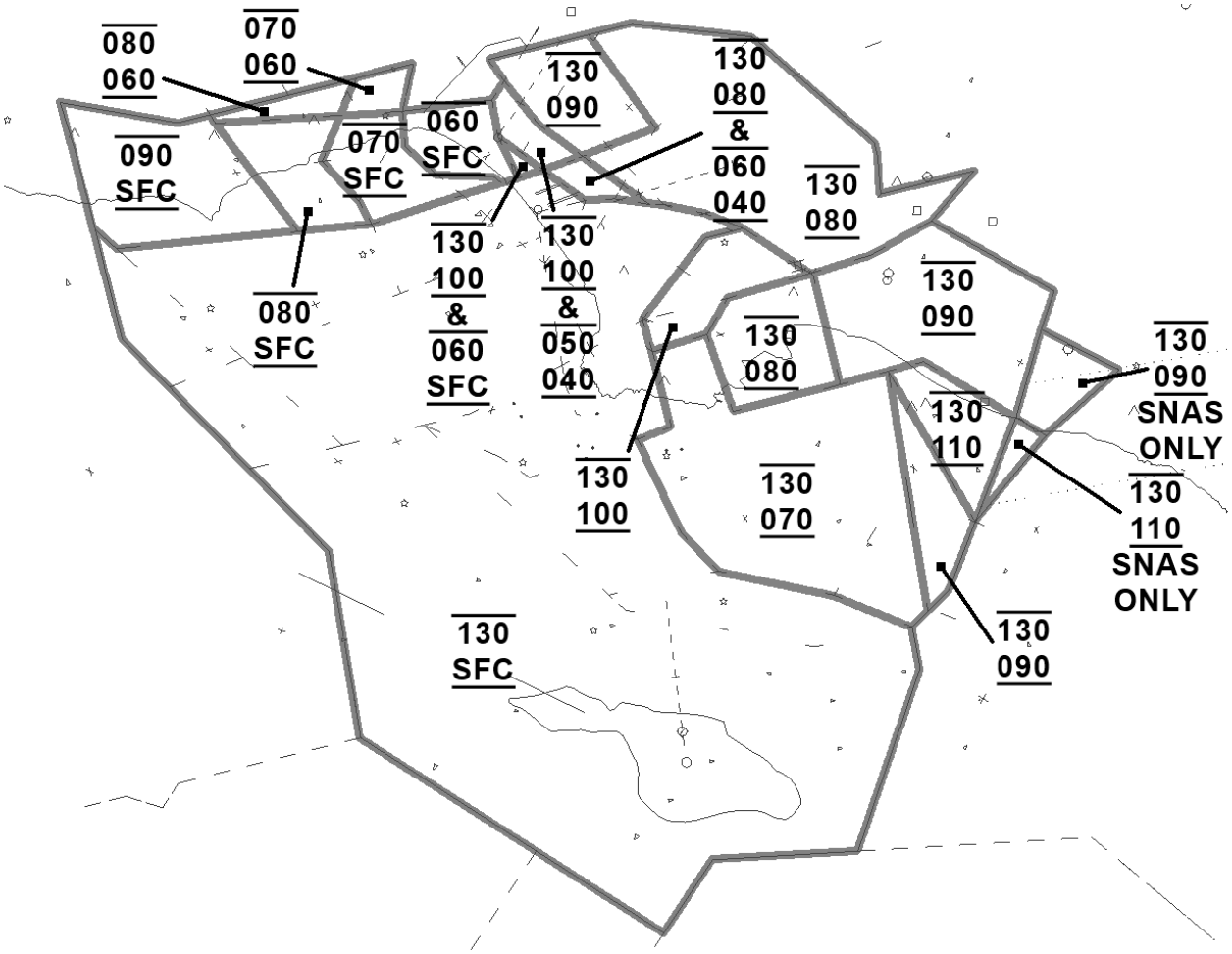


10-5. PACIFIC GATE

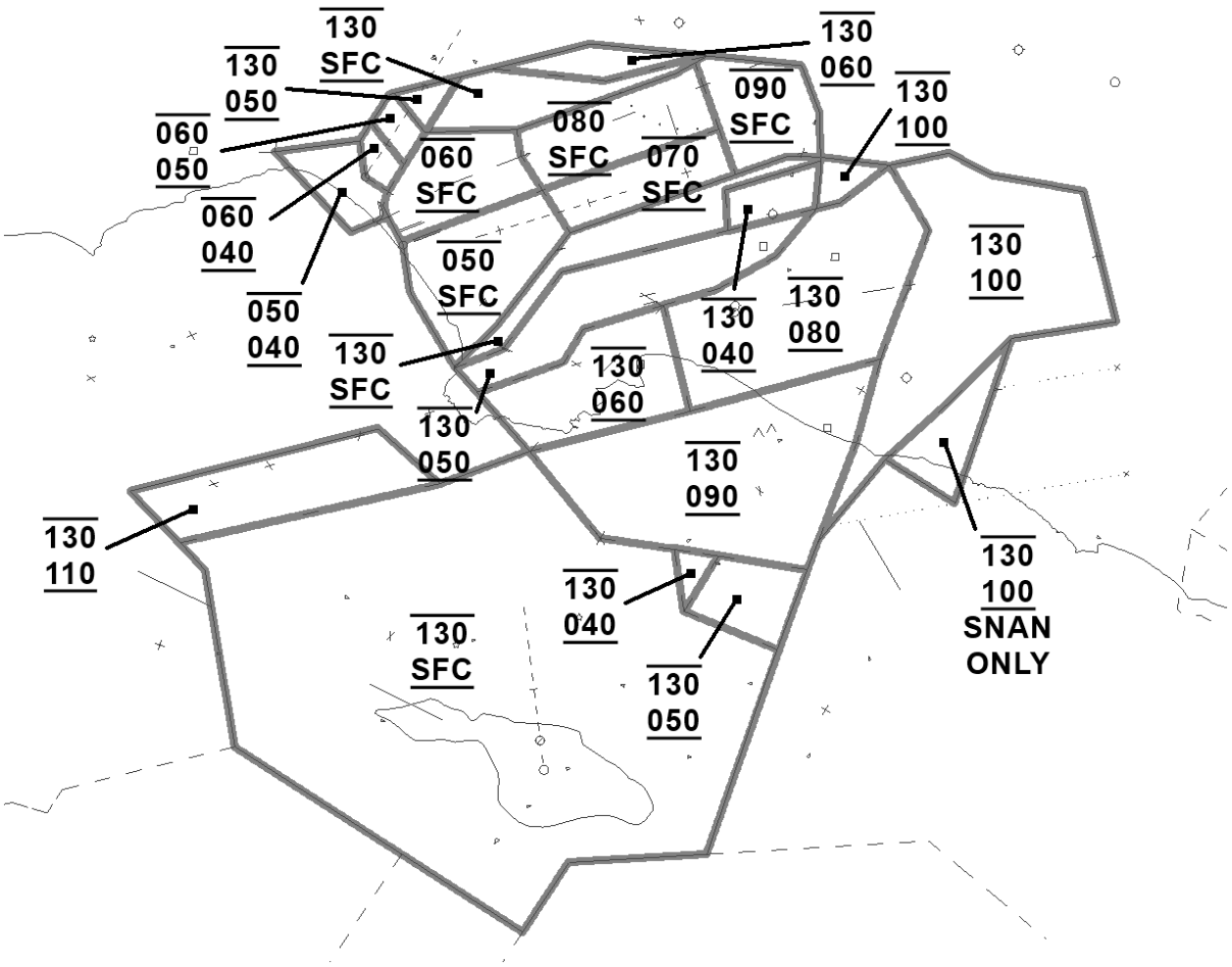


10-6. DEL REY AREA COMBINED

a. DEL REY AREA - LAX WEST



b. DEL REY AREA - LAX EAST



c. DEL REY AREA - LAX OVER OCEAN