SOUTHERN CALIFORNIA TRACON
COMBINED
STANDARD OPERATING PROCEDURES

VIRTUAL AIR TRAFFIC SIMULATION NETWORK
LOS ANGELES ARTCC

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VIRTUAL AIR TRAFFIC SIMULATION NETWORK
LOS ANGELES ARTCC
SOUTHERN CALIFORNIA TRACON

SUBJ: Standard Operating Procedures

This Order establishes Standard Operating Procedures (SOP) for Southern California Terminal Radar Approach Control (SCT) when running all areas combined. These standards provide reference data for positions of operation at SCT and are supplemental to other ZLA SOPs and Letters of Agreement.

All SCT CPCs are required to familiarize themselves with the General and Radar Team Procedures sections of each SCT area SOP, in addition to this SOP. Further sections within each SOP should be adhered to during position splits within the facility.

The information contained within this SOP is intended for use on the VATSIM network and is not intended for or authorized for use in a real world setting.

Nickolas Christopher
Air Traffic Manager
Los Angeles ARTCC

Change Notices

Version	Date	Explanation of Changes
1.00	22AUG20	New formatting, new major versioning.
1.01	13MAY23	Typos fixed in handoff table
1.10	30MAY23	Changed combined to Getty
1.20	28JUN23	Added new handoff table information
1.30	02SEP23	Various minor updates, TOA local control to Coast Area for all configurations
1.31	17SEP23	Changed Area 2 Primary to Downey. Added Telephony Column
1.32	19SEP23	Adjusted Area 4 Handoff Table Altitudes for TEC Route
1.40	23JUN24	Adjusted sector numbers for new split
1.50	8AUG24	Added STHBY and KYLOW SIDs

SECTION 1: GENERAL

The following applies to all areas of SCT.

1-1 WORD MEANINGS

a. “Must” means a procedure is mandatory.
b. “Should” means a procedure is recommended.
c. “May” or “need not” means a procedure is optional.
d. “Will” means futurity, not a requirement for the application of a procedure.
e. Singular words include the plural; plural words include the singular.

1-2 CONTROL DEFINITIONS

These identifiers must be used in reference to altitude and route information only as contained in the COORDINATED HANDOFF PROCEDURES in this SOP.

a. Altitude reference.
    1. A - At.
    2. B - Below.
    3. C or A/C - At or Climbing to.
    4. D or A/D - At or descending to.
    5. A/A - At or Above.
    6. A/B - At or Below.
    7. E - Except Maintain.
b. Route information.
    1. RV - Radar vector
    2. DRCT - Direct

1-3 PREARRANGED COORDINATION

a. Prearranged coordination is a facility’s standardized procedure that describes the process by which one controller may allow an aircraft under his or her control to transit another controller’s airspace in a manner which assures standard separation without individual coordination for each aircraft.
b. Prearranged coordination procedures must not be used for non-beacon aircraft, or for aircraft without an associated full data block In the event P-ACP is not practical, each controller must retain aircraft under his or her control within the confines of their own airspace and verbally coordinate prior to penetrating another CPC’s airspace.
c. The Mode C altitude may be used for vertical separation purposes during P-ACP without verbal coordination if validated in accordance with FAA Order 7110.65.
d. Filter limits must be set to ensure that Data Blocks contain the position symbol, Mode C readout, and Heavy Jet/B757 information.

1-4 AUTOMATED POINT OUTS

a. When automated point out procedures are not in effect, point outs must be made in accordance with FAA JO 7110.65.
b. After a point out is accepted, the transferring controller must not modify information contained in the full data block unless it is verbally coordinated.
c. The following procedures must be used by the transferring and receiving controllers for all automated point-outs:
    1. Transferring controller must:
        a. Place the aircraft in point out status.
        b. Verbally forward any pertinent information not available from the full data block.
    2. Receiving controller must:
        a. Observe information in the full data block.
        b. Verbally forward any restrictions or pertinent traffic to the transferring controller prior to accepting point out.
        c. Either approve or disapprove the automated point out.

1-5 SCRATCH PAD USAGE

Scratch pads will be used in accordance with the ZLA Scratchpad and Temporary Altitude Entries SOP Additional scratchpad usage within SCT follows Area-specific scratchpad codes are also listed in each area's chapters.

b. LAX VFR Class B Routes
    i. The following secondary scratch pad entries must be used for VFR aircraft transitioning the Los Angeles Class B airspace via the routes published for that purpose.

CHARACTERS	MEANING
COL	Coliseum Route
HOL	Hollywood Park Route
MNI	Mini Route
SHO	Coastal Route
SFR	Los Angeles Special Flight Rules Area

1-6 DELEGATION OF LOCAL CONTROL AIRSPACE

In the event of an SCT Airspace split where local control at the proceeding airports is not staffed, local control shall be delegated to specific SCT areas as follows:

Burbank Area	BUR, VNY, WHP
Los Angeles Area	None
Empire Area	CNO, EMT, ONT, POC, PSP, RAL, RIV, SBD
Coast Area	FUL, LGB, SLI, SNA, TOA
San Diego Area	CRQ, MYF, NFG, NKX, NRS, NZY, RNM, SAN, SDM, SEE
Del Rey Area	HHR, LAX, SMO

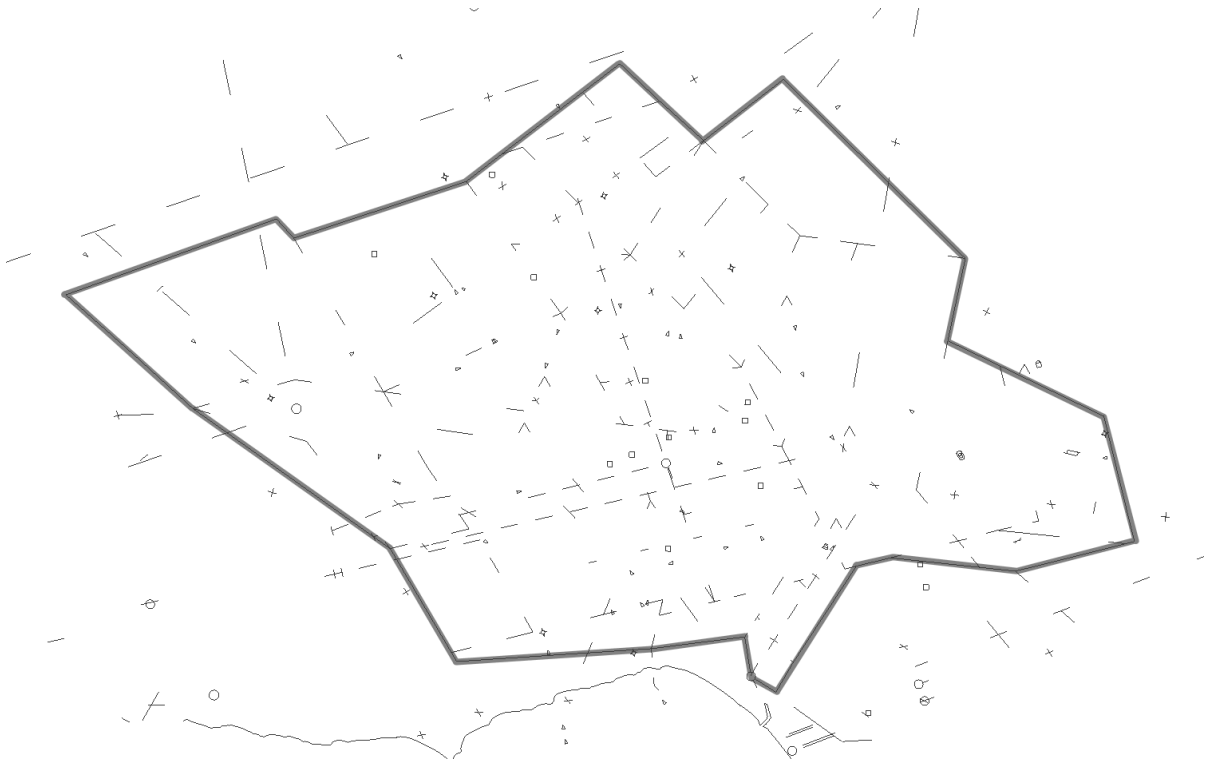
In the event of airspace splits within SCT areas, the sector responsible for departure control services out of an airport shall be responsible for local control should it not be staffed.

SECTION 2: AREAS, FREQUENCIES, POSITION SYMBOLS

AREA	POSITION ID	FREQUENCY	INTERPHONE
CONSOLIDATED	**6G**	**128.050**	**COMBINED**
ALTERNATE	6F	120.400	COMBINED
BURBANK	1M	128.750	MOORPARK
LOS ANGELES	2D	124.900	DOWNEY
EMPIRE	3N	127.000	NORTON
COAST	4T	121.300	TUSTIN
SAN DIEGO	5W	119.600	WEST
DEL REY	6S	124.300	MANHATTAN

SECTION 3: PROCEDURES

3-1 AREA ONE - BURBANK



Burbank is a combined arrival/departure/enroute area:

Burbank Area Airports	BUR, VNY, WHP, L70

1. Departures
    a. Departure services for above listed airports
    b. Santa Monica (KSMO) RWY 03 CHOII/SMO SID departures
    c. When LAX is East
        i. Los Angeles (KLAX) Departures routed over GMN and GARDY
        ii. Empire Area departures routed over GMN, EHF, LHS, DAG, and AVE
2. Arrivals
    a. Arrival services for above listed airports
    b. Arrivals to Los Angeles area airspace via DARTS/KIMMO STAR
    c. Arrival sequence to Santa Monica (KSMO) airport
    d. San Gabriel Valley Airport (KEMT) VOR/DME-B Approach:
        i. Obtain approval from Empire prior to issuing an approach clearance
        ii. Terminate radar service and transfer communications to KEMT Tower or to Empire Area when KEMT Tower is closed prior to reaching IMEFY/35 DME fix
    e. Camarillo and Oxnard (KCMA/KOXR) Arrivals

        i. BUR_APP should clear aircraft for approaches into KCMA and KOXR.
        ii. Once cleared on the approach, transfer communications to KCMA/KOXR Tower or to Point Mugu (NTD) approach
3. Enroute
    a. Enroute IFR and VFR traffic
4. Airspace
    a. Class C services
5. Special
    a. KBUR RWY 8: Visual approaches and VFR aircraft inbound over the KVNY Class D surface area must be issued a restriction to “Cross Van Nuys Airport at 3,000”
    b. Los Angeles Class B VFR Transitions
        i. Hollywood Park Route, Coliseum Route, and Coastal Route

3-1-1 COORDINATED HANDOFF PROCEDURES.

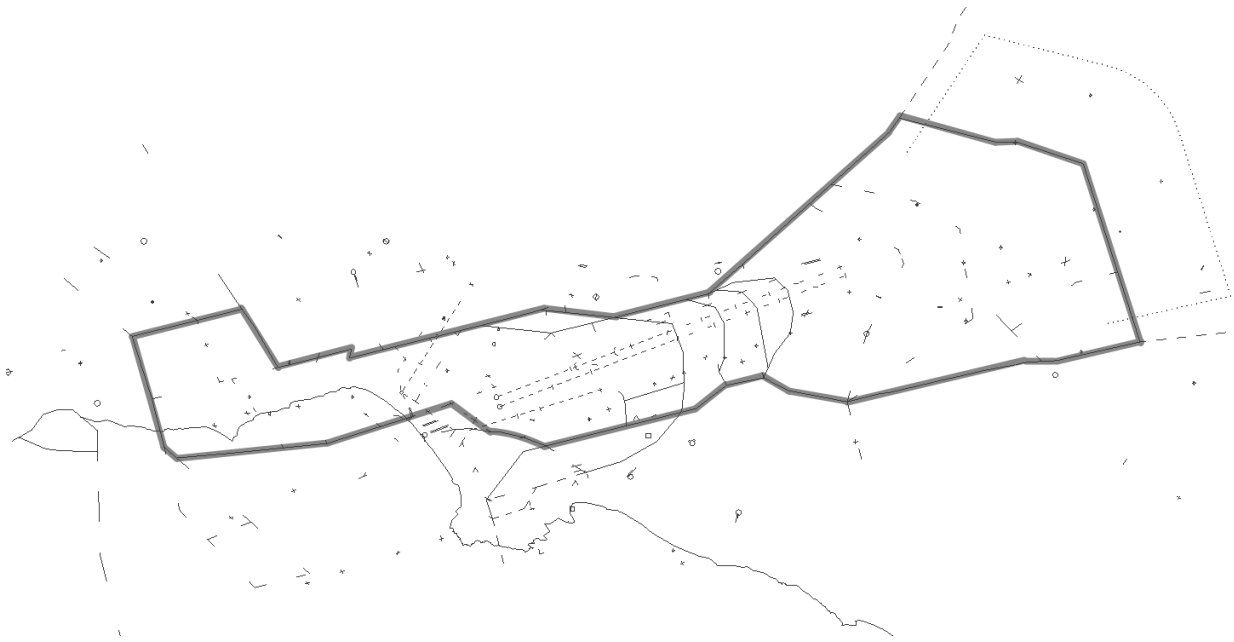
A. To Burbank Area from:

SECTOR	TYPE	DEST/RTE	ALT	HDG/INFO
JCF	JMPQ	LNDG BUR/VNY	A80	On appropriate STAR. WDLR control at JANNY.
	JMPQ	Via V518..V459 DARTS or KIMMO arrival	A80	On the route
ZLA 28	JM	LNDG BUR/VNY/WHP/SMO	D110	FERN arrival or equiv preferential route
	PQ		A90	
ZLA 27	JMPQ	Via V459.DARTS/KIMMO/WAYVE STAR	A110	On the route

B. From Burbank Area to:

SECTOR	TYPE	DEST/RTE	ALT	HDG/INFO
ZLA 27	J	Via GMN/OROSZ	C230	On or joining the appropriate DP/route or direct GMN/OROSZ clear of Sector 13 airspace and at least 5 miles west of V459 centerline.
ZLA 38	J	Via PMD/SLAPP	C190	On the route. Center has control for climb
ZLA 27 **LAX E**	JM	Via GMN/WNNDY	A/C130	GMN DP DRCT GMN, WNNDY on route
	J	Via GARDY	A/C130	On the GARDY/SNSHN DP. ZLA has control.
	J	Via SNSHN SID	A/C130	

3-2 AREA TWO - LOS ANGELES



Los Angeles is a combined arrival/departure/enroute area:

Los Angeles Area Airports	LAX, HHR

1. Arrivals
    a. Arrival services for above listed airport
    b. Arrival sequencing and spacing to the Los Angeles (KLAX), Hawthorne (KHHR) airports
    c. Over Ocean (Noise Abatement)
        1. Los Angeles Area has responsibility for Over Ocean arrivals to KLAX, KHHR, and KSMO.
2. Enroute
    a. Under most circumstances, Los Angeles Area is not responsible for overflights.
3. Airspace
    a. Class B Services
4. Special
    a. There is an automated point out of Coastal Route aircraft prior to the LAX VORTAC. If unable to accept the point out by the LAX VORTAC, Del Rey Area will descend the aircraft to 6000 feet

3-2-1 COORDINATED HANDOFF PROCEDURES - WEST TRAFFIC

A. To Los Angeles Area from:

SECTOR	TYPE	DEST/RTE	ALT	HDG/INFO
ZLA 26	J	LNDG LAX via SADDE STAR	A120	On the SADDE STAR. Cross SYMON at 12,000' MSL and 250 knots. Zuma control for vectors and descent to 11000' MSL.
		LNDG LAX/HHR via IRNMN STAR	D60	Descending via IRNMN STAR
ZLA 28	JM	LNDG LAX via SADDE STAR	A110	On the SADDE STAR. Cross VTU at 11,000' MSL and 250 knots. Zuma control vectors and descent.
		LNDG LAX via RYDRR/HUULL STAR	D60	Descending via RYDRR/HUULL. Zuma control vectors and descent.
ZLA 37	J	LNDG LAX via ANJLL STAR	D120	Descending via the ANJLL STAR at 280kts or less. Feeder control for vectors within 10 miles of Feeder eastern boundary, speed not below 250 knots, and descent to 17,000' MSL.
ZLA 39	J	LNDG LAX via SEAVU STAR	D120	Descending via the SEAVU STAR at 280kts or less. Feeder control for vectors within 10 miles of Feeder eastern boundary, speed not below 250 knots and descent to 17,000' MSL.
	J	LNDG LAX via HLYWD STAR	D120	Descending via HLYWD STAR at 280kts or less. Feeder control for vectors within 10 miles of Feeder eastern boundary, speed not below 250 knots and descent to 17,000' MSL.

3-2-2 COORDINATED HANDOFF PROCEDURES - EAST TRAFFIC

A. To Los Angeles Area from:

SECTOR	TYPE	DEST/RTE	ALT	HDG/INFO
ZLA 26	J	LNDG LAX VIA MOOR STAR	A110	On the STAR. CROSS PAULA AT 11,000' at 250K
		LNDG LAX VIA ZUUMA STAR	D60	Descending via the ZUUMA STAR
PT MUGU OR ZLA 28	J	LNDG LAX VIA RWY 06L LOC	A60	On the LOC in the vicinity of EXERT, cross 30 NM west of LAX at 6000' & 250K
	MPQ	LNDG LAX VIA V25	A50	On the route, in the vicinity of VTU. SCT control for RV between VTU090R CW VTU170R
ZLA 37	J	LNDG LAX from over HEC/PGS via BASET STAR	D90	Descend via BASET STAR. Feeder control for vectors within 10 miles of Feeder eastern boundary, speed not below 250 knots, and descent to 17,000' MSL.
		LNDG LAX via BIGBR STAR	D60	Descend via BIGBR STAR. Feeder control for vectors within 10 miles of Feeder eastern boundary, speed not below 250 knots and descent to 17,000' MSL.
ZLA 39		LNDG LAX from over TNP via BASET STAR	D90	Descend via BASET STAR. Feeder control for vectors within 10 miles of Feeder eastern boundary, speed not below 250 knots, and descent to 17,000' MSL.
		LNDG LAX via BRUEN STAR	D60	Descend via BRUEN STAR. Feeder control for vectors within 10 miles of Feeder eastern boundary, speed not below 250 knots, and descent to 17,000' MSL.

B. From Los Angeles Area to:

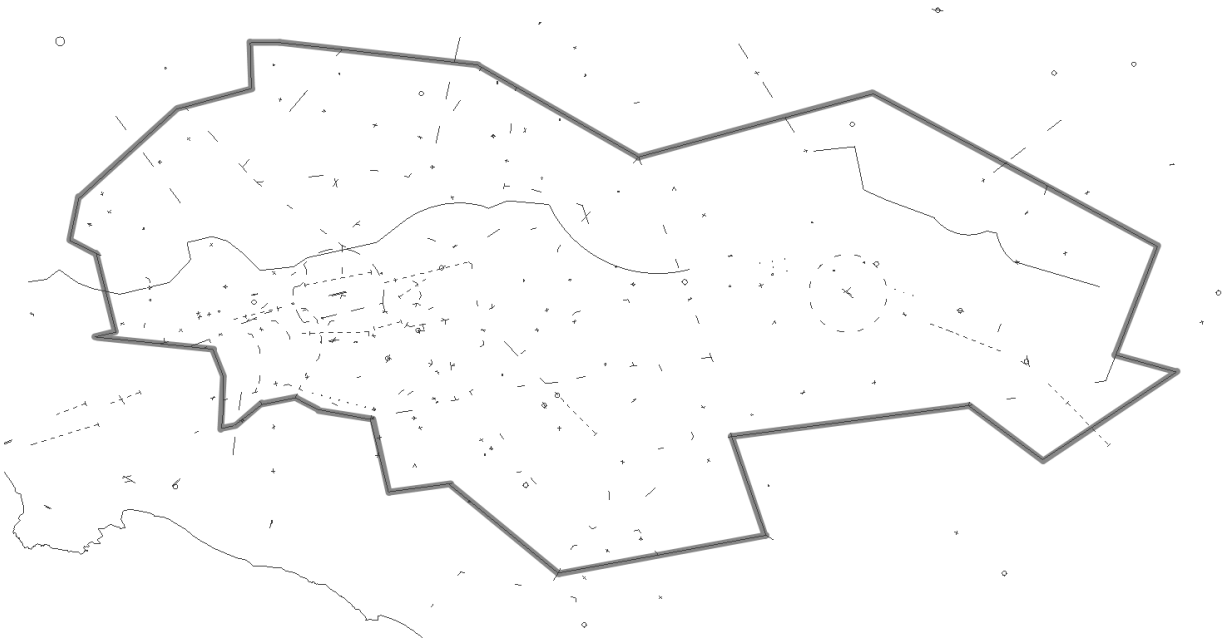
SECTOR	TYPE	DEST/RTE	ALT	HDG/INFO
ZLA 28	J	Via VTU, PERCH	A/C130	RV 260
		Via TRTON	Climbing via	DRCT TRTON

3-2-3 COORDINATED HANDOFF PROCEDURES - OVER OCEAN

A. To Los Angeles Area from:

SECTOR	TYPE	DEST/RTE	ALT	HDG/INFO
ZLA 26	J	LNDG LAX via MOOR STAR	A110	On the STAR. CROSS PAULA at 11,000' at 250K
		LNDG LAX via ZUUMA STAR	D60	Descending via ZUUMA STAR
ZLA 28	J	OCEANIC VIA RWY 06R LOC	A60	ON THE LOC (CROSS 30 MI WEST OF LAX AT 6000FT AT 250K)
ZLA 37	J	LNDG LAX from over DAWNA/GRAMM via BASET STAR	D80	Descend via BASET STAR. Feeder control for vectors within 10 miles of Feeder eastern boundary, speed not below 250 knots, and descent to 17,000' MSL.
		LNDG LAX via MDNYT STAR	D70	Descend via MDNYT STAR. Feeder control for vectors within 10 miles of Feeder eastern boundary, speed not below 250 knots, and descent to 17,000' MSL.
ZLA 39	J	LNDG LAX from over KONZL via BASET STAR	D80	Descend via BASET STAR. Feeder control for vectors within 10 miles of Feeder eastern boundary, speed not below 250 knots, and descent to 17,000' MSL.
		LNDG LAX via MDNYT STAR	D70	Descend via MDNYT STAR. Feeder control for vectors within 10 miles of Feeder eastern boundary, speed not below 250 knots, and descent to 17,000' MSL.
ZLA 30	J	LNDG LAX via BASET STAR	D80	Descend via BASET STAR. Feeder control for vectors.
		LNDG LAX via MDNYT STAR	D70	Descend via MDNYT STAR. Feeder control for vectors.

3-3 AREA THREE - EMPIRE



Empire is a combined arrival/departure/enroute area:

Empire Area Airports	AJO, BNG, CCB, CNO, EMT, HMT, ONT, POC, PSP, RAL, REI, RIR, RIV, SBD, TRM, UDD, F70, L22, L65

1. Departures
    a. Departure services for above listed airports
2. Arrivals
    a. Arrival services for above listed airports
    b. Arrival sequencing to Coast Area on ROOBY, DSNEE, and KAYOH STARs
3. Enroute
    a. Enroute IFR and VFR traffic
4. Airspace
    a. Class C Services
    b. TRSA Services

3-3-1 COORDINATED HANDOFF PROCEDURES.

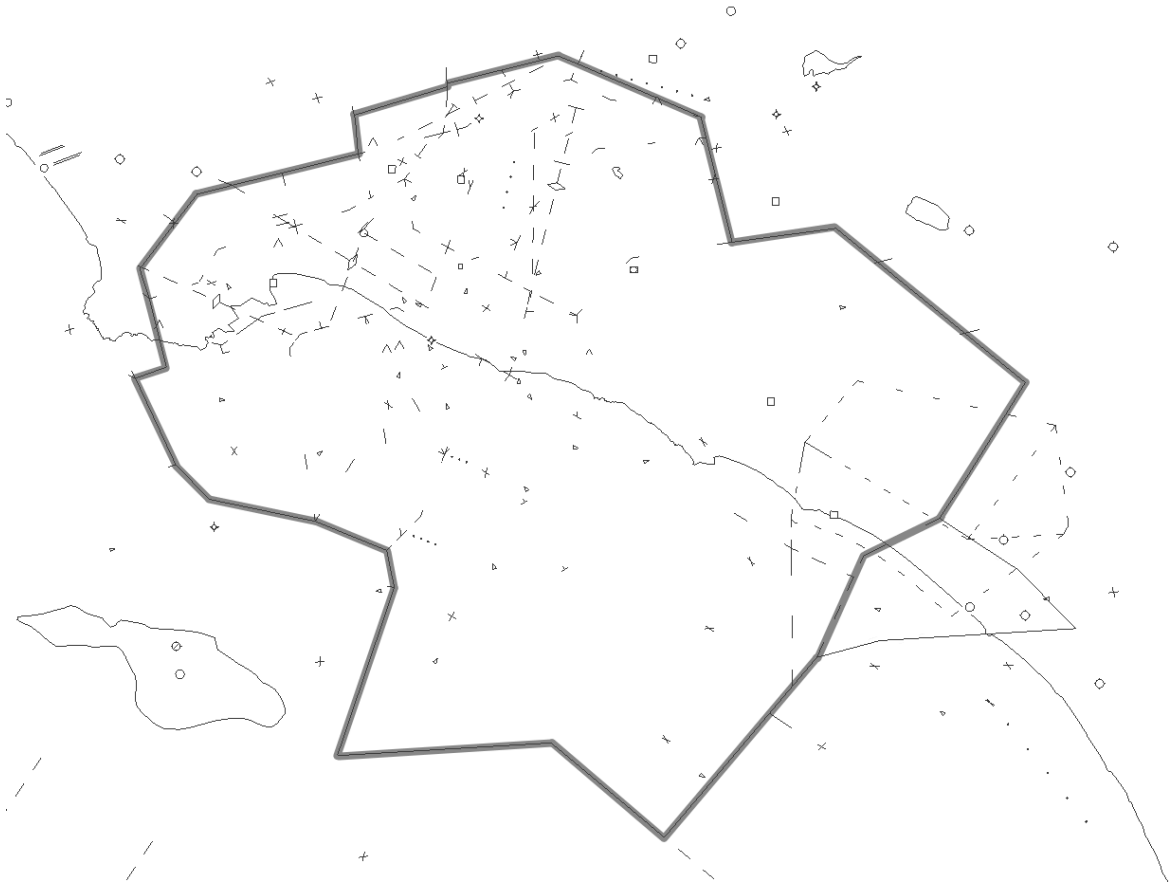
A. To Empire Area from:

SECTOR	TYPE	DEST/RTE	ALT	HDG/INFO
ZLA 38	JM	LNDG EMPIRE AREA	Cross FLAVR A140	Via the appropriate STAR
ZLA 30	JM	LNDG ONT via SCBBY STAR	Descend via	On the route
ZLA 37	JMPQ	ZIGGY STAR	A120	On the route. Cross DAWNA at 120.
	JM	LNDG ONT via JCKIE STAR	Descend via	On the route
	JM	LNDG SNA/LGB via ROOBY/DSNEE STAR	Descend via	On the STAR
	JMPQ	LNDG Coast area via KAYOH STAR	A130/160	On the STAR. Cross DAWNA at 130.
	JMPQ	V137	A160	On the route. Cross HITOP At 160.
		SIZLR STAR	Descend via	On the STAR
ZLA 39	JM	LNDG SNA/LGB via ROOBY/DSNEE STAR	Descend via	On the STAR
	JMPQ	LNDG Coast area via KAYOH STAR	A160	On the STAR. Cross AHLEX at 160.
	JM	LNDG ONT via SCBBY STAR	Descend via	On the route
	JMPQ	Palmplex arrivals via CLOWD/SBONO STAR	A110	On the STAR. Cross CLOWD at 110/250kts.

B. From Empire Area to:

SECTOR	TYPE	DEST/RTE	ALT	HDG/INFO
ZLA 38 **LAX W**	JM	POM/SNSHN SID	C130	ZLA has control
ZLA 30	JMPQ	NIKKL/RAJEE SID	A/C130	ZLA control vectors south at 120
ZLA 37	JMPQ	PSP CATH deps	A/C130	Via SOGGI Only
ZLA 39	JMPQ	PSP CATH depts	A/C130	On the route. ZLA has control.

3-4 AREA FOUR - COAST



Coast is a combined arrival/departure/enroute area:

Coast Area Airports	FUL, LGB, SLI, SNA, TOA

1. Departures
    a. Departure services for above listed airports
2. Arrivals
    a. Arrival services for above listed airports
    b. Sequencing for Los Angeles (KLAX) arrivals over SLI
3. Enroute
    a. Enroute IFR and VFR traffic
4. Airspace
    a. Class C Services
    b. Class B Services
5. Special
    a. Los Angeles Class B VFR Transitions
        1. Hollywood Park Route, Coliseum Route, and Coastal Route

3-4-1 COORDINATED HANDOFF PROCEDURES.

A. To Coast Area from:

SECTOR	TYPE	DEST/RTE	ALT	HDG/INFO
ZLA 30	JMPQ	From over VISTA or DRCT OCN	D120	On the route. Cross OCN at 120. Assigned speeds above 250kts need not be passed.
ZLA 30	JMPQ	Via the OLAAA STAR	Descend via	On the route
ZLA 30 **SAN E SAN 9/27**	JM	Via PLYYA STAR	D150	On the route

B. From Coast Area to:

SECTOR	TYPE	DEST/RTE	ALT	HDG/INFO
ZLA 30 **SNAN**	JM	SNA RWY 02 departures	A/C130	DRCT JAGLO
		Via MIKAA SID		On the route.
	JMPQ	Departures routed eastbound	A/C130 (J must exit coast airspace at 130)	On the route. Sector 30 has control for vectors leaving 8000’.
ZLA 30 **SNAS**	JMPQ	Departures routed eastbound	A/C130 (J must exit coast airspace at 130)	On the route. Sector 30 control for vectors after leaving 8,000’.

3-5 AREA FIVE - SAN DIEGO

San Diego is a combined arrival/departure/enroute area:

San Diego Area Airports	CRQ, MYF, NFG, NKX, NRS, NZY, OKB, RNM, SAN, SDM, SEE, L18

1. Departures
    a. Departure Services for above listed airports
2. Arrivals
    a. Arrival Services for above listed airports
    b. Establishing the arrival sequence for aircraft inbound from the northwest landing TIJ
3. Enroute
    a. Enroute IFR and VFR traffic
4. Airspace
    a. Class B Services
5. Special
    a. There is a prearranged point out of KLAX OLAAA arrivals through the San Diego Area airspace

3-5-1 COORDINATED HANDOFF PROCEDURES.

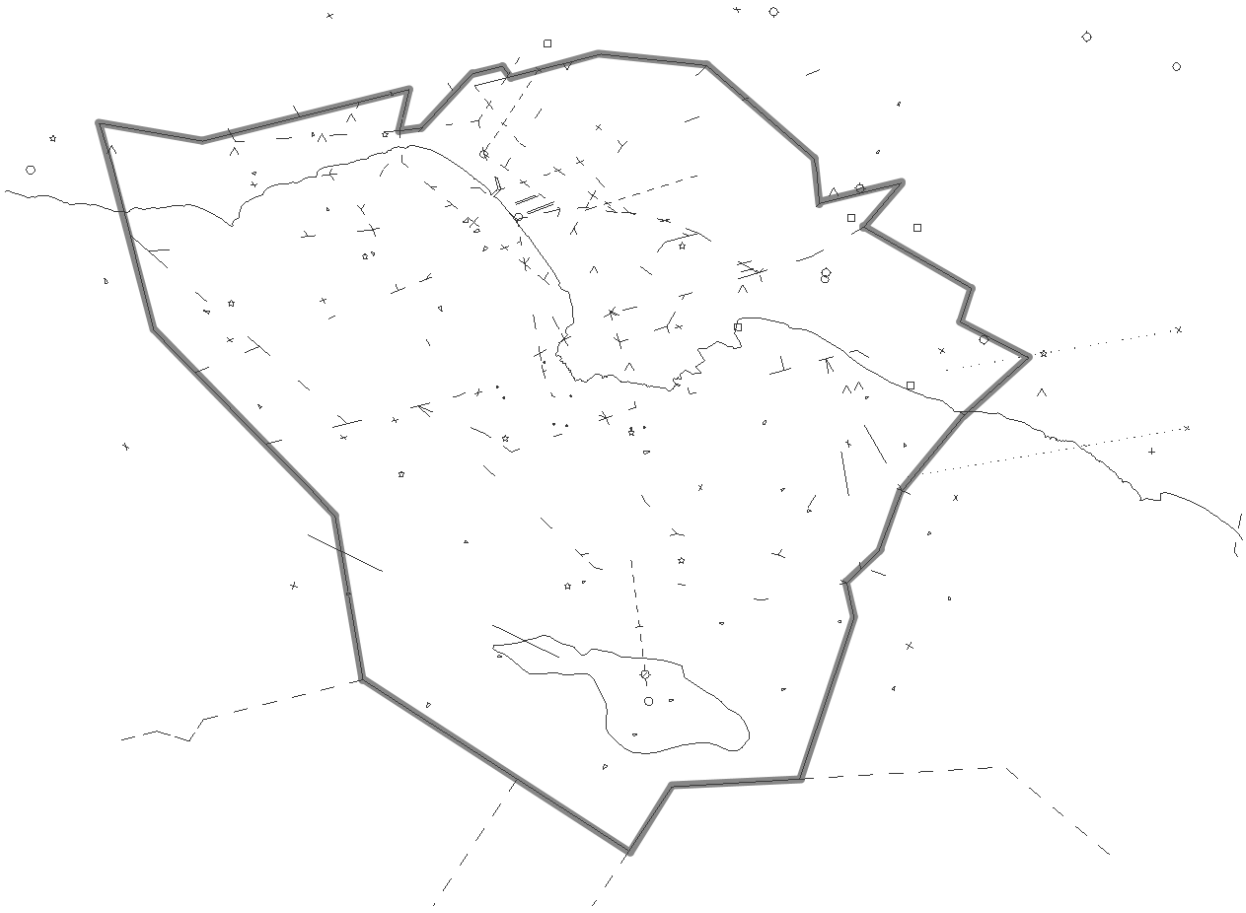
A. To San Diego Area from:

SECTOR	TYPE	DEST/RTE	ALT	HDG/INFO
PACIFIC	J	LNDG San Diego area	A110/130	Northeast of PACIF RV to intercept MZB326R or direct CARDI/CARIF
ZLA 30	JM	LNDG SAN via COMIX STAR	Descend via	Descending via COMIX STAR
ZLA 31	J	Via LUCKI/TOPGN STAR	Descend via	Descending via LUCKI or TOPGN STAR

B. From San Diego Area to:

SECTOR	TYPE	DEST/RTE	ALT	HDG/INFO
PACIFIC	***Note - Successive same class aircraft landing SMO and/or LAX, regardless of altitude, must not be less than 5NM in trail. Coast control for vectors northwest bound within 8NM of San Diego area airspace boundary***			
	JM	On a TEC route or Via CWARD DP	A80/A100	On the route or RV to join the route
ZLA 30	J	All PADRZ/PEBLE	A/C150*	
	M		A/C140*	
ZLA 31	J	All BORDER/ZZOOO	C230*	Established on SID *Or requested altitude if lower. Center has control for climbs
	MPQ		A/C150*	

3-6 AREA SIX - DEL REY



Del Rey is a combined arrival/departure/enroute area:

Del Rey Area Airports	AVX, HHR, LAX, SMO

1. Departures
    a. Departure services for above listed airports
    b. LGB and SNA departures filed over SXC, VTU/IKAYE and GMN/OROSZ
    c. Long beach J and M class departures routed over Thermal, SLI, OCN, JLI, IPL, MZB, LAHAB, DOTSS, and CAHIL
    d. SNA J and M class departures routed over SLI
    e. Departure traffic from Hawthorne airport Runway 25/07, Torrance Airport Runway 29R/L, Compton Airport, and certain Long Beach departures
2. Arrivals
    a. East Traffic:
        i. Arrival traffic landing Hawthorne Airport (KHHR) Runway 25/07,Compton Airport (KCPM), and Torrance Airport Runway 11R/L
    b. Over Ocean:
        i. Del Rey Area sector has responsibility to conduct the Over Ocean operations for LAX, HHR, and TOA Rwy 29 departures

3. Enroute
    a. Enroute IFR and VFR traffic
    b. Enroute service for aircraft filed over LAX VOR and SMO125R
4. Airspace
    a. Class B Airspace
5. Special
    a. Los Angeles Class B Airspace VFR Transitions
        i. Hollywood Park Route, Coliseum Route, and Coastal Route

3-6-1 COORDINATED HANDOFF PROCEDURES - WEST TRAFFIC

A. To Del Rey Area from:

SECTOR	TYPE	DEST/RTE	ALT	HDG/INFO
PT MUGU	JMPQ	Landing LAX or HHR	A50	On V299
ZLA 28	JMPQ	TANDY arrival	A140	Cross MERMA at 140.
	JM	Via OHSEA/PCIFC STAR	Descend via	On the route
	J	Via C1177	A120	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 Del Rey Area to:

SECTOR	TYPE	DEST/RTE	ALT	HDG/INFO
PT MUGU	JMPQ	Routed over VTU/IKAYE	A60 or 80	Direct VTU/IKAYE. NTD has control for turns and descent to 5000 (landing OXR/CMA/NTD)
ZLA 25	J	PERCH SID or via VTU	A/C130 or req lower	RV 250
		VENTURA SID		RV 250. Center control for vectors west of FIM148R
		DARRK SID	Climb via	On the SID
		SUMMR SID	Climb via	On the SID
		MUELR SID	Climb via	On the SID
	J	TOPMM SID IKAYE	A/C130	On the route. ZLA control for climb

	J	South Ventura Flow	A/C130	RV250. ZLA control for climb and turns westbound west of FIM148R
	M	Via MOOOS SID or VTU/IKAYE, not landing SBA	Climb via E90 or A90	On the MOOOS SID or direct VTU/IKAYE. Center control for vectors west of FIM158R between 250-300
	MPQ	Routed over VTU/IKAYE	A60 or 80	Direct VTU/IKAYE. ZLA has control for turns and descent to 5000 (landing OXR/CMA/NTD)
	JM	HHERO SID	A/C160	On the SID climbing via or direct HHERO to remain south of SNYPR.
ZLA 27	J	TOPMM SID	Climb via	On the route or direct PLTFM/OVEUR. 250 knots.
ZLA 28	JMPQ	SXC-C1177	A/C130	Direct SXC. ZLA ctrl climb and turns west of FIM148R
		ZILLI SID or KYLOW SID (FICKY or GROGU transitions)	Climb via E140	On the 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
	JM	All other aircraft over SXC and then points west or north	C130	Vector toward HHERO
ZLA 30	J	DOTSS/FRITR SID	C170	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)	C170	On or south of SLI080R then direct TRM or vectors direct TRM when able
	M	Routed via TRM	C130	Routed via SLI V64/J169 TRM
	JM	FINZZ/HOBOW SID	Climb via	On the route or direct CAHIL
ZLA 38	J	ORCKA SID	Climb via	Direct KLIPR climbing via E150

3-6-2 COORDINATED HANDOFF PROCEDURES - EAST TRAFFIC

A. To Del Rey Area from:

SECTOR	TYPE	DEST/RTE	ALT	HDG/INFO

B. From Del Rey Area to:

SECTOR	TYPE	DEST/RTE	ALT	HDG/INFO
ZLA 30 **LAX E**	J	LAXX SID	C170	Direct SLI

3-6-3 COORDINATED HANDOFF PROCEDURES - OVER OCEAN

A. To Del Rey Area from:

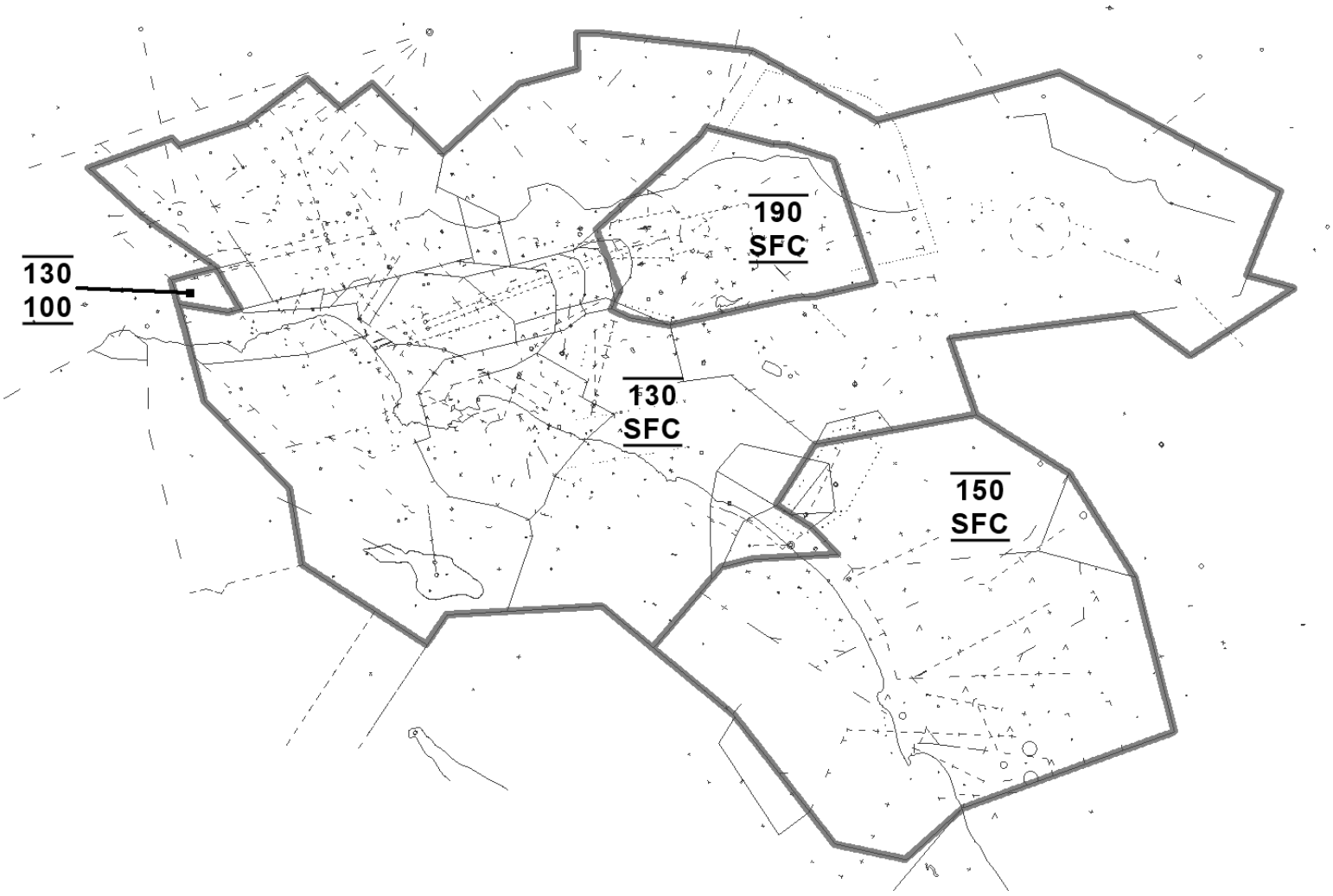
SECTOR	TYPE	DEST/RTE	ALT	HDG/INFO

B. From Del Rey Area 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
ZLA 28	J	ZILLI SID or KYLOW SID (FICKY or GROGU transitions)	Climb via E140	On the 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	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.

SECTION 4: COMBINED AIRSPACE MAPS

4-1 SOCAL COMBINED - LAX WEST TRAFFIC



4-2 SOCAL COMBINED - LAX EAST OR OVER OCEAN TRAFFIC