

**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 |
| | | |
| | | |

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 |

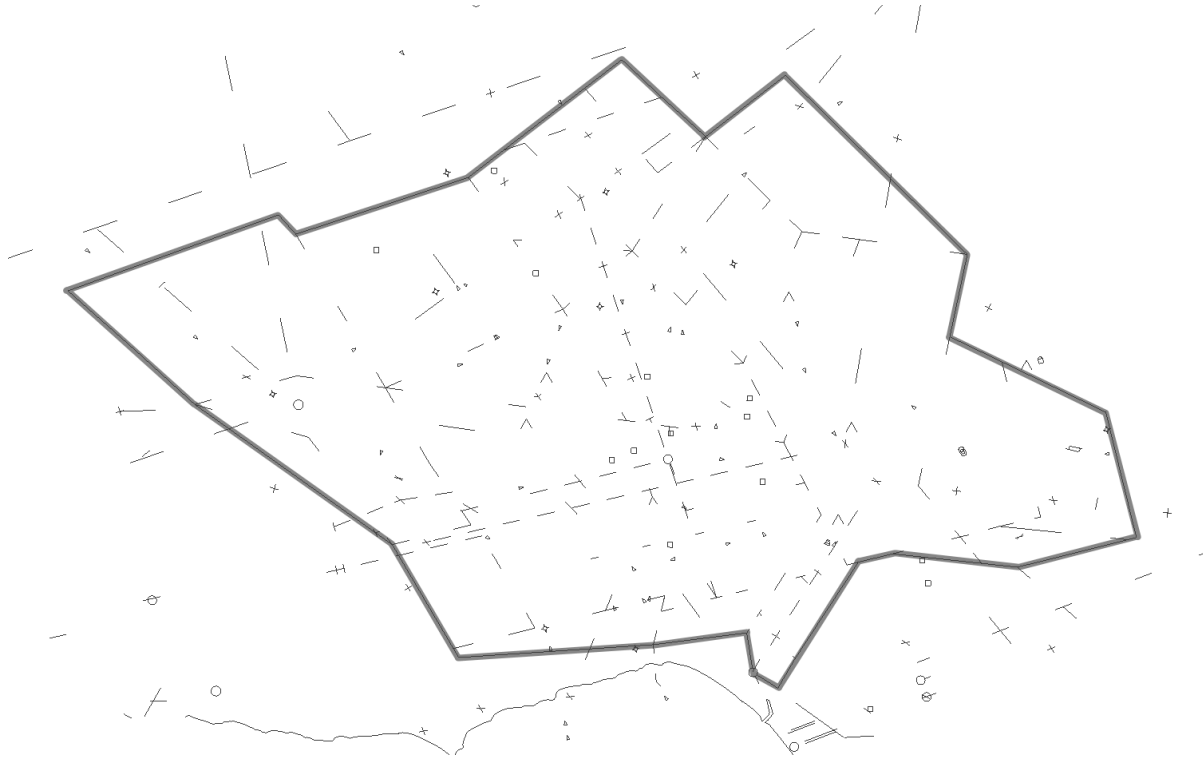
In the event of airspace splits within SCT areas, the sector responsible for departure control services out of an airport shall be responsible for local control should it not be staffed.

SECTION 2 AREAS, FREQUENCIES, POSITION SYMBOLS

| AREA | POSITION ID | FREQUENCY | INTERPHONE | CALLSIGN |
|--------------|-------------|-----------|------------|-----------|
| CONSOLIDATED | 6G | 128.050 | COMBINED | SCT_APP |
| ALTERNATE | 6F | 120.400 | COMBINED | SCT_F_APP |
| BURBANK | 1M | 128.750 | MOORPARK | BUR_M_APP |
| LOS ANGELES | 2D | 124.900 | DOWNEY | LAX_D_APP |
| EMPIRE | 3N | 127.000 | NORTON | ONT_N_APP |
| COAST | 4T | 121.300 | TUSTIN | SNA_T_APP |
| SAN DIEGO | 5W | 119.600 | WEST | SAN_W_APP |
| DEL REY | 6S | 124.300 | MANHATTAN | LAX_S_DEP |

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

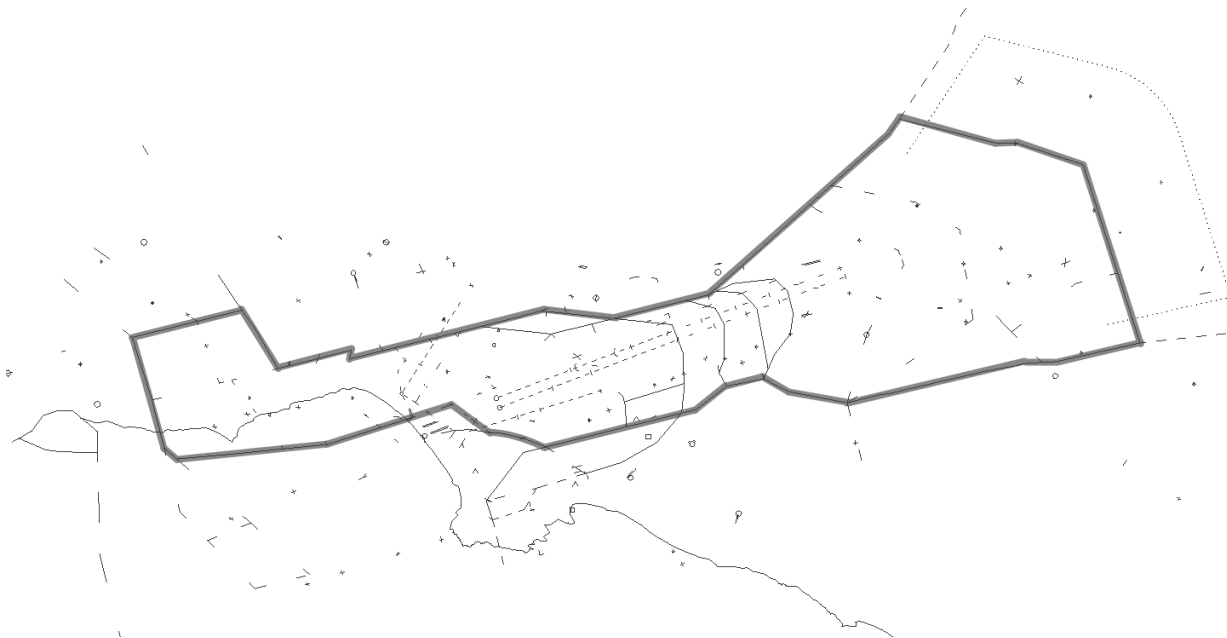
3-1-1. COORDINATED HANDOFF PROCEDURES.**A. To Burbank Area from:**

| 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 04 | JMPQ | Via V459.DARTS/KIMMO/WAYVE STAR | A110 | On the route |

B. From Burbank Area to:

| SECTOR | TYPE | DEST/RTE | ALT | HDG/INFO |
|------------------------|------|---------------|--------|--|
| ZLA 04 | 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. |
| | J | Via PMD/SLAPP | C190 | On the route. Center has control for climb |
| ZLA 04 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

WEST TRAFFIC

HANDOFFS TO AREA

| 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. |

EAST TRAFFIC

HANDOFFS TO AREA

| 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. |

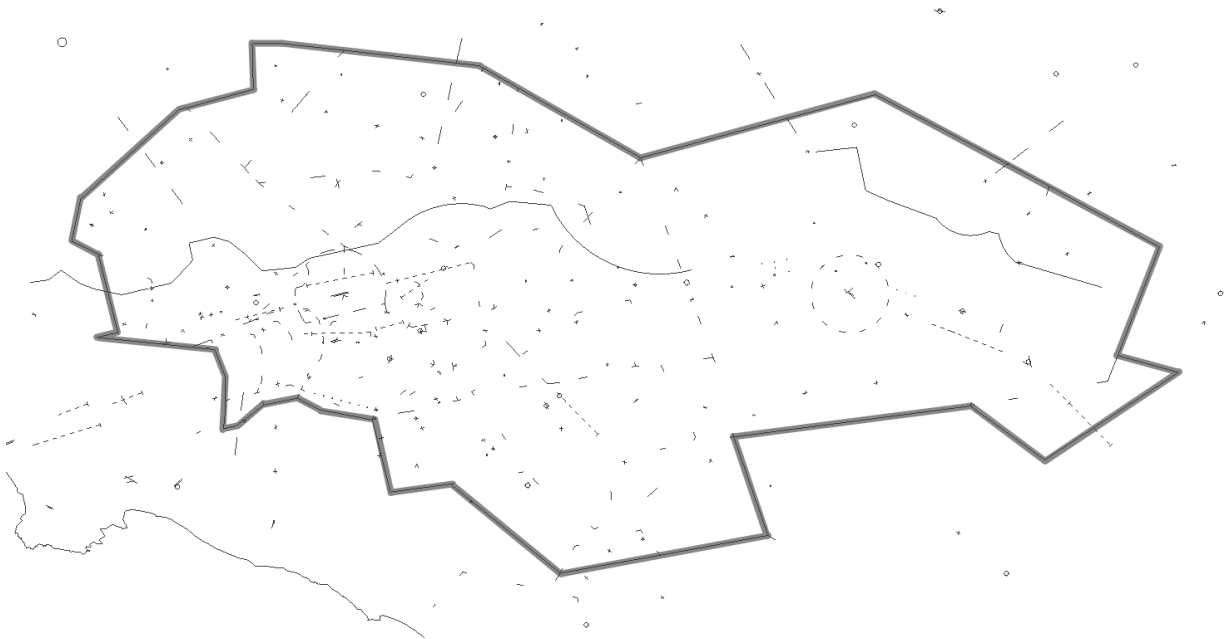
HANDOFFS OUT OF AREA

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

OVER OCEAN TRAFFIC**HANDOFFS TO AREA**

| 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 RDEYE 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

HANDOFFS TO AREA

| SECTOR | TYPE | DEST/RTE | ALT | HDG/INFO |
|--------|------|---------------------------------------|------------------|---|
| ZLA 04 | JM | LNDG EMPIRE AREA | Cross FLAVR A140 | Via the appropriate STAR |
| | | LNDG ONT via GLRNO STAR | Descend via | On the route |
| 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 EAGLZ 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 | Palmpex arrivals via CLOWD/SBONO STAR | A110 | On the STAR. Cross CLOWD at 110/250kts. |

HANDOFFS OUT OF AREA

| SECTOR | TYPE | DEST/RTE | ALT | HDG/INFO |
|----------------|------|-----------------|--------|----------------------------------|
| ZLA 4 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 39 | JMPQ | PSP CATH depts | A/C130 | On the route. ZLA has control. |

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

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HANDOFFS TO AREA

| 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 |

HANDOFFS OUT OF AREA

| 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

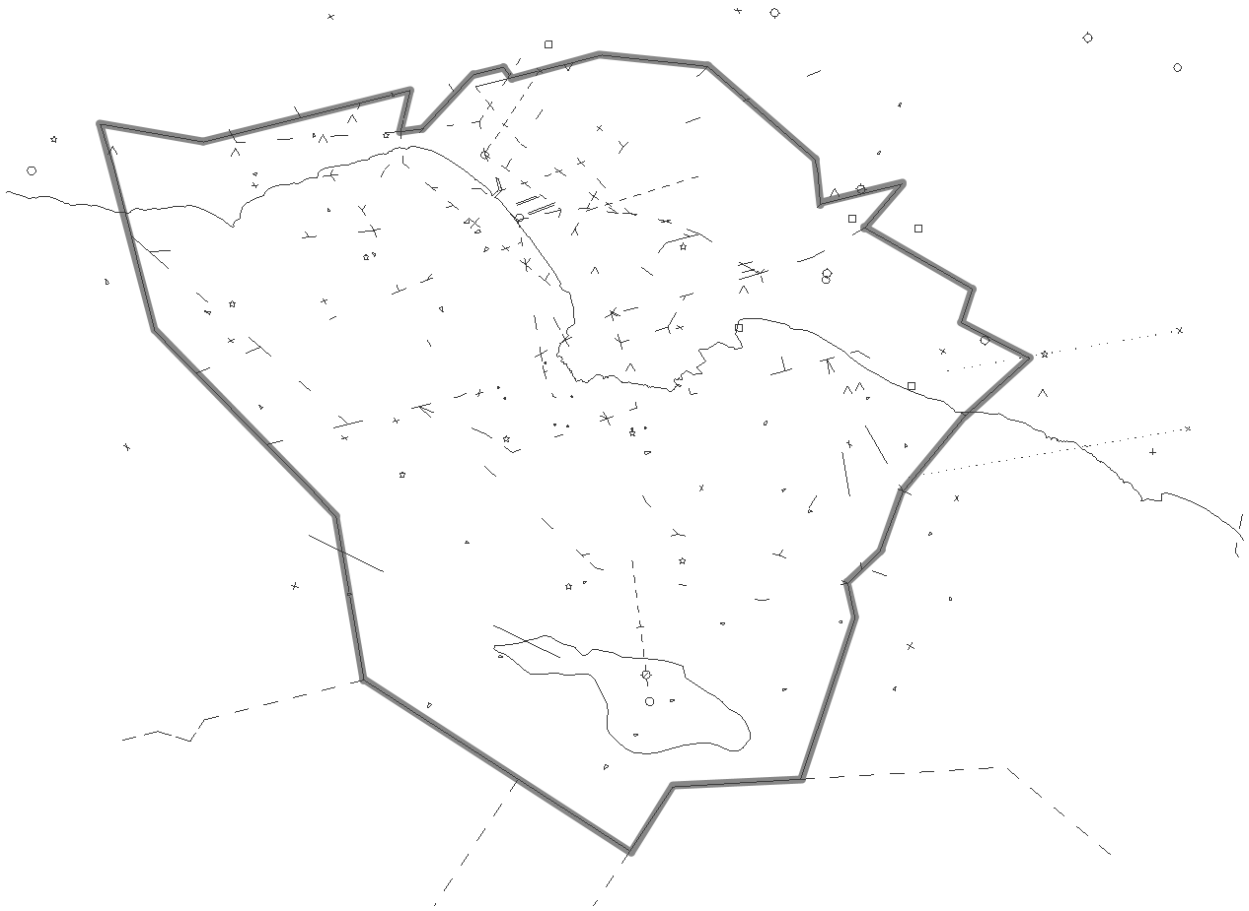
HANDOFFS TO AREA

| 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 |

HANDOFFS OUT OF AREA

| SECTOR | TYPE | DEST/RTE | ALT | HDG/INFO |
|---------|--|--------------------------------|----------|--|
| PACIFIC | <i>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</i> | | | |
| | JM | On a TEC route or Via CWARD DP | A80/A100 | On the route or RV to join the route |
| ZLA 30 | J | All BORDER/ZZOOO | C230* | Established on SID *Or requested altitude if lower. Center has control for climbs |
| | MPQ | | A/C150* | |
| | J | All PADRZ/PEBLE | A/C150* | |
| | M | | A/C140* | |

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

WEST TRAFFIC**HANDOFFS TO AREA**

| 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 |

HANDOFFS OUT OF AREA

| SECTOR | TYPE | DEST/RTE | ALT | HDG/INFO |
|---------|------|---|----------------------|--|
| ZLA 28 | 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 |
| | 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 |
| 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 4 | J | ORCKA SID | Climb via | Direct KLIPR climbing via |
| | | TOPMM SID | Climb via | On the route or direct PLTFM/OVEUR. 250 knots. |

| | | | | |
|--------|------|---|-----------|--|
| ZLA 28 | J | South Ventura Flow | A/C130 | RV250. ZLA control for climb and turns westbound west of FIM148R |
| | | TOPMM SID IKAYE transition | A/C130 | On the route. ZLA control for climb |
| ZLA 30 | J | DOTSS/FRITR SID | C170 | On the route or direct DOTSS |
| ZLA 30 | J | PNDAAH 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 28 | JM | HHERO SID | A/C130 | On the SID or direct HHERO to remain south of SNYPR. |
| | JM | All other aircraft over SXC and then points west or north | C130 | Vector toward HHERO |
| | JMPQ | SXC-C1177 | A/C130 | Direct SXC. ZLA ctrl climb and turns west of FIM148R |
| | | ZILLI SID | Climb via | On the SID. ZLA ctrl climb and turns west of FIM148R. |

EAST

HANDOFFS TO AREA

| SECTOR | TYPE | DEST/RTE | ALT | HDG/INFO |
|--------|------|----------|-----|----------|
|--------|------|----------|-----|----------|

HANDOFFS OUT OF AREA

| SECTOR | TYPE | DEST/RTE | ALT | HDG/INFO |
|-----------------|------|-----------|--------------|-------------------------------|
| ZLA 30 LAX E | J | TUSTI SID | Climb via | On the route or direct TUSTI. |
| | J | LAXX SID | C170 | Direct SLI/TUSTI |

OVER OCEAN

HANDOFFS TO AREA

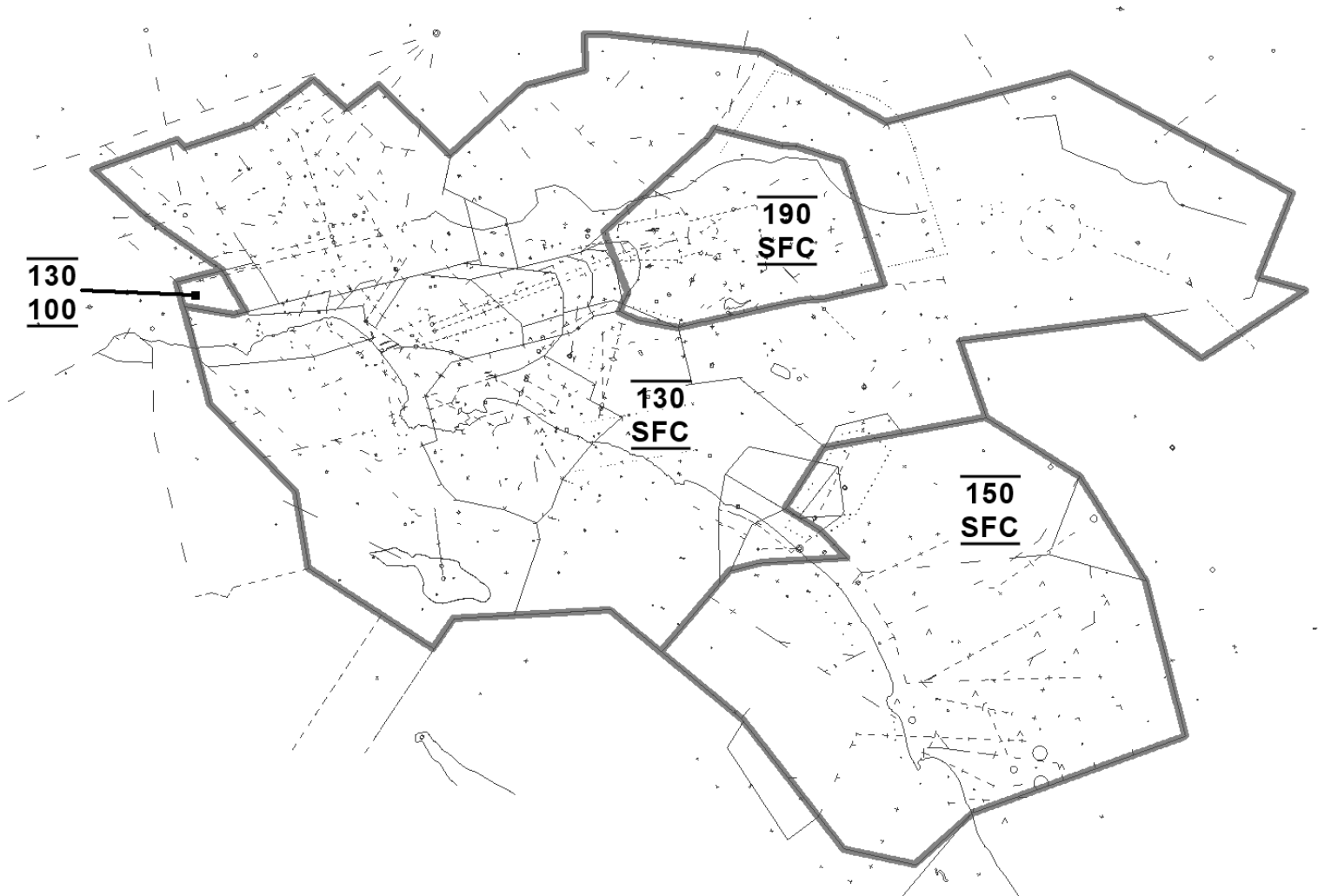
| SECTOR | TYPE | DEST/RTE | ALT | HDG/INFO |
|--------|------|----------|-----|----------|
|--------|------|----------|-----|----------|

HANDOFFS OUT OF AREA

| SECTOR | TYPE | DEST/RTE | ALT | HDG/INFO |
|--------|------|---------------------|--------|-----------------------------------|
| ZLA 28 | J | PERCH/VTU/DARRK DEP | A/C130 | RV250 ZLA control west of FIM148R |

SECTION 4 COMBINED AIRSPACE MAPS

4-1 SOCAL COMBINED - LAX WEST TRAFFIC



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

