

Los Angeles Center Waivers to Standard Operational Requirements

SUBJECT: *Waivers to Standard XA/IVAO Requirements Affecting Airports in ZLA*
EFFECTIVE: *01/06/2022*

PURPOSE

This document *summarizes approved alterations to standard guidelines and operational requirements for airports in Los Angeles Center* and is supplementary to the procedures established by IVAO and the XA division.

CANCELLATION

NONE

APPROVALS

Los Angeles Center

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WAIVERS

Wake Turbulence Separation

After an analysis of runway layouts at major airports within the ARTCC, the following configurations have been approved for Reduced Wake Turbulence Separation on Departure in line with FAA JO 7110.316:

- *Los Angeles International Airport*

West operations:

- Departing RWY 24L, Arriving RWY 24R
- Departing RWY 25R, Arriving RWY 25L
- Between runway pairs: Not required (4550ft between 06R/24L and 07L/25R centerlines)

East operations:

- Departing RWY 06R, Arriving RWY 06L
- Departing RWY 07L, Arriving RWY 07R
- Between runway pairs: Not required (4550ft between 06R/24L and 07L/25R centerlines)

Over-Ocean operations:

- Not required (4550ft between 06R/24L and 07L/25R centerlines)

- *Harry Reid International Airport*

- Departing RWY 26R, Arriving RWY 26L

WTSD is not authorised for any other airports or runway pairs.

Radar Separation

- *Los Angeles International Airport*

Within 40 NM of the primary air traffic control tower (and co-located radar antenna) at KLAX, a reduced radar lateral separation minimum of 3 NM applies pursuant to FAA JO 7110.65 section 5-5-4.1. Aircraft executing instrument approach procedures may have lateral separation reduced to 2.5 NM in line with the findings of the 2014 FAA Airport Capacity Profile report. Aircraft departing on RNAV SIDs requiring RNAV 1 performance must be issued departure clearances in accordance with FAA JO 7110.65 section 5-8-2(d) after which target-resolution separation from other aircraft similarly cleared may be applied within 30 NM of KLAX at or below FL290 while the aircraft is executing the departure procedure.

- *San Diego International Airport*

Within 40 NM of the primary air traffic control tower (and co-located radar antenna) at KSAN, a reduced radar lateral separation minimum of 3 NM applies pursuant to FAA JO 7110.65 section 5-5-4.1. Aircraft executing instrument approach procedures to KSAN, KMYF, KNZY, or KNKX may have lateral separation reduced to 2.5 NM.

- *Southern California TRACON (SoCal)*

Within controlled airspace falling between the lateral boundaries of SoCal airspace at or below FL290, the minimum lateral radar separation is reduced to 5 NM unless lower minima apply as described above.

- *Las Vegas TRACON (L30)*

Within 40 NM of the primary air traffic control tower (and co-located radar antenna) at KLAS, a reduced radar lateral separation minimum of 3 NM applies pursuant to FAA JO 7110.65 section 5-5-4.1. Within controlled airspace falling between the lateral boundaries of L30 airspace at or below FL280, the minimum lateral radar separation is reduced to 5 NM. In addition, aircraft executing instrument approach procedures to KLAS, KHND, or KVGT may have lateral separation reduced to 2.5 NM.

- *Los Angeles Center (ZLA)*

Within 40 NM of KSBA, KNYL, and KBFL below FL180, a lateral separation minimum of 6 NM applies. In all areas, altitudes, and flight levels not covered by any of the above reduced or standard minima, a standard separation distance of 10 NM applies.