



**Oakland Center Appendix B – Area North**  
**STANDARD OPERATING PROCEDURE**  
**Version 1.0**

## List of Changes

VERSION	DATE	DESCRIPTION
1.0	23FEB2023	Initial split of area procedures from main SOP

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# Section 1. General Information

## 1-1 Purpose

This Standard Operating Procedure (SOP) outlines the procedures to be used by controllers working ZOA Area North sectors on the VATSIM network when sectorized. It is to be used in conjunction with the primary ZOA SOP.

## 1-2 Area Narrative

Located in the Northwest corner of ZOA Airspace, Area North provides approach control services to airports from Wine Country up to Redding, CA. Area North works Bay Area arrivals from the north and Bay Area departures to the north and northeast.

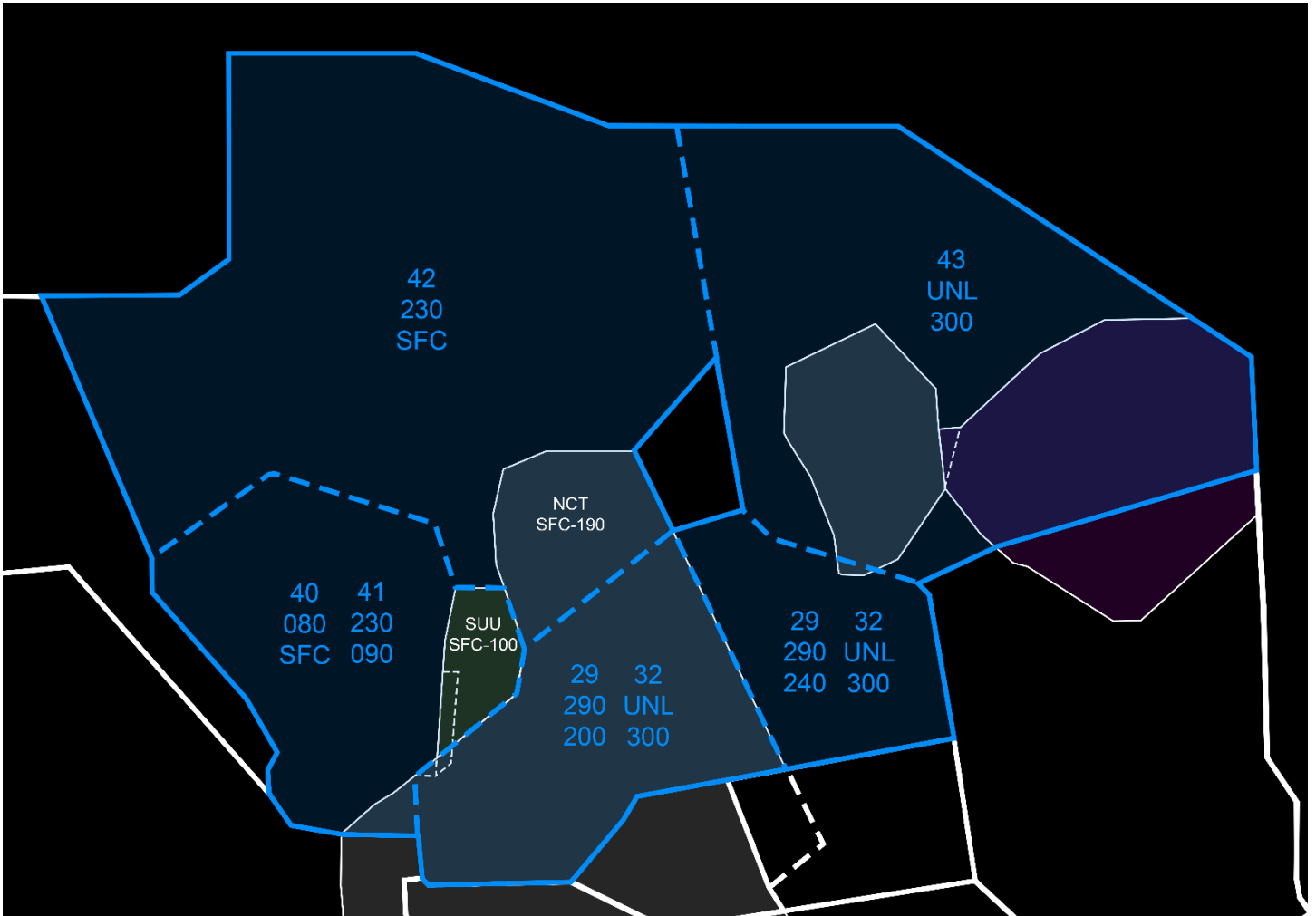
## 1-3 Sectors and Frequencies

*Primary sector for area is in bold*

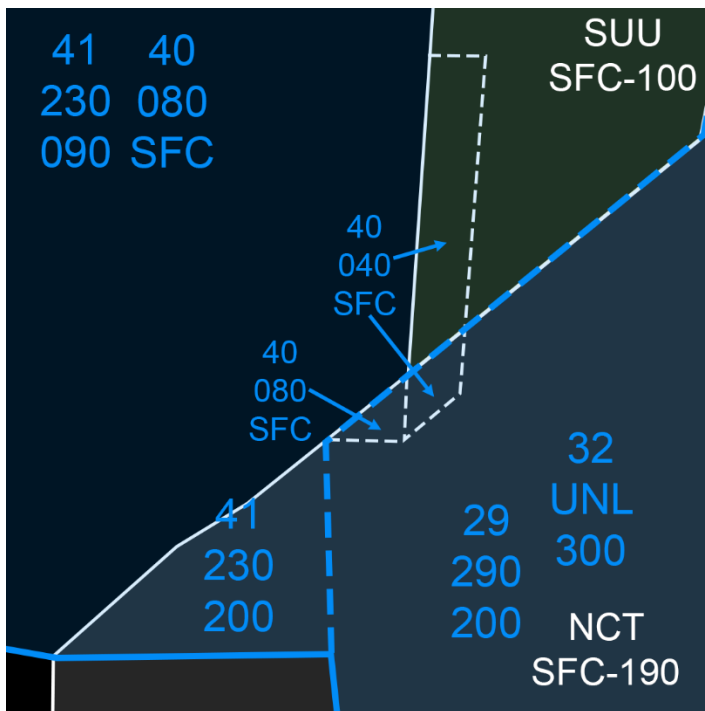
SECTOR	CALLSIGN	FREQUENCY	COMBINES TO
Sector 29	OAK_29_CTR	119.750	Sector 41
Sector 32	OAK_32_CTR	132.950	Sector 29
Sector 40	OAK_40_CTR	127.800	Sector 41
<b>Sector 41</b>	<b>OAK_41_CTR</b>	<b>125.850</b>	<b>N/A</b>
Sector 42	OAK_42_CTR	132.200	Sector 41
Sector 43	OAK_43_CTR	134.450	Sector 29

# Section 2. Airspace

## 2-1 Overview



## 2-2 APC/SUU/NCT Shelf Detail



# Section 3. Procedures

## 3-1 Automated Information Transfer (AIT) Procedures

### a. Area North/Area East Sacramento Valley E/SE-bound Departures

- i. These procedures are applied to jet aircraft departing Sacramento Valley airports, and proceeding east or southeast bound, requesting at or above FL200.
- ii. After accepting the handoff from NCT, Area East will enter FL190 as a temporary altitude and initiate a handoff to Area North.
- iii. Area North will accept the handoff and enter a temporary altitude into the data block. If sectors 29 and 32 are decombined, sector 29 may initiate a handoff to sector 32 after entering FL290 as a temporary altitude.
- iv. Area East will climb the aircraft to the altitude entered by Area North and transfer communications to the Area North sector which now owns the radar track.

### b. Area North/Area East Sacramento Valley N/NE-bound Departures

- i. These procedures are applied to jet aircraft departing Sacramento Valley airports, and proceeding north or northeast bound, requesting at or above FL200.
- ii. After accepting the handoff from NCT, Area East (sector 44) will enter FL190 as a temporary altitude and initiate a handoff to Area North.
- iii. Area North (sector 29) will accept the handoff and enter a temporary altitude up to FL290 into the data block. If Area East (sectors 44 and 45) are decombined, Area North (sector 29) may initiate a handoff to sector 45.
- iv. Sector 45 will enter a different temporary altitude if needed. If sector 45 does not require communications, it will initiate a handoff back to Area North (sector 43).
- v. Area East (sector 44) will climb the aircraft to the entered altitude and transfer communications to the sector which now owns the radar track.

### c. Area North/Area East/Area South Overflight Flash-through

- i. This procedure applies to any aircraft proceeding north or south bound and transitioning through the southwestern portion of Area East.
- ii. Area North/Area South must initiate a handoff to Area East. If Area East does not require communications with the aircraft, Area East will initiate a handoff to the subsequent sector whose airspace the aircraft will transition next.
- iii. Once the subsequent sector accepts the handoff, the initiating sector may transfer communications to the subsequent sector.
- iv. If the subsequent sector has not accepted the handoff prior to the aircraft entering Area East, the initiating sector may transfer communications to Area East.

## 3-2 Pre-Arranged Coordination Procedures (P-ACP)

### a. Area North/Pac North SFO/OAK/Sacramento Valley N-bound Departures

- i. This P-ACP is authorized between Area North and Pac North for jet aircraft departing SFO, OAK, and Sacramento Valley airports northbound.
- ii. Area North will enter a temporary altitude FL230 into the data block and initiate a handoff to Pac North.
- iii. Pac North will accept the handoff and Area North will transfer communications to Pac North.
- iv. Pac North has control for speed assignments and turns up to 30 degrees right of course (left of course authorized if departing Sacramento Valley airports) and/or to clear aircraft direct to any subsequent waypoint filed in the aircraft's route.

### b. Area North/Pac North Bay Area (non-SFO/OAK) N-bound Departures

- i. This P-ACP is authorized between Area North and Pac North for aircraft departing Bay Area airports (except for SFO/OAK) and requesting above FL280.
- ii. Area North may handoff aircraft to Pac North climbing to FL280.
- iii. Area North releases control for climb to Pac North.

### c. Area North/Pac North Bay Area Arrivals

- i. This P-ACP is authorized between Area North and Pac North for all aircraft arriving at Bay Area airports.
- ii. Pac North will enter a temporary altitude FL240 into the data block and initiate a handoff to Area North.
- iii. Area North will accept the handoff and Pac North will transfer communications to Area North.
- iv. Area North has control for speed assignments and turns up to 30 degrees left or right of course and/or to clear aircraft direct to any subsequent waypoint filed in the aircraft's route.

### d. Area North/Area South SJC/NUQ Departures

- i. This P-ACP is authorized for jet aircraft departing SJC or NUQ and routed northbound. The routing assigned must transition northbound between SJC281 radial and the SJC056 radial.
- ii. Area North will enter an interim altitude of FL190 in the data block. Area North will ensure the aircraft is leaving 100 and routed north prior to issuing a point out to Area South.
- iii. Point out acceptance by Area South indicates coordination to climb aircraft to any altitude AOB FL270 within Area South's lateral and vertical confines.
- iv. Area North has control vectors only right, but no further than MOD VOR.

**e. Area North/Area East Reno Area Departures**

- i. This P-ACP is authorized between Area North and Area East for aircraft departing Reno Area airports proceeding westbound through Area North (Sector 29), when Area East Sectors 44 and 45 are decombined.
- ii. After receiving the hand off from Sector 44, Area North will ensure an interim altitude of FL230 is entered in the aircraft data block.
- iii. Area North will initiate a point out to Sector 45. Point out acceptance by Sector 45 indicates coordination to climb aircraft to any altitude at or below FL290 within Sector 45's lateral and vertical confines.



### 3-3 Transfer of Control

#### From Area North

TO	AIRPORT/ROUTE	DESCRIPTION
Area East	All eastbound traffic	Control for climb within 10 nm of the common boundary
	SE-bound Sacramento Valley departures	Control for turns up to 30 degrees
	Reno Area and Sacramento Valley arrivals	Control for turns and descent
	OAK/HWD arrivals from the northeast	Control for descent
	LAS/HND/VGT/LSV arrivals	Control for turns up to 30 degrees and descent
	S-bound ZLA airports (routes east of J5)	IAFDOF approved
Pac North	Bay Area (non-SFO/OAK) departures N-bound	See 3-2(b)
	SFO/OAK/Sacramento Valley N-bound	See 3-2(a)
	Bay Area NW bound from south of PYE	Control turns to the left
Area South	Departing SFO or OAK	With point out, control for climb at or below FL270 within Area North's confines and turns to the south

#### To Area North

FROM	AIRPORT/ROUTE	DESCRIPTION
Area East	E/SE-bound Sacramento Valley departures	Control for climb and turns to the south
	ZLC 42/43 bound	IAFDOF approved
Pac North	Any	Control for turns up to 15 degrees to the right
	Bay Area arrivals	See 3-2(c)
Area South	Jets departing SJC/NUQ and routed N-bound	See 3-2(d)
Pac South	SUU/Sacramento Valley/Wine Country	Control on contact
	Bay Area NW bound from south of PYE	Control turns to the left

### 3-4 Restrictions and Required Routing

From Area North

TO	TYPE	DESTINATION	ROUTE	RESTRICTIONS
Area East	J/T	Sacramento Valley departures bound for J92/Q13/BTY corridor	RVRCT# / SCTWN# or OAL	No further than OAL or DRAGN
	J/T	Wine Country departures bound for J92/Q13/BTY corridor	SAC OAL or DUNGN OAL	Requesting AOA FL270 Direct OAL approved if north of SAC OAL line
	J	LAS	TQILA COKTL#	No further than TQILA
	J	HND	Q13/J92 or FUULL	Descending AOB FL410, no further than FUULL
	J/T	VGT	Q13/J92/Q174 or TQILA FLCHR	Descending AOB FL410, no further than SKANN, LIDAT, or TQILA
	J/T	SJC	RAZRR#	Descending AOB FL320, no further than STUBL
	J	OAK/HWD	OAKES# / BANND# / SHARR#	Descending AOB FL240, no further than OAKES or BIFFY
	All	Sacramento Valley departures S-bound	FTHIL# or Heading 110	Climb to odd altitude between FL210 and FL290, no further than GRDOE
	All	MRY	PXN SNS	
	J	SMF	SLMMR#	No further than CARVV or WEBGO
	J/T	RNO RWY 17	ORRCA#	Descending AOB FL230, no further than HOB0A
	J	RNO RWY 35	ORRCA TARVR#	Descending AOB FL230, no further than KRKWD
Pac North	Any	Wine Country		Descending to FL340
Area South	J/T	Wine Country departures via NTELL	OAK BUSHY NTELL	

## To Area North

FROM	TYPE	DESTINATION	ROUTE	RESTRICTIONS
Area East	J	SMF	SLMMR#	Descending AOB FL300, no further than CARVV
Pac North	J/T	MOD/TCY/CCR/LVK/SCK/MCE	Direct	Descending to FL240 (not pilot's discretion)
	J	SFO	BDEGA#	No further than BGGLO
	J	NUQ	SAU SFO	Sequence NUQ into SFO flow
	All	Wine Country	Direct	Descending to FL240
Pac South	J	SMF/SUU	Direct (SMF) or SGD Direct (SUU)	Cross Pac North boundary AOB FL230
	Any	Wine Country	PYE Direct	Descending to FL190