OAKLAND ARTCC

Oakland Center Appendix D – Pac North
STANDARD OPERATING PROCEDURE
Version 1.0

List of Changes

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

Table of Contents

Section 1. General Information

1-1 Purpose

This Standard Operating Procedure (SOP) outlines the procedures to be used by controllers working ZOA Pac 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 at the Northwest corner of ZOA airspace, Pac North performs the initial sequencing for bay area arrivals from the North. Pac North also functions as a transitional sector for oceanic outbound and inbounds from the Pacific Ocean. Pac North is comprised of complex flows of traffic from several different directions. Pacific Northwest (KSEA, KPDX) bay area departures, bay area arrivals, and Southern California basin overflights (KLAX, KSAN) routinely create conflict situations throughout the sector.
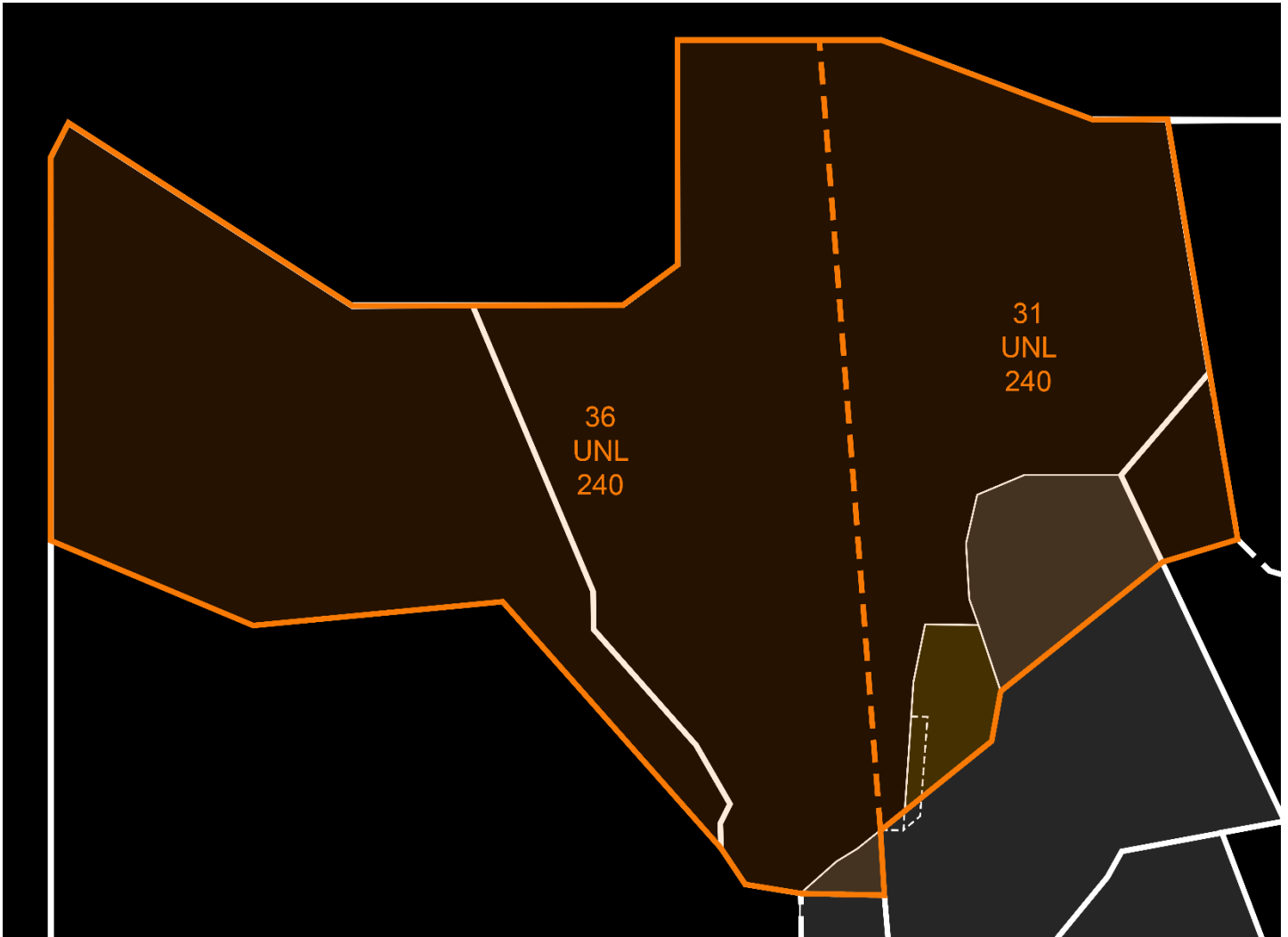
1-3 Sectors and Frequencies

Primary sector for area is in bold

SECTOR	CALLSIGN	FREQUENCY	COMBINES TO
Sector 31	OAK_31_CTR	134.975	Sector 36
Sector 36	**OAK_36_CTR**	**119.975**	***N/A***

Section 2. Airspace

2-1 Overview

Section 3. Procedures

3-1 Automated Information Transfer (AIT) Procedures

Reserved.

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.

3-3 Transfer of Control

From Pac North

TO	AIRPORT/ROUTE	DESCRIPTION
Area North	Bay Area arrivals	See 3-2 (c)
	Any	Control for turns up to 15 degrees to the right

To Pac North

FROM	AIRPORT/ROUTE	DESCRIPTION
Area 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
Pac South	Bay Area NW bound from south of PYE	Control turns to the left

3-4 Restrictions and Required Routing

From Pac North

TO	TYPE	DESTINATION	ROUTE	RESTRICTIONS
Area North	Any	Wine Country	Direct	Descending to FL240
	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

To Pac North

FROM	TYPE	DESTINATION	ROUTE	RESTRICTIONS
Area North	Any	Wine Country		Descending to FL340