Oakland Center Appendix A – Area East
STANDARD OPERATING PROCEDURE
Version 1.2

List of Changes

VERSION	DATE	DESCRIPTION
1.0	23FEB2023	Initial split of area procedures from main SOP
1.1	20APR2023	Fix swapped sectors 30/33 in diagram
1.2	08AUG2024	RNO routes from Area North, Area North transfer of control, NUQ required routing

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 Area East sectors on the VATSIM network when sectorized. It is to be used in conjunction with the primary ZOA SOP.

1-2 Area Narrative

Area East is comprised of a diverse amount of airspace and traffic flows, overlying portions of eastern California and western Nevada. The area is responsible for sequencing traffic arriving to the San Francisco Bay Area, Reno, Sacramento Valley, and Las Vegas area airports. Due to the Sierra Nevada Mountain range, high terrain adds significant complexity. In addition, Area East provides approach control services to popular mountain airports (Truckee, South Lake Tahoe, Mammoth Lakes, and Bishop) and provides the final sequence for Reno and Sacramento area airports.

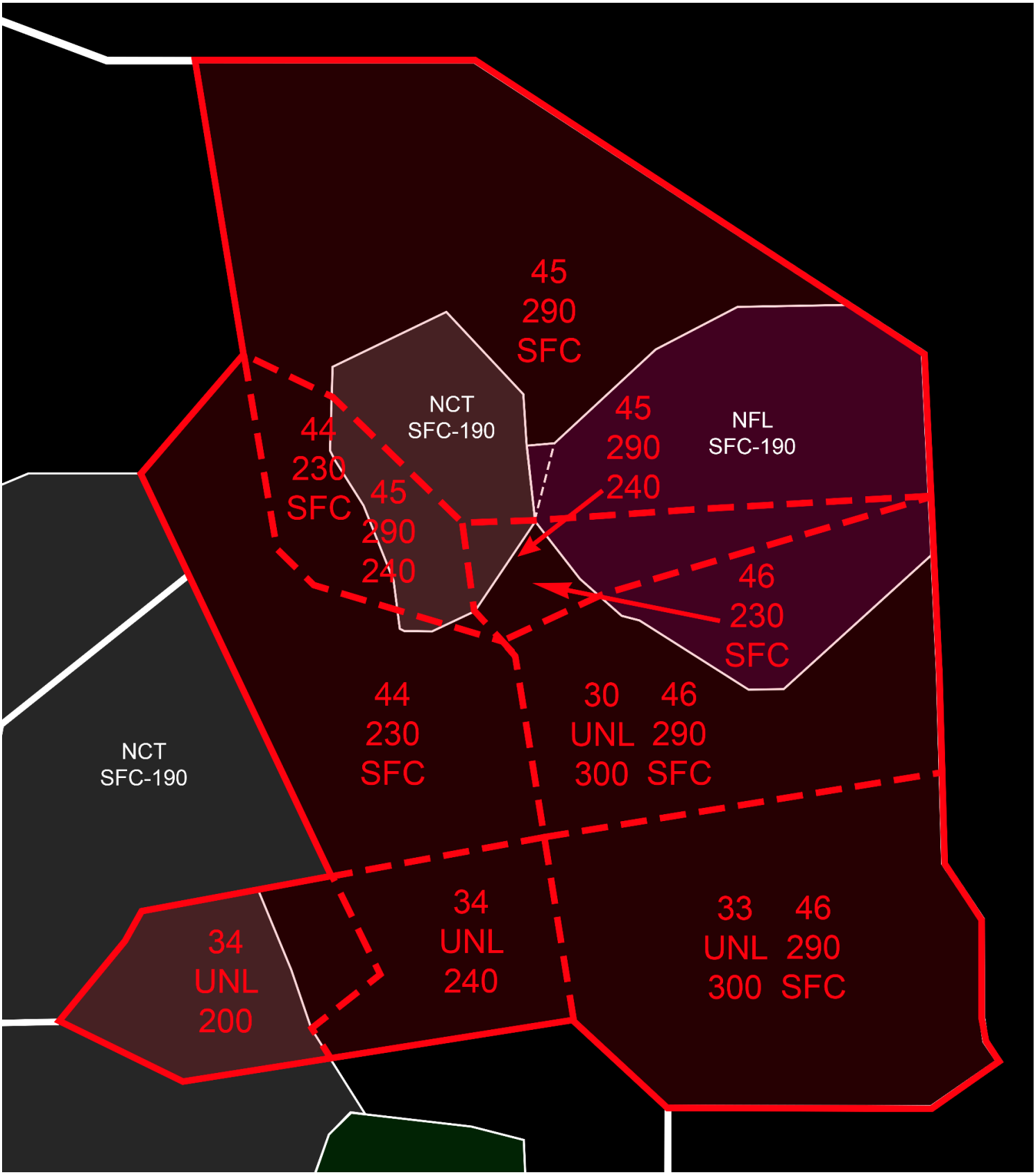
1-3 Sectors and Frequencies

Primary sector for area is in bold

SECTOR	CALLSIGN	FREQUENCY	COMBINES TO
Sector 30	OAK_30_CTR	127.175	Sector 33
Sector 33	OAK_33_CTR	132.050	Sector 34
Sector 34	OAK_34_CTR	134.375	Sector 44
Sector 44	**OAK_44_CTR**	**127.950**	***N/A***
Sector 45	OAK_45_CTR	128.800	Sector 46
Sector 46	OAK_46_CTR	125.750	Sector 44

Section 2. Airspace

2-1 Overview



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 South/Area East Sacramento Valley Arrivals**
   i. This P-ACP is authorized between Area South and Area East for arrivals to SUU, CCR, SMF, SAC, MCC, or MHR and routed via the BMBER#, SUUTR#, or TURLO..LIN.
   ii. Area South will initiate a point out to Area East. Area East's acceptance of the point out authorizes Area South to descend the aircraft through the vertical confines of Area East.
   iii. Area South must issue one of the following clearances:
      i. Cross TURLO at FL240, descend and maintain FL200
      ii. Descend via the SUUTR arrival
      iii. Descend via the BMBER arrival
   iv. Exceptions to restrictions at TURLO or descend via procedures must be verbally coordinated.

b. **Area South/Area East FAT Departures**
   i. This P-ACP is authorized between Area South and Area East for FAT departures when Area South is Sector 15 is not combined with Sectors 16/22.
   ii. Area South (Sector 16/22) will ensure an interim altitude of FL230 is entered in the data block and start a handoff to Area East.
   iii. Area East will initiate a point out to Area South (Sector 15). Point out acceptance by Sector 15 indicates coordination to climb aircraft to any altitude at or below FL290 within Sector 15's lateral and vertical confines.

c. **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 East

TO	AIRPORT/ROUTE	DESCRIPTION
Area North	ZLC 42/43 Bound	IAFDOF approved
	E/SE-bound Sacramento Valley departures	Control for climb and turns to the south
Area South	MRY	Control for descent to FL240 initially, then control for descent southwest of a line from MOD to CZQ
	Southbound ZLA airports	Odd altitudes approved regardless of direction of flight
	SJC from the north	Control for descent and left turns or direct RAZRR
	SJC from the east	Control for turns up to 30 degrees left
	In vicinity and west of J5	Control for turns up to 45 degrees
	FAT/VIS/MCE/MER	Control for turns and descent

To Area East

FROM	AIRPORT/ROUTE	DESCRIPTION
Area North	All eastbound traffic	Control for climb within 10NM of common boundary
	SE-bound Sacramento Valley departures	Control for turns up to 30 degrees
	LAS/HND/VGT/LSV Arrivals	Control for turns up to 30 degrees and descent
	S-bound ZLA airports (routes east of J5)	IAFDOF approved
	OAK/HWD arrivals from the northeast	Control for descent
	Reno Area and Sacramento Valley arrivals	Control for turns and descent
	RNO via TARVR/ORRCA STAR, SMF via SLMMR STAR, MHR via AMRVR STAR	Control to issue descend via clearance
Area South	Northeast bound	Odd altitudes approved
	In vicinity and west of J5	Control for turns up to 45 degrees
	LAS/HND/VGT/LSV Arrivals	Control for turns up to 30 degrees
	MMH/BIH	Control for descent and turns
	FAT Departures	Control for climb and turns up to 45 degrees
	LVK/SCK/MOD Departures	Control for climb
	OAK via OAKES/BANND STAR	Control to issue descend via clearance

3-4 Restrictions and Required Routing

From Area East

TO	TYPE	DESTINATION	ROUTE	RESTRICTIONS
Area North	J	SMF	SLMMR#	Descending AOB FL300, no further than CARVV
Area South	Any	MRY from north	PXN SNS	Descending to FL240
	Any	MRY from northeast	PXN SNS	Descending to AOB FL280
	Any	MRY from east	PXN SNS	Descending to AOB FL340
	J/T	SJC from north	RAZRR#	No further than STUBL Descending to AOB FL280
	J/T	SJC from east	RAZRR#	No further than STUBL Cross GYLET, CANDA, or common boundary at FL300
	All	PRB/SBP	PXN	Descending to AOB FL340
	Any	NUQ from north	PXN HOSNU	Descending to AOB FL280
	Any	NUQ from east	PXN HOSNU	Descending to AOB FL340
	All	FAT/VIS	SANGO (RWY 29) ISESY (RWY 11) Direct (VIS)	Descending to AOB FL220
	J/T	HWD	SHARR#	No further than BIFFY

To Area East

FROM	TYPE	DESTINATION	ROUTE	RESTRICTIONS
Area North	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 (from west)	ORRCA#	Descending AOB FL230, no further than HOBOA
	J	RNO RWY 35 (from west)	ORRCA TARVR#	Descending AOB FL230
	T/P	RNO RWY 35 (from west)	via TRUCK or SWR	
	J	RNO (from north)	EELZA/HARTT/MYBAD/WADOL STAR	No further than EELZA or WADOL

Area South	J/T	LAS (J Only), VGT (J/T)	Q174 FLCHR or TQILA COKTL#	No further than SKANN or BASIC Cross common boundary AOB FL330
	J/T	LAS (T Only), HND (All)	SKANN FUULL or LIDAT FUULL	Cross common boundary AOB FL330
	Any	RNO Runway 17 (T/P All Runways)	FMG (on or east of FMG163 radial) or TILTS FMG	Cross common boundary AOB FL300
	J	RNO Runway 35	SLEAT TARVR#	No further than NEUPS Cross common boundary AOB FL300
	All	TRK/TVL/CXP/MEV/RTS	Direct	Cross common boundary AOB FL300
	All	MMH/BIH		Descending to 170