



**Oakland Center Appendix C – Area South**  
**STANDARD OPERATING PROCEDURE**  
**Version 1.1**

## List of Changes

VERSION	DATE	DESCRIPTION
1.0	23FEB2023	Initial split of area procedures from main SOP
1.1	08AUG2024	Additional departure routings out of Wine Country, add NUQ routes, add Wine Country cap

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

## 1-2 Area Narrative

Area South works commercial, military, and general aviation aircraft from the San Francisco Bay Area to Paso Robles (KPRB), Bakersfield (KBFL), and the Yosemite Valley as well as arrivals into San Jose (KSJC) and Sacramento International (KSMF) airports. Additionally, they are the primary sequencing area for Los Angeles (KLAX) arrivals southbound from Asia and the Pacific Northwest.

## 1-3 Sectors and Frequencies

*Primary sector for area is in bold*

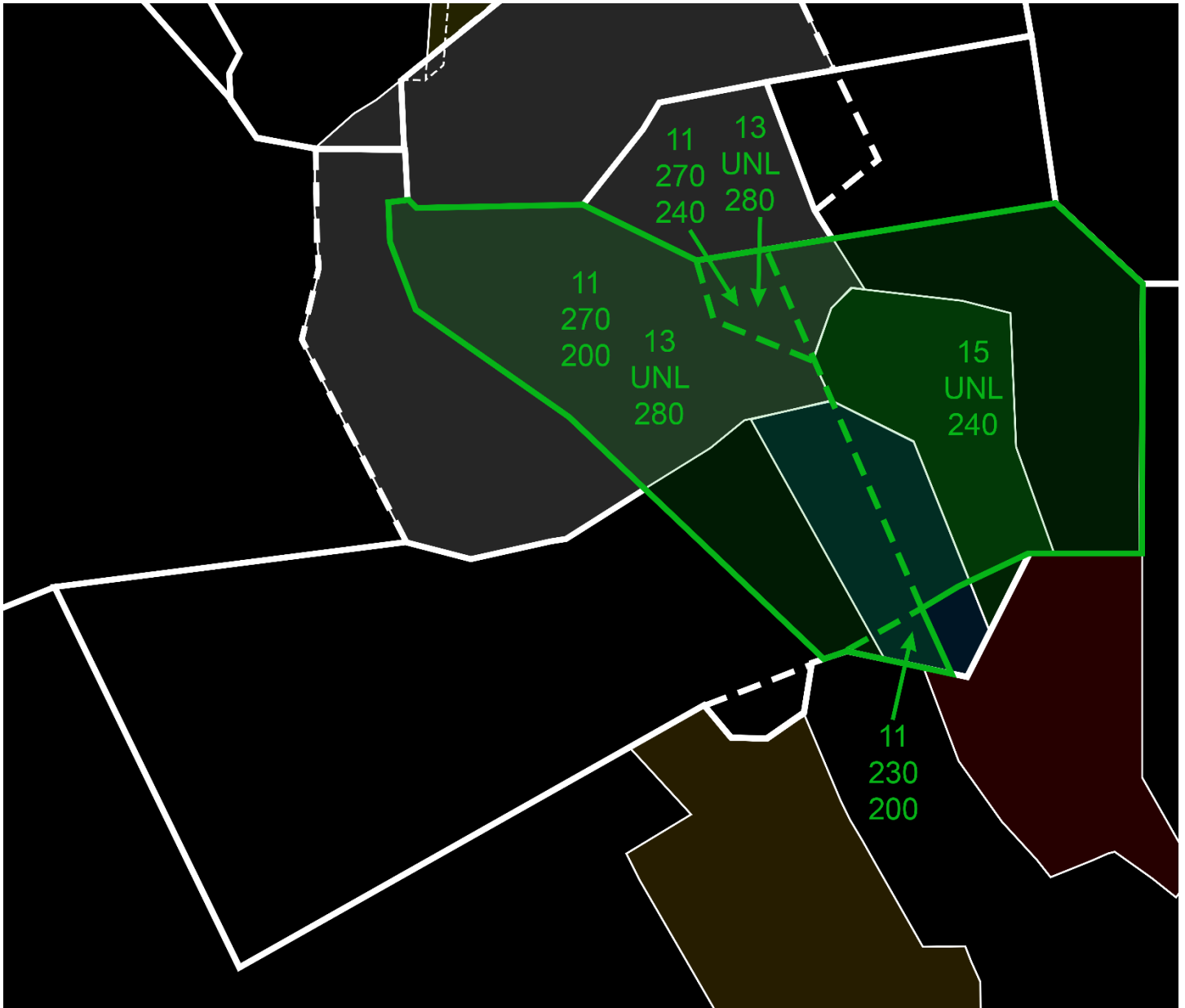
SECTOR	CALLSIGN	FREQUENCY	COMBINES TO
Sector 10	OAK_10_CTR	128.700	Sector 16
Sector 11	OAK_11_CTR	133.700	Sector 13
Sector 13	OAK_13_CTR	127.450	Sector 16
Sector 15	OAK_15_CTR	132.800	Sector 13
<b>Sector 16</b>	<b>OAK_16_CTR</b>	<b>123.800</b>	<b>N/A</b>
Sector 22	OAK_22_CTR	121.250	Sector 16

# Section 2. Airspace

## 2-1 Low Sectors



## 2-2 High Sectors



# Section 3. Procedures

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

### a. 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 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.

## 3-3 Transfer of Control

### From Area South

TO	AIRPORT/ROUTE	DESCRIPTION
Pac South	SBP Departures	Control for turns up to 30 degrees, no further than SNS
	Departing SFO, OAK, or SJC	With approved point out, control climb at or below FL270 and for speeds, turns to the west and direct MCKEY, TILLT, YYUNG, or ocean boundary fixes
Area North	Jets departing SJC/NUQ and routed N-bound	See 3-2(c)
Area East	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

### To Area South

FROM	AIRPORT/ROUTE	DESCRIPTION
Area North	Departing SFO or OAK	With point out, control for climb at or below FL270 within Area North's confines and turns to the south
Area East	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
Pac South	Northbound Aircraft	Control for turns up to 45 degrees to the north/east only
	LAX arrivals	Control for turns up to 90 degrees to the east only



### 3-4 Restrictions and Required Routing

From Area South

TO	TYPE	DESTINATION	ROUTE	RESTRICTIONS
Area East	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

## To Area South

FROM	TYPE	DESTINATION	ROUTE	RESTRICTIONS
Pac South	Any	MRY	WIGGL	Control to cross WIGGL at 100
Area East	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
	Any	NUQ from north	PXN HOSNU	Descending to AOB FL280
	Any	NUQ from east	PXN HOSNU	Descending to AOB FL340
	All	PRB/SBP	PXN	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
Area North	J/T	Wine Country departures via NTELL	OAK BUSHY NTELL or RREHD SID NTELL	
	J	Departing Wine Country airports to BUR/VNY/SMO		No higher than FL310