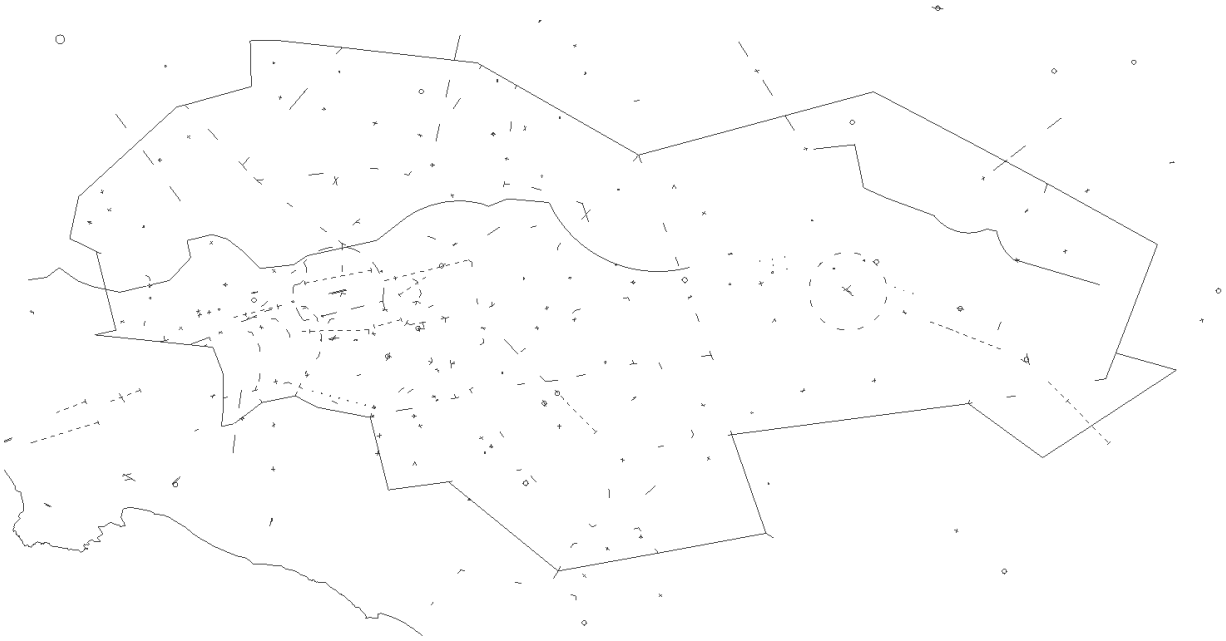
SOUTHERN CALIFORNIA TRACON
EMPIRE AREA
STANDARD OPERATING PROCEDURES



VIRTUAL AIR TRAFFIC SIMULATION NETWORK
LOS ANGELES ARTCC

Change Notices

Version	Date	Explanation of Changes
1.00	22AUG20	New formatting, new major versioning.
1.10	28JUN23	Removed EAGLZ STAR.
1.11	17SEP23	Adjusted positions table.
1.20	8AUG24	Adjusted ZLA sectors for numbering. SOGGI to ZLA 37.
1.30	12JUN25	Springs sector updated for Palmplex RNAV procedures. PSP to 150
1.40	20JUL25	Changed Empire to consolidate to Pomona
1.41	07SEP25	Fixed clerical errors in Section 6.

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SECTION 1. GENERAL

1-1. PURPOSE

This chapter establishes the standard operating procedures for the Empire specialty and prescribes the operational procedures unique to the Empire area. Controllers staffing the Empire area must be familiar with and adhere to the information and procedures described in this chapter to provide a safe, orderly, and expeditious flow of air traffic in the Southern California TRACON and Empire area airspace.

1-2. SCOPE OF RESPONSIBILITIES

The Empire area is responsible for arrivals, departures, and overflights in and out of the Southern California TRACON Empire area airspace.

1-3. EMPIRE SECTORS

a. The following sectors make up the Empire specialty:
    1. Pomona
    2. Norton
    3. Springs

b. Empire consolidates to Pomona Sector

SECTOR	POSITION ID	FREQUENCY	INTERPHONE
POMONA	**3P**	**125.500**	**POMONA**
NORTON	3N	127.000	NORTON
SPRINGS	3S	126.700	SPRINGS

SECTION 2. RADAR TEAM PROCEDURES

2-1. ONTARIO INTERNATIONAL AIRPORT INFORMAL NOISE ABATEMENT

a. Unless operational criteria as defined in paragraph b. Below prohibits, CPCs should adhere to the Ontario International Airport (ONT) informal runway use program as follows:
    1. From 2200 until 0700 local time, Runway 08R will be the preferred departure runway and Runway 26L/R will be the preferred arrival runway for all turbojet operations.
    2. Unless necessary to avoid traffic, turbojet aircraft departing ONT on the Pomona Departure Procedure must not be vectored north of the Pomona Departure Procedure prior to the Pomona VOR.

NOTE: *The above procedures must not limit the discretion of either the CPC or the pilot with respect to the full utilization of the airport in the event of an unusual situation.*

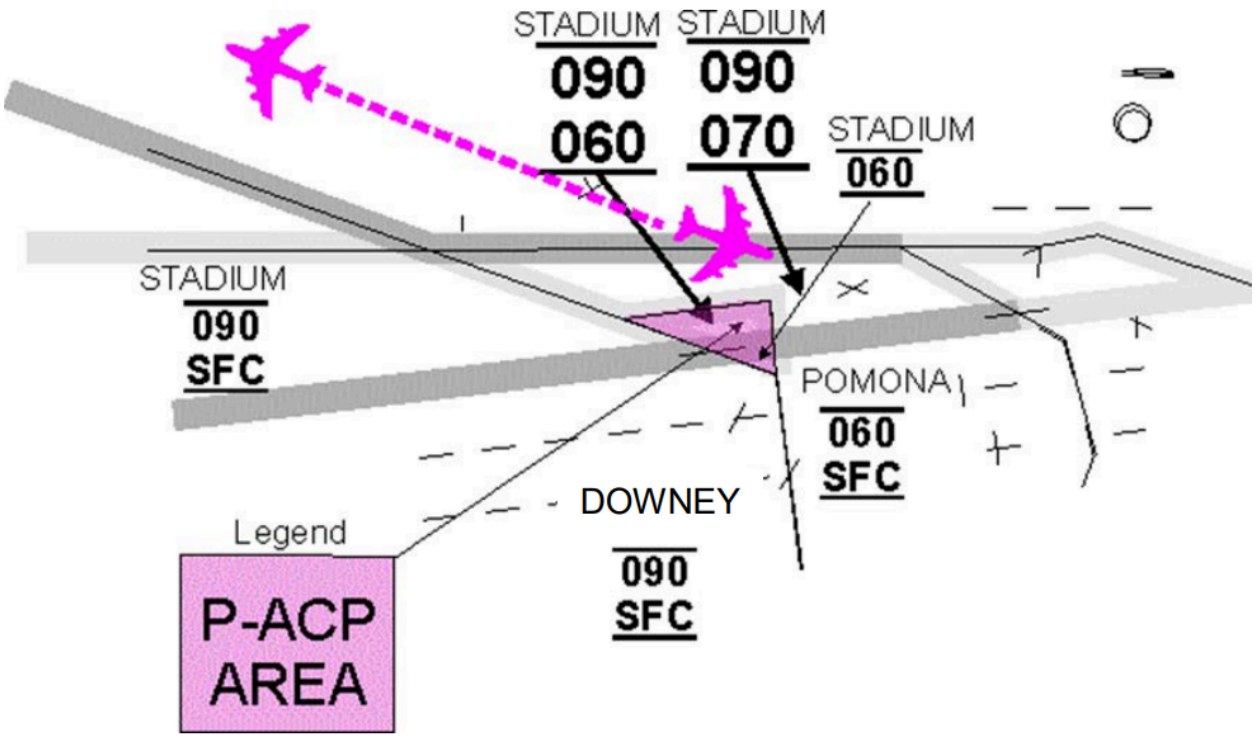
b. During informal noise abatement hours, ONT Tower airspace is not in an east traffic configuration and any Runway 8 departures must be coordinated with the Norton Sector. In lieu of coordinating every departure prior to 7:00 a.m., Norton Sector may delegate a small of airspace (five (5) Nautical Mile)NM) range mark to the Pomona Sector in order to expedite the early morning departures.

SECTION 3. COORDINATION

3-1. EMPIRE INTRA-AREA PREARRANGED COORDINATION PROCEDURES (P-ACP)

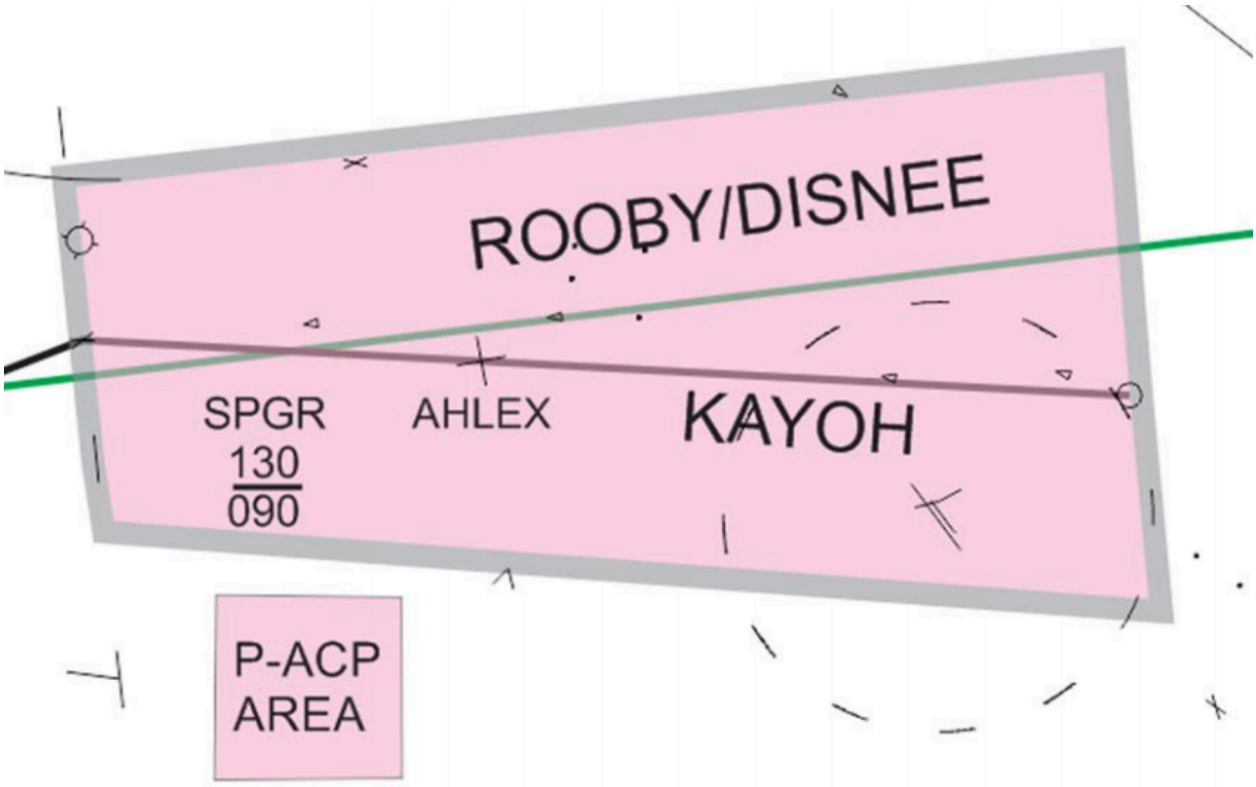
The procedures listed below constitute prearranged coordination for the Empire area. In addition to the conditions listed below, all conditions listed in paragraph 1-3 of the SCT General SOP must be met. Failure to comply with all requirements must invalidate the procedures and require that appropriate verbal coordination be completed in accordance with FAA order 7110.65.

a. P-ACP BETWEEN POMONA AND STADIUM SECTORS - LAXW



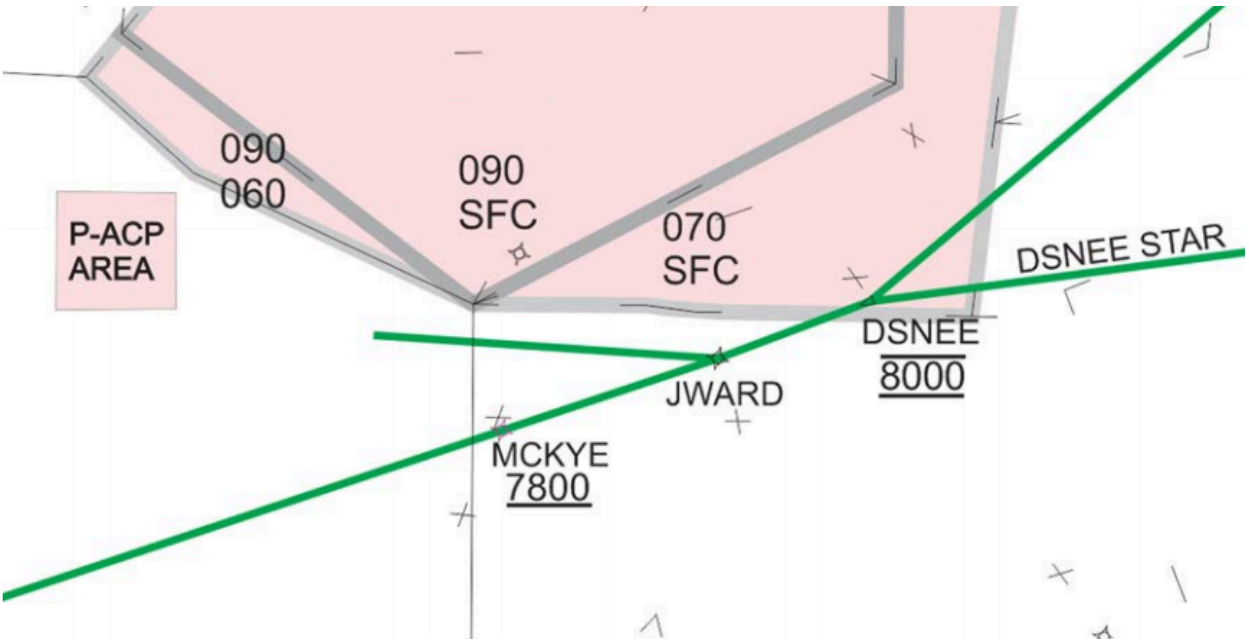
1. Pomona radar may apply P-ACP and penetrate the airspace less than one and one half miles (1 ½) from the depicted Stadium airspace boundary.
2. Pomona radar must be responsible for maintaining approved separation between aircraft under their control and all other traffic in the P-ACP airspace.

b. P-ACP BETWEEN NORTON AND SPRINGS SECTORS



1. Norton radar may enter Springs airspace with IFR arrivals routed via the DSNEE/ROOBY/KAYOH STAR. Aircraft must be on the route descending via the STAR at or above 9,000’ MSL. Norton has control West of AHLEX.
2. Springs radar must be responsible for maintaining approved separation between aircraft under their control and all traffic within the P-ACP airspace.

c. P-ACP BETWEEN NORTON AND POMONA SECTORS



1. Norton radar may enter Pomona airspace with IFR Arrivals descending via the DSNEE STAR.
2. Pomona radar must be responsible for maintaining approved separation between aircraft under their control and all traffic within the P-ACP airspace.

3-2. EMPIRE AREA SPECIFIC IFR AUTOMATED POINT OUTS

Use of the automated point out function is authorized for IFR operations described below.

a. Norton Sector is authorized to use the automated point out function for point outs to Pomona sector for aircraft executing the KPOC ILS/LOC Rwy 26L and RNAV (GPS) RWY 26L approaches. Acceptance of the automated point out by Pomona authorizes Norton to enter Pomona airspace at or below 4,000’ MSL on the KPOC ILS/LOC RWY 26L and RNAV (GPS) RWY 26L approaches.

SECTION 4. POMONA SECTOR

4-1. SECTOR OPERATIONS

The Pomona Sector is a combination arrival/departure/enroute sector and is responsible for:

a. San Gabriel Valley airport, Brackett airport, Chino airport, Riverside Municipal airport, Fla-Bob, Corona, and Cable airport arrivals and departures.
b. Ontario airport departures routed westbound and over PDZ VORTAC.
c. Sequencing enroute and arrival traffic to adjoining sectors on internal flows.
d. Sequencing all Ontario airport arrivals during east traffic.
e. Sequencing enroute traffic along V21, V186, V197, V363, V388, V394, and V442.
f. Class C services.

4-2. SECTOR SPECIFIC DUTIES AND RESPONSIBILITIES (RESERVED)

4-3. COORDINATED HANDOFF PROCEDURES

a. From Pomona Sector to:

SECTOR	TYPE	DEST/RTE	ALT	HDG/INFO
ZLA 27 **LAX W**	JM	POM/SNSHN SID	C130	ZLA has control
VALLEY	JM	LNDG BUR, SMO, VNY via THRNE STAR	Descend via	On the STAR or direct VNY (BUR, VNY) or DARTS (SMO)
VALLEY **LAX E**	J	Via SNSHN/POM DP	C90	On the route. Moorpark control at POM.
NORTON	JMPQ	NIKKL/RAJEE SID	A/C70	Norton has control.

b. To Pomona Sector from:

SECTOR	TYPE	DEST/RTE	ALT	HDG/INFO
NORTON	JM	LNDG BUR, VNY, SMO via THRNE STAR	Descend via	On the route
NORTON **ONT E**	JM	LNDG ONT 08L/R via the appropriate STAR or direct PDZ	A60	On the appropriate STAR or DRCT PDZ
TUSTIN **SNA S**	J	LNDG ONT via KARLB STAR	Descend via	On the route. Pomona control for descent to 60 and turns northbound.
PACIFIC **SNA N**	J	LNDG ONT via KARLB STAR	Descend via	On the route. Pomona control for descent to 60 at turns northbound.

SECTION 5. NORTON SECTOR

5-1. SECTOR OPERATIONS

The Norton Sector is a combination arrival/departure/enroute sector and is responsible for:

a. Sequencing Ontario arrivals during Ontario west traffic.
b. Sequencing San Bernardino, March Field, French Valley, Perris Valley, Hemet and Redlands departures and arrivals
c. Sequencing enroute traffic along V16, V21, V64, V186, V388 and V442.
d. Sequencing enroute and arrival traffic to adjoining sectors on internal flows.
e. Sequencing Ontario arrivals to Pomona Sector during Ontario east traffic.
f. Class C services.

Empire area has control at or below 160 on all handoffs from ZLA unless otherwise noted below.

5-2. SECTOR SPECIFIC DUTIES AND RESPONSIBILITIES (RESERVED)

5-3. COORDINATED HANDOFF PROCEDURES

a. From Norton Sector to:

SECTOR	TYPE	DEST/RTE	ALT	HDG/INFO
POMONA	JM	LNDG BUR, VNY, SMO via THRNE STAR	Descend via	On the route
POMONA **ONT E**	JM	LNDG ONT 08L/R via the appropriate STAR or direct PDZ	A60	On the appropriate STAR or DRCT PDZ
FEEDER **LAX W**	J	LAX **LAX W**	A120	V388 LENHO SEAVU SEAVU Arrival
ZLA 30	JMPQ	NIKKL/RAJEE SID	A/C130	ZLA control vectors south at 120
SPRINGS	JM	Palmplex arrivals via SIZLR STAR	Descend via	On the STAR
	JMPQ	Palmplex arrivals via V137	A140	On the route. Cross MORON A140.
TUSTIN **SNA S**	JM	LNDG SNA, LGB, SLI, FUL, via V283 or KAYOH arrival	A80	Cross FRETS at and maintain 8000, 220 KTS. Tustin control at FRETS.
	JM	LNDG SNA via RNAV Z 20R	Cleared approach	Cleared for approach.
		LNDG LGB or SNA via DSNEE STAR	Descend via	On the DSNEE arrival. Tustin control at DSNEE to remain south of a line drawn from BONVY to PRADO. Remain clear of Pomona sector.
PACIFIC **SNA N**	JM	ROOBY STAR	Descend via	On the route. Pacific control at SLPPR.

b. To Norton Sector from:

SECTOR	TYPE	DEST/RTE	ALT	HDG/INFO
POMONA	JMPQ	NIKKL/RAJEE SID	A/C70	Norton has control.
SPRINGS	JM	LNDG Empire Area	A130	SETER STAR or on route. AHLEX at 130
		LNDG Burbank Area	A100 or A120	On the Route
		LNDG Coast Area on KAYOH STAR		DEWAY..FRETS Norton Sector has control.
		LNDG ONT via SCBBY STAR	Descend via	On the route. Norton Sector has control and responsible for PO
		LNDG BUR via THRNE STAR		
	JMPQ	LNDG Empire Area	A100	Via V388. Norton Sector has control.
		Enroute	A 100 or A/A 100 C120	
		V64	A120	Norton Sector has control.
ZLA 27	JM	LNDG EMPIRE AREA	Cross FLAVR A140	Via the appropriate STAR
ZLA 30	JM	LNDG ONT via SCBBY STAR	Descend via	On the route
		LNDG Burbank Area via THRNE		Norton PO to Springs
		LDNG ONT via SETER	A120	
ZLA 37	JMPQ	ZIGGY STAR	A120	On the route. Cross DAWNA at 120.
	JM	LNDG SNA/LGB via ROOBY/DSNEE STAR	Descend via	On the STAR
	JMPQ	LNDG Coast area via KAYOH STAR	A130/160	On the STAR. Cross DAWNA at 130.
	JMPQ	V137	A160	On the route. Cross HITOP At 160.
		SIZLR STAR	Descend via	On the STAR
ZLA 40	JM	LNDG SNA/LGB via ROOBY/DSNEE STAR	Descend via	On the STAR
	JMPQ	LNDG Coast area via KAYOH STAR	A160	On the STAR. Cross AHLEX at 160.
	JM	LNDG ONT via SCBBY STAR	Descend via	On the route

SECTION 6. SPRINGS SECTOR

6-1. SECTOR OPERATIONS

The Springs sector is a combination enroute/arrival/departure sector and is responsible for:

a. Sequencing PSP, UDD, and TRM airport arrivals and departures.
b. Sequencing enroute traffic along V388, V386, V16, V137, V514, V208, and V370.
c. TRSA services.

Empire Area has control at or below 160 on all handoffs from ZLA unless otherwise noted below.

6-2. SECTOR SPECIFIC DUTIES AND RESPONSIBILITIES (RESERVED)

6-3. COORDINATED HANDOFF PROCEDURES

a. From Springs sector to:

SECTOR	TYPE	DEST/RTE	ALT	HDG/INFO
NORTON	JM	LNDG Empire Area	A130	SETER STAR or on route. AHLEX at 130
		LNDG Burbank Area	A100 or A120	On the Route
		LNDG Coast Area on KAYOH STAR		DEWAY..FRETS Norton Sector has control.
		LNDG ONT via SCBBY STAR	Descend via	On the route. Norton Sector has control and responsible for PO
		LNDG BUR via THRNE STAR		
	JMPQ	LNDG Empire Area	A100	Via V388. Norton Sector has control.
		Enroute	A 100 or A/A 100 C120	
		V64	A120	Norton Sector has control.
ZLA 37	JMPQ	Via YUCCA/V386	A/C150	On the route. ZLA has control
ZLA 39	JMPQ	Deps via FUSBL/TNP	A/C150	Or lower filed altitude. On the route. ZLA has control.
ZLA 40	JMPQ	RNAV Via HWRRD/JEEON SID		
		Non-RNAV Direct BLH over or south of CONES		

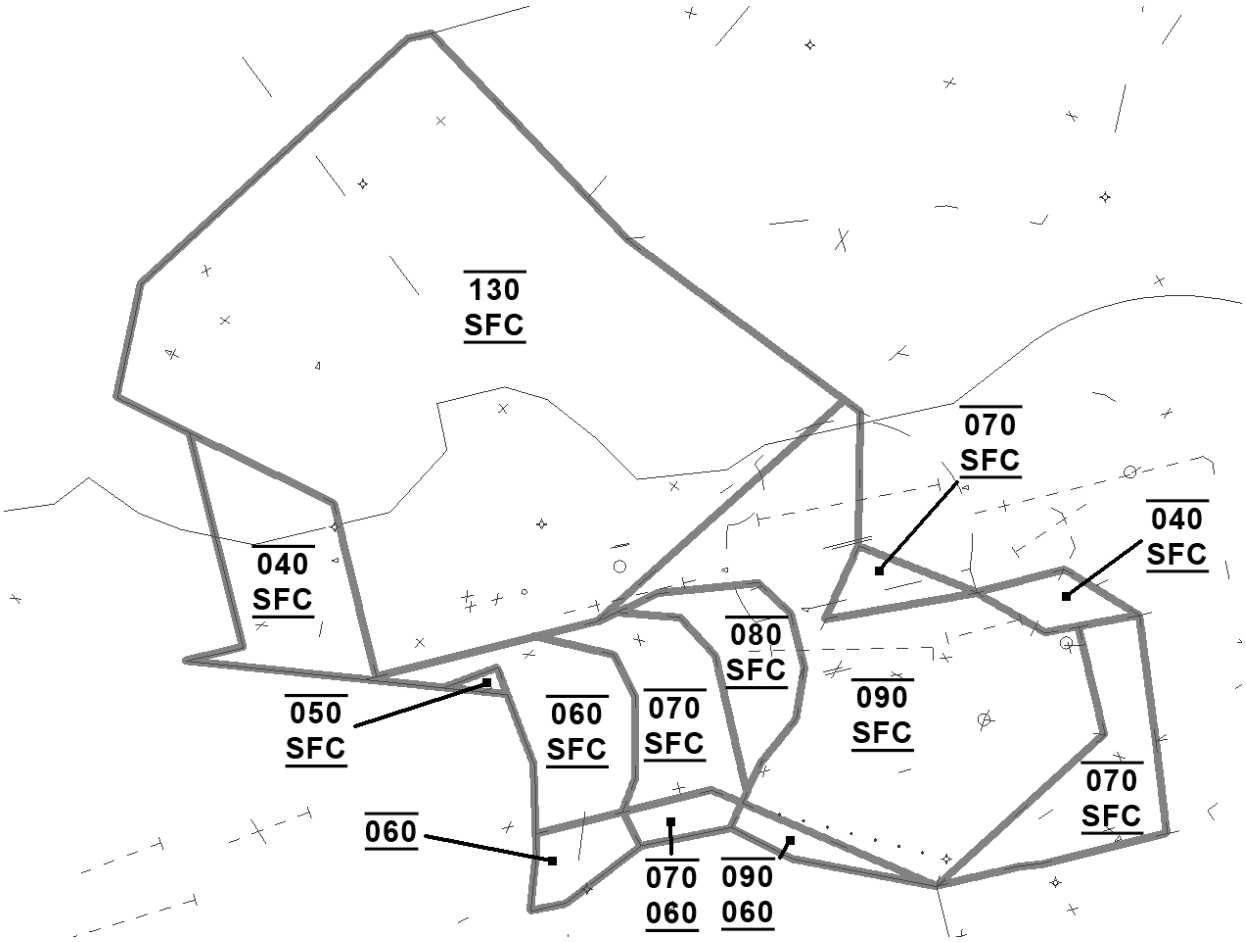
b. To Springs sector from:

SECTOR	TYPE	DEST/RTE	ALT	HDG/INFO
NORTON	JM	Palmplex arrivals via SIZLR STAR	Descend via	On the STAR
	JMPQ	Palmplex arrivals via V137	A140	On the route. Cross MORON A140.
ZLA 39	JMPQ	Empire via SETER STAR	A160	Cross PSP A160
		Empire or Burbank Area via RNAV (SCBBY, THRNE)	Descend via	Norton responsible for point outs on THRNE
		BUR/VNY/SMO **LAX E**		Via BUGGA
ZLA 40	JM	RNAV Palmplex arrivals from the east via RDBUL STAR	Descend via	On route with appropriate runway transition. RWY 31 trsn when twrs clsd.
		Non-RNAV Palmplex arrivals via CLOWD STAR	A100	On the STAR. Cross CLOWD at 100/250kts.
	PQ	Palmplex arrivals via CLOWD STAR	A090	On the STAR. Cross CLOWD at 9000.

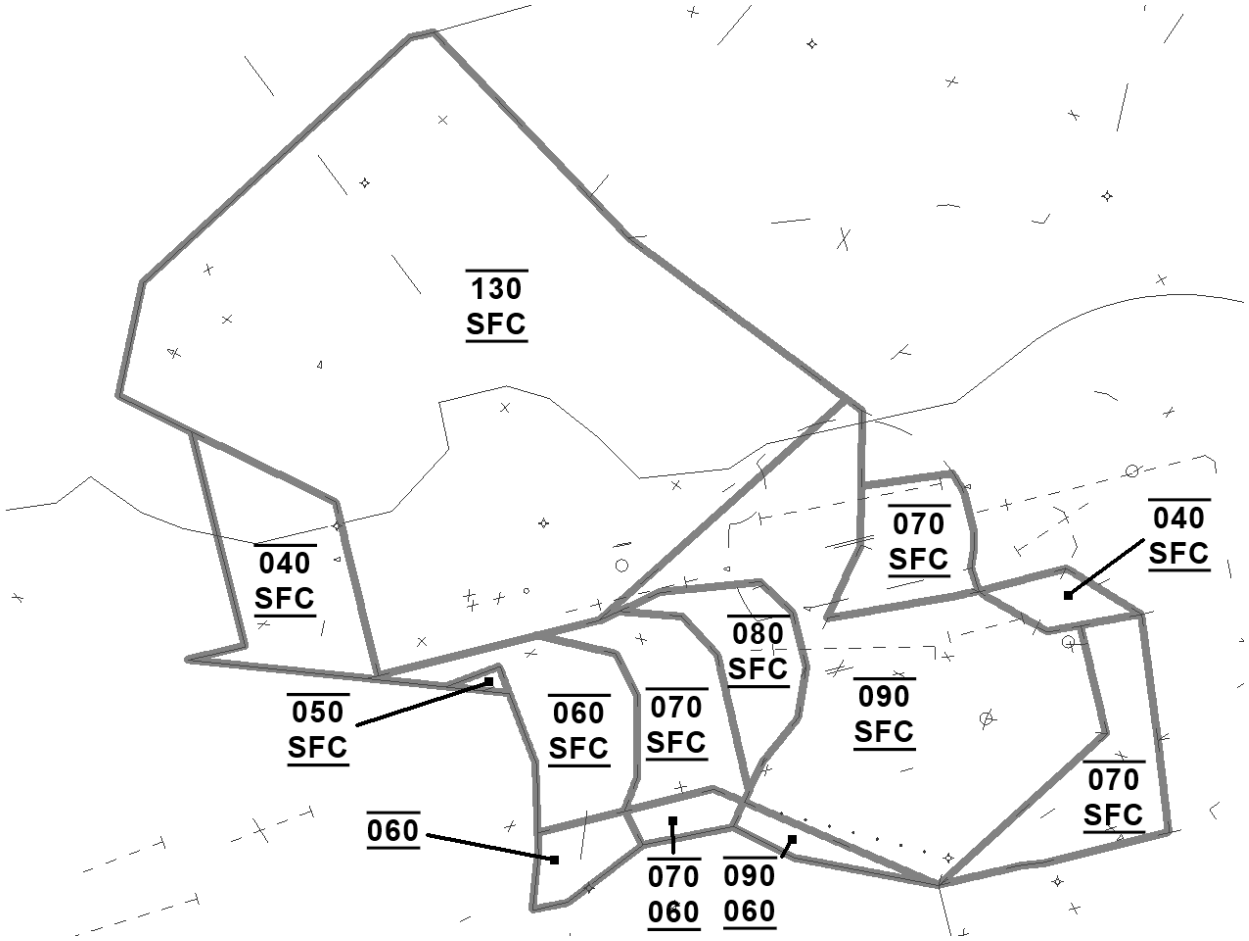
SECTION 7. EMPIRE AREA MAPS

7-1. POMONA SECTOR

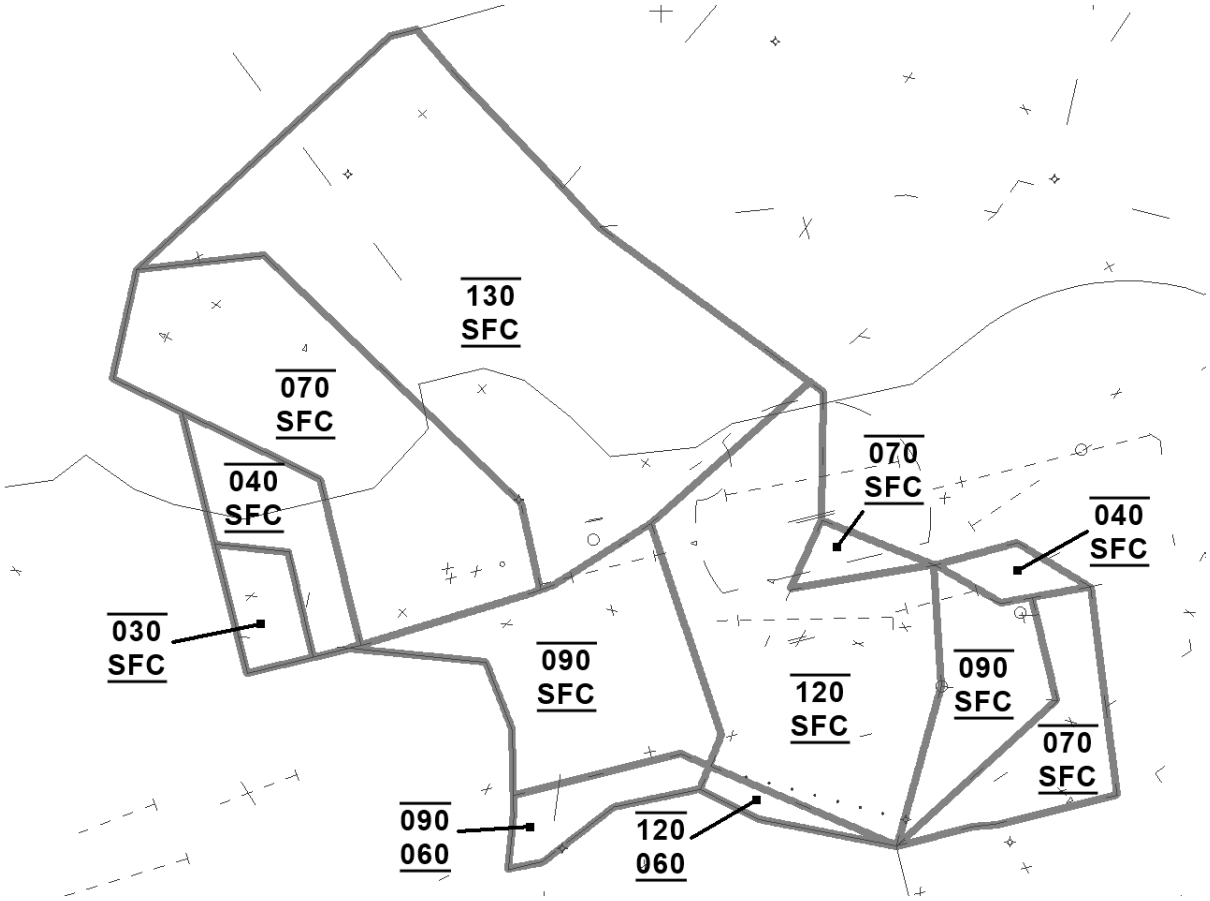
a. POMONA SECTOR - LAX WEST, ONT WEST



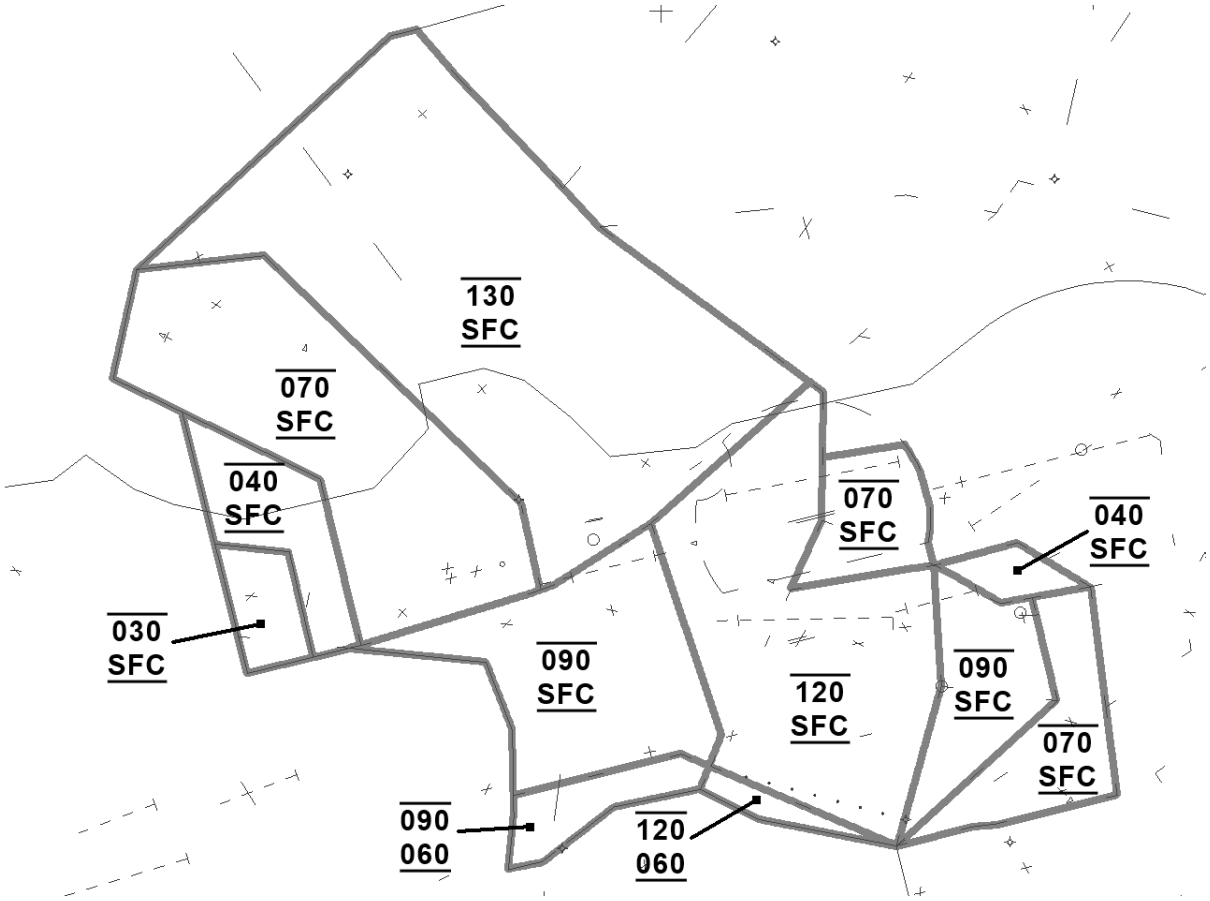
b. POMONA SECTOR - LAX WEST, ONT EAST



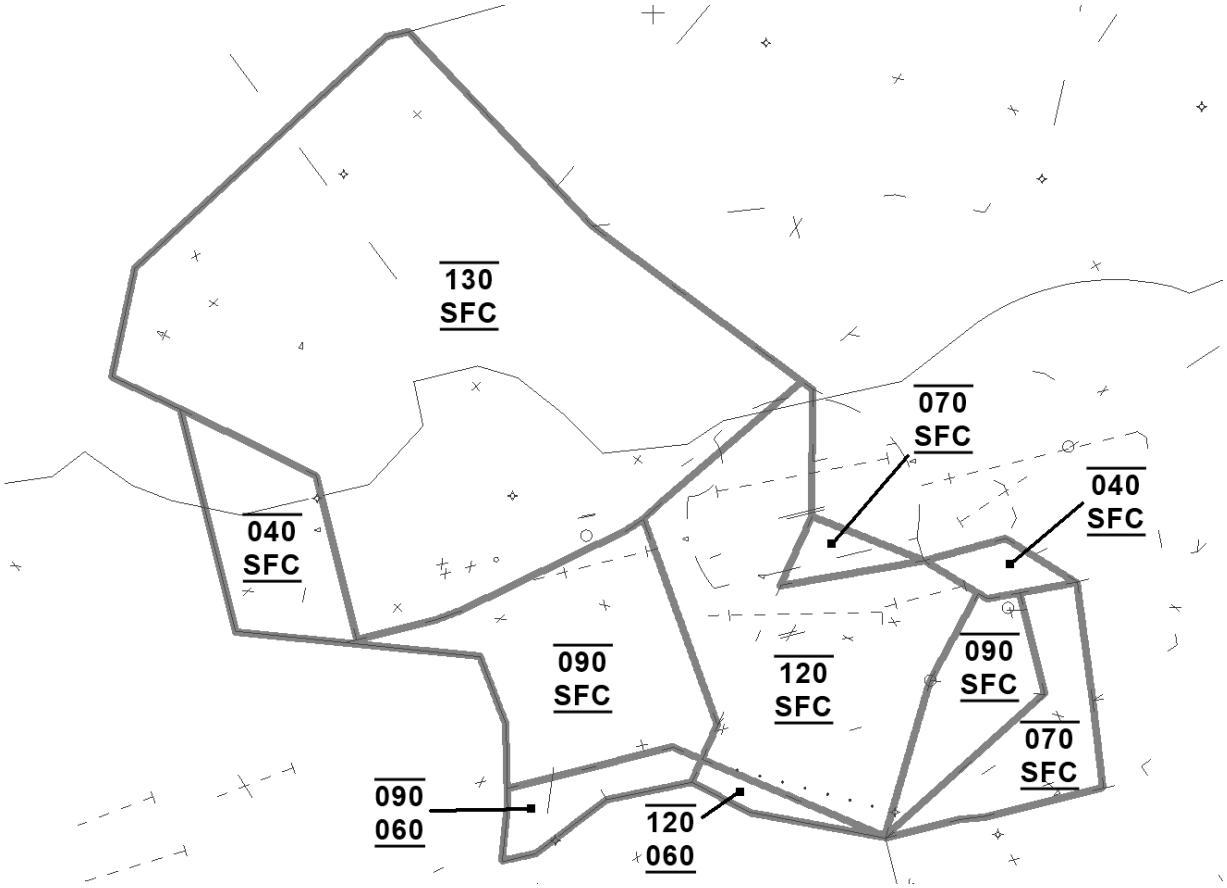
c. POMONA SECTOR - LAX EAST, ONT WEST



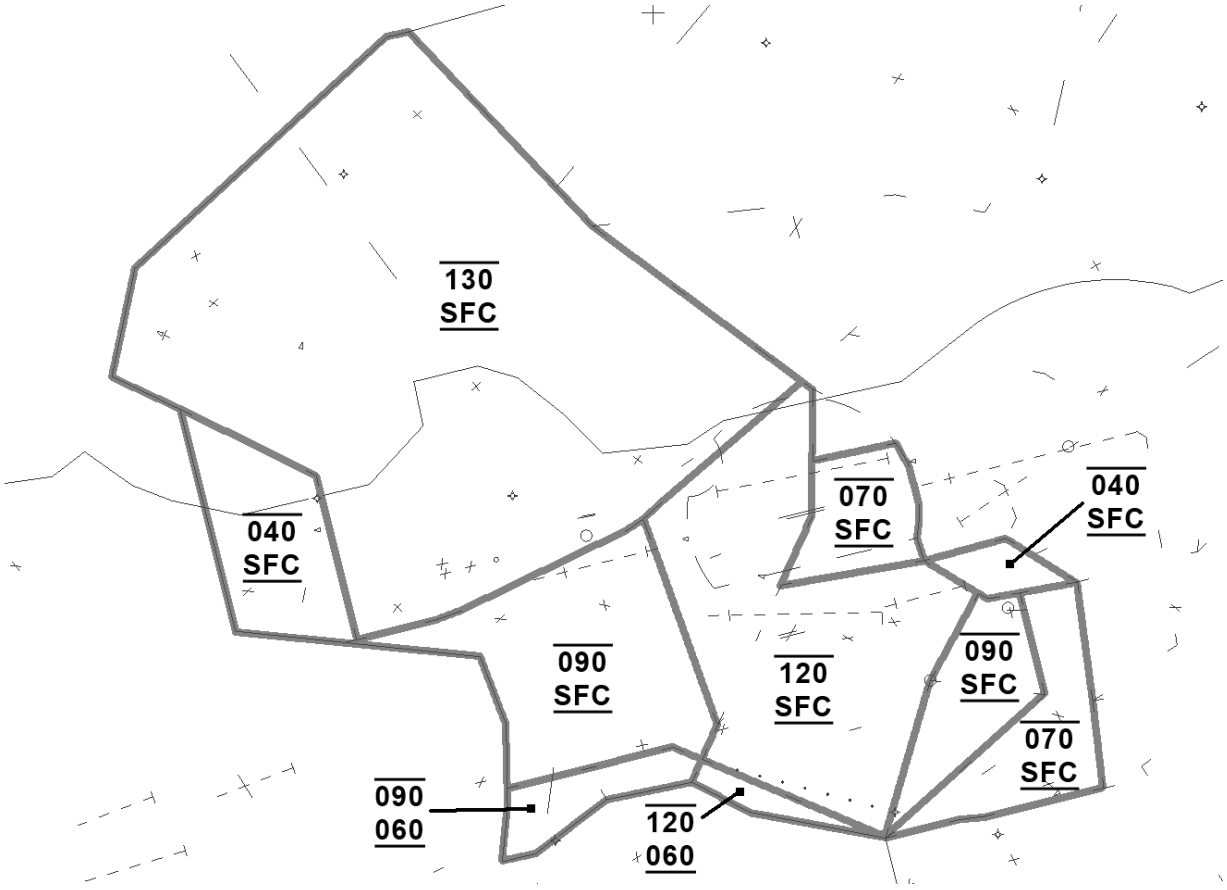
d. POMONA SECTOR - LAX EAST, ONT EAST



e. POMONA SECTOR - LAX OVER OCEAN, ONT WEST

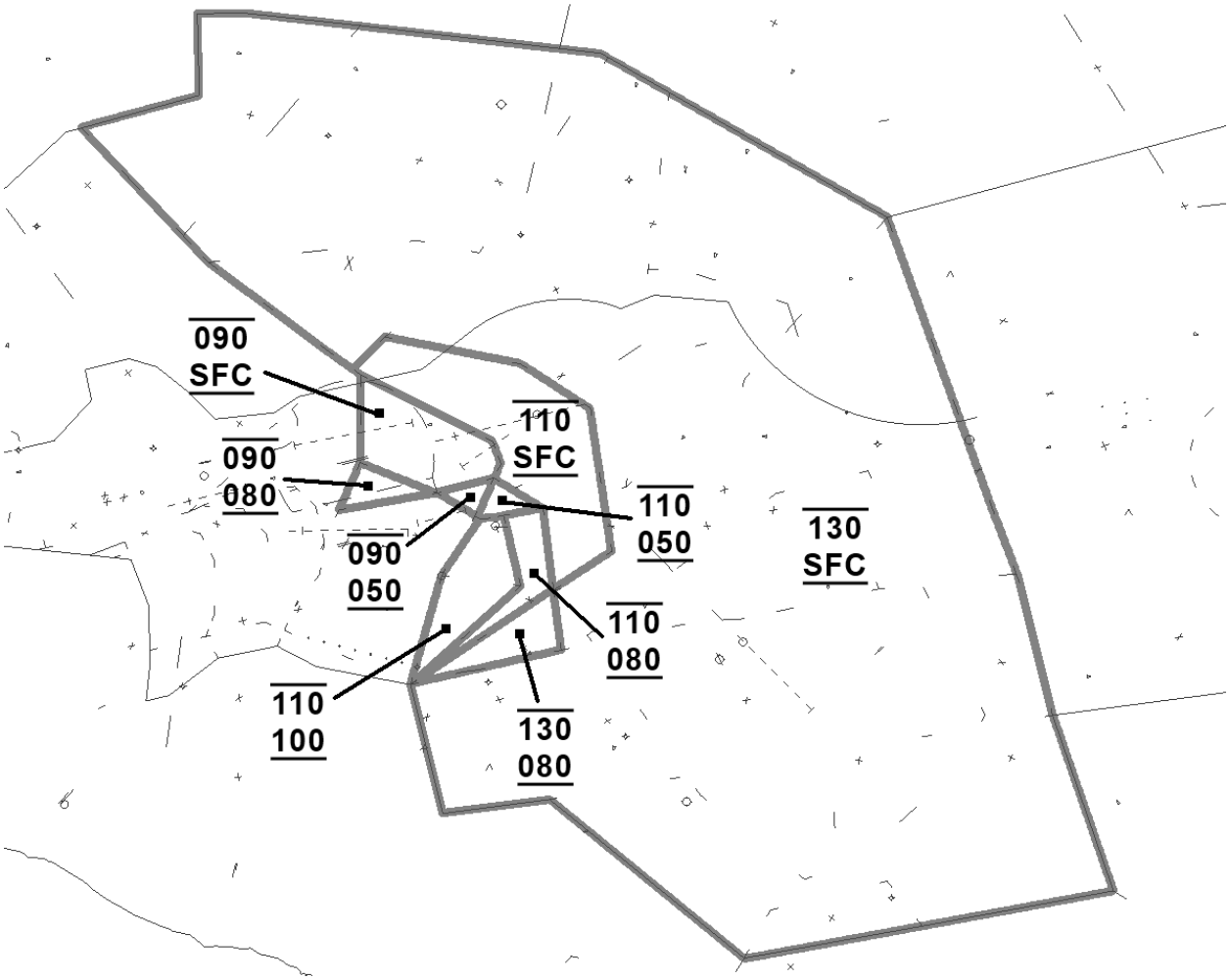


f. POMONA SECTOR - LAX OVER OCEAN, ONT EAST

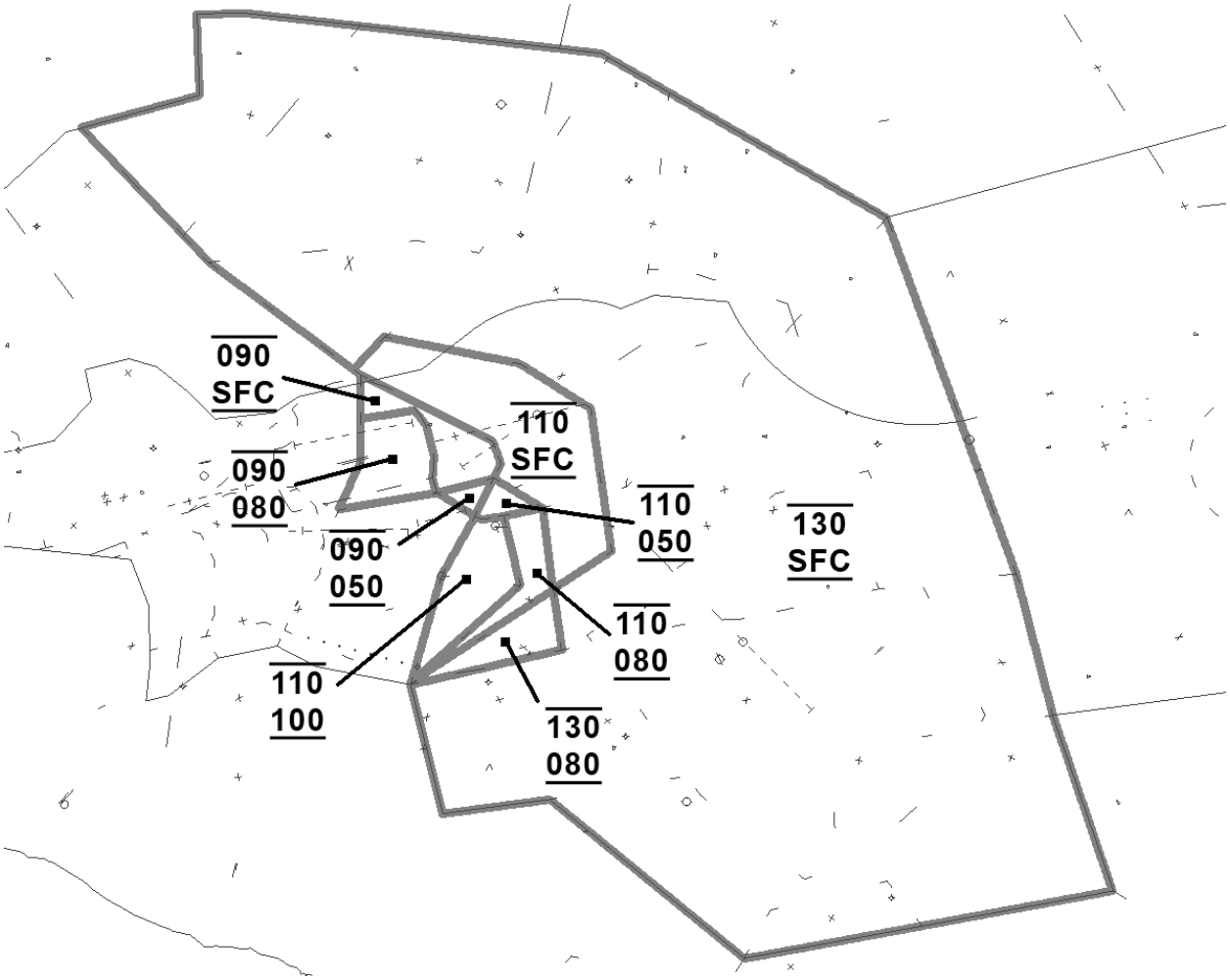


7-2. NORTON SECTOR

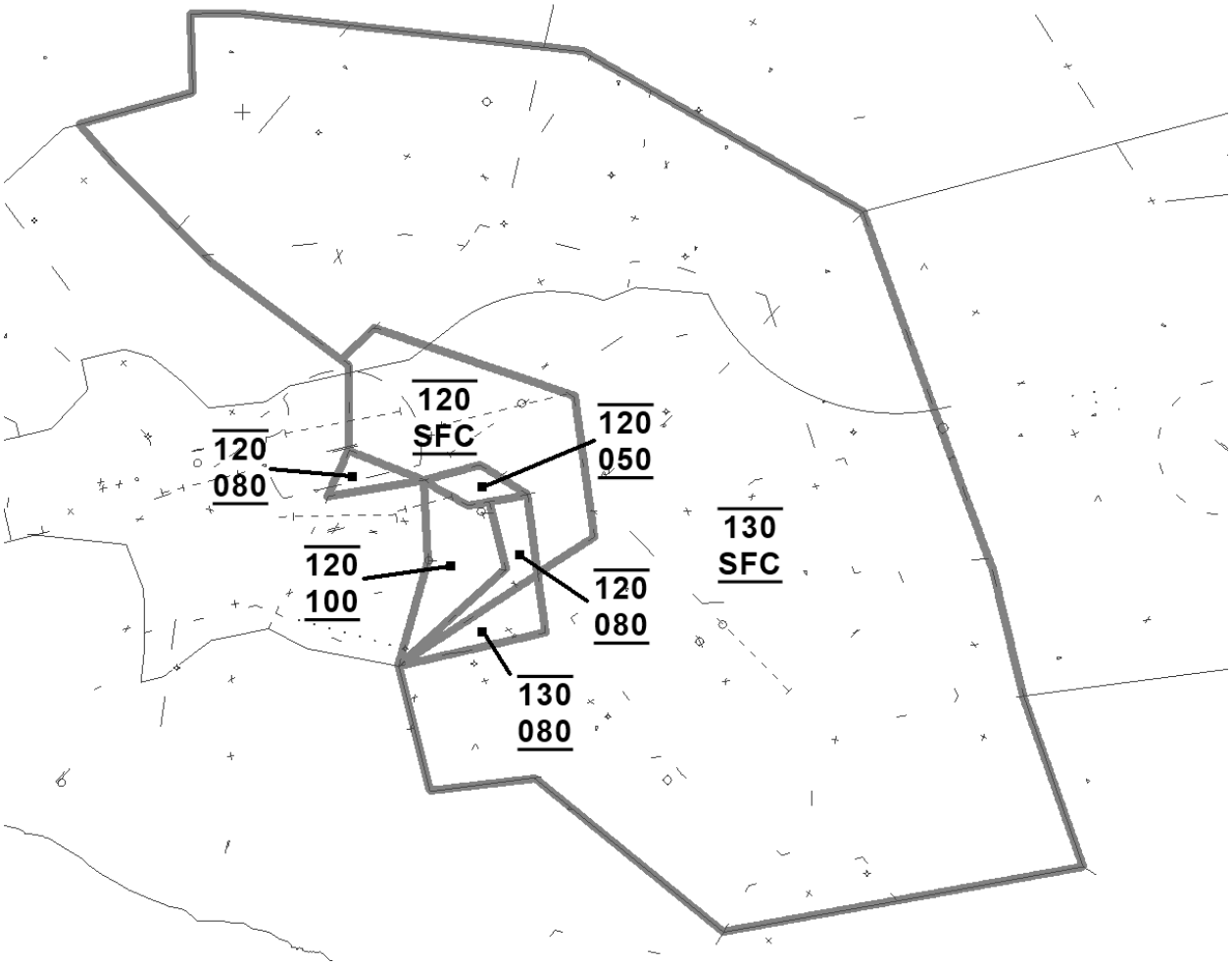
a. NORTON SECTOR - LAX WEST, ONT WEST



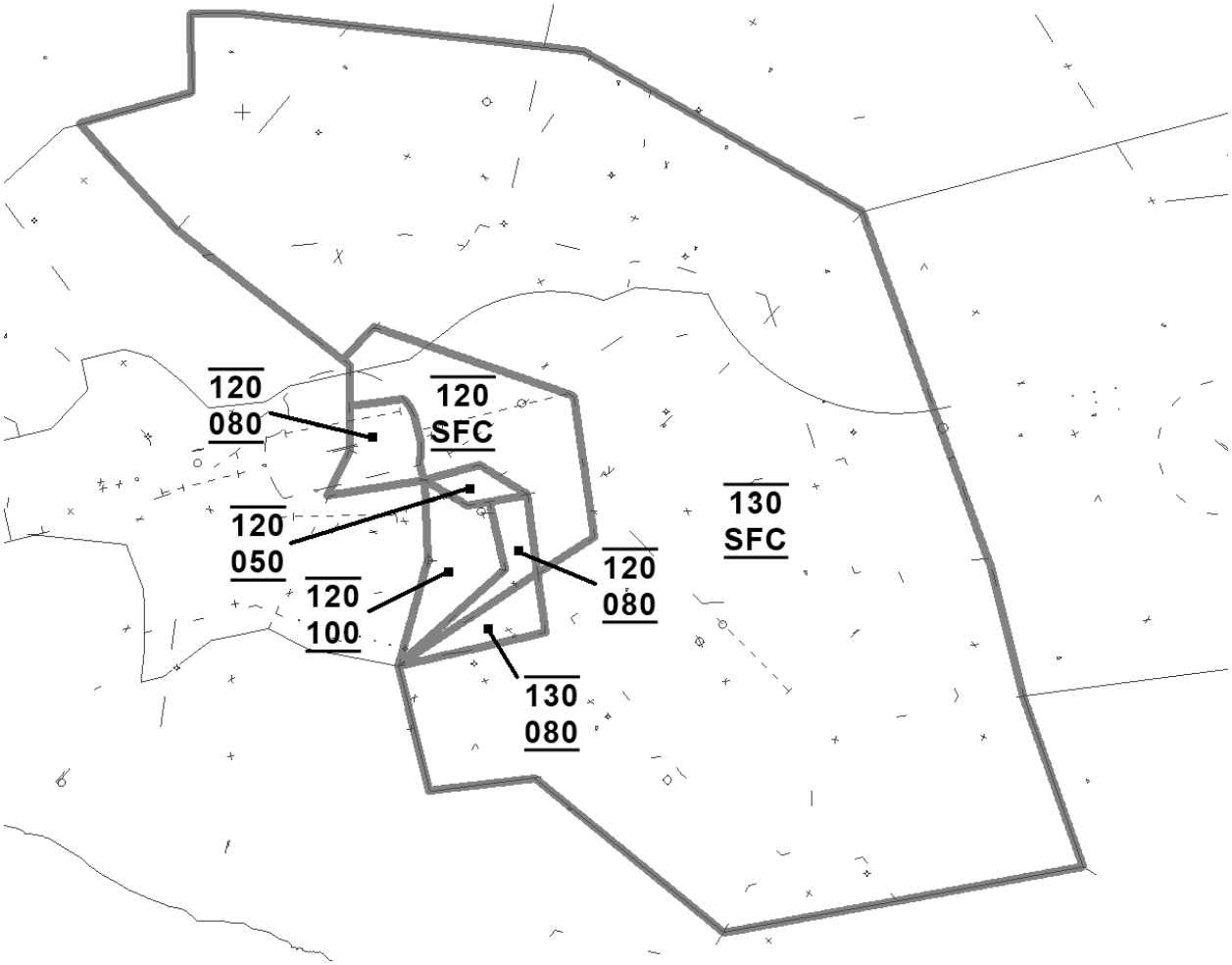
b. NORTON SECTOR - LAX WEST, ONT EAST



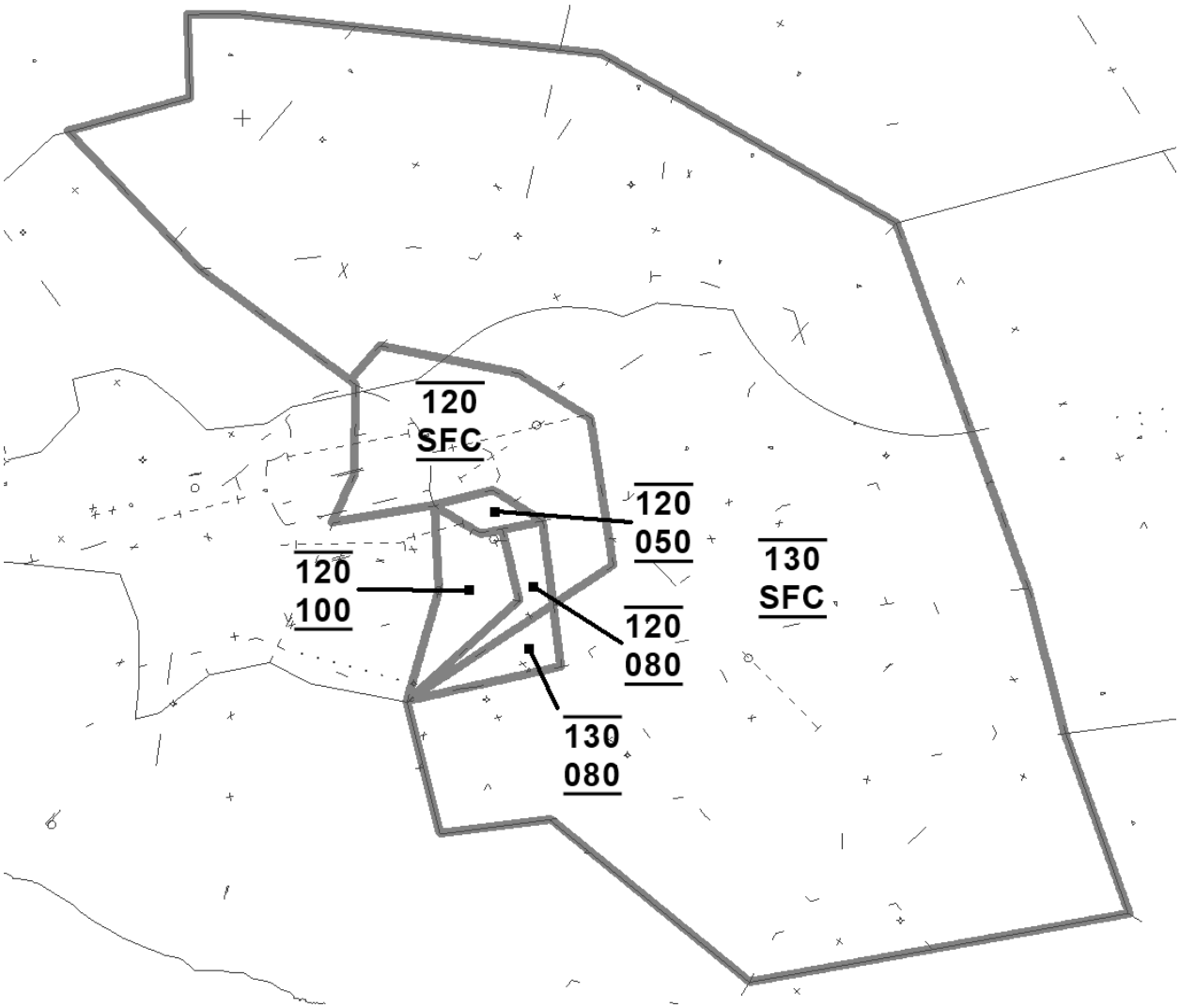
c. NORTON SECTOR - LAX EAST, ONT WEST



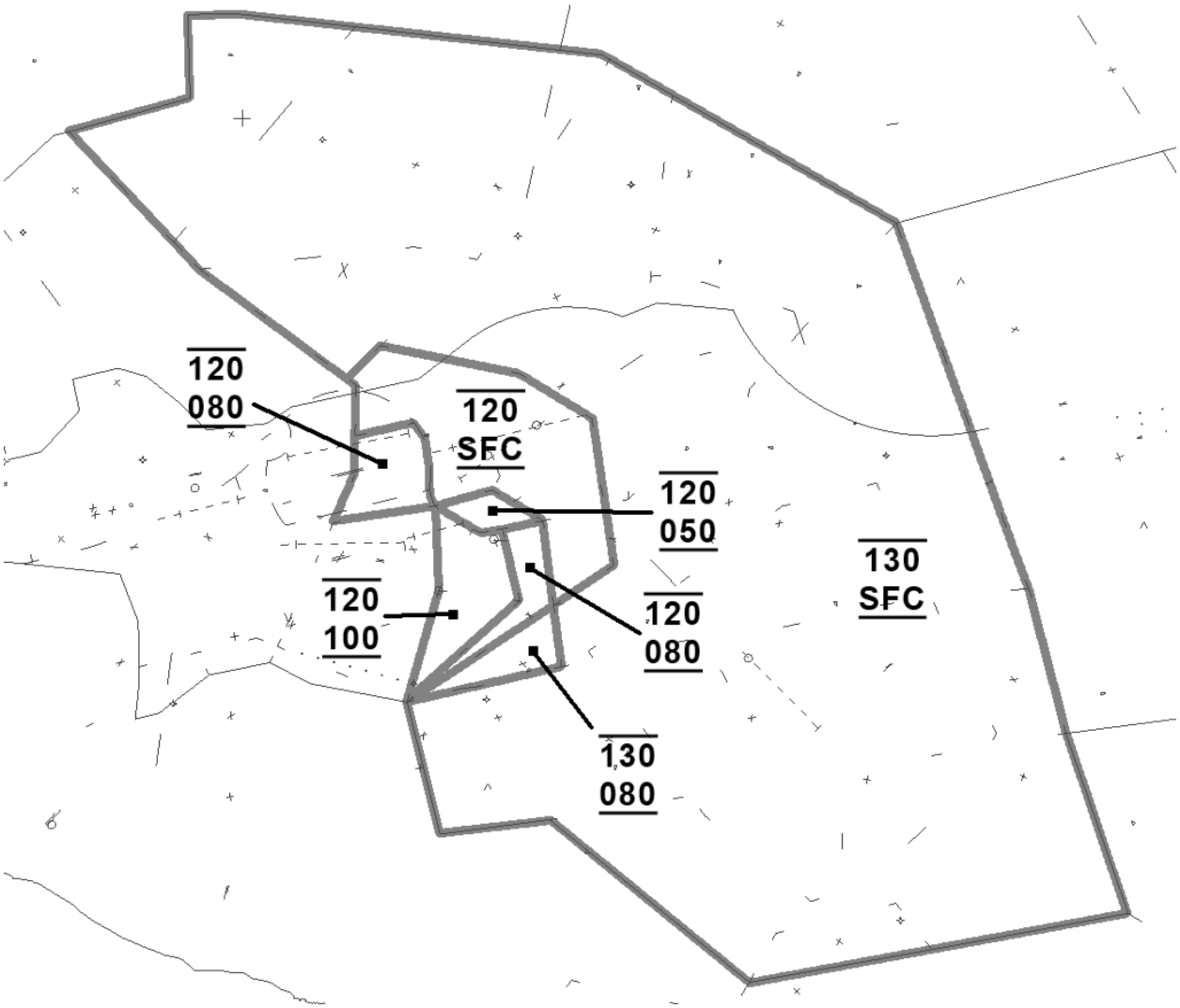
d. NORTON SECTOR - LAX EAST, ONT EAST



e. NORTON SECTOR - LAX OVER OCEAN, ONT WEST



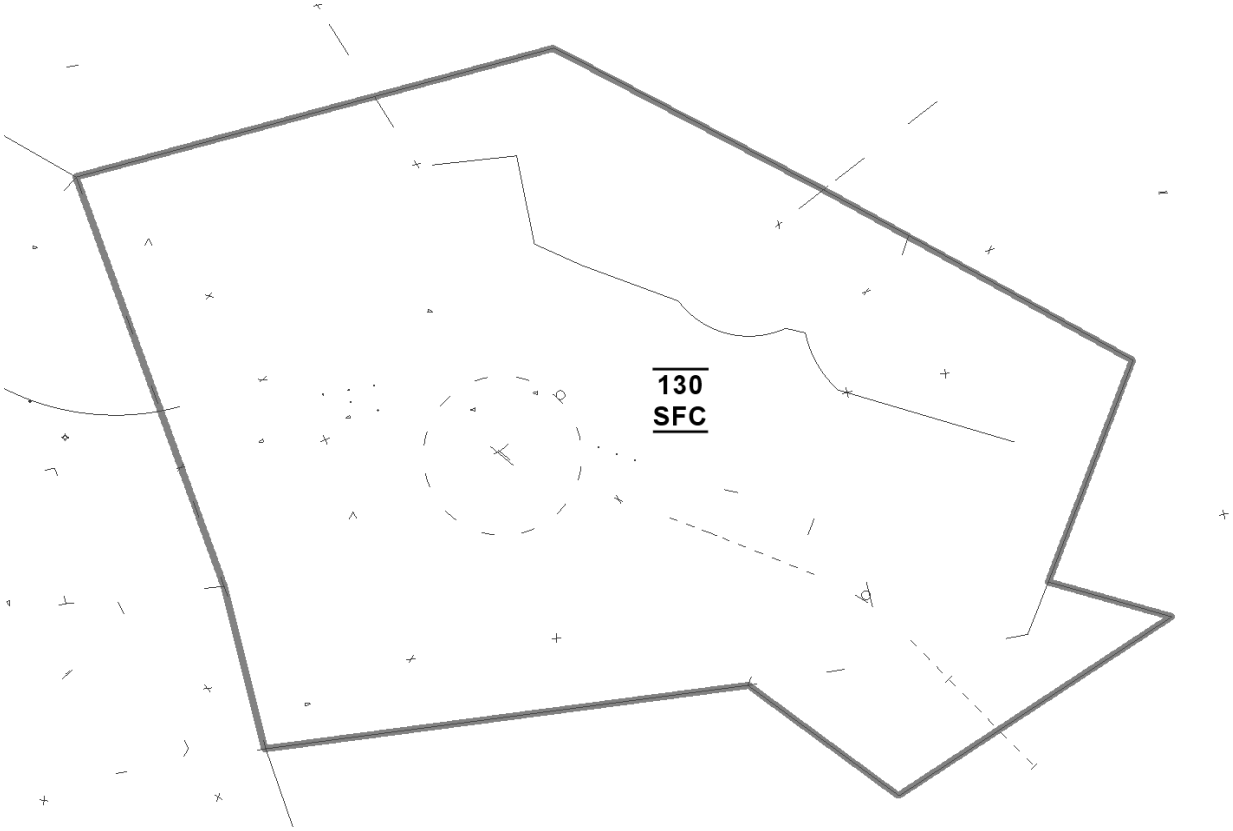
f. NORTON SECTOR - LAX OVER OCEAN, ONT EAST



7-3. SPRINGS SECTOR

a. SPRINGS SECTOR - ALL CONFIGURATIONS

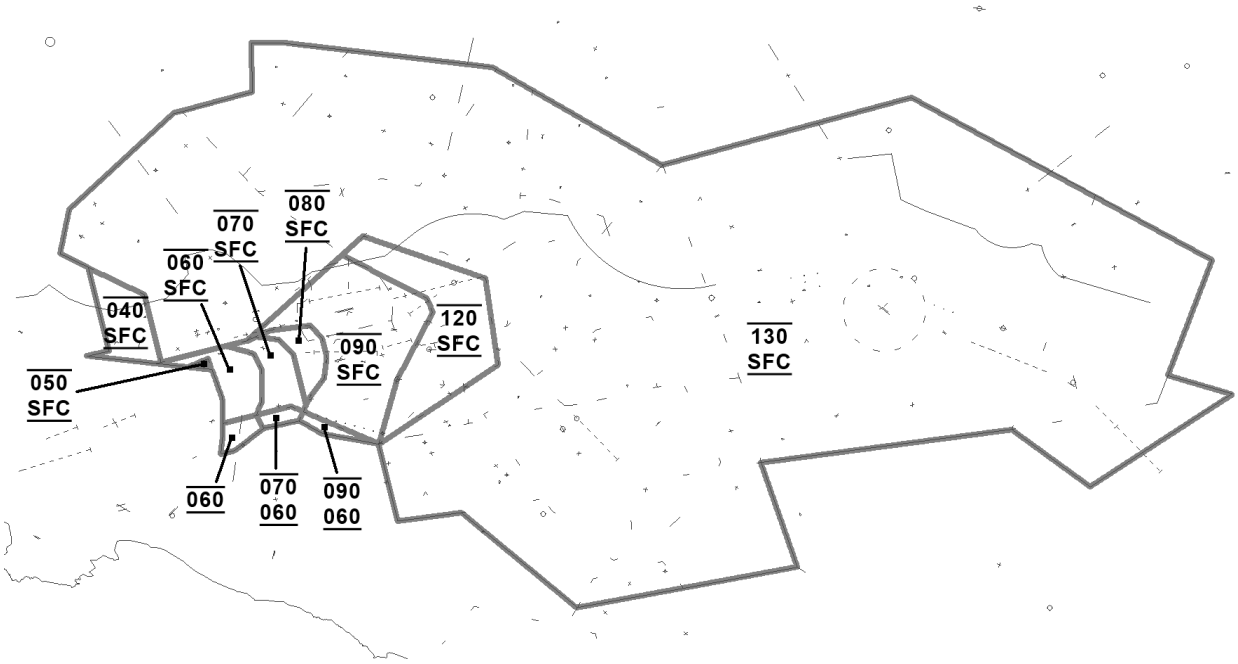
NOTE: Springs airspace extends SFC to 150.



7-4. EMPIRE AREA COMBINED

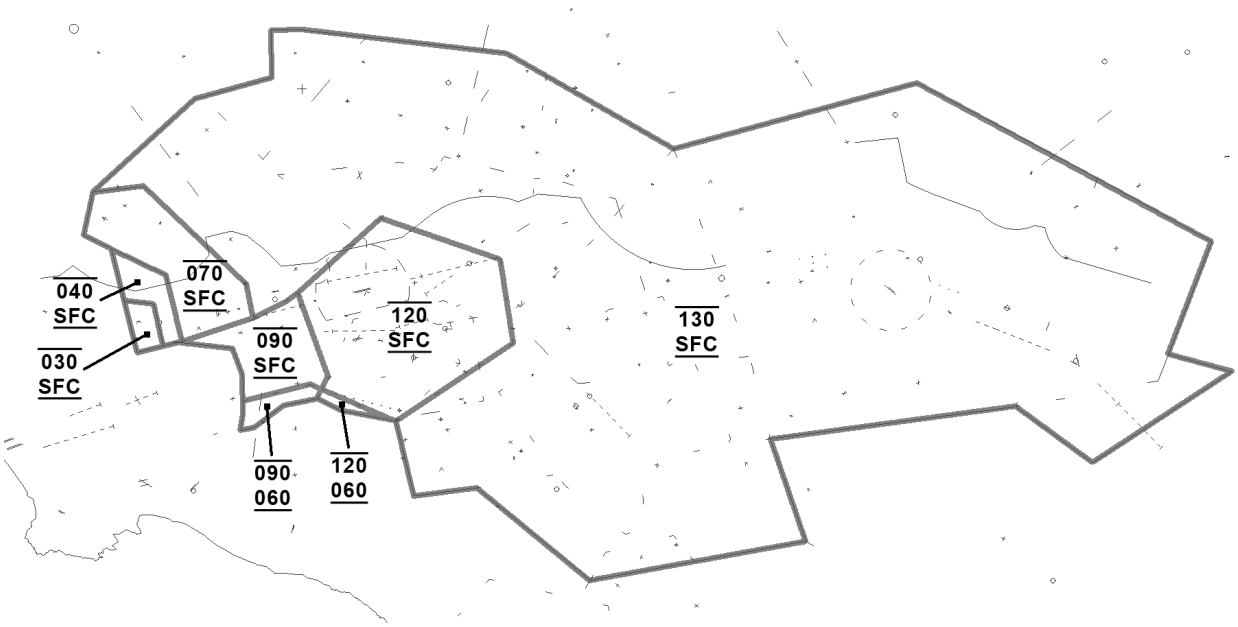
a. EMPIRE AREA - LAX WEST

NOTE: Springs airspace extends SFC to 150.



b. EMPIRE AREA - LAX EAST

NOTE: Springs airspace extends SFC to 150.



c. EMPIRE AREA - LAX OVER OCEAN

NOTE: Springs airspace extends SFC to 150.