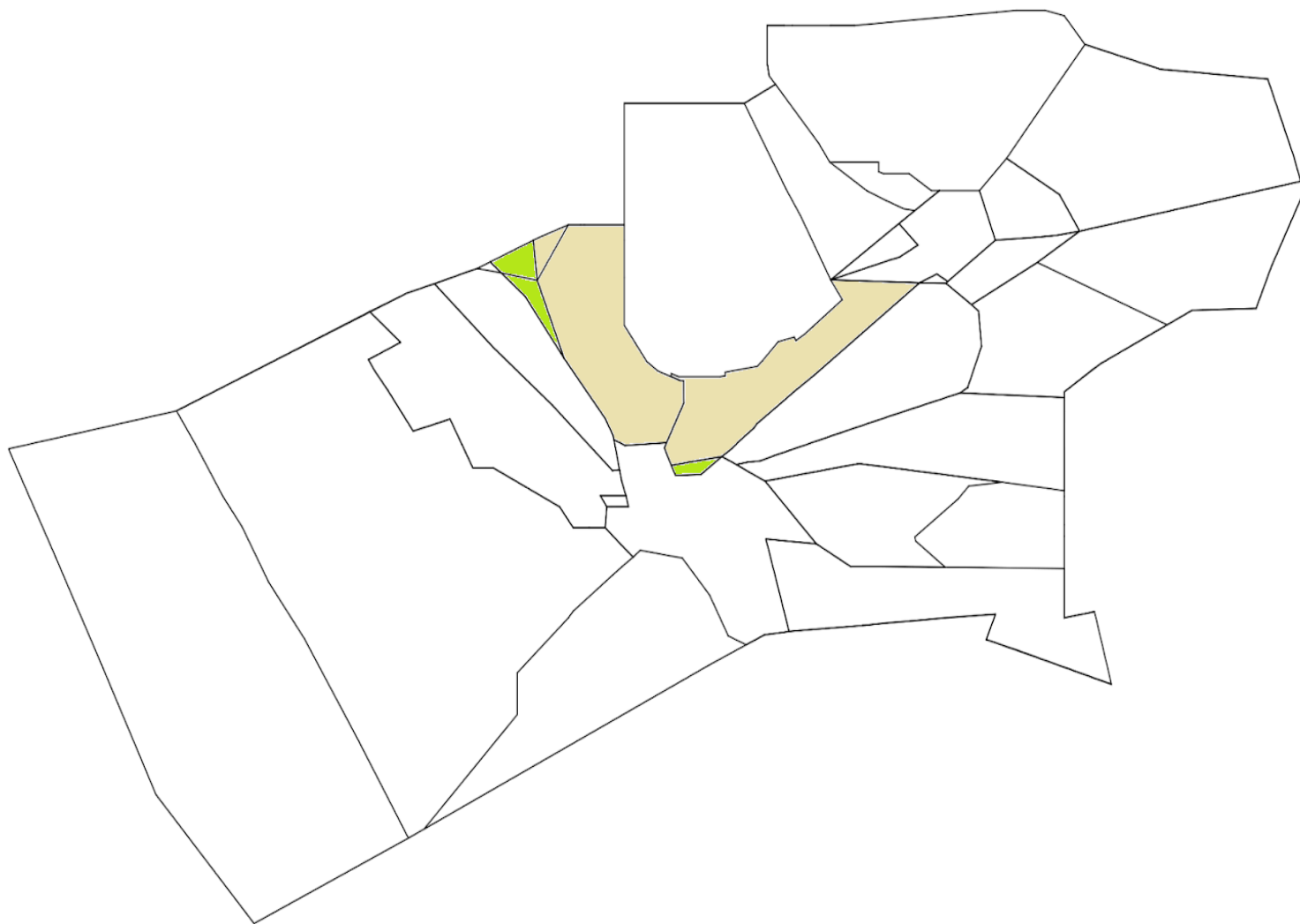


**VATSIM LOS ANGELES ARTCC  
AREA B STANDARD OPERATING PROCEDURES**

**June 2024**



# **VATSIM LOS ANGELES ARTCC STANDARD OPERATING PROCEDURES**

## **FOREWORD**

This document establishes facility Standard Operating Procedures for Los Angeles Center Area B in the VATSIM Los Angeles ARTCC and is intended for use when this Area is being worked as a single Area or consolidated with adjacent areas. It is also intended for use when working any individual sector within Area B. All controllers shall adhere to these policies and use their best judgment when encountering situations not covered by this SOP.

This document is to be used for simulation purposes only; it is not authorized for or intended for real world use.

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### Change Notices

Version	Date	Explanation of Changes
1.00	23JUN24	Initial Version

**CHAPTER 1. GENERAL**  
**Section 1. Split Information**

**1-1-1. AREA CONSOLIDATION**

When LA Center is combined, controllers shall connect as **Sector 25** using frequency **126.525**.  
 When LA Center is split into two or more positions, sectors should first be split out by Area, then by individual sector. Sectors shall be recombined east to west, then areas east to west..

AREA	COMBINES TO	SECTORS
A	25	25, 26, 28
B	27	27, 38
C	39	37, 39, 40, 60
D	16	16, 34, 54
E	30	30, 31
F	35	35, 53

## CHAPTER 2. AREA B SECTOR INFORMATION

### Section 1 - General Information

#### 2-1-1. GENERAL

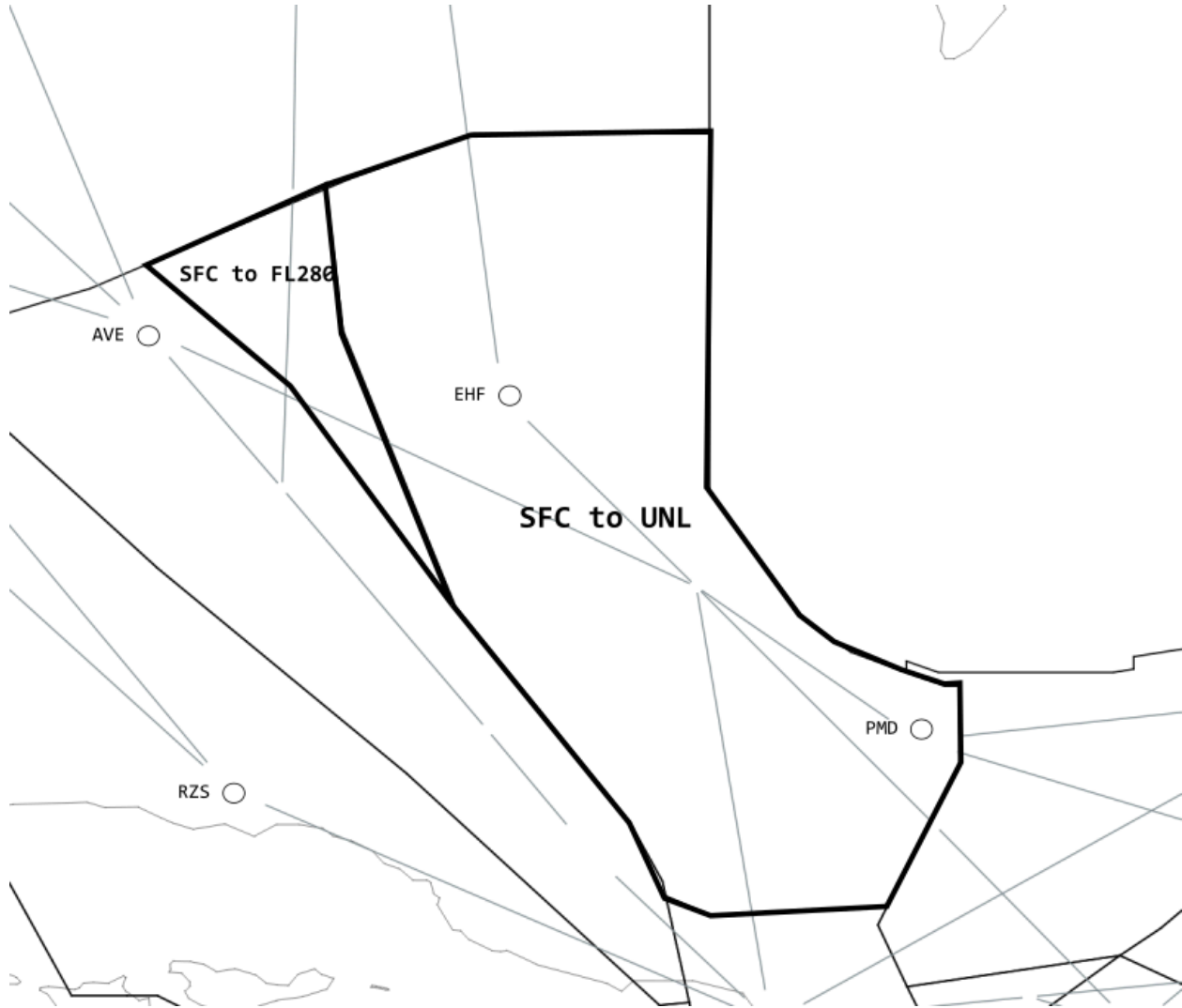
The information contained in this chapter is applicable to all sectors within Area B. Controllers are required to comply with all applicable Letters of Agreement (LOA), and shall additionally reference Section 3 of the Combined Center SOP for crossing and descent information to TRACONS for which no LOA exists.

Area B is responsible for working the Joshua Control Facility (JCF) including the Edwards area (Sport Control) when it is offline. Area B is also responsible for working the Bakersfield Up/Down (BFL) when it is offline.

#### 2-1-2. SECTORS NORMALLY COMBINED

- a. Area B combines on Sector 27.
  - i. Sector 38 combines on Sector 27.
- b. Normal area configurations:
  - i. **Area A** - Sector 25 (25, 26, 28)
  - ii. **Area B** - Sector 38 (27, 38)
  - iii. **Area C** - Sector 39 (37, 39, 40, 60)
  - iv. **Area D** - Sector 16 (16, 34, 54)
  - v. **Area E** - Sector 30 (30, 31)
  - vi. **Area F** - Sector 35 (35, 53)
  - vii. **Combined** - Sector 25 (Areas A, B, C, D, E, F)

**Area B Section 2  
Sector 27**



**Vertical Limits - Surface to unlimited except:**

SHELF	ALTITUDES
26/27	Surface to FL280

### **2-2-1. NARRATIVE AND CONFLICT POINTS**

Sector 27 is a very complex sector with many climbing and descending aircraft. Departures from KBUR, KLAX, KONT or KSNA via: COREZ/CSTRO/GMN/EHF conflict with Ontario Complex arrivals and Palm Springs Complex arrival traffic that must be descended. This often requires stopping the climb of departures, or a vector off course. San Diego en-route traffic, both north and southbound, also presents a problem, especially as some pilots make requests for an early descent on the COMIX arrival.

Sector 27 also works a large volume of traffic from Bay Area airports southeast bound. Sector 27 normally works with Bakersfield (BFL) TRACON, Joshua Control Facility (JCF), Navy Lemoore Approach Control (NLC) and Oakland ARTCC (ZOA). V12 and PMD251R traffic is handed off to Sector 27, as well as aircraft on the PMD Transition of the SADDE STAR or aircraft on the IRNMAN STAR routed over FRASR.

Be advised the terrain requirements north of the KVNY and KBUR airports necessitate high MEAs and MIAs. Departures routed via YAAPY/PMD will cross Sector 27 but be handed off to Sector 38. Sector 38 has control.

Coordination with Oakland Center (ZOA): Sector 27 coordinates with ZOA Sectors 11, 13, and 15. ZOA 11 and 13 are northwest of AVE and hand off KLAX arrivals to Sector 26. ZOA Sector 15 is located between R-2508 and ZOA 13. It works J5, J7 and J65 traffic to and from CSTRO and EHF. ZOA Sector 16 is a low altitude sector handling KNLC and KFAT arrivals.

Sector 27 borders ZOA Sector 15 on the north, ZLA Sector 26 to the west, Sector 38 to the southeast and Sector 30 to the south. It also shares a common boundary to the east with JCF.

*Sector 27 assumes responsibility for working the Bakersfield Up/Down (BFL) when it is offline.*

### **2-2-2. APPROACH CONTROL AIRSPACE DELEGATION**

- a. SCT Burbank Area: There are 2 Burbank sectors that are assigned 13,000' and below: Moorpark and Valley.
  - i. Moorpark: The Moorpark Sector works KLAX, KVNY, and KBUR departures to GMN. The Moorpark Sector also works KVNY and KBUR arrivals from LHS via the LYNXX arrival.
  - ii. Valley: The Valley Sector works LAX, ONT, and Coast Complex arrival and en-route traffic. The Valley Sector also works KBUR and KVNY departure traffic to PMD.
- b. Bakersfield TRACON (BFL): The entirety of BFL is assigned 13,000' and below within its lateral bounds.

### **2-2-3. FREQUENCY INFORMATION**

Sector 27 operates on 128.375 and has radio transceivers in the vicinity of Lebec, Saddle Peak, and Bakersfield.



**2-2-4. UNIQUE SECTOR EQUIPMENT CONFIGURATION**

- a. Altimeter Stations: BUR, BFL
- b. Selected Codes: 1200, 1202, 1205, 1206, 1255, 1277, 4000
- c. Map: ZLAB or ZLAWEST/ZLAEAST
  - i. HIGH SECTORS
  - ii. Minimum Range: 60

**2-2-5. SECTOR SPECIFIC DIRECTIVES**

The following list contains information specific to Sector 27 as it relates to its neighboring sectors. Information is grouped by Area.

a. Area Ai. **General**

- 1. Oceanic Flights: Area B must get approval in advance from Sector 28 for any route change of oceanic flights.
- 2. Los Angeles Basin departure aircraft routed into Sector 26, not assigned a SID, must be routed via COREZ from Sector 27.
- 3. KSBA departures routed into Area B must not be cleared any further direct than BOILE

ii. **Sector 26**

- 1. Sector 27 must assign the following routes to RNAV aircraft departing KLAX, KBUR, KVNY, KONT, or KSMO and entering Sector 26:
  - a. Aircraft landing KSFO must be routed:
    - i. RNAV via MAKRS SERFR and the SERFR STAR.
    - ii. Non-RNAV via the MAKRS BSR and the BSR STAR.
  - b. Aircraft landing KSJC must be routed:
    - i. RNAV via MAKRS TROXX and the SILCN STAR.
    - ii. Non-RNAV via MAKRS ROBIE and the ROBIE STAR
- 2. Sector 27 must assign the following routes and altitudes to aircraft landing KMRY and entering Sector 26:
  - a. Via MAKRS.
  - b. Traffic permitting, AOB FL320.
- 3. Sector 27 must assign the following routes and altitudes to aircraft landing KSBA and entering Sector 26:
  - a. RNAV1 via PITBL STAR to cross PYRIT at FL240.
  - b. Non-RNAV via FIM KWANG KSBA and must cross five (5) NM east of FIM at FL240.
  - c. Sector 27 must point out the data block to Sector 26 no later than J50.
  - d. Sector 27 may initiate the point out to Sector 26 with the data block reflecting the currently assigned altitude, and subsequently change the assigned altitude, without verbal coordination, until the aircraft is assigned FL240.

4. Sector 27/38 must ensure aircraft landing KSBP or KSMX at or above FL240 are routed FIM direct RZS direct destination. Additional preferential routing may be issued.
5. Sector 26 has control on all KLAX, KBUR, KVMY, KLGB, KONT, and KSMO departures from Sector 27 for turns to the west.
6. Sector 27 has control on aircraft within the lateral confines of the Arenal Shelf from Sector 26 for:
  - a. Left turns.
  - b. Right turns no further west than direct JLI.
  - c. Speed adjustments.
7. Sector 26 has control on aircraft west of J65 from Sector 27 for:
  - a. Left turns up to 20 degrees.
  - b. Speed adjustments.
8. Procedures for aircraft departing the LA Basin to KOAK during LAX noise abatement configuration:
  - a. Sector 26 must point out all KOAK traffic to Sector 27.
  - b. Sector 27 is the sequencing authority for jet aircraft landing KOAK and must forward sequencing information to Sector 26 to ensure these aircraft are sequenced with all other KOAK jet arrivals.
9. Jet arrivals landing KLAX from the **east** must be routed via:
  - a. RNAV1 aircraft: FRASR and the IRNMN/BAYST STAR.
  - b. Non-RNAV1 aircraft: PMD and the SADDE STAR.
  - c. Sector 27 must not descend these aircraft lower than 14,000' and no higher than FL200, and handoff to Sector 26. Sector 26 has control for turns passing V23.
10. Sector 27 must ensure J-type aircraft landing NTD are at FL200 or FL220.
11. For aircraft landing in Area A's airspace, Sector 26 is responsible for subsequent point outs on aircraft from Sector 27.

b. Area B

i. **General**

1. Sector 27 is the sequencing authority for:
  - a. Southbound KLAX, KSMO, KHHR, Ontario Complex (KONT, KRIV, KRIR, KRAL, KCNO, KPOC, KCCB, KAJO, KSBD and KEMT) routed over LHS, SAN Complex (KSAN, KSDM, KSEE and KMYF) and COAST Complex (KCRQ, KOKB and KNFQ) non-jet arrivals.
  - b. Northbound KBFL arrivals from over GMN and LHS.
  - c. Aircraft landing KWHP must be routed via LHS to depart LHS heading 170 expecting radar vectors to KWHP.

ii. **Sector 38**

1. Aircraft departing KBUR, KVMY, KSMO or KLAX routed over PMD/YAAPY will be climbing to FL190 and handed directly to Sector 38 from SCT. Sector 38 has control.

2. ONT Complex arrivals (regardless of KLAX configuration) must be cleared via:
  - a. RNAV: ZIGGY STAR to cross 15 NM north of PMD at FL240.
  - b. Non-RNAV: Appropriate STAR or assigned PMD V137 HITOP thence heading 150. Aircraft must cross 15 NM northwest of PMD at FL240 and be handed off to Sector 38.
3. KPSP/KUDD/KTRM arrivals must be cleared via:
  - a. RNAV: SIZLR STAR To cross GLRNO at FL240 and Sector 38 has control from Sector 27 to issue a descend via clearance.
  - b. Non-RNAV: PMD V137 PSP direct, to cross 15 NM northwest of PMD at FL240.
4. Sector 27/38 must ensure aircraft landing KSBP or KSMX, at or above FL240, are routed FIM RZS KOAKS direct destination.
5. Aircraft landing KSBA:
  - a. Via FIM or the PITBL STAR HEC transition, must be handed off to Sector 27 at or below FL320, traffic permitting.
  - b. Via the PITBL STAR PORPS transition, must cross PORPS at FL300, traffic permitting.
6. Aircraft landing KSFO must be routed:
  - a. RNAV via MAKRS SERFR and the SERFR STAR.
  - b. Non-RNAV via MAKRS BSR and the BSR STAR.
7. Aircraft landing KSJC must be routed:
  - a. RNAV via MAKRS TROXX and the SILCN STAR.
  - b. Non-RNAV via MAKRS ROBIE and the ROBIE STAR.
8. Sector 27 has control on aircraft routed via BOILE intersection from Sector 38 for turns up to 20 degrees left or right of course.
9. Sector 38 has control on aircraft routed via BOILE intersection from Sector 27 for turns up to 20 degrees left or right of course.

c. Area E

i. **Sector 30**

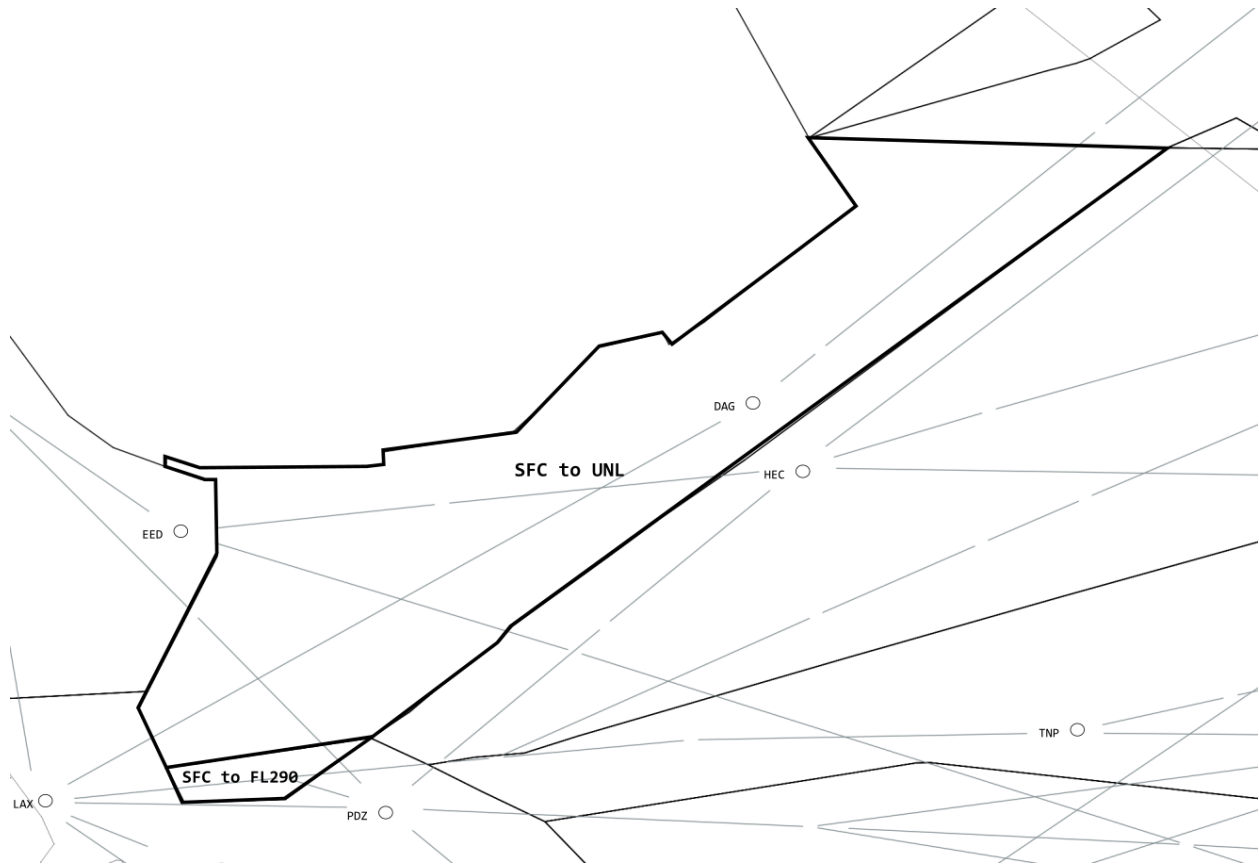
1. Sector 27 must route aircraft landing KSAN in west configuration:
  - a. RNAV: via COMIX STAR.
  - b. Non-RNAV: via HUBRD STAR.
2. Sector 27 must route aircraft landing KSAN in east configuration:
  - a. RNAV: via PLYYA STAR.
  - b. Non-RNAV: via SHAMU STAR.
  - c. KSAN/KNZY arrivals must cross LAX at FL250.
3. Sector 30 has control on SAN area arrival aircraft from Sector 27 for:
  - a. Turns up to 30 degrees left.
  - b. Sector 30 is responsible for point outs to Sector 38.
4. Sector 27 has control from Sector 30 north of LAX for turns to remain over or east of OROSZ.
5. When San Diego is east (RWY 09 or RWY 09/27), all San Diego area departures must be routed:

- a. SLI EHF or SLI LHS
- b. Jets only:
  - i. RNAV 1: SLI OROSZ.
  - ii. Non-RNAV1: SLI GMN.

#### **2-2-6. SECTOR HANDOFF/POINT OUT PROCEDURES**

- a. Acceptance of an automated point out by Sector 27 from Sector 38 constitutes approval to climb to filed requested altitude, or lower.
- b. Automated Point Out Procedures between Sectors 27 and 26 for aircraft landing KSBA as follows:
  - i. Sector 27 must point out the data block no later than J50.
  - ii. Sector 27 may initiate the point out to Sector 26 with the data block reflecting the currently assigned altitude and is authorized by Sector 26 to change the assigned altitude without coordination until the aircraft is assigned FL240.
  - iii. Upon acceptance of an automated point out for aircraft landing KSBA, Sector 26 is responsible for subsequent point outs to Area A sectors.
  - iv. Upon acceptance of a handoff by Sector 25, Sector 27 must transfer communication to Sector 25.

### Area B Section 3 Sector 38



**Vertical Limits - Surface to unlimited except:**

SHELF	ALTITUDES
South of POM	FL240-FL290

### **2-3-1. NARRATIVE AND CONFLICT POINTS**

Sector 38 overlies a large portion of the SCT-Empire area. A mix of civil, commercial and military transport jets, turbo-prop aircraft and high performance military jet fighters are worked. Exercise caution with KLAX departures proceeding to points in the Midwest and east since they are usually heavily loaded and climb slowly.

Sector 38's main job is working KLAX departures, KONT departures, BUR Complex departures northeast and east bound, KBFL and KLAS arrivals, as well as various en-route flows to destinations such as KSFO, KSJC, KSAC and KPHX.

The major confliction point in Sector 38's airspace is in the vicinity of DAG. Nearly all departures proceed over LAS and need to be properly sequenced with the long distance aircraft in the proper altitude order above the KLAS arrival aircraft. This sequencing is more complex when R-2502E is in use, which requires the sequencing to be done sooner.

Many aircraft file routes that proceed into Sector 37's airspace and can catch you by surprise. All aircraft must proceed via LAS unless they are proceeding DAG/NAVY or HEC EED. Many KBUR, KVNY, and KSMO departures proceed eastbound on J65, or direct to BLH into Sector 37's airspace. In order for Sector 37 to assess crossing traffic, handoffs on departures proceeding via J65/BLH should be initiated in a timely manner.

Northeast bound BUR area departure jets are usually much lighter and climb better than the KLAX departures. Exercise caution to ensure inverse stacks are not created, or if created, are resolved in a timely manner.

Sector 38 works with JCF, Area B Sector 27, Area C Sector 37, Area D Sectors 16 and 34 and Area E Sector 30.

Sector 38's airspace, along the R-2508 boundaries, is along the southern and eastern edges of R-2515 and R-2502. Sector 34 borders Sector 38 to the far northeastern edge. Sector 37 shares a long border along Sector 38's eastern edge. Sector 38 is bordered by Sector 27 to the west and by Sector 30 to the southwest.

*Sector 38 assumes responsibility of JCF and Sport top-down when it is offline.*

### **2-3-2. APPROACH CONTROL AIRSPACE DELEGATION**

- a. SCT Burbank Area
  - i. Sector 38 works with the Valley Sector in the SCT-Burbank Area.
- b. SCT Del Rey ("Departures")
  - i. The Manhattan Sector ("departures") owns 13,000' and below, including the KLAX Class B airspace. The ORCKA departure traffic departs west over the ocean, then left via left turn direct KLIPR, and is assigned 15,000. The ORCKA SID is not used during noise abatement hours, aircraft normally routed via the ORCKA SID will be on either the LAXX or OSHNN SID.

- c. SCT L.A. Arrivals Area
  - i. Sector 38 works with the L.A. Arrivals East Feeder sector. The East Feeder sector, located south and east of the POM VOR, owns 14,000' to FL190. VFR and IFR aircraft through this area will conflict with KLAX arrival aircraft in East Feeder sector airspace.
- d. SCT Empire Area
  - i. Sector 38 works with the Pomona and Norton Sectors. KONT departures are handed off to Sector 38 by the Pomona Sector. Norton Sector receives handoffs from Sector 38 at HITOP on aircraft landing in the ONT Complex.
- e. JCF
  - i. Sector 38 works with the Antelope and R-2508 sectors. Antelope Sector works surface to 13,000' south of the R-2508 Complex boundary.

### 2-3-3. FREQUENCY INFORMATION

Sector 38 operates on 125.725 and has radio transceivers in the vicinity of Palmdale and Barstow.

### 2-3-4. UNIQUE SECTOR EQUIPMENT CONFIGURATION

- a. Altimeter Stations: BUR, PMD, LAX, ONT, DAG
- b. Selected Codes: 1200, 1202, 1205, 1206, 1255, 1277, 4000
- c. Map: ZLAB or ZLAWEST/ZLAEAST
  - i. HIGH SECTORS
  - ii. Minimum Range: 60

### 2-3-5. SECTOR SPECIFIC DIRECTIVES

The following list contains information specific to Sector 38 as it relates to its neighboring sectors. Information is grouped by Area.

- a. Area A
  - i. **General**
    - 1. Oceanic flights-any route change of oceanic flights must be approved in advance by Sector 28.
- b. Area B
  - i. **General**
    - 1. KNTD fighter jet arrival traffic from over PMD must be descended to FL240 and handed off to Sector 27.
  - ii. **Sector 27**
    - 1. Aircraft departing KBUR, KVNRY, KSMO or KLAX routed over PMD/YAAPY will be climbing to FL190 and handed directly to Sector 38 from SCT. Sector 38 has control.
    - 2. Sector 27/38 must ensure aircraft landing KSBP or KSMX at or above FL240 are routed FIM RZS direct destination. Additional preferential routing may be issued.

3. Traffic permitting, aircraft landing KSBA must be handed off to Sector 27 at or below FL320. *Exception*-aircraft routed over PORPS for the PITBL STAR must cross PORPS at FL300, traffic permitting.
4. Aircraft landing KSFO must be routed:
  - a. RNAV via MAKRS SERFR and the SERFR STAR.
  - b. Non-RNAV via MAKRS BSR and the BSR STAR.
5. Aircraft landing KSJC must be routed:
  - a. RNAV via MAKRS TROXX and the SILCN STAR.
  - b. Non-RNAV via MAKRS ROBIE and the ROBIE STAR.
6. Sector 27 has control on aircraft routed via BOILE intersection from Sector 38 for turns up to 20 degrees left or right of course.
7. Sector 38 has control on aircraft routed via BOILE intersection from Sector 27 for turns up to 20 degrees left or right of course.

c. Area C

i. **Sector 37**

1. Aircraft landing KVCV:
  - a. Must be routed via HEC.
  - b. Sector 37 must descend aircraft in a manner to cross HEC AOB FL200.
2. Sector 37 has control on aircraft on or east of J9/100/146 and for KLAX departures routed via NNAVY/DAG EED from Sector 38 for right turns.
3. Sector 37 has control east of J9/100/146 from Sector 38 on aircraft routed via BLH or on J65 for:
  - a. Right turns.
  - b. Left turns up to 20 degrees.
4. Sector 38 has control on aircraft on or west of J60/107 from Sector 37 for right turns.
5. Sector 38 must ensure all aircraft entering Sector 37 airspace north of R-2501 be routed via NNAVY/DAG/HEC EED. Alternate routing requests require the approval of Sector 37.
6. Aircraft landing KBUR, KVNY, KSMO, KOXR, KCMA and props landing KNTD or KLAX are to be considered one flow for sequencing purposes. Aircraft will be Sector 38's control for speed.
  - a. KBUR/KVNY:
    - i. RNAV via the JANNY STAR.
    - ii. Non-RNAV via the LYNXX STAR.
  - b. KSMO/KLAX props:
    - i. RNAV via the BOGET STAR.
    - ii. Non-RNAV via the KIMMO STAR.
  - c. KCMA/KOXR jets and props and KNTD non-fighter jets:
    - i. RNAV via the GUERA STAR.
    - ii. Non-RNAV via HEC PMD V386 FIM (and the remainder of the appropriate preferential routing).



- d. RNAV aircraft landing KBUR, KVNY, KCMA, KOXR, KSMO, props landing KLAX and non-fighter jets landing KNTD, must cross KREME/JOEES at FL240. When unable KREME/JOEES at FL240, for mutual traffic, Sector 37 must descend in a manner to allow Sector 38 to cross DNUTT at FL230.
  - e. Aircraft are Sector 38's control for descent. All non-RNAV aircraft must cross ten (10) miles east of HEC at FL240.
  - f. When necessary for traffic, Sector 37 may cross HEC/KREME/JOEES at the lowest available altitude, appropriate for direction of flight, and handoff aircraft to Sector 38. The altitude in the data block at the time of handoff constitutes required coordination between the two sectors.
  - g. The assigned crossing restriction must not be deleted by Sector 38 without prior coordination with Sector 37.
7. KHND/KVGT Arrivals:
- a. RNAV jets via MISEN and the NTNDO STAR; may be cleared no further direct than LINCK.
  - b. Non-RNAV jets via HEC V8 GFS V514 BLD direct destination.
  - c. RNAV props via DANBY T359 DICSA KHND or DANBY T359 DSIRE KVGT.
  - d. Non-RNAV props via V587 or V21 to BLD direct destination.
  - e. Must enter Sector 37 airspace at or below FL210.
  - f. Sector 37 has control on aircraft landing in the LAS Terminal Area from Sector 38 to issue a descend via clearance.
- d. Area D
- i. **Sector 34**
    - 1. Sector 38 must ensure all aircraft routed into Sector 34 are routed:
      - a. RNAV via:
        - i. LAS then:
          - 1. J146 DICEE
          - 2. Q70 BAWER or LAS direct BAWER
          - 3. BLIPP Q842 WINEN
        - ii. BEALE then:
          - 1. J146 DICEE
          - 2. EEVUN Q70 BAWER or BEALE direct BAWER
          - 3. Q842 WINEN
      - b. Non-RNAV preferred via LAS then:
        - 1. J76 TBC
        - 2. J146 DVC
        - 3. J100 BCE
        - 4. J9 MLF
    - 2. Sector 34 has control 30 NM southwest of RNDRZ from Sector 38 for:
      - a. Turns
      - b. Climb

- c. Speed adjustments
- e. Area E
  - i. **Sector 30**
    - 1. Sector 38 has control from Sector 30 for:
      - a. Speeds
      - b. Right turns on aircraft over or east of SLI
      - c. ORCKA Departures from KLAX
    - 2. Aircraft handed off from Sector 30 to Sector 38 must be routed:
      - a. Las Vegas Area Arrivals via:
        - i. Non-RNAV: POM DAG.
        - ii. RNAV: SEBBY YELAH MISEN and the appropriate STAR.
      - b. All other aircraft via:
        - i. Non-RNAV: SEBBY LAS.
        - ii. RNAV: CHKNN LAS.

### **2-3-6. SECTOR HANDOFF/POINT OUT PROCEDURES**

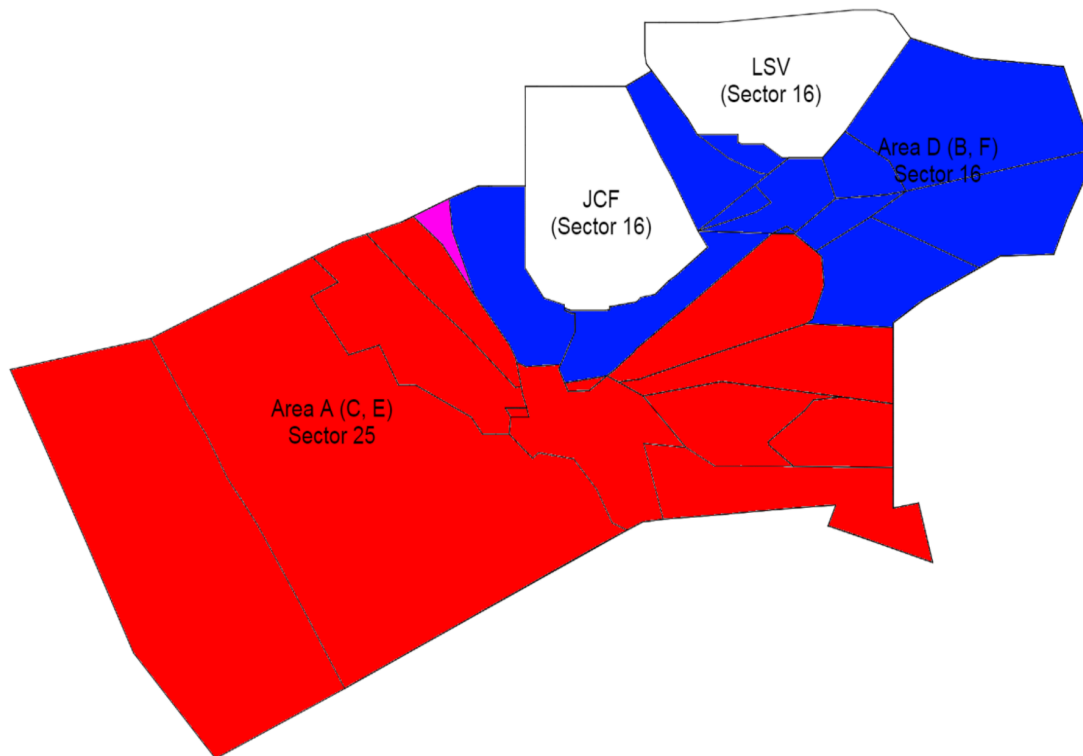
- a. Automated Point Out Procedures:
  - i. Acceptance of an automated point out by Sector 30 from Sector 38 constitutes approval to climb to filed altitude, or lower.
  - ii. Acceptance of an automated point out by Sector 27 from Sector 38 constitutes approval to climb to filed altitude, or lower.
  - iii. Acceptance of an automated point out by Sector 37 from Sector 38 constitutes approval to climb to filed altitude, or lower, within ten (10) miles of the Sector 37/38 common boundary

## APPENDIX A. STANDARD SECTOR COMBINATIONS

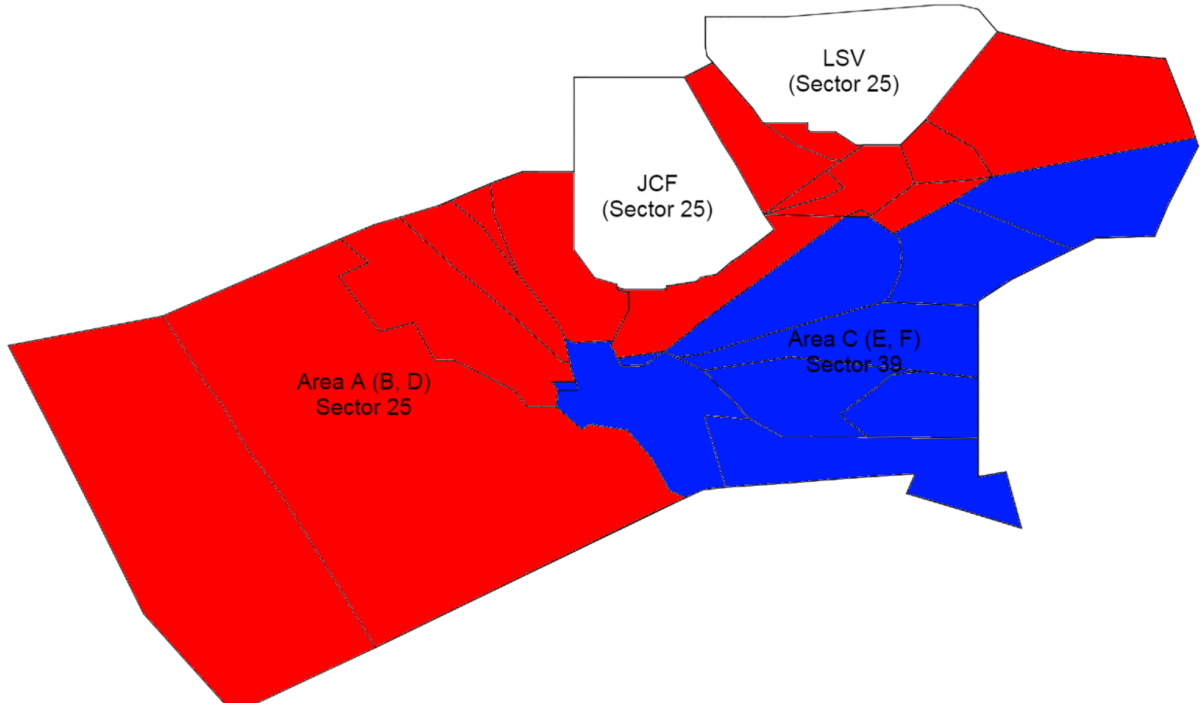
The following airspace configurations shall be implemented and advertised to neighboring facilities unless not operationally advantageous. In the event a configuration is not operationally advantageous, controllers may adopt a nonstandard split and shall make their best effort to communicate the nonstandard split to neighboring facilities. This includes, but is not limited to ATC chat messages, controller remarks, and Discord announcements.

When center splits are in use, controllers shall, to the best of their ability, use the defined combined area's sector as their primary position. When consolidating positions after any positions are split off, controllers shall consolidate individual sectors into their respective areas in accordance with that area's SOP. Areas and standard splits shall be consolidated East to West to the extent possible, with all positions eventually consolidating on Area A.

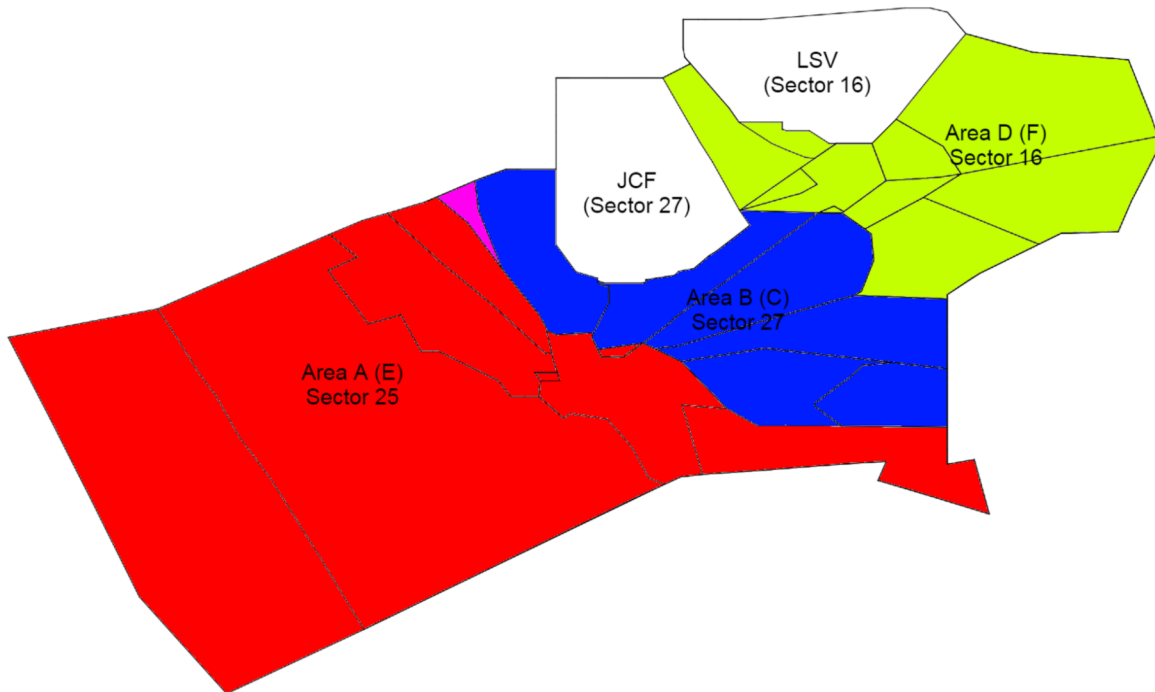
### Desert Split



### Canyon Split



### J65 Split



### Gambler Split

