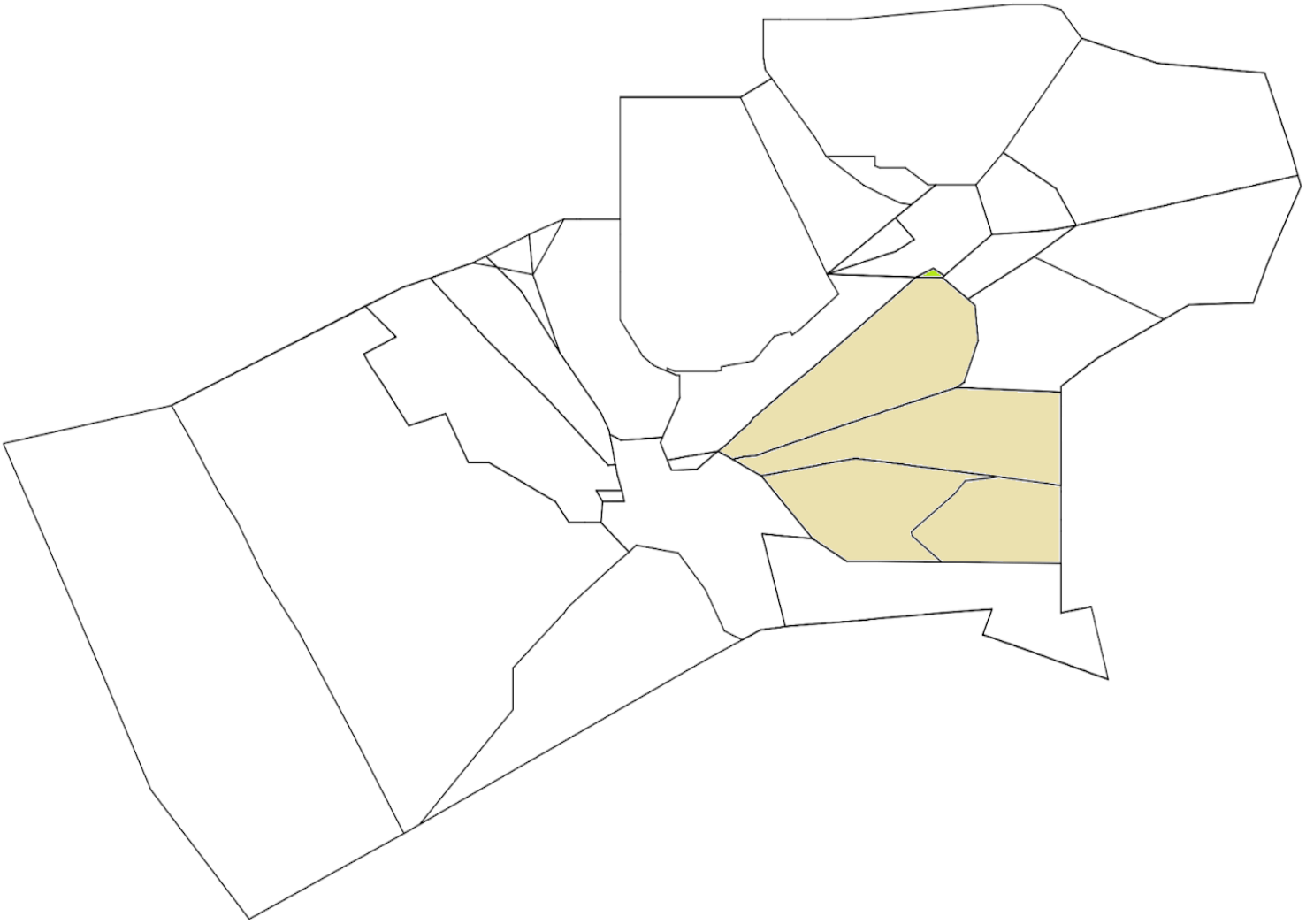
VATSIM LOS ANGELES ARTCC
AREA C STANDARD OPERATING PROCEDURES

June 2024



VATSIM LOS ANGELES ARTCC STANDARD OPERATING PROCEDURES

FOREWORD

This document establishes facility Standard Operating Procedures for Los Angeles Center Area C 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 C. 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

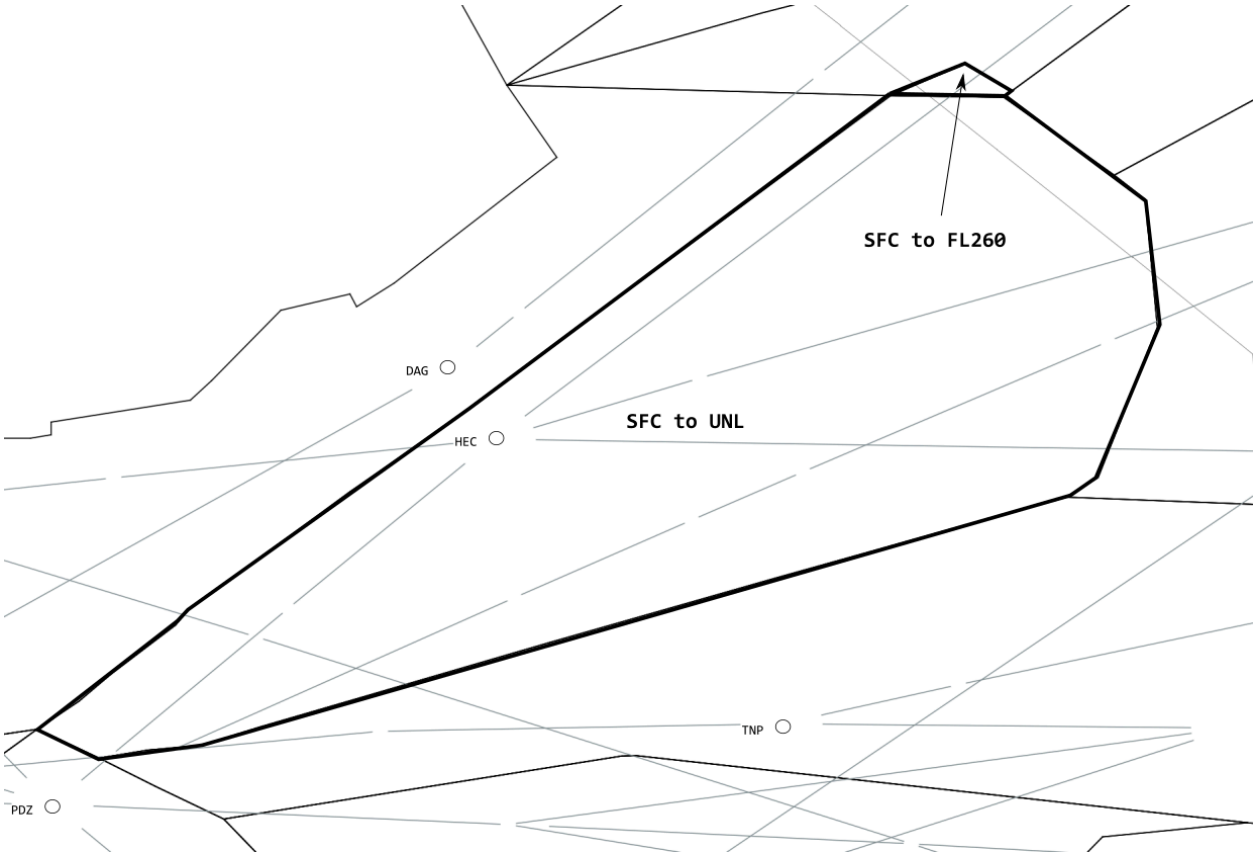
CHAPTER 2. AREA C SECTOR INFORMATION
Area C Section 1 - General Information

2-1-1. GENERAL
The information contained in this chapter is applicable to all sectors within Area C. 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.

2-1-2. SECTORS NORMALLY COMBINED
a. Area C combined sector frequency usage:
   i. Sector 37 combines on Sector 39
   ii. Sector 40 combines on Sector 39
   iii. Sector 60 combines on Sector 40

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 C Section 2
Sector 37



Vertical Limits - Surface to unlimited except:

SHELF	ALTITUDES
34/37	Surface to FL260

2-2-1. NARRATIVE AND CONFLICT POINTS

Sector 37 handles several streams of arrival traffic over the HEC area. This sector also works three different streams of eastbound traffic. One is via EED, one is via BLD and one is via BLH. Factors having an impact on sequencing include sector size (fairly small), R- 2501 and some high terrain. Arrivals and departures to and from Palm Springs area airports add to the complexity. The Sector 37 controller must be very proficient in speed control as well as having a good knowledge of the performance characteristics of a wide variety of aircraft.

Sector 37 is also involved in sequencing KLAX, KONT Complex (KONT, KRIV, KRIR, KRAL, KCNO, KPOC, KCCB, KAJO, KSBD and KHMT) and Coast Complex (KCRQ, KOKB, KNFQ, KSNA, KFUL, KTOA and KLGB) arrivals into separate, independent streams.

Sector 37 is surrounded by ZLA High Sectors 30, 34, 35, 53, 38, and 39.

2-2-2. FREQUENCY INFORMATION

Sector 37 operates on 133.550 and has radio transceivers in the vicinity of Riverside, Twenty Nine Palms, Barstow, and Edom Hill.

2-2-3. UNIQUE SECTOR EQUIPMENT CONFIGURATION

a. Altimeter Stations: ONT, DAG, PSP
b. Selected Codes: 1200, 1202, 1255, 1277, 4000
c. Map: ZLAC or ZLAWEST/ZLAEAST
    i. HIGH SECTORS
    ii. Minimum Range: 100

2-2-4. SECTOR SPECIFIC DIRECTIVES

The following list contains information specific to Sector 37 as it relates to its neighboring sectors. Information is grouped by Area.

a. <u>Area A</u>
    i. Any oceanic flight route change must be approved in advance by Sector 28.
b. <u>Area B</u>
    i. **General**
        1. Aircraft landing SMX or SBP must be routed via FIM.
        2. Aircraft landing SBA:
            a. Non-RNAV aircraft must be routed via HEC or FIM KWANG.
            b. RNAV aircraft must be routed via HEC or PORPS.
        3. Aircraft landing KSFO and KSJC must be routed via MAKRS/AVE then the appropriate STAR.
    ii. **Sector 38**
        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.

8. Sector 37 has control on aircraft landing in the LAS Terminal Area from Sector 38 to issue a descend via clearance.

c. Area C

i. **General**

1. San Diego area arrivals:
   a. Arrivals may be cleared direct MOMAR by Sector 37 or 39 without coordination with Sector 40.
   b. Sector 39 has control from Sector 37 for turns direct MOMAR.
   c. Sector 40 has control from Sectors 37 and 39 for turns direct MOMAR.
   d. Aircraft must be descended to cross the Sector 37/39 boundary AOB FL300, unless otherwise coordinated.

ii. **Sector 39**

1. Aircraft landing KCRQ must be routed via LVELL/JOTNU. Descend these aircraft in a manner to allow them to cross TRM at 16,000'.
2. Sector 39 would prefer Palm Springs Area arrivals cross the Sector 37/39 boundary at FL240.

d. Area D

i. **General**

1. Area D must issue the appropriate STAR for all arrivals into the SAN Area and Los Angeles Basin airports.

ii. **Sector 34**

1. Sector 37 has control from Sector 34 for speed adjustments 15 NM north of the common boundary.
2. Sector 34 has control from Sector 37 north of GFS for:
   a. Turns.
   b. Speed adjustments.
3. Sector 37 must route all RNAV1 aircraft inbound to Sector 34 via the following routes:
   a. Aircraft at or above FL340 via HAKMN Q73 LAKRR or HAKMN LAKRR.
   b. Aircraft at or below FL330 via HAKMN then the next fix on the flight plan route.
4. Sector 37 must route all non-RNAV1 aircraft inbound to Sector 34 via BLD, then the next fix on the flight plan route.
5. Sector 34 must assign the following routes and altitudes:
   a. KONT/KSNA/KLGB Arrivals:
      i. RNAV aircraft via NATEE.
      ii. Non-RNAV aircraft via BLD HEC.
      iii. All KONT arrivals are below all other traffic via NATEE/HEC and cross NATEE/enter Sector 37 AOB FL320.

b. KLAX Props, KBUR, KVNY, KSMO, KCMA, KOXR, and KNTD Arrivals:
    i. RNAV aircraft via PURSE and cross PURSE AOB FL340.
    ii. Non-RNAV aircraft via BLD HEC and enter Sector 37 AOB FL340.
c. KLAX Jet Arrivals:
    i. KLAX West:
        1. RNAV aircraft via HAKMN.
        2. Non-RNAV aircraft via EED TNP.
    ii. KLAX East:
        1. RNAV aircraft via HAKMN.
        2. Non-RNAV via BLD HEC.
d. KSAN Jet Arrivals:
    i. RNAV aircraft via HAKMN Q73 and the appropriate STAR.
    ii. Non-RNAV via GFS.
e. Other Arrivals:
    i. All aircraft landing KVCV, KRIV, or on the ZIGGY STAR must enter Sector 37 AOB FL340.
    ii. All aircraft landing KBFL and KSBA via HEC.

e. Area F
    i. **General**
        1. Area F must issue the appropriate STAR for all arrivals into the SAN Area and Los Angeles Basin airports.
    ii. **Sector 35/53**
        1. Sector 35/53 must assign the following routes and altitudes for aircraft entering Sector 37:
            a. KONT/KSNA/KLGB arrivals:
                i. RNAV aircraft via MARUE.
                ii. Non-RNAV aircraft via HEC.
                iii. All KONT arrivals below all other traffic via MARUE/HEC and cross MARUE/enter Sector 37 AOB FL340.
            b. KBUR/KVNY Arrivals:
                i. RNAV aircraft via:
                    1. WELUM and cross WELUM AOB FL340.
                    2. PURSE.
                ii. Non-RNAV aircraft via HEC and enter Sector 37 AOB FL340.
            c. KSMO/KCMA/KOXR/KNTD/KLAX Prop Arrivals:
                i. RNAV aircraft via:
                    1. WELUM and cross WELUM AOB FL340.
                    2. PURSE.
                ii. Non-RNAV aircraft via HEC and enter Sector 37 AOB FL340.
            d. KLAX Jet Arrivals:

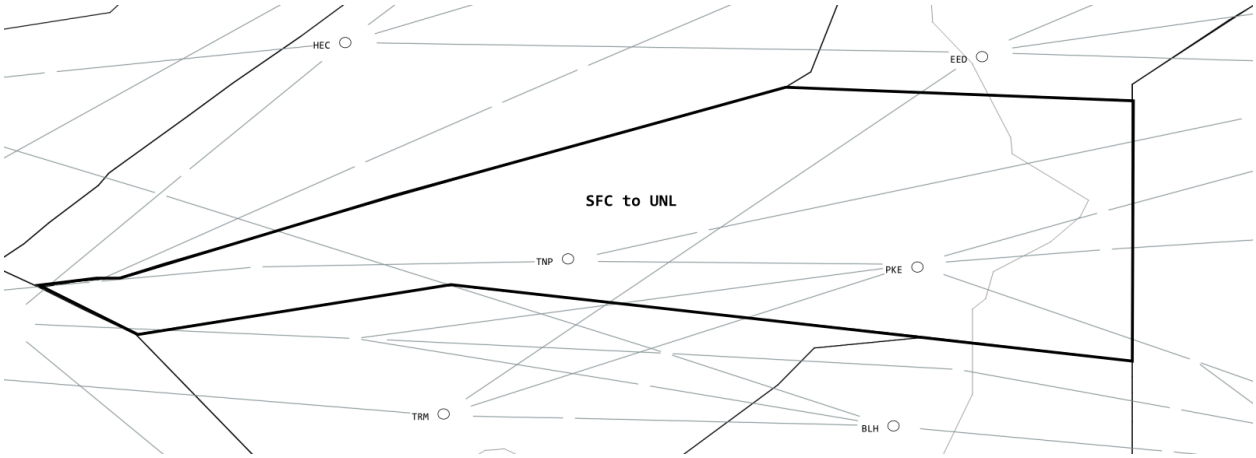
i. KLAX West Configuration:
    1. RNAV aircraft via DNERO/HAKMN.
    2. Non-RNAV aircraft via PGS BASET STAR.

e. KSAN Jet Arrivals:
    i. RNAV aircraft via HAKMN Q73 and the appropriate STAR.
    ii. Non-RNAV via GFS.
f. KCRQ Arrivals: Via HAKMN Q73 LVELL TRM ESCON.
g. KPSP/KTRM/KUDD Arrivals: Via HAKMN GFS/JOTNU.
h. Other Arrivals:
    i. All aircraft landing KVCV, KRIV, or on the ZIGGY STAR must enter Sector 37 AOB FL340.
    ii. All aircraft landing KBFL and KSBA via HEC.
i. Sector 37 has control from Sector 35/53 for:
    i. Turns not to exceed 20 degrees.
    ii. Speed adjustments.
j. Sector 37 must ensure aircraft landing within the Phoenix Terminal Area cross the Sector 35 boundary at or below FL330.
k. Sector 37 must ensure RNAV aircraft landing KPHX are routed via PRFUM direct WOTRO then the BRUSR STAR. Non-RNAV aircraft must be routed via PRFUM and the COYOT STAR.
l. Sector 35 has control on KPHX arrivals east or abeam of GFS from Sector 37 for:
    i. Right turns.
    ii. Control for descent to FL290.
m. Sectors 35/53 have control from Sector 37 for turns ten (10) NM from the 53/37 boundary.

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

a. 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.
b. This procedure applies between Sectors 37 and 39 for aircraft routed west/northwest bound:
    i. Sector 39 must initiate a radar handoff to Sector 37.
    ii. Sector 37 must accept the handoff and take no further action, or initiate a radar hand off to Sector 38.
    iii. Sector 39 must transfer communication to Sector 37 or 38, as appropriate.
c. This procedure applies between Sectors 37 and 39 for aircraft routed south/eastbound:
    i. Sector 37 must initiate a radar handoff to Sector 39.
    ii. Sector 39 must accept the handoff and take no further action, or initiate a radar hand off to Sector 40.
    iii. Sector 37 must transfer communication to Sector 39 or 40, as appropriate.

Area C Section 3
Sector 39



Vertical Limits - Surface to unlimited

2-3-1. NARRATIVE AND CONFLICT POINTS

Sector 39 is a high density, complex sector, controlling a large number of KLAX arrivals and departures from Los Angeles basin airports. This is not, however, all of its traffic. Included are flights to and from the San Diego area, Las Vegas and military bases including KNZY, KNKX, and KRIV.

Sector 39 is bounded by the following ZLA Sectors: Sector 60 and Sector 40 on the south and southwest, Sector 37 on the west and northwest and Sectors 53/35 on the north. The east of the sector is bounded by ZAB Sectors: Sector 42 (FL250 and below), Sector 91 (FL260-330) and Sector 65 (FL340 and above) on the southeast boundary, Sector 92 (FL300 and above) and Sectors 37/43 (FL240-FL290) on the east/northeast boundary.

2-3-2. FREQUENCY INFORMATION

Sector 39 operates on 133.200 and has radio transceivers in the vicinity of Blythe and Twenty Nine Palms.

2-3-3. UNIQUE SECTOR EQUIPMENT CONFIGURATION

a. Altimeter Stations: ONT, PSP
b. Selected Codes: 1200, 1202, 1255, 1277, 4000
c. Map: ZLAC or ZLAWEST/ZLAEAST
    i. HIGH SECTORS
    ii. Minimum Range: 115

2-3-4. SECTOR SPECIFIC DIRECTIVES

The following list contains information specific to Sector 39 as it relates to its neighboring sectors. Information is grouped by Area.

a. Area A
    i. Oceanic Flights: Any oceanic flight route change must be approved in advance by Sector 28.
b. Area B
    i. **General**
        1. Aircraft landing SMX or SBP must be routed via FIM.
        2. Aircraft landing SBA:
            a. Non-RNAV aircraft must be routed via HEC or FIM KWANG.
            b. RNAV aircraft must be routed via HEC or PORPS.
        3. Aircraft landing KSFO and KSJC must be routed via MAKRS/AVE then the appropriate STAR.
c. Area C
    i. **General**
        1. When KLAX is in East Configuration, Sectors 39/40/60 must ensure KVNY, KBUR, KSMO,KCMA, KOXR, and KNTD arrivals are routed via BUGGA/HEC and the appropriate route.
        2. San Diego Area Arrivals:

a. Arrivals may be cleared direct MOMAR by Sector 37 or 39 without coordination with Sector 40.
b. Sector 39 has control from Sector 37 for turns direct MOMAR.
c. Sector 40 has control from Sectors 37 and 39 for turns direct MOMAR.
d. Aircraft must be descended in a manner to cross the Sector 37/39 boundary AOB FL300, unless otherwise coordinated.

3. SETER/SCBBY Arrivals:
   a. Sector 39 must force data blocks for aircraft routed via SETER or SCBBY arrivals to Sector 60 for sequencing.
   b. Sector 60 is the sequencing authority for SETER/SCBBY arrivals.

ii. **Sector 37**

1. In an effort to enhance Sector 35/53's movement of cross traffic, Sector 37 must point out data blocks of all eastbound J6 and direct EED traffic to Sector 39. There is no verification of point out required unless aircraft will come within 2 ½ miles from Sector 39's airspace.
2. Sector 39 must descend all aircraft landing in the LAS Terminal Area airports in a manner to cross the lateral confines of Sector 37 AOB FL240.

iii. **Sector 40**

1. Sector 40 has sequence setting authority for Los Angeles Basin arrivals routed through Sector 39's airspace.

iv. **Sector 60/40**

1. Sector 39 has control from Sector 60/40 for right turns on aircraft routed on J212 or the confines of J212.

d. <u>Area F</u>

i. **General**

1. Area F must ensure all aircraft are cleared via the appropriate STAR.

ii. **Sector 35/53**

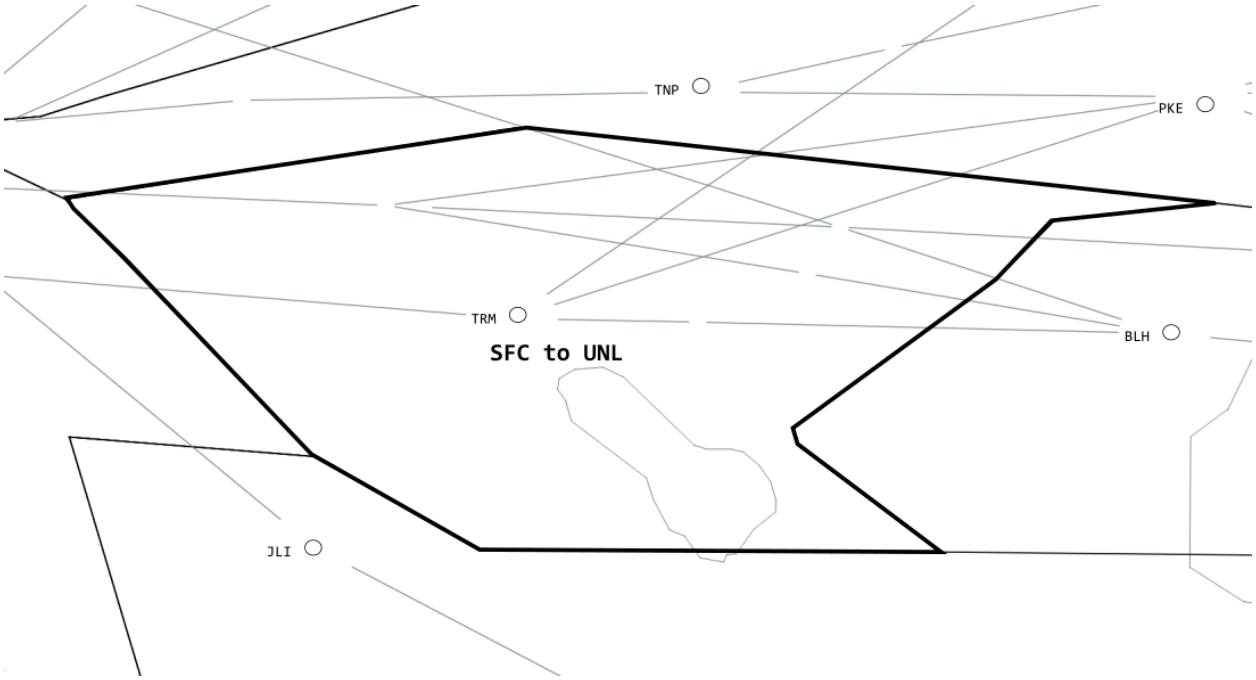
1. Sector 35/53 must assign the following routes and altitudes for aircraft entering Sector 39:
   a. KLAX Jet Arrivals:
      i. RNAV aircraft via FNNDA.
      ii. Non-RNAV via TNP.
      iii. Unless otherwise coordinated, aircraft routed over EED/CGNEY or TNP/FNNDA must be left on their route.
   b. KSNA/KLGB Arrivals: Must be routed via EED.
   c. KONT/KSAN Area Arrivals:
      i. RNAV aircraft via TTRUE.
      ii. Non-RNAV arrivals via EED.
      iii. KONT/SETER STAR arrivals must be below all San Diego Area Arrivals.
   d. KPSP/KTRM/KUDD/KCRQ/KRIV Arrivals:
      1. Via EED.

2. Sector 39 has control from Sector 35 and Sector 53 on or south of J6 for:
    i. Turns.
    ii. Speed adjustments.
3. Sector 39 must not clear aircraft filed over EED any further than EED on a direct route.

2-3-5. SECTOR HANDOFF/POINT OUT PROCEDURES

a. This procedure applies between Sector 37 and 39 for aircraft routed west/northwest bound.
    i. Sector 39 must initiate a radar handoff to Sector 37.
    ii. Sector 37 must accept the handoff and take no further action, or initiate a radar hand off to Sector 38.
    iii. Sector 39 must transfer communication to Sector 37 or 38, as appropriate.
b. This procedure applies between Sectors 37 and 39 for aircraft routed south/eastbound:
    i. Sector 37 must initiate a radar handoff to Sector 39.
    ii. Sector 39 must accept the handoff and take no further action, or initiate a radar hand off to Sector 40.
    iii. Sector 37 must transfer communication to Sector 39 or 40, as appropriate.
c. This procedure applies, and is optional in lieu of a point out, between Sector 39, 40 and 60 for eastbound aircraft that will, or may, enter the protected airspace of Sector 40.
    i. Sector 39 may complete a handoff to Sector 40.
    ii. Sector 40 must initiate a handoff to Sector 60, unless Sector 40 verbally coordinates acceptance of the handoff and requests transfer of communications.
    iii. Sector 39 will transfer communications to Sector 60 upon acceptance of the handoff.
    iv. If Sector 60 has not accepted the handoff prior to abeam DECAS, Sector 39 may transfer communications to Sector 40.

Area C Section 4
Sector 40



Vertical Limits - Surface to unlimited

2-4-1. NARRATIVE AND CONFLICT POINTS

Sector 40 is a sector that manages several streams of departure traffic en-route over the TRM area. This sector also handles a major flow of traffic inbound to the LAX basin over the PSP area. A third stream contains KSAN arrivals from the north en-route towards JLI. This creates conflict points of crossing traffic east of TRM.

2-4-2. FREQUENCY INFORMATION

Sector 40 operates on 127.525 and has radio transceivers in the vicinity of Julian and Blythe.

2-4-3. UNIQUE SECTOR EQUIPMENT CONFIGURATION

a. Altimeter Stations: ONT, PSP, BLH
b. Selected Codes: 1200, 1202, 1255, 1277, 4000
c. Map: ZLAC or ZLAWEST/ZLAEAST
    i. HIGH SECTORS
    ii. Minimum Range: 55

2-4-4. SECTOR SPECIFIC DIRECTIVES

The following list contains information specific to Sector 40 as it relates to its neighboring sectors. Information is grouped by Area.

a. Area A
    i. Any oceanic flight route changes must be approved, in advance, by Sector 28.
b. Area B
    i. **General**
        1. Aircraft landing KSMX or KSBP must be routed via FIM (exception: KPHX departure aircraft landing KSBP/KSMX previously routed via LAX RZS may be left on their filed route, if necessary, for Sector 39's traffic).
        2. Aircraft landing KSBA:
            a. Non-RNAV aircraft must be routed via PMD or FIM KWANG.
            b. RNAV aircraft must be routed via HEC or PORPS.
        3. Aircraft landing KSFO and KSJC must be routed via MAKRS/AVE then the appropriate STAR.
c. Area C
    i. **General**
        1. When KLAX is in West configuration, aircraft landing:
            a. KBUR/KVNY Arrivals:
                i. RNAV aircraft must be routed via the appropriate STAR, or BUGGA, and the appropriate route, with the approval of Sector 39.
                ii. Non-RNAV aircraft must be routed via PSP DEWAY POM VNY or BUGGA/HEC, and the appropriate route, with the approval of Sector 39.
            b. KSMO Arrivals:

i. RNAV aircraft must be routed via the appropriate STAR, or BUGGA, and the appropriate route, with the approval of Sector 39.
ii. Non-RNAV aircraft must be routed via PSP DEWAY POM DARTS or BUGGA/HEC, and the appropriate route, with the approval of Sector 39.

c. KCMA/KOXR/KNTD Arrivals: Must be routed via PSP DEWAY POM VNY V186 FIM or BUGGA/HEC and the appropriate route (Aircraft routed over PSP must be tower en-route via SCT Empire Area).

2. When KLAX is in East Configuration, Sector 39/40/60 must ensure KVNY, KBUR, KSMO, KCMA, KOXR, and NTD arrivals are routed via BUGGA/HEC and the appropriate route.
3. San Diego area arrivals:
   a. Arrivals may be cleared direct MOMAR by Sector 37 or 39 without coordination with Sector 40.
   b. Sector 39 has control from Sector 37 for turns direct MOMAR.
   c. Sector 40 has control from Sectors 37 and 39 for turns direct MOMAR.
   d. Aircraft must be descended in a manner to cross the Sector 37 and 39 boundary AOB FL300, unless otherwise coordinated.

ii. **Sector 39**

1. Sector 40 has sequence setting authority for Los Angeles Basin arrivals routed through Sector 39's airspace.
2. Sector 39 has control for right turns from Sector 60 and 40 on aircraft routed on J212 (or the confines of J212).

iii. **Sector 60**

1. Aircraft routed via the SCBBY/THRNE STARs must cross FOILD at or below FL280.
2. Non-RNAV aircraft landing KONT, KBUR, KVNY, KSMO, KCMA, KOXR, and prop aircraft landing KLAX and KHHR routed via PSP, must cross the Sector 40 and 60 common boundary at or below FL280.
3. All aircraft in (1) and (2) are Sector 40's control for descent and speeds west of CURVI.
4. Sector 60 has control abeam TRM on all aircraft south of J212 from Sector 40 for:
   a. Turns.
   b. Speed adjustments.
5. Sector 60 must ensure all aircraft routed via the DSNEE, ROOBY, KAYOH STARs and jet aircraft landing KHHR enter the lateral confines of Sector 40's airspace at or below FL320, or at the lowest usable altitude for direction of flight.
6. Sector 60 is the sequencing authority for SETER/SCBBY arrivals.

d. <u>Area E</u>

i. **Sector 31**
   1. Sector 40 has control AOA FL180 from Sector 31.
   2. Sector 31 has control from Sector 40 for:
      a. Turns to the south 50 NM northeast of JLI.
      b. Speed adjustments.
      c. Issuance of pilot's discretion descent upon reaching FL240.
   3. Aircraft landing San Diego Area airports will be cleared by Sector 40 as follows:
      a. Turbojet aircraft may be issued clearance to either:
         i. Cross MOMAR at FL240.
         ii. Aircraft unable to cross MOMAR at FL240 may be issued to cross SALTN/DSURT at FL240.
      b. Turboprop aircraft landing San Diego Area Airports will be cleared by Sector 40 as follows:
         i. RNAV1 aircraft landing KNZY and KSDM must cross MOMAR at FL240.
         ii. All other turboprop aircraft routed via TRM.
      c. Sector 40 shall initiate a handoff to Sector 31 at least ten (10) NM northeast of DSURT.
   4. San Diego Area Departures:
      a. Must not clear aircraft further direct than TRM/NSHEE.
      Exception-Aircraft entering the lateral confines of Sector 40's airspace AOA FL250 may be cleared direct MTBAL.
      b. Must not climb departures above FL270.
   5. Sector 40 has control from Sector 31 for:
      a. Turns not to exceed 20 degrees.
      b. Climb to requested altitude (as reflected in the flight plan at the time of hand off on San Diego Area departures).

ii. Aircraft requesting the high penetration to RIV must be handed off to Sector 31 for descent.

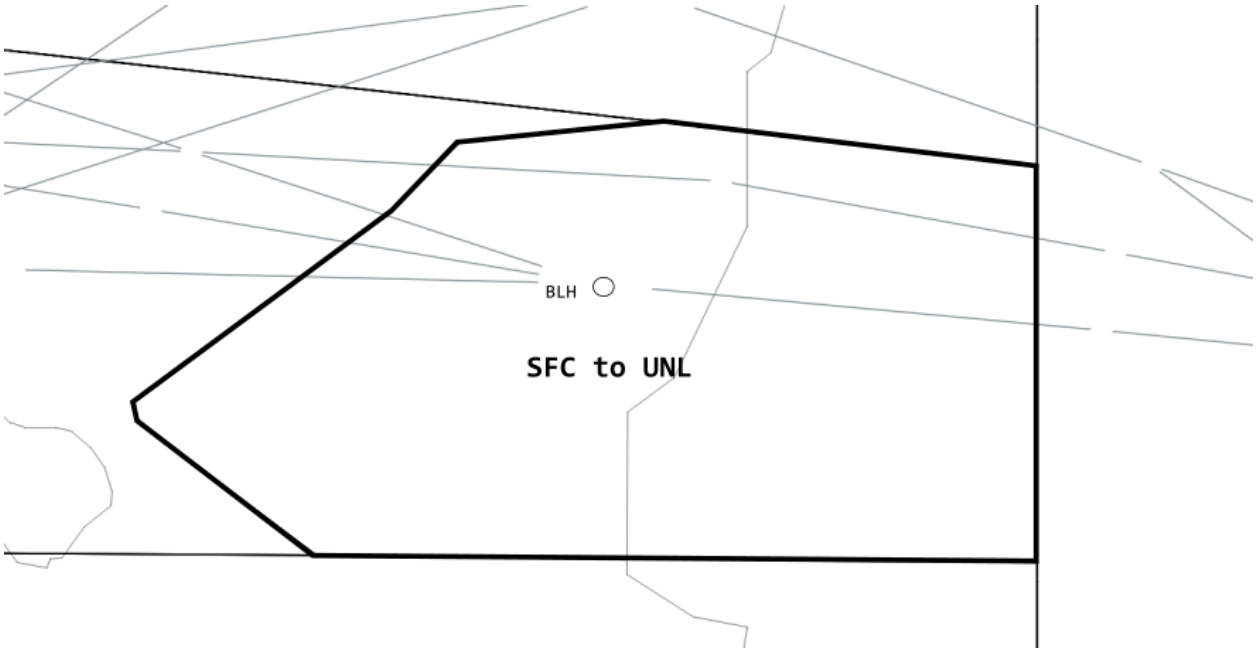
e. <u>Area F</u>

i. Area C must not clear aircraft filed over EED any further than EED on a direct route.

2-4-5. SECTOR HANDOFF/POINT OUT PROCEDURES

a. This procedure will apply, and is optional in lieu of a point out, between Sector 39, 40 and 60 for eastbound aircraft that will or may enter the protected airspace of Sector 40.
    i. Sector 39 may complete a handoff to Sector 40.
    ii. Sector 40 must initiate a handoff to Sector 60, unless Sector 40 verbally accepts the handoff and requests transfer of communications.
    iii. Sector 39 will transfer communications to Sector 60 upon acceptance of the handoff.
    iv. If Sector 60 has not accepted the handoff prior to abeam DECAS, Sector 39 may transfer communications to Sector 40.
b. Acceptance of an automated point out by Sector 30 from Sector 40 constitutes approval to climb to filed requested altitude, or lower.

Area C Section 5
Sector 60



Vertical Limits - Surface to unlimited

2-5-1. NARRATIVE AND CONFLICT POINTS

Sector 60 encompasses the high altitude areas over Blythe and the northern portion of the Yuma Special Use Airspace (SUA). The sector is bounded by Albuquerque Center (ZAB) to the east, Sector 39 to the north, Sector 40 to the west and Sector 31 to the south. J212 on the northern part of the sector is generally a westbound airway, while J50/J65/J169 are generally eastbound airways. This reduced complexity allows Sector 60 to assume in-trail requirements to Phoenix and the Ontario Complex from Sector 40, in addition to complementing Sector 39 and 40's traffic by implementing control actions to reduce their workloads

2-5-2. FREQUENCY INFORMATION

Sector 60 operates on 134.475 and has radio transceivers in the vicinity of Blythe.

2-5-3. UNIQUE SECTOR EQUIPMENT CONFIGURATION

a. Altimeter Stations: BLH
b. Codes: 1200, 1202, 1255, 1277, 4000
c. Map: ZLAC or ZLAWEST
    i. HIGH SECTORS
    ii. Minimum Range: 75

2-5-4. SECTOR SPECIFIC DIRECTIVES

The following list contains information specific to Sector 60 as it relates to its neighboring sectors. Information is grouped by Area.

a. Area A
    i. Any route change of oceanic flights must be approved in advance with Sector 28.
b. Area B
    i. **General**
        1. Aircraft landing KSMX or KSBP must be routed via FIM (exception: KPHX departure aircraft landing KSBP or KSMX previously routed via LAX RZS may be left on their filed route, if necessary for Sector 39's traffic).
        2. Aircraft landing KSBA:
            a. Non-RNAV aircraft must be routed via PMD or FIM KWANG.
            b. RNAV aircraft must be routed via HEC or PORPS.
        3. Aircraft landing KSFO and KSJC must be routed via MAKRS/AVE then the appropriate STAR.
c. Area C
    i. **General**
        1. When KLAX is in West Configuration, aircraft landing:
            a. KBUR/KVNY:
                i. RNAV aircraft must be routed via the appropriate STAR or BUGGA and the appropriate route, with the approval of Sector 39.
                ii. Non-RNAV aircraft must be routed via PSP DEWAY POM VNY or BUGGA/HEC and the appropriate route, with the approval of Sector 39.

b. KSMO:
    i. RNAV aircraft must be routed via the appropriate STAR or BUGGA and the appropriate route, with the approval of Sector 39.
    ii. Non-RNAV aircraft must be routed via PSP DEWAY POM DARTS or BUGGA/HEC and the appropriate route, with the approval of Sector 39.
c. KCMA/KOXR/KNTD: Must be routed via PSP DEWAY POM VNY V186 FIM or BUGGA/HEC and the appropriate route (aircraft routed over PSP must be tower en-route via SCT Empire Area).

2. When KLAX is in East Configuration, Sector 39, 40, and 60 must ensure KVNY, KBUR, KSMO, KCMA, KOXR, and KNTD arrivals are routed via BUGGA/HEC and the appropriate route.

ii. **Sector 39**

1. SETER/SCBBY Arrivals:
    a. Sector 39 must force data blocks for aircraft routed via SETER or SCBBY arrivals to Sector 60 for sequencing.
    b. Sector 60 is the sequencing authority for SETER/SCBBY arrivals.
2. Has control on aircraft routed on J212, or the confines of J212, from Sector 60 and Sector 40 for right turns.

iii. **Sector 40**

1. Aircraft routed via the SCBBY/THRNE STARs must cross FOILD AOB FL280.
2. Non-RNAV aircraft landing KONT, KBUR, KVNY, KSMO, KCMA, KOXR, and prop aircraft landing KLAX and KHHR routed via PSP must cross the Sector 40 and 60 common boundary AOB FL280.
3. All aircraft in (1) and (2) are Sector 40's control for descent and speeds west of CURIV.
4. Sector 60 has control abeam TRM on all aircraft south of J212 from Sector 40 for:
    a. Turns
    b. Speed adjustments

d. <u>Area E</u>

i. Sector 30

1. RNAV aircraft via the SCBBY/THRNE STAR must be cleared to descend via the arrival in accordance with the descent profile.

ii. **Sector 31**

1. Aircraft landing KCRQ and KRIV must be routed via TRM. Descend these aircraft in a manner to allow them to cross TRM at 16,000'.
2. Aircraft landing KPSP, KTRM, and KUDD, Sector 39/60 may clear aircraft east of JOTNU, and on or north of J212, direct UBABE then the appropriate STAR without coordination with Sector 31.

2-5-5. SECTOR HANDOFF/POINT OUT PROCEDURES

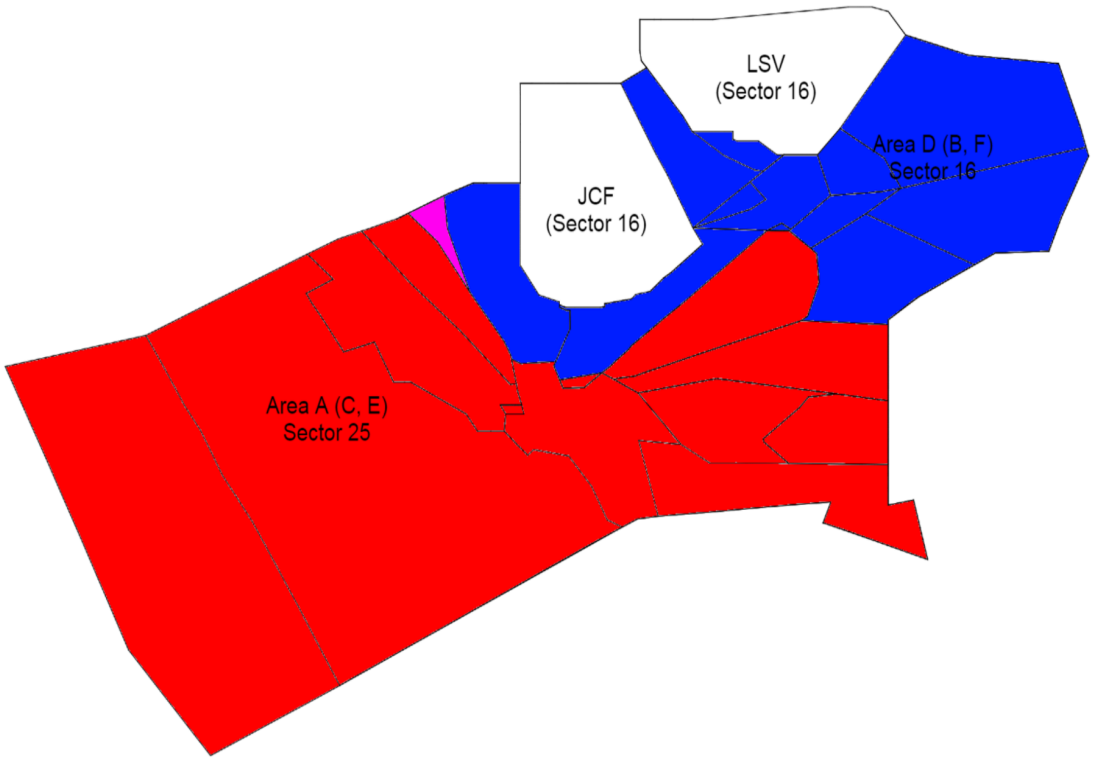
a. This procedure will apply, and is optional in lieu of a point out, between Sector 39, 40 and 60 for eastbound aircraft that will, or may, enter the protected airspace of Sector 40.
    i. Sector 39 may complete a handoff to Sector 40.
    ii. Sector 40 must initiate a handoff to Sector 60, unless Sector 40 verbally coordinates acceptance of the handoff and requests transfer of communications.
    iii. Sector 39 will transfer communications to Sector 60 upon acceptance of the handoff.
    iv. If Sector 60 has not accepted the handoff prior to abeam DECAS, Sector 39 may transfer communications to Sector 40.

APPENDIX A. STANDARD SECTOR COMBINATIONS

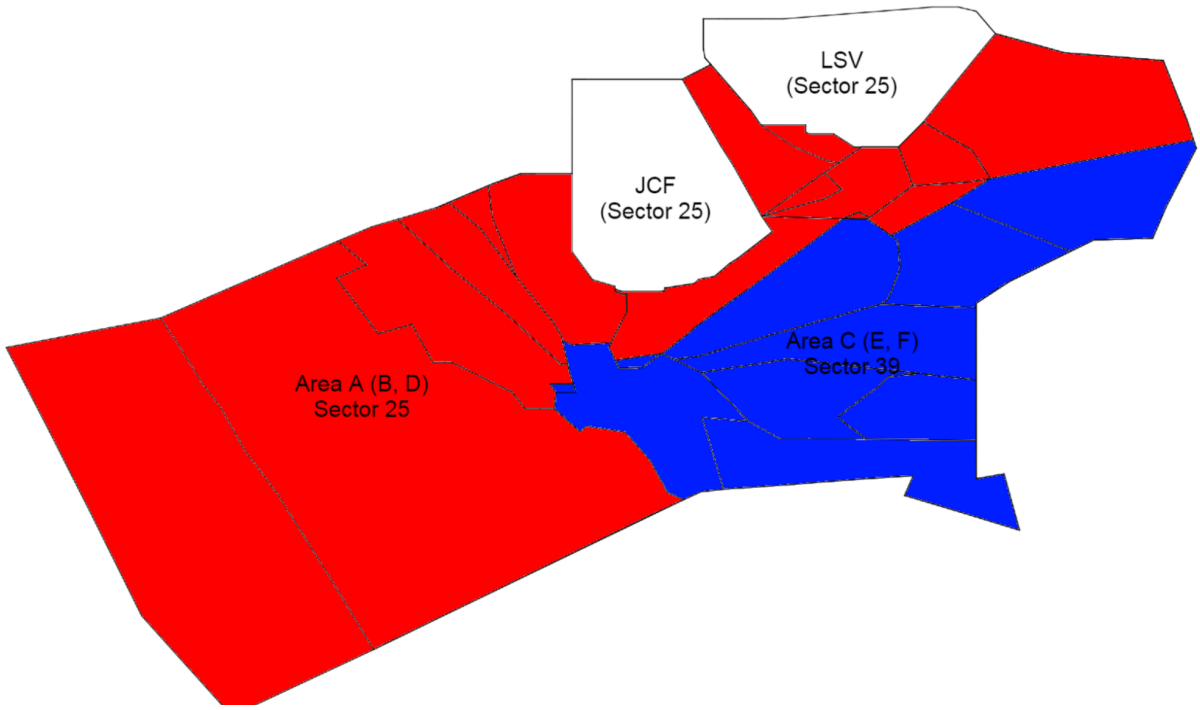
The following airspace configurations shall be implemented and advertised to neighboring facilities unless not operationally advantageous. In the event a configuration is not operationally advantageous, controllers may adopt a nonstandard split and shall make their best effort to communicate the nonstandard 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.

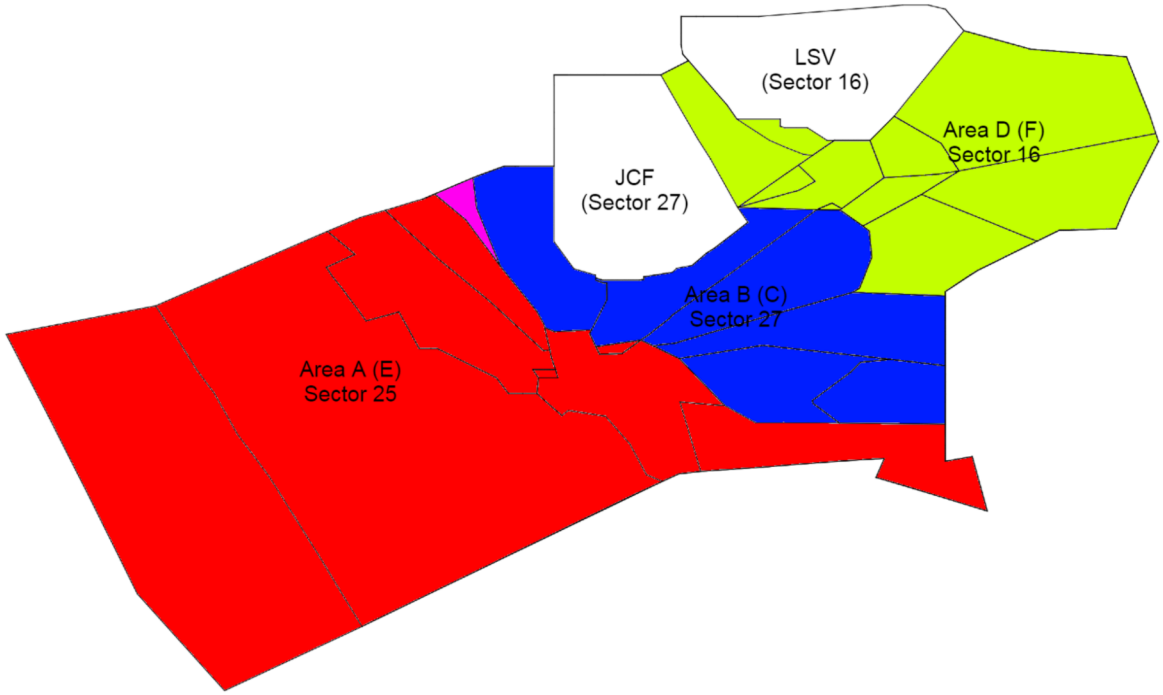
Desert Split



Canyon Split



J65 Split



Gambler Split