VATCAR
VATSIM Caribbean Division

NASSAU
Flight Information Region

ORDER

Nassau Center (MYNN_CTR)

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Nassau Center Standard Operating Procedures

December 1st 2020
Nassau Flight Information Region

Forward

This document discusses the standard operating procedures of Nassau Center. Controllers will be tested on the information within this document as a part of the testing procedure to earn the MYNN_CTR certification. If you have any questions about the information on this document, feel free to reach out to a member of the Nassau FIR staff.

Eric Boxerman

Air Traffic Manager
Nassau FIR

DATE	REVISION	EDITOR/VERSION
08 Aug 2020	Document Creation	EB/A
01 Dec 2020	• Minor Procedural Changes • Re-Branding	EB/B

Chapter 1 - General

Section 1 Introduction

1-1-1 : Purpose - Provide standard operating procedures for use within Nassau Center

1-1-2 : Distribution - Will be distributed by Nassau FIR training staff, and executive staff.

1-1-3 : Cancellations - None.

1-1-4 : Effective Date – December 1st 2020

Chapter 2 – Transfer of Position

Section 1

General 2-1-1: Transfer of Position Responsibility

The controller being relieved must be responsible for ensuring that any pertinent status information of which he/she is aware is relayed to the relieving controller.

PREVIEW THE POSITION

1. Observe position equipment, operational situation.
2. Listen to voice communications and observe other operational actions.
3. Observe current and pending aircraft traffic and correlate with flight information.
4. Indicate to the controller being relieved that the position has been previewed and that the verbal briefing may begin.

VERBAL BRIEFING

1. Brief current weather and other weather-related information.
2. Brief on traffic if applicable
3. Answer any questions asked

ASSUME CONTROL OF POSITION

1. Make a statement to indicate controller being relieved that position responsibility has been assumed. 6 mY®f bzx¨¥zv kz¥ >V??àMTKË bzx¨¥zwf¥ nxn¨nYv¦ ãY¦¦©wnxIäË *zx¨¥zwf¥ nxn¨nYv¦ ãxf¯ bzx¨¥zwf¥ä

REVIEW THE POSITION

1. Observe overall position operation to determine if assistance is needed.
2. Sign-off once relief process is complete.

AT THIS TIME RELIEVED CONTROLLER MAY LOG OFF

2-1-2 : Position Identification - Controllers shall use the phrase "Nassau Center" for telephone/facility identification.

- Nassau Center

2-1-3 : INTERCOM/COORDINATION FORMAT -

The controller must always use this format:

"[Facility being called], [your facility], [message]".

2-1-4 : Radio Frequency Assignments -

POSITION	FREQUENCY	LOGIN
Nassau Center	**125.700**	**MYNN_CTR**
Nassau Center South Split	125.700	MYNN_S_CTR
Nassau Center North Split	134.200	MYNN_N_CTR
Nassau Center Provo Section	127.225	MYNN_P_CTR

BOLD IS BASE POSITION

NOTE: Nassau Center Splits shall only be used during events or while traffic levels require it's use.

2-1-5 : ZMA LOA Requirements –

1. All controllers shall make themselves familiar with the ZMA/Nassau LOA.
2. Route/Altitude Assignments are MANDATORY
    a. If a routing and/or altitude discrepancy exists, coordinate with ZMA as necessary

Chapter 3 – Controllers responsibilities

Section 1 Nassau Arrivals

3-1-1 : Arrival Routing

1. All IFR arriving aircraft to MYNN must enter the Nassau TRACON through one of the 5 arrival gates.
2. All aircraft arriving through the same arrival gate must be separated by NO LESS than 10 NM.
3. Nassau Center will provide speed restrictions in MACH at or above FL240, and indicated airspeed below FL240, as required in order to ensure this separation.
4. If separation is not obtained with speed restrictions, radar vectors may be used followed by the phraseology *Ï®fb¨z¥¦ kz¥ ¦f¤©fxbmxlð* making sure traffic remains clear of departure airways out of MYNN.

3-1-2 : Crossing Restrictions

MYNN Arrivals

Fix	Altitude	Airway
HANKX	11,000	BR63V/AR3/BR58V -> ZQA
RAJAY	11,000	BR54V -> ZQA
SANNS	10,000	R628 -> ZQA
MAMML	12,000	M329 -> ZQA
SEAAN	12,000	BR55V -> ZQA
HASUK	12,000	----------

1. If aircraft entering the Nassau TRACON via the same arrival gate are separated by less than 15NM in trail, 250 knots will be assigned with the crossing restriction in order to maintain separation.
2. The standard phraseology for this instruction is *“)5LÿÃąË b¥z¦¦ 5!?<U Y¨ Yxd wYnx¨Ynx zxfÝzxf ãfvf®fxä ¨mz©¦Yxdˉ¨¯z knkf ´f¥z uxz¨¦Ë ?Y¦¦Y© Yv¨nwf¨f¥ Āýýÿð*

Section 2 MIA/FLL Arrivals

3-2-1 : Arrival Routing - All aircraft landing in the MIA/FLL area must follow the routing depicted in the ZMA/MYNN LOA.

3-2-2 : ZMA Offline / MYNN_CTR Online – When MYNN_CTR is online and MIA_CTR and MIA_APP are offline, aircraft arriving into the MIA/FLL area will descend via the following:

STAR	Fix/VOR	Altitude
WAVUN4/DEKAL5	ZBV	12,000
FOWEE9/FLIPR7	FOWEE	FL240

3-2-2 : MIA_CTR Online / MYNN_CTR Online - When MYNN_CTR is online and MIA_CTR is also online, aircraft arriving into **KFLL ONLY** will descend to FL300 and be handed off to MIA_CTR at the HIGH-BOUNDARY (Appendix A) at the end of this document. KMIA arrivals will remain at cruise altitude.

3-2-3 : MIA_APP Online / MYNN_CTR - When MYNN_CTR is online, MIA_CTR is offline, and MIA_APP is also online, aircraft will descend via as follows:

STAR	Fix	Altitude
WAVUN4/DEKAL5	DEKAL	6000
FOWEE9	JUNUR	**East** 12,000/280 kts **West** 10,000/250 kts
FLIPR7	FLIPR	**East** 12,000/280 kts **West** 10,000/250 kts

Section 3 Arrivals into Uncontrolled Fields

3-3-1 : VFR Aircraft - All VFR Aircraft arriving into uncontrolled fields will be changed to unicom and told to squawk VFR (1200) at least 25 NM from their destination airport. This will allow the aircraft to communicate on unicom to discuss traffic at their arrival airport.

3-3-2 : IFR Aircraft - IFR Aircraft inbound to uncontrolled fields are to cancel IFR in the air before landing. The uncontrolled airports within the Nassau FIR Are VFR only, therefore all aircraft in and out of these fields must be squawking 1200.

3-3-3 : Approaches - ATC cannot determine which runway an aircraft arriving into an uncontrolled airfield will land at. They are also never given an approach clearance.

3-3-4 : IMC Conditions - If an uncontrolled airport is in IMC conditions, the aircraft will have to divert to an alternate airport.

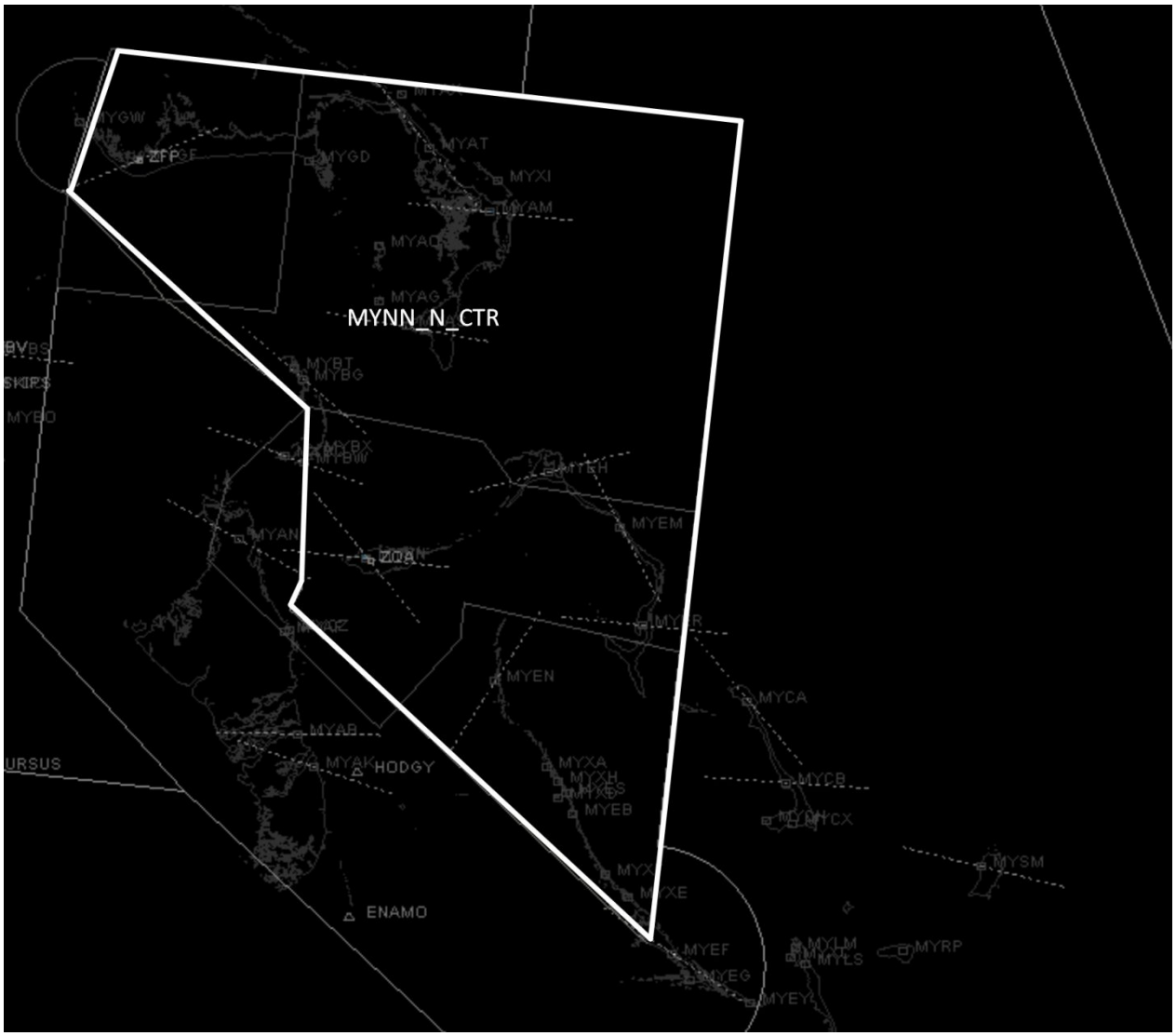
Section 4 Aircraft Departing Uncontrolled Fields

3-4-1 : VFR Aircraft - VFR Aircraft departing uncontrolled airfields will call Nassau Center for flight following once airborne, or remain on unicom. No flight plan is required for VFR pilots, the controller can create one using the ATC client.

3-4-2 : IFR Aircraft - IFR aircraft departing uncontrolled fields will depart VFR and pick up their IFR in the air with Nassau Center. IFR clearance is not given on the ground, so all aircraft must depart VFR.

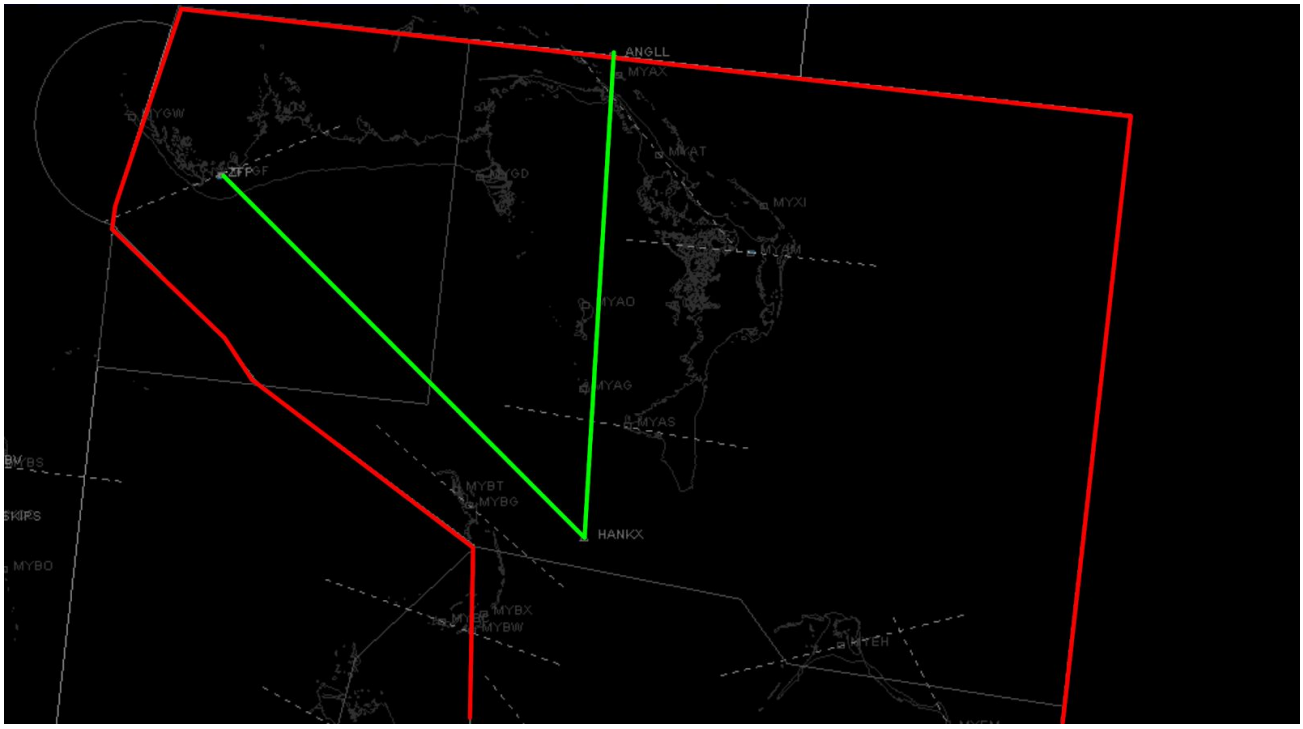
Chapter 4 – Airspace

4-1-1: Nassau North Center (MYNN_N_CTR)



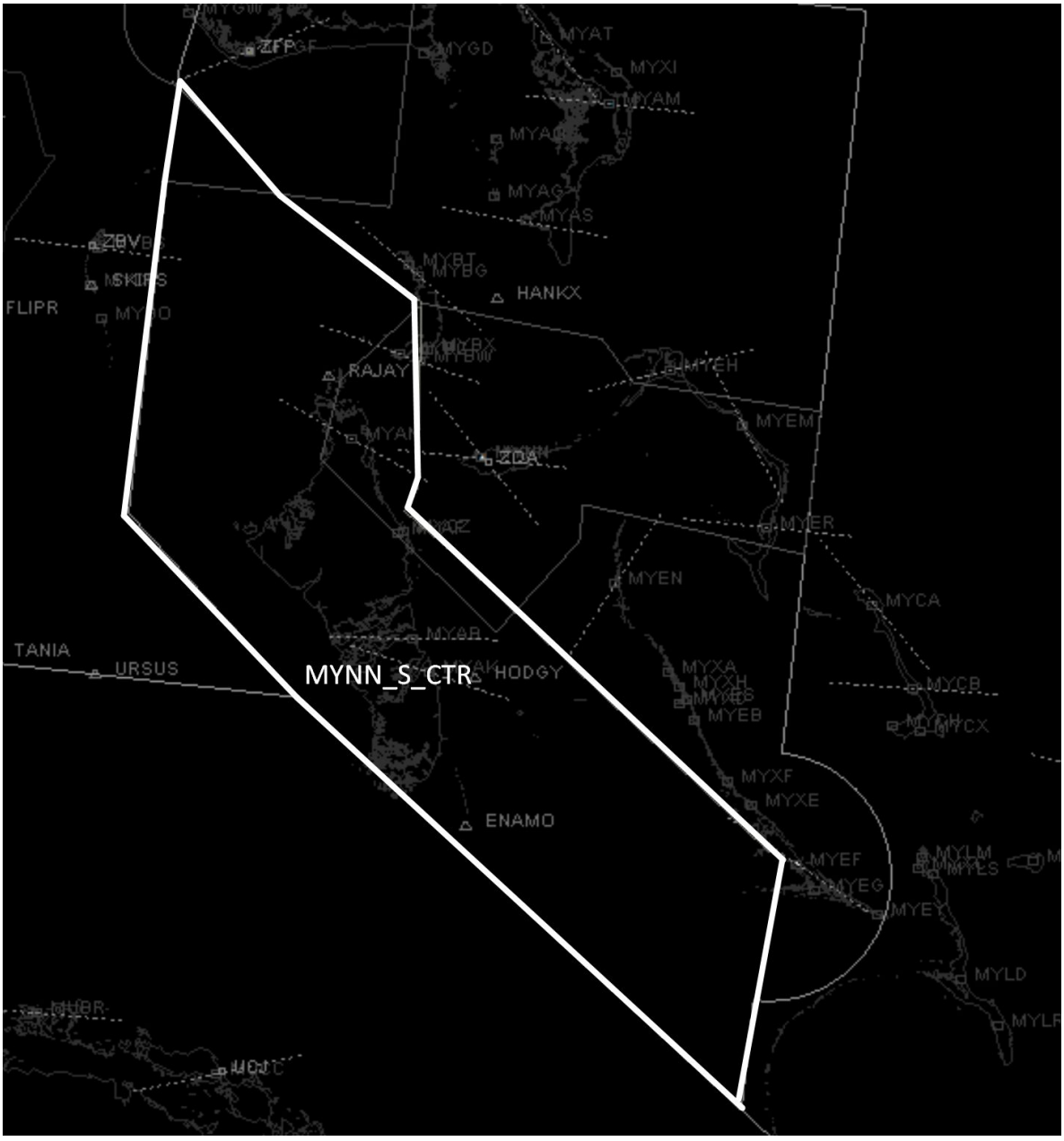
This sector will mostly consist of sequencing arriving aircraft to MYNN over HANKX. Aircraft will be routed into MYNN through ZFP BR63V ZQA or from ANGLL on BR58V/AR3 as shown below. This sector is also responsible for sequencing aircraft entering the MYNN TRACON through the less commonly used MAMML and SEAAN arrival gates. MYNN_N_CTR will also provide service to aircraft arriving the MIA/FLL area with a ZQA transition.

MYNN_N_CTR will also provide tower services for MYGF and MYAM when there is no local control online, as well as approach service for MYGF.



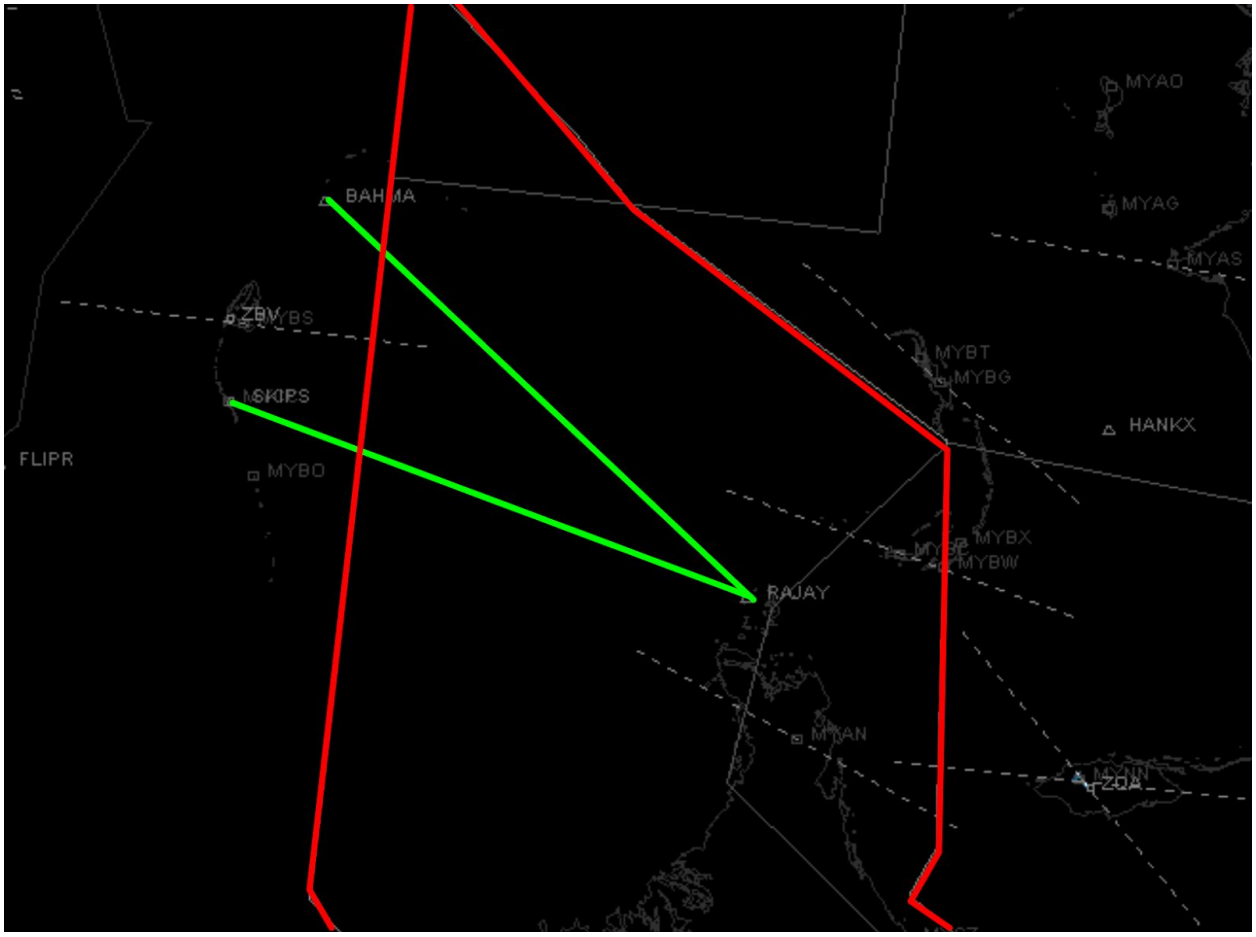
If MYNN_CTR needs to vector aircraft in order to obtain the minimum MIT separation, they must be turned left from BR63V, or right from AR3/BR58V. In more simple terms, MYNN arrivals must stay within the two green lines shown above (BR63V and BR58V).

4-1-2: Nassau South Center (MYNN_S_CTR)



MYNN_S_CTR is responsible for sequencing all aircraft arriving through the RAJAY arrival gate. This is a very busy arrival gate, since all MIA/FLL arrivals will enter the TRACON through this gate. This sector is also responsible for sequencing aircraft

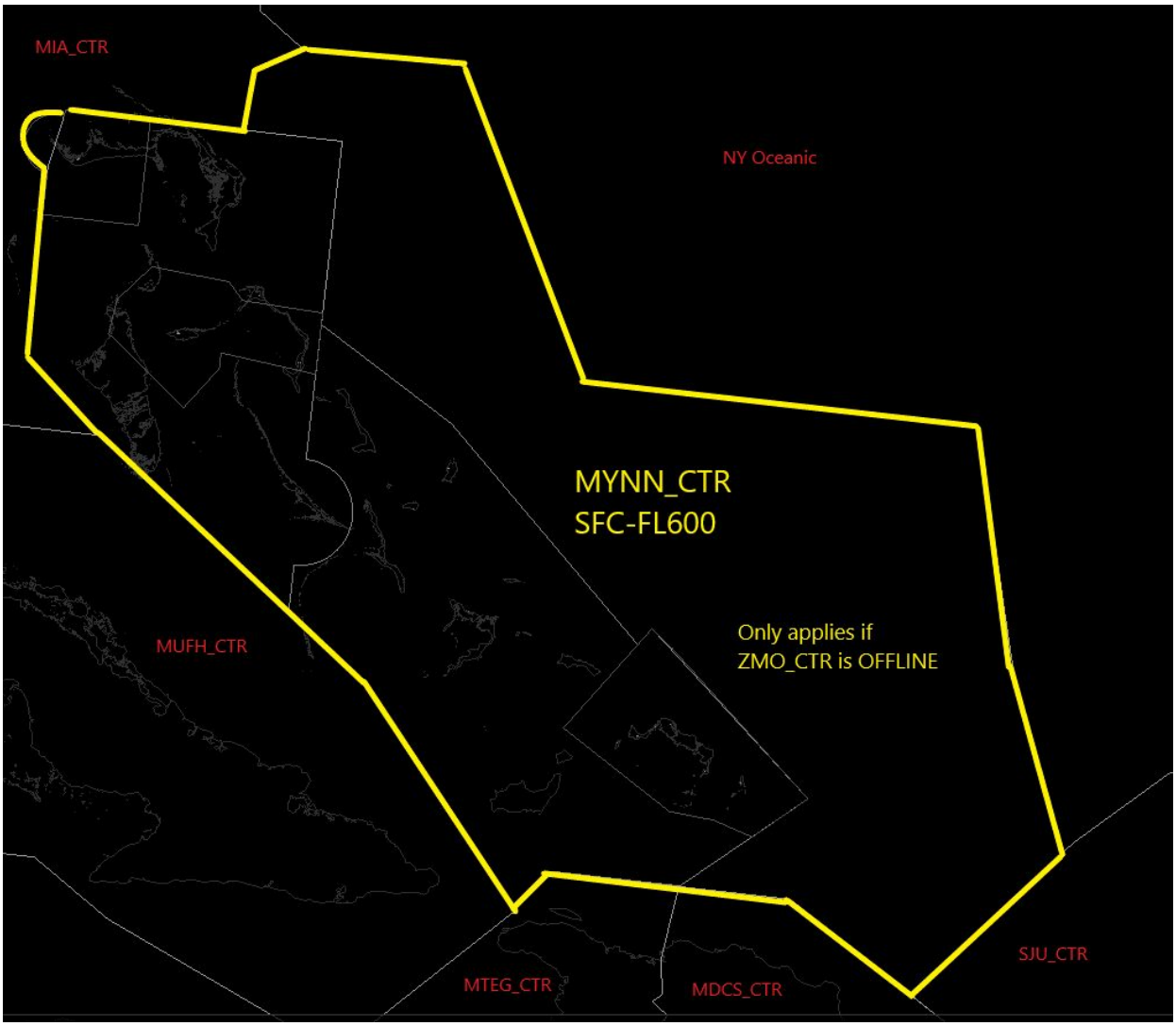
through the less common SANNS arrival gate. MYNN_S_CTR will also sequence aircraft inbound to KMIA on the FOWEE/FLIPR arrivals transitioning over HODGY.



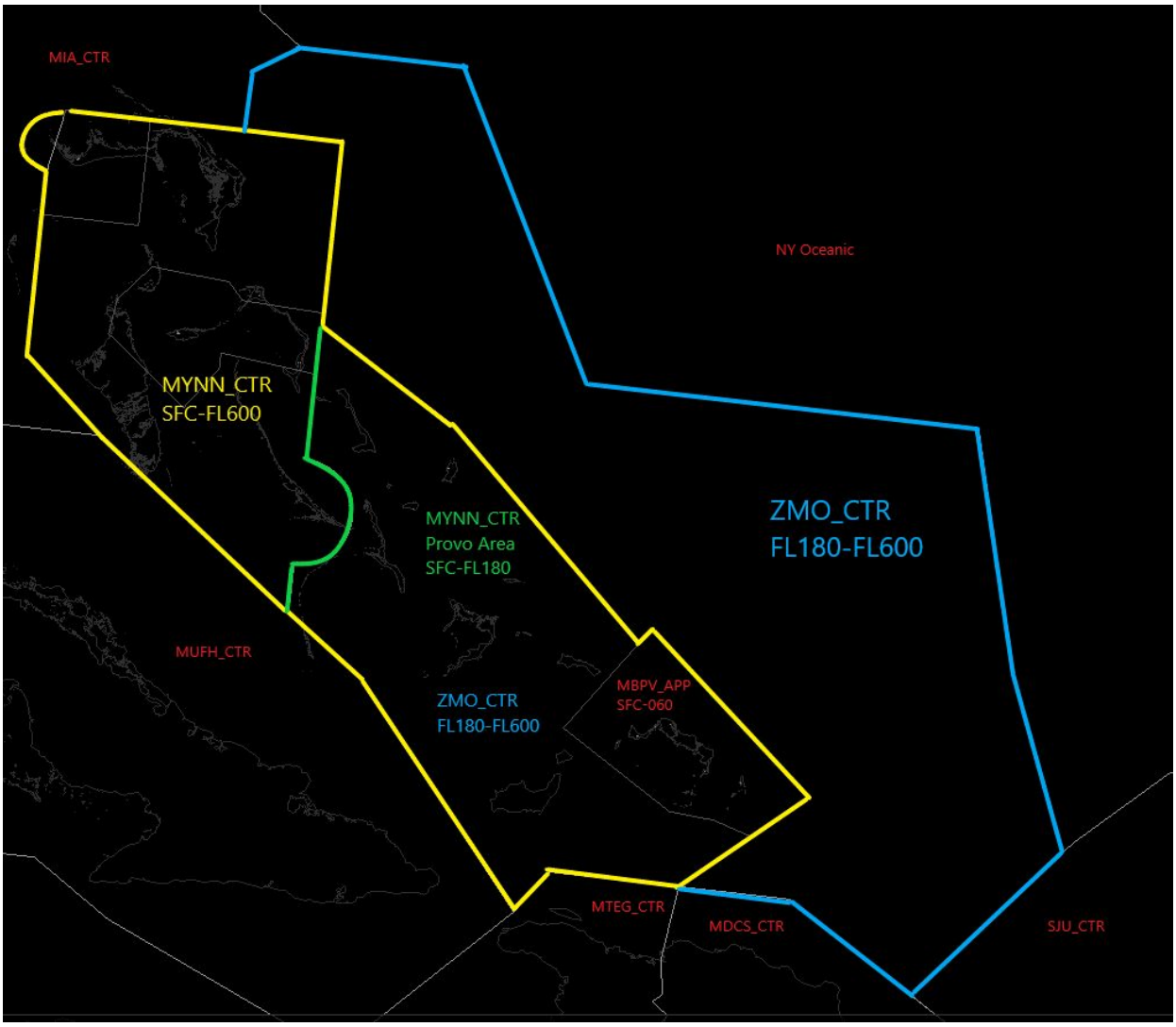
Shown above is how most MYNN arrivals through the RAJAY arrival gate will enter the MYNN_CTR airspace. When vectors are required in order to obtain minimum MIT separation, they will be given turns to remain within the boundaries of the two green lines depicted above (BAHMA/SKIPS -> RAJAY)

4-1-3: Nassau Center Dimensions (COMBINED, ZMO_CTR OFFLINE)–

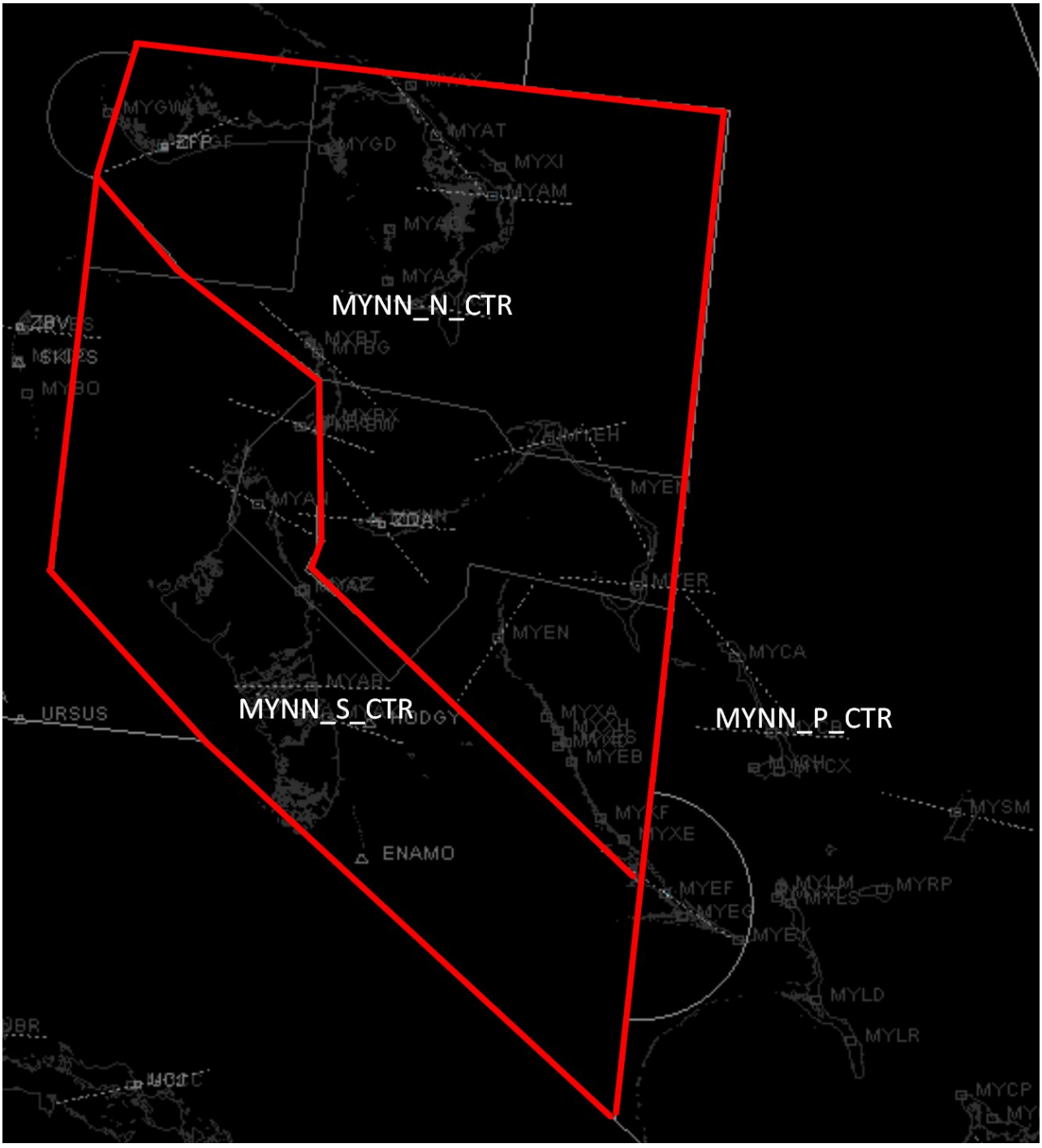
1. SFC to FL600



4-1-4: Nassau Center Combined (ZMO ONLINE) –



4-1-5: Nassau Center Event Splits-



4-1-6: Nassau Center (MIA_CTR ONLINE)