ANTILLES SUPER CENTER
STANDARD OPERATING PROCEDURES

OVERVIEW

Congratulations on your selection to control the Antilles Super Center. En Route controllers are some of the best skilled and most professional air traffic controllers on the VATSIM network. Holding a Super Center endorsement further acknowledges your ability to provide above-average services to our local community. We wish you the best of luck and look forward to interacting with you on the virtual skies.

DISTRIBUTION

This manual is designed to provide en route controllers with a basic understanding of the airspace covered by the Antilles Super Center. VATSIM C1-rated controllers who control out of the Santo Domingo, Curacao, or Port-Au-Prince FIRs must be familiar with the procedures detailed in this manual. All of the content found here is for flight simulation purposes only and may not be used for real-world operations. VATSIM, VATAMAS, VATCAR, and each of the Subdivisions listed in this manual are not responsible for the misuse of the information detailed here. All questions should be directed to the VATCAR Administration Team.

EFFECTIVE DATE

This Standard Operating Procedure is in effect as of 1 November 2023.

AUTHORIZATION

Mani Manigault

_____/

Mani Manigault
Vice President Americas
VATGOV3

Ej Davis

_____/

Ej Davis
Caribbean Division Director
VATCAR1

Israel Reyes

_____/

Israel Reyes
Caribbean Deputy Division Director
VATCAR2

Braden Vonderau

_____/

Braden Vonderau
Caribbean Training Director
VATCAR3

POLICIES AND PROCEDURES
All Santo Domingo, Curacao, and Port-Au-Prince FIR controllers wishing to conduct online operations within the Antilles Super Center are subjected to all VATSIM & VATCAR policies and procedures. Controllers must observe all procedures found in this document and facility-specific standard operating procedures.

QUALIFICATIONS
Antilles Super Center controllers must hold a C1 rating and have a minimum of fifty hours in an en-route position.

ENDORSEMENT & EVALUATION
Antilles Super Center controllers will receive an initial evaluation in order to verify the controller has reviewed this manual, and is familiar with local procedures. Random monitoring may occur in an effort to ensure consistent ATC services are provided during normal operations.

LANGUAGE
Antilles Super Center controllers are required to provide ATC services in the English language. Languages other than English may be used to assist pilots in understanding the instructions provided to them, however, you may not use other languages to provide regular ATC services.

SUPER CENTER STRUCTURE
The Antilles Super Center comprises the Santo Domingo, Curacao, and Port-Au-Prince center airspace. While each facility will retain individual local airspace, the Antilles Super Center will serve as the local en-route sector when local control is not available.

The Antilles Super Center provides top-down service to all aerodromes within the respective flight information regions. Under the VATSIM top-down structure, the Antilles Super Center will own three center positions, seven terminal maneuvering areas, and fifteen actively controlled aerodromes. The following sections will provide you with a clear overview of our operating boundaries. Be sure to reference local standard operating procedures at all times.

SUPPORT
Controllers with any questions, comments, or concerns should reach out to local facility Air Traffic Managers or the Caribbean Deputy Division Director for assistance.

AIRSPACE CLASSIFICATIONS SANTO DOMINGO FIR		
GEOGRAPHICAL AREA	**VERTICAL LIMITS**	**CLASSIFICATION**
Santo Domingo FIR	SFC - 14000	G
Santo Domingo FIR	14000 - 17000	D
Santo Domingo FIR	17000 - FL600	A
Punta Cana TMA	2000 - 15500	D
Las Americas TMA	2000 - 15500	D
El Cibao TMA	2000 - 15500	D
Punta Cana CTR	SFC - 2000	D
Las Americas CTR	SFC - 2000	D
Puerto Plata CTR	SFC - 2000	D
Santiago CTR	SFC - 2000	D
La Romana CTR	SFC - 2000	D
El Higuero CTR	SFC - 2000	D
Barahona CTR	SFC - 2000	D
Arroyo Barril CTR	SFC - 2000	D
El Catey CTR	SFC - 6000	D

AIRSPACE CLASSIFICATIONS CURACAO FIR		
GEOGRAPHICAL AREA	**VERTICAL LIMITS**	**CLASSIFICATION**
Curacao FIR	SFC - 2500	G
Curacao FIR	2500 - FL195	E
Curacao FIR	FL195 - FL600	A
Curacao TRACON	25000 - FL195	E
Beatrix CTR	SFC - FL065	D
Flamingo CTR	SFC - FL065	D
Hato CTR	SFC - 2000	D
Hato CTR	2000 - FL065	C

AIRSPACE CLASSIFICATIONS PORT-AU-PRINCE FIR		
GEOGRAPHICAL AREA	**VERTICAL LIMITS**	**CLASSIFICATION**
Port-Au-Prince FIR	SFC - 7500	G
Port-Au-Prince FIR	7500 - 17000	D
Port-Au-Prince FIR	1700 - FL600	A
Port-Au-Prince TMA	3000 - 17000	D
Prince CTR	SFC - 3000	D
Cap Haitien CTR	SFC - 7500	D

AIRSPACE SECTORIZATION SANTO DOMINGO FIR

SANTO DOMINGO CONTROL

Santo Domingo Control provides top-down coverage to all facility positions. MDCS_CTR is the primary position. North, South, and Information sectors are authorized for events only.

PUNTA CANA TMA

Punta Cana Approach provides top-down coverage to the Punta Cana Intl. Airport. MDPC_APP is the primary position. The auxiliary approach position and the ramp position are authorized for events only. Pre Departure Clearances are authorized.

LAS AMERICAS TMA

Las Americas Approach provides top-down coverage to the San Isidro Air Force Base, El Higuero, La Romana, and the Las Americas Intl. Airports. MDSD_APP is the primary position.

EL CICAO TMA

Cibao Approach provides top-down coverage to the Arroyo Baril, El Catey, Santiago, and Puerto Plata Intl. Airports. MDPP_APP is the primary position.

BARAHONA CTR

The Barahona Intl. Airport is outside of a TMA. Departures and Arrivals are coordinated between tower and center controllers directly. MDBH_TWR is the primary position.

AIRSPACE SECTORIZATION CURACAO FIR

CURACAO CONTROL

Curacao Control provides top-down coverage to all facility positions. TNCF_CTR is the primary position.

CURACAO TMA

Curacao Approach provides top-down coverage to the Hato and Flamingo CTR. TNCC_APP is the primary position.

BEATRIX CTR

Beatrix Approach provides top-down coverage to the Princess Beatrix Intl. Airport. TNCA_APP is the primary position.

AIRSPACE SECTORIZATION PORT-AU-PRINCE FIR

PORT-AU-PRINCE CENTER

Port-Au-Prince Center provides top-down coverage to all facility positions. MTEG_CTR is the primary position. North and South sectors are authorized for events only.

PORT-AU-PRINCE TMA

Port-Au-Prince Approach provides top-down coverage to the Toussaint Louverture Intl. Airport. MTPP_APP is the primary position.

CAP HAITIEN CTR

The Cap Haitien Intl. Airport is outside of a TMA. Departures and Arrivals are coordinated between tower and center controllers directly. MTCH_TWR is the primary position.

AIRSPACE COORDINATION

ANTILLES CONTROL

Antilles Control is designed to serve as local control when Santo Domingo Control, Curacao Control, and Port-Au-Prince Center are offline. If a local center is activated while you are actively controlling that center position will own its geographical airspace. You will coordinate all handoffs within 10 nm from the FIR boundary.

CARIBBEAN FSS

When the Caribbean FSS is active, the Antilles Control position will serve as a local control position. You will coordinate all handoffs within 10 nm from the FIR boundary.

TOP DOWN LAYERING

POSITION	STATUS	CONFIGURATION
MDCS_CTR	ONLINE	Santo Domingo Owns The FIR Airspace.
TNCF_CTR	ONLINE	Curacao Owns The FIR Airspace.
MTEG_CTR	ONLINE	Port-Au-Prince Owns The FIR Airspace.
CARI_FSS	ONLINE	Antilles Control Owns The Airspace.
-	OFFLINE	When Local Centers Are Offline, Antilles Owns The Airspace.

OPERATIONAL PROCEDURES

POSITION	CALLSIGN	FREQUENCY
ANT_CTR	Antilles Control	131.200
ANT_B_CTR	Antilles Control	131.250

AIRPORT CONFIGURATIONS

In the Caribbean, the majority of airports are configured for South or East operations based on weather and wind direction. Las Americas Intl. Airport (MDSD) is an exception to this rule. The airport experiences heavy wind shifts and commonly changes between north and south flows. Be sure to keep an eye on the metar.

IFR DEPARTURES

All IFR aircraft should be set up on a Standard Instrument Departure (SID) whenever possible. If not possible, an initial altitude of 5000 feet or FL050 depending on the operational area should be assigned to all radar vectored aircraft.

IFR SQUAWK RANGE 5601 - 5777

IFR ARRIVALS

All IFR aircraft should be established on a Standard Terminal Arrival (STAR) whenever possible. Aircraft should be instructed to descend via the arrival to cross the Initial Approach Fix (IAF) at the prescribed altitude. If not possible, assign decent altitudes based on airspace ceilings descending to the Initial Approach Fix (IAF) prescribed altitude.

MISSED APPROACH

When necessary aircraft should be directed to execute the published missed approach. If none are available, runway heading and climbing to 3000 is the most common missed approach procedure. Be sure to familiarize yourself with the local procedures.

VFR AIRCRAFT

Aircraft staying in the pattern or staying at 2000 feet or below do not require flight following. VFR aircraft wishing to cruise above 2000ft or located inside of a TMA or CTR will be automatically given a VFR squawk code and will receive flight following services.

VFR SQUAWK RANGE 1201 - 1277

PROCEDURAL CONTROL

The Port-Au-Prince FIR is a procedural facility in the real world. Please note that on VATSIM, the Port-Au-Prince FIR will receive full radar services. Procedural control is currently not authorized. This change is designed to improve ATC services and further expand commonalities within the flight information regions.

VISUAL REPRESENTATION