

Standard Operating Procedures

VIRTUAL AIR TRAFFIC SIMULATION CARIBBEAN DIVISION

Virtual Curacao FIR
Standard Operating Procedures
Version 2.1

©Bill Raymond, Jesús E. Jacir; Arthur Faulborn.
From version 1.2 to 2.1 also by Ruud op de Weegh.

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S.O.P. Curaçao FIR Version 2.1

Standard Operating Procedures

Welcome to the Virtual Curaçao FIR

You are entering a very exciting virtual information region in the Caribbean. Our privileged location makes us an attractive destination for online pilots (from here called pilots) from Europe and the Americas and also makes us one of the crossroads for online flights (from here flights) between North, Central and South America. These Standard Operating Procedures will make your virtual online flying (from here flying) and/or Air Traffic Controller (ATC) experience more enjoyable within our Flight Information Region (FIR).

Pilots are encouraged to thoroughly familiarize themselves with these Standard Operating Procedures (from here SOP) prior to entering our airspace.

ATC's, either with Curaçao FIR member or Visiting Controller status, are required to master these SOP by completing the Competency Courses designed for the type of ATC service they wish/are allowed to provide within the Curaçao FIR according to their VATSIM controller rating.

This issue of the Curaçao FIR SOP is to be implemented effective August 1st 2011 at 00:00 ZULU time (UTC/GMT).

Standard Operating Procedures

Table of Contents

CHAPTER 1 GENERAL INFORMATION
CHAPTER 2 AIRSPACE AND AIRPORT INFORMATION
CHAPTER 3 SSR CODES
CHAPTER 4 CLEARANCE DELIVERY ATC SERVICE
CHAPTER 5 GROUND ATC SERVICE
CHAPTER 6 TOWER ATC SERVICE
CHAPTER 7 APPROACH ATC SERVICE
CHAPTER 8 CENTER ATC SERVICE
CHAPTER 9 LOCAL OPERATIONS
CHAPTER 10 TERMINAL OPERATIONS
CHAPTER 11 ENROUTE OPERATIONS
APPENDIX 1 – CURAÇAO FIR WAYPOINTS
APPENDIX 2 – AIRPORT INFORMATION

Standard Operating Procedures

GENERAL INFORMATION

1.1 VATSIM codes and VATCAR policies compliance

All VATSIM pilots and controllers wishing to conduct online operations within the Curaçao FIR are subject to comply with the VATSIM Code of Conduct and VATSIM Code of Regulations. All VATSIM/VATCAR controllers wishing to conduct online operations within the Curacao FIR are also subject to comply with the VATCAR policies.

1.2 Language considerations.

English is the preferred language for flying and ATC in the virtual Curaçao FIR. ATC service in a language other than English is allowed and encouraged to aid non English speaking pilots, bearing in mind that controllers conducting ATC service must, at least, be able to provide ATC service using text communications in English.

1.3 Airport procedures and charts

Airport specific procedures are covered in this document. Charts are available at the Curaçao FIR website.

1.4 ATC and flight software

ATC and flight clients authorized for use by VATSIM are the only software approved for use to conduct ATC and flights within the Curaçao FIR. Using unauthorized VATSIM software will, besides being suspended or banned from the VATSIM network, terminate the ATC privileges of a Curaçao FIR member or visiting controller.

1.5 Manning ATC units

ATC units will be manned on a first come first serve basis, unless a unit has been reserved for manning, as follows:

	ATC unit	Radio name	Callsign	Frequency
1	Curaçao East Center	Curaçao Center	TNCF_CTR	127.10
2	Curaçao Approach	Hato Approach	TNCC_APP	119.60
3	Aruba Approach	Beatrix Approach	TNCA_APP	120.90
4	Curaçao Tower	Hato Tower	TNCC_TWR	118.30
5	Aruba Ground	Beatrix Ground	TNCA_GND	121.90
6	Bonaire Tower	Flamingo Tower	TNCB_TWR	118.70
7	Aruba Tower	Beatrix Tower	TNCA_TWR	118.00
8	Curaçao West Center	Curaçao Center	TNCF_W_CTR	124.10

Notes: :

- Radio Names should be used for ATC service
- In the callsign the voice or text indicator must be left out. In the case of Curaçao West Center the "W" must remain: TNCF_W_CTR

Standard Operating Procedures

- Curaçao East Center is the primary en route/center ATC unit and will also provide ATC service for Curaçao West Center, when the last one is not manned, to aircraft flying west of a line that goes from 16°00'N 71°40'W to 13°37'N 73°00'W within the Curaçao airspace and above FL195
- Beatrix Approach also provides Tower ATC service
- Hato Tower also provides Ground ATC service
- Flamingo Tower also provides Ground ATC service
- On extreme traffic conditions during an event it may be necessary to open the Curaçao West Center position to provide ATC service for aircraft flying west of a line that goes from 16°00'N 71°40'W to 13°37'N 73°00'W within the Curaçao airspace and above FL195

The activation of this position will be authorized and notified by the Virtual Curaçao FIR chief or Assistant Chief. Should both these persons be unavailable, the authorization may be given by another staff member. Prior to logging into the network to provide ATC service for the above mentioned it is advised to check first if the desired position is not already reserved or manned.

1.6 ATC unit control level

Throughout this document the term “level” will be used in reference to the extension of airspace and responsibilities inherent to an ATC control unit. The criteria used to create these levels was that an ATC unit with a larger airspace extension has more inherent responsibilities and in order to operate such ATC units a traffic controller must have mastered the skills of operating a smaller extension of airspace with less inherent responsibilities.

The following table shows the level system used within the Virtual Curaçao FIR where the lowest value is the highest level:

Level	ATC unit
1	TNCF_CTR
2	TNCF_W_CTR
3	TNCA_APP - TNCC_APP
4	TNCA_TWR - TNCB_TWR - TNCC_TWR
5	TNCA_GND

1.7 ATC Unit responsibilities

When manning an ATC unit, the controller is only required to provide ATC service inherent to the unit manned. Controllers on high level units may also provide ATC service to lower level units under their airspace provided that the added workload would not interfere with their primary functions. As such a controller manning TNCC_APP control unit may also provide ATC service for TNCB_TWR and TNCC_TWR but not for TNCA_APP or TNCA_GND

The only exception to this rule is TNCF_W_CTR which cannot provide ATC service to lower level units since there's no other ATC unit within its control area.

Controllers on lower level ATC units are not allowed to provide ATC service for higher level units. Controllers on high level units providing ATC service to lower level

Standard Operating Procedures

units are required to immediately terminate and hand off all traffic within the lower level's unit control area for which ATC service is being provided if said unit becomes manned.

Controllers on high level units providing ATC service to lower level units may, at any given time, terminate said ATC service by instructing the pilot(s) under the lower level unit's control area to proceed at pilot's discretion as cleared and, if it is the case, to contact back when within the manned ATC unit's area e.g. TNCF_CTR: TCA7021 Beatrix tower service terminated, proceed at pilot's discretion as filed and contact back when airborne and passing FL140

1.8 Unicom frequency

A pilot operating under VFR or IFR rules when there are no online ATC units available to provide service within the Virtual Curaçao FIR airspace should set the COM1 frequency to 122.800 and, if using voice communications, use the rw.liveatc.net/unicom_tncf voice channel in order to inform other aircraft in the area about their position and intentions. Be advised, this is recommended, but not demanded.

1.9 Observer callsign

A person wishing to login into the network to observe the online ATC operations within the Curaçao FIR must use one of the prefixes in use within the Curaçao FIR followed by “_OBS” e.g. TNCF_OBS using a maximum target visibility range of 40 nm

1.10 CURACAO FIR Air Traffic Manager callsign

As observer or due to administrative reasons, the official Curaçao FIR Air Traffic Manager may login with the TNCF_ATM callsign. Any misuse or misrepresentation using the Air Traffic Manager callsign will carry disciplinary actions

1.11 Instructor Callsign

The use of an instructor callsign to login into the network within the Curaçao FIR airspace is reserved for VATCAR or Curaçao FIR instructor staff members who hold the Instructor or Senior Instructor VATSIM rating. When logging into the network for instruction purposes the user must use the TNCF prefix and the INS suffix in their callsign e.g. TNCF_INS. In case of more instructors a number should follow the TNCF prefix.

1.12 VATCAR Callsign

The use of a VATCAR callsign to login into the network within the Curaçao FIR airspace is reserved for VATCAR staff members. Any misuse or misrepresentation using a VATCAR callsign will carry disciplinary actions.

1.13 Mentor program

The Curaçao FIR Mentor Program is designed to include those controllers with a Senior Student rating or above who are willing to volunteer their time for training

Standard Operating Procedures

purposes. The objective of this program is to augment the Curaçao FIR Instructor Staff to provide initial training and orientation for Student Rating candidates and to provide supplemental training for Senior Student and, Controller rating candidates.

To join the Curaçao FIR Mentor Program an individual must demonstrate the knowledge and skills needed to conduct classes, provide practical instruction, and demonstrate the interpersonal skills and patience required for such a position. This classification is maintained by serving in an active role as mentor. No participant in the mentor program may provide training to a Curaçao FIR controller who is candidate for a rating that is higher than the one held by the mentor e.g. a Senior Student rated mentor may provide training to a Student or Senior Student rating candidate but may not provide training to a Controller or Senior Controller rating candidate.

If you are interested in joining the Curaçao FIR Mentor Program contact the Curaçao FIR Air Traffic Manager, the Deputy Air Traffic Manager or Senior Instructor for an online application interview.

Standard Operating Procedures

2 AIRSPACE AND AIRPORT INFORMATION.

This chapter provides detailed information of the airspace class, altimeter setting, airway system, RVSM operations, cruising levels, special use airspace, and airports within the Curaçao FIR.

2.1 Airspace class

Airspace Classes within the Curaçao FIR are as follows. Please refer to your en route charts for exact location of these airspaces.

Name	Controlling authority	Freq.	Class	Upper Altitude	Lower Altitude
CURAÇAO UIR	CURACAO ACC	127.10	A	UNLTD	FL195
CURAÇAO FIR	CURACAO ACC	127.10	E	FL195	SURFACE
CURAÇAO UTA	CURACAO ACC	127.10	A	UNLTD	FL195
CURAÇAO CTA (1)	CURACAO ACC	127.10	E	FL195	SURFACE
CURAÇAO TCA (2)	CURACAO ACC	127.10	A	UNLTD	2500AMSL
CURAÇAO CTA SCTR W	CURACAO ACC	124.10	G	FL195	SURFACE
CURAÇAO CTA SCTR E	CURACAO ACC	127.10	E	FL195	2500AMSL
HATO CTLZ (3)	HATO TWR	118.30	C	FL065	SURFACE
FLAMINGO CTLZ	FLAMINGO TWR	118.70	D	FL065	SURFACE
BEATRIX CTLZ	BEATRIX APP/TWR	120.90	D	FL065	SURFACE

Notes:

- CLASS G 2500AMSL/SURFACE; CLASS G WEST OF A LINE 16°00'N 71°40'W TO 13°37'N 73°00'W
- CLASS E FROM FL195/2500AMSL.
- CLASS D 2000AMSL/SFC.

2.2 Altimeter setting

Use QNE (Standard Altimeter Setting of 29.92 inches of mercury or 1013.2 hPa) above transition level at all times.

Use QNH (Local Station Pressure) for take-off and climb until passing transition altitude.

Use QNH (Local Station Pressure) for descent and landing as soon as passing transition level.. Transition altitudes are shown on approach charts.

2.3 Airway system

The Curaçao FIR airway system is comprised of low and high airways. The low airway system starts at FL040 and goes up to FL195. The high airway system starts at FL195 and extends up to FL410. Above FL410 aircraft fly direct between navaids or use another means of navigation (LORAN, GPS, celestial, etc). Low and high airways share the same route designator and high airways are differentiated from low

Standard Operating Procedures

airways with the prefix letter “U”. Almost all airways within the Curaçao FIR are bidirectional except:

- G442 can only be flown eastbound from ABA VOR to ALCOT Intersection
- G446 can only be flown eastbound from PJG VOR to REPIS Intersection
- UG446 can only be flown eastbound from PJG VOR to REPIS Intersection
- A315 can only be flown westbound from AVELO Intersection to PJG VOR
- UA315 can only be flown westbound from AVELO Intersection to PJG VOR

2.4 RVSM operations

Effective January 20, 2005 the ICAO Reduced Vertical Separation Minimum (RVSM) operation procedures; which imply a 1000 feet vertical separation, instead of a 2000 feet vertical separation, in the allocated RVSM airspace between FL290 and FL410; were implemented in the real world Curaçao FIR.

As online flight and ATC services using the VATSIM Network already meet or exceed the air/ground communications, ground/ground communications, navigation, and radar surveillance requirements for RVSM operations, these were also implemented within the Virtual Curaçao FIR.

Standardizing virtual operations, which might differ from real life operations, was also done for practical reasons on a simulated environment. ICAO standards for lateral and longitudinal separations will remain within the Virtual Curaçao FIR.

RVSM operations procedures state that non-RVSM approved aircraft will not be allowed to operate in RVSM airspace, with the following exceptions:

- States may develop procedures to accommodate non-approved aircraft in RVSM airspace as long as the flight will be contained within their domestic airspace. * When operationally feasible, preference for flight levels in RVSM airspace will be given to approved aircraft.
- RVSM approved aircraft will be given operational preference for level allocation over non-RVSM approved aircraft unless an operational advantage is gained by giving operational preference to the non-approved aircraft.
- Non-RVSM approved State aircraft**, humanitarian, maintenance, and ferry/delivery flights will be accommodated within RVSM airspace in accordance with regionally approved procedures.
- Non-RVSM approved aircraft will be allowed to climb or descend through RVSM airspace, provided the aircraft climbs or descends at NO less than standard rate and does NOT stop at any intermediate flight level in RVSM airspace.

* Domestic airspace is defined as the airspace under the jurisdiction of a sovereign State (such as Brazil or Mexico), or ATC service provider (such as COCESNA). For the purposes of this document, domestic airspace does not include oceanic FIRs under a State’s control unless specifically noted in regional documentation.

** State aircraft designation includes military aircraft.

Standard Operating Procedures

In compliance with RVSM operations standards the following procedures will be used for RVSM operations within the Virtual Curaçao FIR:

- Controllers will separate RVSM approved aircraft by 1000 feet from other RVSM approved aircraft.
- Simulated Non-RVSM approved state and military aircraft will be accommodated in RVSM airspace with prior coordination. Prior coordination will consist of the filing of a flight plan. The issuance of an ATC clearance shall constitute approval for the aircraft to operate in RVSM airspace. Continued flight by these aircraft in RVSM airspace shall be subject to normal operational considerations.
- Simulated Non-RVSM approved humanitarian, maintenance, and ferry/delivery flights will be accommodated in RVSM airspace with prior coordination. Prior coordination will consist of the filing of a flight plan. The issuance of an ATC clearance shall constitute approval for the aircraft to operate in RVSM airspace. Continued flight by these aircraft in RVSM airspace shall be subject to normal operational considerations.
- Simulated Non-RVSM approved aircraft operating at FL290 and above will be separated by 2000 feet from all other aircraft, including RVSM approved aircraft. Simulated Non-RVSM approved aircraft will not be allowed to file a flight plan into, or operate within, RVSM airspace except those described on 2 and 3 above. Non-RVSM approved aircraft can be cleared to operate at any RVSM altitude, i.e.; FL360 or FL380, provided they are separated by 2000 feet from other aircraft.
- Simulated Non-RVSM approved aircraft will be allowed to climb or descend through RVSM airspace, provided the aircraft climbs or descends at NO less than standard rate and does NOT stop at any intermediate flight level in RVSM airspace.

Standard Operating Procedures

2.5 Cruising levels

Cruising levels for IFR flights within the Curaçao FIR use the NEODD-SWEVEN rule from FL040 to FL410. Above FL410 only odd flight levels are used alternating westbound and eastbound.

VFR flights also use this rule adding 500 feet to the applicable flight level. No VFR flights are allowed above FL195. The following table shows the approved flight levels within the Curaçao FIR:

Non RVSM airspace VFR + 500ft		Non RVSM airspace No VFR allowed		RVSM airspace Non RVSM flights use 2000feet separation		Non RVSM airspace Point to Point or GPS navigation	
from 180°	From 000°	from 180°	From 000°	from 180	From 000°	from 180°	From 000°
to 359°	to 179°	to 359°	to 179°	to 359°	to 179°	to 359°	to 179°
					FL290		
FL040		FL200		FL300		FL430	
	FL050		FL210		FL310		FL450
FL060		FL220		FL320		FL470	
	FL070		FL230		FL330		FL490
FL080		FL240		FL340		FL510	
	FL090		FL250		FL350		FL530
FL100		FL260		FL360		FL550	
	FL110		FL270		FL370		FL570
FL120		FL280		FL380		FL590	
	FL130				FL390		FL610
FL140				FL400			
	FL150				FL410		
FL160							
	FL170						
FL180							
	FL190						

It is important to remember that any aircraft, RVSM approved or simulated non-RVSM approved, can be assigned any flight level in compliance with the above system.

However, 2000 feet vertical separation must be applied to all simulated non-RVSM approved aircraft within RVSM transition airspace, if any. This provides a significant benefit for simulated non-RVSM approved aircraft on domestic flights as they can achieve some of the same fuel economy benefits as approved aircraft.

NOT FOR REAL LIFE AVIATION USE
S.O.P. Curaçao FIR Version 2.1

Standard Operating Procedures

Aircraft not in compliance with the above system must be coordinated and approved by each receiving controller. All simulated non-RVSM approved aircraft not included in the state, military, humanitarian, maintenance, and ferry/delivery categories will be assigned a temporary flight level above or below RVSM airspace during their transit, departure or approach operations within the Virtual Curaçao FIR.

2.6 Special use airspace

Below is a list of all dangerous, prohibited and restricted airspaces within the Curaçao FIR. Please refer to your en route or approach charts for exact location of these airspace.

Ident	Type	Name	Contolling Authority	Freq	Upper alt	Lower alt
TND5	D		Royal Netherlands Navy	119.60	10000AMSL	SURFACE
TND6	D		Royal Netherlands Navy	124.10	27000AMSL	SURFACE
TNP1	P	Bonaire (West)	Flamingo TWR	118.70	6000AMSL	SURFACE
TNP10	P	Cutaçao Caracas bay)	Hato APP	119.60	2500AMSL	SURFACE
TNP11	P	Bonaire (OIL)	Flamingo TWR	118.70	2500AMSL	SURFACE
TNP12	P	Curaçao (Penitentiary)	Hato APP	119.60	2500AMSL	SURFACE
TNP13	P	Curaçao (Salina St Michiel)	Hato APP	119.60	2500AMSL	SURFACE
TNP14	P	Curaçao (Salina Jan Kok)	Hato APP	119.60	2500AMSL	SURFACE
TNP15	P	Curaçao (St Jorisbaai Makuaku Island)	Hato APP	119.60	2500AMSL	SURFACE
TNP16	P	Curaçao (Weg naar Westpunt)	Hato APP	119.60	2500AMSL	SURFACE
TNP17	P	Curaçao (Mundo Nobo)	Hato APP	119.60	2500AMSL	SURFACE
TNP18	P	Curaçao (Otrobanda)	Hato APP	119.60	2500AMSL	SURFACE
TNP19	P	Curaçao (Nieuwe Haven)	Hato APP	119.60	2500AMSL	SURFACE
TNP2	P	Bonaire (South)	Flamingo TWR	118.70	6000AMSL	SURFACE
TNP7	P	San Nicolas Fuel Tanks	Beatrix APP	120.90	2500AMSL	SURFACE
TNP8	P	Curaçao (Bullenbay)	Hato APP	119.60	2500AMSL	SURFACE
TNP9	P	Curaçao (Isla)	Hato APP	119.60	2500AMSL	SURFACE
TNR3	R	Wacao Firing Area	Hato APP	119.60	By NOTAM	SURFACE
TNR4	R	Vader Piet	Beatrix APP	120.90	By NOTAM	SURFACE

NOT FOR REAL LIFE AVIATION USE
S.O.P. Curaçao FIR Version 2.1

Standard Operating Procedures

2.7 Airport information

Below you will find basic online flight planning information for the airports of Aruba, Bonaire and Curaçao which are the three airports within the Curaçao FIR. All airports are Civilian Airports of Entry which permit commercial and general aviation domestic and international operations. Additional airport information is available on appendix 2 of this document.

2.7.1. Aruba – Reina Beatrix International

ICAO: TNCA
Coordinates: 12° 30' 5N 70° 0' 55W
Elevation: 60 ft AMSL
Mag Var: 9.385W
Transition Altitude: 2500 ft AMSL
Transition Level: FL040
Time Zone: UTC-4
Rwy/Size/Surface: 29/11 9000/148 ASP
Jet Fuel: A1
Non-Jet Fuel: 100LL

ATC Facilities

Aruba Ground (TNCA_GND) on 121.90
Beatrix Approach (TNCA_APP) on 120.90
Beatrix Tower (TNCA_TWR) on 118.00

Nav aids

BEA (Beatrix) VOR on 113.80
IBE (ILS DME RWY 11) on 108.70

Nearby Airports

SVJC JOSEFA CAMEJO (Paraguana) 43 nm S 190
TNCC HATO (Willemstad) 64 nm E 106
SVCR JOSE LEONARDO CHIRINOS (Coro) 68 nm S 163
SVRB PUERTO CUMAREBO (Cumarebo) 72 nm S 145
SVHH CHURUGUARA 104 nm S 167
TNCCB FLAMINGO (Kralendijk) 104 nm E 102
SKPB PUERTO BOLIVAR (Uribia) 116 nm W 261
SVCO CARORA 139 nm S 181
SVVQ VENELAC 138 nm S 192
SVBM BARQUISIMETO INTL 152 nm S 165

Standard Operating Procedures

Nearby Waypoints

BEA AA 0 nm N 325
BEA01 AA 0 nm E 84
R1327 AA 0 nm W 284
BEA05 AA 0 nm W 300
BEA40 AA 3 nm W 279
BEA04 AA 3 nm E 96
ABA AA 4 nm E 83
BEA39 AA 4 nm W 287
BEA06 AA 5 nm W 280
BEA10 AA 5 nm E 97
BEA67 AA 6 nm E 98
BEA11 AA 6 nm W 287

NOT FOR REAL LIFE AVIATION USE
S.O.P. Curaçao FIR Version 2.1

Standard Operating Procedures

2.7.2 Bonaire – Flamingo

ICAO: TNCB
Coordinates: 12° 7' 52N 68° 16' 7W
Elevation: 20 ft AMSL
Mag Var: 10.395W
Transition Altitude: 2500 ft AMSL
Transition Level: FL040
Time Zone: UTC-4
Rwy/Size/Surface: 28/10 9449/148 ASP
Jet Fuel: A1

ATC Facilities

Flamingo Tower (TNCB_TWR) on 118.70
Hato Approach (TNCC_APP) on 119.60

Nav aids

PJB (Bonaire) NDB on 321

Nearby Airports

TNCC HATO (Willemstad) 40 nm W 275
SVRB PUERTO CUMAREBO (Cumarebo) 71 nm W 239
SVPC GENERAL BARTOLOME SALOM INTL (Puerto Cabello) 99 nm S 173
SVWB LA BANANERA 99 nm S 186
TNCA REINA BEATRIX INTL (Oranjestad) 104 nm W 282
SVCR JOSE LEONARDO CHIRINOS (Coro) 93 nm W 242
SVJC JOSEFA CAMEJO (Paraguana) 112 nm W 259
SVVA ARTURO MICHELENA INTL (Valencia) 120 nm S 170
SVSP SUB TENIENTE NESTOR ARIAS (San Felipe) 114 nm S 194
SVLO LA ORCHILA 124 nm E 98
SVBS MARISCAL SUCRE (Maracay) 118 nm S 162

Nearby Waypoints

HTO11 NT 20 nm W 267
BONAX NT 25 nm E 97
HTO09 NT 32 nm W 273
PJG11 NT 32 nm W 272
HTO07 NT 34 nm W 273
PJG09 NT 34 nm W 273
PJG88 NT 35 nm W 273
PJG07 NT 36 nm W 274
HTO03 NT 37 nm W 275
PJG42 NT 39 nm W 274
HTO01 NT 39 nm W 274
R2370 NT 41 nm W 275

NOT FOR REAL LIFE AVIATION USE
S.O.P. Curaçao FIR Version 2.1

Standard Operating Procedures

2.7.3 Curaçao – Hato

ICAO: TNCC
Coordinates: 12° 11' 20N 68° 57' 35W
Elevation: 30 ft AMSL
Mag Var: 10.148W
Transition Altitude: 2500 ft AMSL
Transition Level: FL040
Time Zone: UTC-4
Rwy/Size/Surface: 29/11 11188/197 ASP
Jet Fuel: A1
Non-Jet Fuel: 100LL

ATC Facilities

Hato Tower (TNCC_TWR) on 118.30
Hato Approach (TNCC_APP) on 119.60

Nav aids

PJG (Curaçao) VOR on 116.70
IPJG (ILS DME RWY 11) on 111.90

Nearby Airports

TNCB FLAMINGO (Kralendijk) 40 nm E 94
SVRB PUERTO CUMAREBO (Cumarebo) 45 nm S 207
TNCA REINA BEATRIX INTL (Oranjestad) 64 nm W 287
SVCR JOSE LEONARDO CHIRINOS (Coro) 62 nm S 222
SVJC JOSEFA CAMEJO (Paraguana) 74 nm W 250
SVHH CHURUGUARA 91 nm S 205
SVSP SUB TENIENTE NESTOR ARIAS (San Felipe) 115 nm S 174
SVTJ CENTRAL MATILDE 122 nm S 177
SVWB LA BANANERA 106 nm S 164
SVBM BARQUISIMETO INTL 130 nm S 190
SVPC GENERAL BARTOLOME SALOM INTL (Puerto Cabello) 115 nm S 152

Nearby Waypoints

R2370 NT 0 nm W 281
HTO12 NT 0 nm W 288
ATO01 NT 1 nm W 283
HTO01 NT 1 nm E 98
PJG01 NT 1 nm W 286
PJG42 NT 1 nm E 103
HTO03 NT 3 nm E 90
PJG NT 3 nm W 284
HTO31 NT 2 nm W 306
HTO37 NT 3 nm W 283
PJG07 NT 3 nm E 104 and PJG88 NT 4 nm E 104

NOT FOR REAL LIFE AVIATION USE
S.O.P. Curaçao FIR Version 2.1

Standard Operating Procedures

3 SSR codes

This chapter covers the Secondary Surveillance Radar (SSR) Code, also known as transponder code, Allocation Plan and Assignment System used within the Virtual Curaçao FIR.

3.1 SSR Code Allocation Plan

The Virtual Curaçao FIR used the ICAO SSR Code Allocation Plan for the Eastern Caribbean as the base to implement its SSR Code Allocation Plan and procedures. Regardless of the ATC unit issuing a SSR Code, the assigning ATC unit of SSR codes within the Virtual Curaçao FIR airspace is the Curaçao East Center Unit, either manned or not.

The ICAO SSR Code Assignment System assigns the following codes to the Curaçao FIR for the purposes specified:

- 1700-1777 for Domestic Use
- 2100-2177 for Domestic Use
- 3100-3177 for International Use
- 3300-3377 for International Use
- 2000 to recognize an aircraft that has not received instructions from the air traffic control units to operate the transponder.

3.2 SSR Code Assignment System

In line with the ICAO SSR Code Assignment System the Virtual Curaçao FIR created its SSR Code Assignment System as follows:

The following SSR Codes are allocated for use by pilots, without direction from an online ATC unit, for the purposes specified:

- 2200 for all IFR traffic not in contact with an active online ATC unit
- 1700 for Domestic VFR traffic flying at or below FL145
- 2100 for Domestic VFR traffic flying above FL145
- 3100 for International VFR traffic flying at or below FL145
- 3300 for International VFR traffic flying above FL145

Standard Operating Procedures

The following SSR Codes are allocated for civil and military online ATC units for the purposes specified:

- 1701-1727 for VFR traffic departing from TNCA *
- 1730-1757 for VFR traffic departing from TNCC *
- 1760-1775 for VFR traffic departing from TNCB *
- 2101-2127 for Domestic IFR traffic departing from TNCA
- 2130-2157 for Domestic IFR traffic departing from TNCC
- 2160-2177 for Domestic IFR traffic departing from TNCB
- 3101-3177 for international IFR/VFR* traffic in transit or arriving TNCA, TNCB or TNCC
- 3301-3327 for international IFR traffic departing from TNCA
- 3330-3357 for international IFR traffic departing from TNCC
- 3360-3377 for international IFR traffic departing from TNCB

The following SSR Codes are allocated for special use for the purposes specified:

- 1776 for firefighting aircraft
- 1777 for VFR Search and Rescue flights within search areas *
- 7500 for hijack situations
- 7600 for communication failure
- 7700 for emergency situations
- VFR codes will only be assigned to aircraft while operating within the assigned online ATC unit's airspace and only while in communication with ATC.

3.3 Online ATC Software Considerations

Considering the current limitations of the only VATSIM approved online ATC software, to date, in handling multiple SSR code ranges, and also considering that most of the current online traffic within the Virtual Curaçao FIR is of an International IFR operations nature, the following SSR codes were the only ones included in the creation of the automated SSR code issuing system of said online ATC software:

TNCF_CTR:	3101-3177
TNCA_APP:	3301-3327
TNCA_TWR:	3301-3327
TNCA_GND:	3301-3327
TNCC_APP:	3330-3377
TNCC_TWR:	3330-3357
TNCB_TWR:	3360-3377

Manual issuance of SSR codes will be needed if the required SSR code doesn't fall within the previous considerations for the automated SSR code issuing system preset for the manned ATC unit.

Standard Operating Procedures

4 CLEARANCE DELIVERY ATC SERVICE

The clearance delivery ATC unit within the Virtual Curaçao FIR is the Curaçao East Center, either manned or not. Authority to issue clearances has been conferred to lower level ATC units.

Departure clearance requests should be directed to the lowest level manned online ATC unit with control authority over the departing airport. Arrival clearance requests should be directed to the highest level manned online ATC unit with control authority over the arrival airport when in communications range from said online ATC unit. Transit clearance requests should be only directed to the online center ATC unit, if manned. If no online ATC unit is available to request a clearance, pilots are cleared as filed and SSR codes for use by pilots without direction from an ATC unit should be used.

4.1 Departure Clearance Requests

Departure clearance should be requested 5 minutes prior to the estimated time for pushback and only after submitting a valid flight plan. Prior to issuing a departure clearance the controller manning the issuing online ATC unit should check the validity of the flight plan submitted. Departure clearances should not be issued if the submitted flight plan is not valid, in which case the controller may either amend the submitted flight plan or request submission of a new valid flight plan. Departure clearances should be issued on a first come first serve basis unless departure time slots have been reserved during fly in events in which case pilots who don't have a reservation may or may not be issued a departure clearance depending on traffic conditions.

4.1.1 Aruba

Aircraft departing from Aruba – Reina Beatrix International Airport should request a departure clearance from the TNCA_GND ATC unit.

- If the TNCA_GND ATC unit is not manned the departure clearance should be requested from the TNCA_TWR ATC unit.
- If the TNCA_TWR ATC unit is not manned the departure clearance should be requested from the TNCA_APP ATC unit.
- If the TNCA_APP ATC unit is not manned the departure clearance should be requested from the TNCF_CTR ATC unit.

4.1.2 Bonaire

Aircraft departing from Bonaire – Flamingo Airport should request a departure clearance from the TNCB_TWR ATC unit.

- If the TNCB_TWR ATC unit is not manned the departure clearance should be requested from the TNCC_APP ATC unit.
- If the TNCC_APP ATC unit is not manned the departure clearance should be requested from the TNCF_CTR ATC unit.

Standard Operating Procedures

4.1.3 Curaçao

Aircraft, departing from Curaçao – Hato Airport, should request a departure clearance from the TNCC_TWR ATC unit.

- If the TNCC_TWR ATC unit is not manned the departure clearance should be requested from the TNCC_APP ATC unit.
- If the TNCC_APP ATC unit is not manned the departure clearance should be requested from the TNCF_CTR ATC unit.

4.1.4 Letter of Agreement

The Operational Letter Of Agreement (LOA) between Kingston FIR and Curaçao FIR, allows ATC to clear aircraft to waypoints outside his own airspace.

For more details, see the latest LOA.

4.2 Arrival Clearance Requests

Arrival clearance should be requested upon entering the clearance issuing ATC unit's airspace. The controller manning the issuing online ATC unit should check the validity of the submitted flight plan and may amend it, if needed, to cope with traffic volume and terminal operating procedures in use at the time.

4.2.1 Aruba

Aircraft, arriving to Aruba – Reina Beatrix International Airport, should request an arrival clearance from the TNCA_APP ATC unit.

4.2.2 Bonaire

Aircraft, arriving to Bonaire – Flamingo Airport, should request an arrival clearance from the TNCC_APP ATC unit.

4.2.3 Curaçao

Aircraft, arriving to Curaçao – Hato Airport, should request an arrival clearance from the TNCC_APP ATC unit.

4.3 Transit Clearance Requests

Transit clearance should be requested upon entering the clearance issuing online ATC unit's airspace. The TNCF_CTR and TNCF_W_CTR are the only online ATC units that may deliver transit clearances. The controller manning the issuing online ATC unit should check the validity of the submitted flight plan and may amend it, if needed, to cope with traffic volume and en route operating procedures in use at the time.

4.4 General Considerations

As not all pilots visiting an airport within the Virtual Curaçao FIR airspace may be familiar with the operation procedures, be prepared to assist pilots in the creation of valid flight plans.

Standard Operating Procedures

5 GROUND ATC SERVICE

The ground online ATC unit exercises control over taxiing aircraft and vehicles. It issues departure information, weather conditions and airport advisories. This online ATC unit also maintains a general surveillance of the airport including taxiways and inactive runways. Maintaining a timely and orderly flow of taxiing aircraft and vehicles is the primary role of an online controller providing ground online ATC service. Selection of an active runway and clearances to cross an active runway while taxiing should be consulted with the online ATC unit providing tower ATC service. For departing aircraft, ground online ATC service begins when the aircraft is cleared for pushback and/or engine start and ends when the aircraft is holding short of the active runway at which time it will be handed off to the online ATC unit providing tower ATC service. For arriving aircraft, ground online ATC service begins when said aircraft has been handed off by the online ATC unit providing tower ATC service clear of the active runway and ends when the aircraft has shut down its engines at the terminal or parking area.

5.1 Ground ATC Units

Ground online ATC service may be provided by the following online ATC units:

5.1.1 Aruba

TNCA_GND is the primary ground online ATC unit.

- If the TNCA_GND online ATC unit is not manned, ground online ATC service may be provided by the TNCA_TWR online ATC unit.
- If the TNCA_TWR online ATC unit is not manned, ground online ATC service may be provided by the TNCA_APP online ATC unit.
- If the TNCA_APP online ATC unit is not manned, ground online ATC service may be provided by the TNCF_CTR online ATC unit.

5.1.2 Bonaire

TNCB_TWR is the primary ground online ATC unit.

- If the TNCB_TWR online ATC unit is not manned, ground online ATC service may be provided by the TNCC_APP online ATC unit.
- If the TNCC_APP online ATC unit is not manned, ground online ATC service may be provided by the TNCF_CTR online ATC unit.

5.1.3 Curaçao

TNCC_TWR is the primary ground online ATC unit.

- If the TNCC_TWR online ATC unit is not manned, ground online ATC service may be provided by the TNCC_APP online ATC unit.
- If the TNCC_APP online ATC unit is not manned, ground online ATC service may be provided by the TNCF_CTR online ATC unit.

Standard Operating Procedures

5.2 Airport Layouts

The airport layouts for Aruba, Bonaire, and Curaçao can be downloaded from the Virtual Curaçao FIR website and are also included in the Virtual Curaçao FIR sector file for use with the ASRC software. The sector file is available for download from the Virtual Curaçao FIR website.

5.3 General Considerations

Read back of all taxi and hold short instructions should be requested to ensure instructions were properly copied.

As not all pilots visiting an airport within the Virtual Curaçao FIR airspace may be familiar with the airport layouts, be prepared to provide progressive taxi instructions if requested to do so.

A taxi instruction involving the crossing of an active runway will carry an implied clearance to cross said active runway unless otherwise instructed by the ground online ATC unit.

Aircraft may be handed off to the tower online ATC unit when holding behind other aircraft that are waiting for departure on the same active runway.

Be prepared to issue a flight plan closing time when the pilot reports engine shutdown.

6 TOWER ATC SERVICE

The tower online ATC unit is in control of all arriving, departing, and en route aircraft on the runways, in the VFR traffic patterns, and in the Class D airspace. It maintains a constant visual surveillance of the airport and surrounding airspace. The tower online ATC unit selects the runway in use.

For departing IFR aircraft, tower online ATC service begins once handed off from the ground online ATC unit, either holding short off the active runway or holding behind other aircraft that are waiting for departure on the same active runway, and ends after crossing FL025 at which time it will be handed off to the online ATC unit providing approach ATC service. For arriving IFR aircraft, tower online ATC service begins once handed off from the online ATC unit providing approach ATC service, usually during final approach procedures to the active runway, and ends after landing and clearing the active runway and holding at which time it will be handed off to the online ATC unit providing ground ATC service. Aircraft on VFR flights within the class D airspace will be under the tower online ATC unit's control.

Standard Operating Procedures

6.1 Tower ATC Units

Tower online ATC service may be provided by the following online ATC units:

6.1.1 Aruba

TNCA_APP is the primary tower online ATC unit.

- The TNCA_TWR unit will become the primary tower online ATC unit if its use is approved for a fly in event by the Virtual Curaçao FIR ATM or DATM.
- If the TNCA_APP online ATC unit is not manned, tower online ATC service may be provided by the TNCF_CTR online ATC unit.

6.1.2 Bonaire

TNCB_TWR is the primary tower online ATC unit.

- If the TNCB_TWR online ATC unit is not manned, tower online ATC service may be provided by the TNCC_APP online ATC unit.
- If the TNCC_APP online ATC unit is not manned, tower online ATC service may be provided by the TNCF_CTR online ATC unit.

6.1.3 Curaçao

TNCC_TWR is the primary tower online ATC unit.

- If the TNCC_TWR online ATC unit is not manned, tower online ATC service may be provided by the TNCC_APP online ATC unit.
- If the TNCC_APP online ATC unit is not manned, tower online ATC service may be provided by the TNCF_CTR online ATC unit.

6.2 General Considerations

As not all pilots visiting an airport within the Virtual Curaçao FIR airspace may be familiar with the terminal operation procedures, be prepared to provide vectors to waypoints and navaid information.

Standard Operating Procedures

7 APPROACH ATC SERVICE

The approach online ATC unit controls all IFR aircraft within its portion of the approach control's delegated airspace. This airspace will include the primary airport and may include other satellite airports. The approach online ATC unit provides vectors to the airport and issues approach clearances it also controls all VFR aircraft within the class C airspace. Within the Virtual Curaçao FIR airspace the approach online ATC units also provide departure online ATC service.

The TNCA_APP online ATC unit's delegated airspace is the Aruba class D airspace. The TNCC_APP online ATC unit's delegated airspace is the Curaçao class C airspace and the Bonaire class D airspace.

- For arriving IFR aircraft, approach online ATC service begins once handed off from the center online ATC unit; usually prior to entering the approach online ATC unit's delegated airspace after being instructed to descend below FL140; and ends when the aircraft is cleared for the approach at which time its handed off to the online ATC unit providing tower online ATC service.
- For departing IFR aircraft, approach online ATC service begins once handed off from the tower online ATC unit; usually after reporting airborne prior to crossing FL025, and ends after being instructed to cross FL140 at which time it will be handed off to the online ATC unit providing center online ATC service.

7.1 Approach ATC Units

Approach online ATC service may be provided by the following online ATC units:

7.1.1 Aruba

TNCA_APP is the primary approach online ATC unit.

If the TNCA_APP online ATC unit is not manned, approach online ATC service may be provided by the TNCF_CTR online ATC unit.

7.1.2 Bonaire

TNCC_APP is the primary approach online ATC unit.

If the TNCC_APP online ATC unit is not manned, approach online ATC service may be provided by the TNCF_CTR online ATC unit.

7.1.3 Curaçao

TNCC_APP is the primary approach online ATC unit.

If the TNCC_APP online ATC unit is not manned, approach online ATC service may be provided by the TNCF_CTR online ATC unit.

7.2 General Considerations

As not all pilots visiting an airport within the Virtual Curaçao FIR airspace may be familiar with the terminal operation procedures, be prepared to provide vectors to waypoints and navaid information.

Updated QNH information should be provided to all arriving aircraft on initial contact.

Standard Operating Procedures

8 CENTER ATC SERVICE

The center online ATC unit Controller provides ATC service to aircraft operating on IFR flight plans within controlled airspace principally during the en route phase of flight.

There are two center online ATC units within the Virtual Curaçao FIR airspace, the Curaçao East Center unit (TNCF_CTR) and the Curaçao West Center unit (TNCF_W_CTR).

TNCF_CTR is the primary center online ATC unit

When authorized for operations by the Virtual Curaçao FIR ATM or DATM, Curaçao West Center will provide center online ATC service to all IFR aircraft flying in the class A airspace within the Virtual Curaçao FIR's airspace west of a line from 1600N 7140W to 1337N 7300W.

For departing aircraft, center online ATC service begins once handed off from the approach online ATC unit and ends when the aircraft leaves the Virtual Curaçao FIR airspace. For arriving aircraft, center online ATC service begins upon entering the Virtual Curaçao FIR's airspace and ends once handed off to the approach online ATC unit. For transit aircraft center online ATC service begins upon entering the Virtual Curaçao FIR's airspace and ends when the aircraft leaves said airspace.

8.1 General Considerations

All efforts should be made to contact an aircraft entering the Virtual Curaçao FIR's airspace from the airspace of an unmanned center online ATC unit, as the pilot of said aircraft might not be aware that the Curaçao center online ATC unit is manned. An aircraft leaving the Virtual Curaçao FIR's airspace into the airspace of an unmanned center online ATC unit, should be informed that said unit is unmanned and will be instructed to proceed as filed at pilot's discretion indicating that radar service is terminated and that frequency change is approved.

Standard Operating Procedures

9 LOCAL OPERATIONS

This chapter describes the standard ground and tower operation procedures for the Aruba, Bonaire and Curaçao airports. Please refer to these operation procedures when issuing taxi instructions and takeoff clearances.

9.1 Ground Operations

- The ground controller will be responsible for all aircraft movements on the APRON and taxiways.
- The ground controller will be responsible for all gate and parking assignments.
- When a new aircraft logs in make sure a proper gate or parking position is used.
- The ground controller should inform the tower controller the gate assignment for arriving aircraft when requested to do so.
- Prior to issuing push back and engine start clearance, the ground controller should evaluate traffic conditions to ensure a timely and orderly flow.
- After issuing taxi clearance, the ground controller should handoff the aircraft to the tower controller; “push” the aircraft into the tower controller’s list; and inform the tower controller of the new traffic.

9.1.1 Aruba

These procedures are based on the ground sector included in the Curaçao FIR sector file created from the MSFS 2004 default Aruba scenery. Pilots using add-on scenery may have a different airport layout.

9.1.1.1 Gates and Parking Assignment

- Use G1, G2, or G3 for large or medium jet aircraft.
- Use P8, P9, and P10 for medium or small jet aircraft or all size turboprop aircraft.
- Use P1 or P2 for medium or small general aviation aircraft.
- Use P3 or P4 for large or medium general aviation aircraft
- Use P5, P6, or P7 for small general aviation aircraft.
- The APRON may be used for parking of medium or small jet and all size turboprop or general aviation aircraft during a fly in event.

9.1.1.2 Taxi Instructions

Runway 11 Departures

- Aircraft on G1, G2, G3, P8, P9, or P10 should taxi from the APRON via GULF.
- Aircraft on P1, P2, P3, P4, P5, P6, and P7 should taxi from the APRON via DELTA, FOXTROT, ECHO, CHARLIE, GOLF.

Runway 29 Departures

- Aircraft on G1, G2, G3, P8, P9, or P10 should taxi from the APRON via ALPHA.
- Aircraft on P1, P2, P3, P4, P5, P6, or P7 should taxi from the APRON via DELTA.

Standard Operating Procedures

Runway 11 Arrivals

- Aircraft parking on G1, G2, G3, P8, P9, or P10 should exit on the first available taxiway to the left and taxi from via CHARLIE, GULF, APRON or BRAVO, APRON or ALPHA, APRON depending on their exit point.
- Aircraft parking on P1, P2, P3, P4, P5, P6, and P7 should exit on the first available taxiway to the right and taxi from via FOXTROT, DELTA, APRON or ECHO, FOXTROT, DELTA, APRON or DELTA, APRON depending on their exit point.

Runway 29 Arrivals

- Aircraft parking on G1, G2, G3, P8, P9, or P10 should exit on the first available taxiway to the right and taxi from via GULF, APRON or CHARLIE, GULF, APRON or BRAVO, APRON or ALPHA, APRON depending on their exit point.
- Aircraft parking on P1, P2, P3, P4, P5, P6, and P7 should exit on the first available taxiway to the left and taxi from via FOXTROT, DELTA, APRON or ECHO, FOXTROT, DELTA, APRON or DELTA, APRON depending on their exit point.

9.1.2 Bonaire

These procedures are based on the ground sector included in the Curaçao FIR sector file created from the MSFS 2004 default Bonaire scenery. Pilots using add-on scenery may have a different airport layout.

9.1.2.1 Gates and Parking Assignment

- Use G2 for jet aircraft
- Use P1 or P2 for small jet aircraft and all size turboprop or general aviation aircraft.

9.1.2.2 Taxi Instructions

All arriving and departing aircraft should be instructed to taxi to and from the active runway via APRON.

9.1.3 Curaçao

These procedures are based on the ground sector included in the Curaçao FIR sector file created from the MSFS 2004 default Curaçao scenery. Pilots using add-on scenery may have a different airport layout.

Standard Operating Procedures

9.1.3.1 Gates and Parking Assignment

- Use GG1, GG2, or GP8 for medium or small jet aircraft or all size turboprop aircraft.
- Use P4 or GP6 for large or medium jet aircraft.
- Use GP4 or GP5 for medium and small jet aircraft or all size turboprop aircraft.
- Use P1 for medium or small general aviation aircraft
- Use P2 for large or medium general aviation aircraft or for medium or small turboprop aircraft.
- Use P3 for small general aviation aircraft.
- The APRON may be used for parking of medium or small jet or all size turboprop or general aviation aircraft during a fly in event.

9.1.3.2 Taxi Instructions

Runway 11 Departures

- Aircraft on all gates and parking positions should taxi from the APRON via ALPHA WEST to the base end of the displaced threshold.

Runway 29 Departures

- Aircraft on all gates and parking positions should taxi from the APRON via ALPHA EAST.

Runway 11 Arrivals

- All aircraft should exit via DELTA intersection or the end of the runway and taxi via ALPHA EAST

Runway 29 Arrivals

- All aircraft should exit on the first available taxiway except DELTA to the left and taxi via CHARLIE, APRON or BRAVO, ALPHA WEST, APRON or ALPHA WEST, APRON depending on their exit point.

9.2 Tower Operations

- The tower controller will be responsible for runway assignment.
- The tower controller will be responsible for all aircraft taxiing on the active runway.
- The tower controller should inform the ground controller the runway in use and crossing instructions.
- The tower controller should inform the ground controller of all arriving traffic and request parking information.
- The tower controller should inform the approach controller of departing aircraft and request departure clearance prior to issuing takeoff clearance.

Standard Operating Procedures

For arriving aircraft the tower controller should:

- Issue winds information on initial contact.
- Issue landing clearance only if the active runway is clear.
- Issue missed approach instructions if the active runway is in use.
- Issue active runway exit and hold instructions based on parking information.
- Handoff the arriving aircraft to the ground controller when the aircraft exits the runway.

For departing aircraft the tower controller should:

- Issue taxi to takeoff position instructions.
- Issue takeoff clearance, ensuring that proper longitudinal separation will be maintained by aircraft using the same airway.
- Issue rolling takeoff clearance to expedite departures.
- Request the pilot to report when airborne.
- Upon receiving the airborne report, handoff the aircraft to the approach controller.

10 TERMINAL OPERATIONS

This chapter describes the standard arrival and departure operation procedures for the Aruba, Bonaire and Curaçao airports. Please refer to these operation procedures when issuing departure and arrival clearances.

All terminal operations were created based on existing en route and approach charts using the ASRC software to determine headings.

The approach controller will be responsible for all arrival and departure procedures.

The approach controller should:

- Inform the tower controller of all arriving aircraft.
- Inform the center controller of all departing aircraft.
- Issue arrival and departure clearances.
- Issue final approach clearances.
- Handoff the aircraft to the tower controller after the final approach clearance is issued.
- Handoff the aircraft to the center controller after the aircraft is cleared to a flight level above FL140.

Standard Operating Procedures

10.1 Aruba Terminal Operations

10.1.1 Arrival

Arrive ABA VOR at 4000 feet then direct BEA VOR, descend and maintain 2500 feet. At BEA VOR proceed as instructed by ATC for ILS, VOR or visual approach.

Under extreme traffic conditions a holding pattern over BEA VOR will be used according to the published approach plates. In such cases arrival altitudes for ABA VOR and BEA VOR should be adjusted accordingly. The minimum holding altitude for BEA VOR is 2500 feet.

Aircraft on approach procedures should never exceed 220 KIAS.

10.1.2 Departure

10.1.2.1 RWY 11

Fly RWY HDG, climb and maintain 6000 or as instructed by ATC. Then for:

- G-UG885 at 9.7 DME BEA turn left HDG 040 to intercept ABA R-052 direct ONDAS
- A-UA567 at 9.7 DME BEA turn left HDG 350 to intercept ABA R-007 direct DUSAN
- G-UG442 at 9.7 DME BEA turn left direct ABA, depart ABA on R-316 direct DUNER
- UL674 at 9.7 DME BEA turn left direct ABA, depart ABA on R-313 direct ELASO
- A-UA574 at 9.7 DME BEA turn left direct ABA, depart ABA on R-259 direct DATOR
- A-UA567 at 9.7 DME BEA turn left direct ABA, depart ABA on R-218 direct NOREX
- R568 at 9.7 DME BEA turn left direct ABA, depart ABA on R-202 direct ITSEL
- G-UG442 join ABA R-139 direct ALCOT
- A-UA574 join ABA R-116 direct PJG

Standard Operating Procedures

10.1.2.2 RWY 29

Fly RWY HDG, climb and maintain 6000 or as instructed by ATC. Then for:

- G-UG885 at 6.6 DME BEA turn right direct ABA, depart ABA on R-052 direct ONDAS
- A-UA567 at 6.6 DME BEA turn right direct ABA, depart ABA on R-007 direct DUSAN
- G-UG442 at 6.6 DME BEA turn right HDG 340 to intercept ABA R-316 direct DUNER
- UL674 at 6.6 DME BEA turn right HDG 340 to intercept ABA R-313 direct ELASO
- A-UA574 when airborne, climbing turn left HDG 240 to join ABA R-259 direct DATOR
- A-UA567 when airborne, climbing turn left HDG 170 to join ABA R-218 direct NOREX
- 160R568 when airborne, climbing turn left HDG 160 to join ABA R-202 direct ITSEL
- G-UG442 at 6.6 DME BEA turn right direct ABA, depart ABA on R-139 direct ALCOT
- A-UA574 at 6.6 DME BEA turn right direct ABA, depart ABA on R-116 direct PJG

10.2 Bonaire Terminal Operations

10.2.1 Arrival

Aircraft arriving from the east should arrive PJB NDB at 2500 feet then proceed as instructed by ATC for NDB or visual approach.

Aircraft arriving from the west might be cleared for straight in approach, if not cleared for straight in approach then arrive PJB NDB at 2500 feet then proceed as instructed by ATC for NDB or visual approach.

Under extreme traffic conditions a holding pattern over PJB NDB will be used according to the published approach plates. In such cases arrival altitude for PJB NDB should be adjusted accordingly. The minimum holding altitude for PJB NDB is 2500 feet

Standard Operating Procedures

10.2.2 Departure

10.2.2.1 RWY 10

Fly RWY HDG, climb and maintain 6000 or as instructed by ATC. Then for:

- A-UA516 when crossing 3000 climbing turn left direct PJB, join PJG R-104 inbound, depart PJG on R-053 direct LUCAS
- G-UG431 when crossing 3000 climbing turn left direct PJB, join PJG R-104 inbound, depart PJG on PJG R-030 direct BEXER
- G-UG446 when crossing 3000 climbing turn left direct PJB, join PJG R-104 inbound, depart PJG on R-003 direct KERLI
- A-UA315 when crossing 3000 climbing turn left direct PJB, join PJG R-104 inbound, depart PJG on R-344 direct ONDAS
- A-UA574 when crossing 3000 climbing turn left direct PJB, join PJG R-104 inbound, depart PJG on R-296 direct ABA.
- G-UG431 when crossing 3000 climbing turn left direct PJB, join PJG R-104 inbound, depart PJG on R-228 direct ALCOT
- G-UG446 when crossing 3000 climbing turn left direct PJB, join PJG R-104 inbound, depart PJG on R-158 direct REPIS
- A-UA563 join PJG R-104 direct BONAX

10.2.2.2 RWY 28

Fly RWY HDG, climb and maintain 6000 or as instructed by ATC. Then for:

- A-UA516 join PJG R-104 inbound, depart PJG on R-053 direct LUCAS
- G-UG431 join PJG R-104 inbound, depart PJG on PJG R-030 direct BEXER
- G-UG446 join PJG R-104 inbound, depart PJG on R-003 direct KERLI
- A-UA315 join PJG R-104 inbound, depart PJG on R-344 direct ONDAS
- A-UA574 join PJG R-104 inbound, depart PJG on R-296 direct ABA.
- G-UG431 join PJG R-104 inbound, depart PJG on R-228 direct ALCOT
- G-UG446 join PJG R-104 inbound, depart PJG on R-158 direct REPIS
- A-UA563 join PJG R-104 direct BONAX

10.3 Curaçao Terminal Operations

10.3.1 Arrival

Arrive PJG VOR at 2500 feet then proceed as instructed by ATC for ILS, VOR or visual approach.

Under extreme traffic conditions a holding pattern over PJG VOR will be used according to the published approach plates. In such cases arrival altitude for PJG VOR should be adjusted accordingly. The minimum holding altitude for PJG VOR is 2500 feet.

TACAN or HI-TACAN approach procedures are not currently in use.

Standard Operating Procedures

10.3.2 Departure

10.3.2.1 RWY 11

Fly RWY HDG, climb and maintain 3000 or as instructed by ATC. Then for:

- A-UA516 at 11 DME PJG turn left HDG 020 to join PJG R-053 direct LUCAS
- G-UG431 at 11 DME PJG turn left HDG 360 to join PJG R-030 direct BEXER
- G-UG446 at 11 DME PJG turn left HDG 335 to join PJG R-003 direct KERLI
- A-UA315 at 11 DME PJG turn left HDG 325 to join PJG R-344 direct ONDAS
- A-UA574 at 11 DME PJG turn left direct PJG, depart PJG on R-296 direct ABA.
- G-UG431 at 11 DME PJG turn left direct PJG, depart PJG on R-228 direct ALCOT
- G-UG446 at 11 DME PJG turn left direct PJG, depart PJG on R-158 direct REPIS
- A-UA563 at 11 DME PJG turn left HDG 090 to join PJG R-104 direct BONAX

10.3.2.2 RWY 29

Fly RWY HDG, climb and maintain 3000 or as instructed by ATC. Then for:

- A-UA516 when airborne, climbing turn right to join PJG R-053 direct LUCAS
- G-UG431 when airborne, climbing turn right to join PJG R-030 direct BEXER
- G-UG446 when airborne, climbing turn right to join PJG R-003 direct KERLI
- A-UA315 when airborne, climbing turn right to join PJG R-344 direct ONDAS
- A-UA574 join R-296 direct ABA.
- G-UG431 at 6 DME PJG turn right direct PJG, depart PJG on R-228 direct ALCOT
- G-UG446 at 6 DME PJG turn right direct PJG, depart PJG on R-158 direct REPIS
- A-UA563 at 6 DME PJG turn right direct PJG, depart PJG on R-104 direct BONAX

Standard Operating Procedures

11 ENROUTE OPERATIONS

This chapter describes the standard en route operation procedures for the Virtual Curaçao FIR.

The center controller will be responsible for all departing, arriving and in transit aircraft.

The center controller should:

- Issue en route clearances based on the information previously provided in this document and on available en route charts.
- Assign temporary and final cruise level or altitude based on the Virtual Curaçao FIR flight level assignment system.
- Maintain proper separation for all aircraft.
- Ensure proper airway use.
- Ensure aircraft are properly equipped for the intended operation.
- Handoff arriving aircraft to the approach controller when the aircraft is cleared below FL140.
- Handoff departing or in transit aircraft to the next available center controller 10 miles before the aircraft leaves the Virtual Curaçao FIR airspace.
- Request contact from aircraft entering the Virtual Curaçao FIR airspace from an uncontrolled airspace.
- Issue own navigation clearance when a departing or transiting aircraft exits the Virtual Curaçao FIR airspace into an uncontrolled airspace.

11.1 Route and Area Restrictions

11.1.1 Curaçao FIR/CTA Special Procedures

a) General aviation VFR flights to and from the South American continent are permitted under the following conditions:

- To and from Aruba, VFR traffic shall proceed along ATS R-568 (S of Aruba) or via overhead Adicora on radial 175 of the Aruba VOR-DME.
- To and from Curaçao, VFR traffic shall proceed via overhead Adicora on radial 260 of the Curaçao VOR-DME or via overhead Campechano on radial 183 of the Curaçao VOR-DME.
- To Bonaire, VFR traffic shall proceed from Maiquetia VOR-DME direct to Bonaire.
- From Bonaire, VFR traffic shall proceed direct to Punta San Juan.
- VFR traffic shall cruise at or below FL 55 while in the Curaçao FIR unless otherwise instructed by the unit providing Approach.
- Inbound aircraft shall establish radio contact with the unit providing Approach at the airport of destination 5 minutes prior to crossing the FIR boundary. Frequencies 124.1 MHz and 127.1 MHz shall not be used by these flights.
- VFR flights other than these above shall adhere to normal procedures.

Standard Operating Procedures

- b) Due to limited radio coverage W of W71 °30' aircraft are advised to:
- Relay position reports through other aircraft within the area to Curacao ACC.
 - Transmit position reports blind at 3 minute intervals on 127.1 MHz and 124.1 MHz until 2-way communications are established with Curacao ACC.
 - Keep a close look out in the vicinity of crossing points with other predetermined routes.
 - Have position reports relayed through other ground stations.

11.1.2 Curacao TCA Special Procedures

a) VFR TRAFFIC

- Contact Beatrix (TNCA) Approach 5 minutes prior to entering Curaçao FIR.
- Contact Beatrix (TNCA) Approach, Hato Approach or Flamingo (TNCF) Tower 5 minutes prior to entering their control zones.

b) IFR TRAFFIC

For flights from Josefa Camejo Airport (SVJC) to Reina Beatrix International (TNCA):

- Below FL 70 contact Beatrix (TNCA) Approach as soon as possible after departure to obtain control zone entry clearance.
- Above FL 70 contact Curacao (TNCF) Control as soon as possible after departure to obtain CTA entry clearance.

Standard Operating Procedures

APPENDIX 1 – CURAÇÃO FIR WAYPOINTS

Ident	Description	Latitude	Longitude	Control	Usage
ELASO	ELASO	15.2596	-74	TNCF	RNAV
IRGUT	IRGUT	16	-69.9147	TNCF	High Level
LENOM	LENOM	17	-72.72	TNCF	High Level
TEKOL	TEKOL	16	-69.115	TNCF	High Level
ABA	ARUBA	12.5098	-69.9407	TNCF	High and Low Level
ACORA	ACORA	13.6567	-67.5	TNCF	High and Low Level
AFTON	AFTON	14.7333	-68.3	TNCF	High and Low Level
BEXER	BEXER	14.1933	-68.1883	TNCF	High and Low Level
BONAX	BONAX	12.0783	-67.83	TNCF	High and Low Level
BOSCO	BOSCO	14.6817	-67.9844	TNCF	High and Low Level
BREDA	BREDA	14	-69.195	TNCF	High and Low Level
DUNER	DUNER	13.49	-71.175	TNCF	High and Low Level
DUSAN	DUSAN	14.35	-70	TNCF	High and Low Level
KABON	KABON	12.745	-67.69	TNCF	High and Low Level
KERLI	KERLI	13.2983	-69.1233	TNCF	High and Low Level
LIDOL	LIDOL	15.07	-73.1997	TNCF	High and Low Level
LUCAS	LUCAS	13.3031	-67.8856	TNCF	High and Low Level
MASEN	MASEN	15.9714	-72.2708	TNCF	High and Low Level
MOLOC	MOLOC	15.0333	-70.0333	TNCF	High and Low Level
ONDAS	ONDAS	13.0433	-69.3889	TNCF	High and Low Level
PALAS	PALAS	16.5667	-71.6833	TNCF	High and Low Level
PENKO	PENKO	15.0836	-70.3183	TNCF	High and Low Level
PERSO	PERSO	14.9097	-69.2908	TNCF	High and Low Level
PJG	CURAÇÃO	12.2012	-69.0095	TNCF	High and Low Level
REPIS	REPIS	11.7417	-68.745	TNCF	High and Low Level
VODIN	VODIN	14.56	-67.3067	TNCF	High and Low Level
ATO01	(IATO 291/001)	12.1937	-68.9811	TNCC	Terminal
ATO05	(IATO 291/005)	12.2065	-69.048	TNCC	Terminal
ATO09	(IATO 291/009)	12.2192	-69.1149	TNCC	Terminal
ATO11	(IATO 291/011)	12.2256	-69.1484	TNCC	Terminal
ATO78	(IATO 291/007.8)	12.2154	-69.0948	TNCC	Terminal
HTO01	(HTO 111/001.2)	12.1855	-68.9351	TNCC	Terminal
HTO03	(HTO 100/003)	12.1882	-68.9039	TNCC	Terminal
HTO06	(HTO 289/006)	12.2092	-69.0553	TNCC	Terminal
HTO07	(HTO 111/006)	12.1674	-68.8555	TNCC	Terminal
HTO08	(HTO 289/008)	12.2155	-69.0887	TNCC	Terminal
HTO09	(HTO 111/008)	12.1598	-68.8223	TNCC	Terminal
HTO11	(HTO 111/020)	12.1144	-68.6232	TNCC	Terminal
HTO12	(HTO 289/001.2)	12.1938	-68.9751	TNCC	Terminal
HTO20	(HTO 289/020)	12.2537	-69.2894	TNCC	Terminal
HTO31	(HTO 310/003)	12.2166	-68.9983	TNCC	Terminal
HTO36	(HTO 236/018)	11.9883	-69.1825	TNCC	Terminal
HTO37	(HTO 289/003.7)	12.2018	-69.0169	TNCC	Terminal
PJG01	(PJG 106/001.6)	12.1957	-68.9829	TNCC	Terminal
PJG05	(PJG 286/005.2)	12.2193	-69.0962	TNCC	Terminal
PJG06	(PJG 286/006)	12.2221	-69.1095	TNCC	Terminal
PJG07	(PJG 108/007)	12.1728	-68.8939	TNCC	Terminal
PJG08	(PJG 286/008)	12.2291	-69.1428	TNCC	Terminal
PJG09	(PJG 108/009)	12.1647	-68.8608	TNCC	Terminal
PJG11	(PJG 108/011)	12.1566	-68.8278	TNCC	Terminal
PJG42	(PJG 104/004.5)	12.183	-68.9352	TNCC	Terminal
Ident	Description	Latitude	Longitude	Control	Usage

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Standard Operating Procedures

PJG88	(PJG 108/008)	12.1688	-68.8774	TNCC Terminal
R2370	(RW11 TNCC)	12.1905	-68.9677	TNCC Terminal
BEA	REINA BEATRIX	12.5057	-70.0182	TNCA Terminal
BEA01	(BEA 108/001)	12.5028	-70.0014	TNCA Terminal
BEA04	(BEA 108/004)	12.494	-69.951	TNCA Terminal
BEA05	(BEA 293/000.5)	12.5078	-70.0264	TNCA Terminal
BEA06	(IBE 290/006.3)	12.5173	-70.1071	TNCA Terminal
BEA08	(BEA 093/008)	12.5173	-69.8823	TNCA Terminal
BEA09	(IBE 290/009.3)	12.5264	-70.1573	TNCA Terminal
BEA10	(BEA 108/006)	12.4882	-69.9174	TNCA Terminal
BEA11	(BE293/006)	12.5317	-70.117	TNCA Terminal
BEA26	(BE268/008)	12.4824	-70.1525	TNCA Terminal
BEA27	(BEA 278/009.6)	12.5056	-70.1819	TNCA Terminal
BEA29	(BEA 293/009.6)	12.5472	-70.1763	TNCA Terminal
BEA39	(BEA 293/004)	12.523	-70.0841	TNCA Terminal
BEA40	(IBE 290/004)	12.5103	-70.0685	TNCA Terminal
BEA66	(BEA 293/006.6)	12.5343	-70.1269	TNCA Terminal
BEA67	(BEA 108/006.7)	12.4862	-69.9057	TNCA Terminal
BEA68	(BE268/009.6)	12.4777	-70.1794	TNCA Terminal
BEA78	(BEA 278/008)	12.5056	-70.1546	TNCA Terminal
BEA83	(BEA 083/008)	12.5403	-69.8864	TNCA Terminal
BEA88	(BEA 088/009.7)	12.5338	-69.8553	TNCA Terminal
BEA93	(BEA 093/009.7)	12.5198	-69.8534	TNCA Terminal
BEA96	(BEA 272/009.6)	12.4888	-70.1809	TNCA Terminal
BEA97	(BEA 108/009.7)	12.4774	-69.8553	TNCA Terminal
BEA98	(BEA 269/009.6)	12.4805	-70.1798	TNCA Terminal
BEA99	(BEA 275/009.6)	12.4972	-70.1816	TNCA Terminal
R1327	(RW11 TNCA)	12.5044	-70.0275	TNCA Terminal

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Standard Operating Procedures

APPENDIX 2 – AIRPORT INFORMATION

REINA BEATRIX INTL

General information				
Country	Aruba			
ICAO ID	TNCA			
Time	UTC-4			
Latitude	12.501389 12° 30' 05.00" N			
Longitude	-70.015222 070° 00' 54.80" W			
Elevation	60 feet 18 meters			
Type	Civil			
Magnetic Variation	009° W (01/04)			
Beacon	Yes			
Operating Agency	CIVIL GOVERNMENT, (LANDING FEES AND DIPLOMATIC CLEARANCE MAY BE REQUIRED)			
Near City	Oranjestad			
Island Group	Aruba I			
International Clearance Status	Airport of Entry			
Communication				
BEATRIX TWR	118.0 121.9 123.1 Search and Rescue			
BEATRIX APRON	121.6			
GND	121.9			
ATIS	132.1			
BEATRIX APP	120.9 128.85			
Communicationsa Remarks				
APP	APP-TWR combined H24 on 120.9 unless otherwise advised.			
Runways				
ID	Dimensions	Surface	PCN	ILS
11/29	9000 x 148 feet 2743 x 45 meters	ASPHALT	048RAXT	YES

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Standard Operating Procedures

Runway 11	
Surface	ASPHALT
True heading	103.6
Latitude	12.504389 12° 30' 15.80" N
Longitude	-70.027469 070° 01' 38.89" W
Elevation	9.0 feet 3 meters
Slope	0.5°
Landing Distance	9000 feet 2743 meters
Takeoff Distance	9185 feet 2800 meters
Overrun Length	185 feet 56 meters
Overrun Surface	ASPHALT
Lighting System	HIRL PAPI
Runway 29	
Surface	ASPHALT
True heading	283.6
Latitude	12.498389 12° 29' 54.20" N
Longitude	-70.002972 070° 00' 10.70" W
Elevation	58.0 feet 18 meters
Slope	-0,5
Landing Distance	9000 feet 2743 meters
Takeoff Distance	9185 feet 2800 meters
Overrun Length	185 feet 56 meters
Overrun Surface	ASPHALT
Lighting System	HIRL PAPI

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Standard Operating Procedures

Nav aids						
Type	ID	Name	Channel	Freq	Distance From Field	Bearing From Navaid
VOR-DME	BEA	REINA BEATRIX	085X	113.8	At Field	-
Supplies/Equipment						
Fuel			Jet A1, without icing inhibitor. 100/130 MIL Spec, low lead, aviation gasoline (BLUE)			
Remarks						
CAUTION			Bird haz. 121' high crane opr 1312' N of rwy.			
FUEL			A1 (Coastal Aruba Fuel Co. N.V., C 297-8-21302); (NC-100LL).			
MISC			Flt plans, AIS svc avbl 1100-0330Z.			
NS ABTMT			Jet ops, dep/arr ctc APP/TWR for pro			
RSTD			PPR rqr for all. Country clnc rqr prior to PPR. See FCG. Ctc DSN 483-3805 for PPR btn 1300- 2000Z++. Send PPR req immed after rcv country clnc and NLT 3 working days prior to arr. Non-USCS acft must specify type of support req. Cargo flt not recommended on Sun or overnight. Inbd acft ctc TIGER OPS 20 min out on 282.425. Dep acft shall not make a turn before cros thld Rwy 11 or Rwy 29. Arr and Dep acft shall not overflt The Water and Energy Co located at the BEA VOR/DME Rad 1353NM blw 1500' and within a rad of 1640'.			

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Standard Operating Procedures

HATO

General Information				
Country	Netherlands Antilles			
ICAO ID	TNCC			
Time	UTC-4			
Latitude	12.188853 12° 11' 19.87" N			
Longitude	-68.959803 068° 57' 35.29" W			
Elevation	30 feet 9 meters			
Type	Civil			
Magnetic Variation	010° W (01/04)			
Beacon	Yes			
Operating Agency	CIVIL GOVERNMENT, (LANDING FEES AND DIPLOMATIC CLEARANCE MAY BE REQUIRED)			
Near City	Willemstad			
Island Group	Curaçao I			
Operating Hours	24 HOUR OPERATIONS			
International Clearance Status	Airport of Entry			
Communications				
HATO TWR Opr 1100-2300Z, OT ctc HATO APP.	118.3			
IGUANA OPS	250.0			
DUTCH OPS CALL HO	240.2			
CATS SVC Opr 1200-2400Z.	131.8			
HATO APP	119.6			
Runways				
ID	Dimensions	Surface	PCN	ILS
11/29	11188 x 197 feet 3410 x 60 meters	ASPHALT	-	YES

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Standard Operating Procedures

Runway 11						
Surface		ASPHALT				
True Heading		102.0				
Latitude		12.192106 12° 11' 31.58" N				
Longitude		-68.975142				
Elevation		068° 58' 30.51" W 26.0 feet 8 meters				
Slope		0.0°				
Landing Distance		8465 feet 2580 meters				
Takeoff Distance		11388 feet 3471 meters				
Displaced Threshold Length		2723 feet 830 meters				
Overrun Length		200 feet 61 meters				
Overrun Surface		ASPHALT				
Lighting System		MIRL X PAPI				
Runway 29						
Surface		ASPHALT				
True Heading		282.0				
Latitude		12.185600 12° 11' 08.16" N				
Longitude		-68.944464 068° 56' 40.07" W				
Elevation		30.0 feet 9 meters				
Slope		0.0°				
Landing Distance		11188 feet 3410 meters				
Takeoff Distance		11188 feet 3410 meters				
Lighting System		MIRL				
Nav aids						
Type	ID	Name	Channel	Freq	Distance from Field	Bearing from Navaid
TACAN	HTO	HATO	068X	-	At field	-
VOR-DME	PJG	CURAÇAO	114X	116.70	3.0 NM	113.70
Supplies/Equipment						

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S.O.P. Curaçao FIR Version 2.1

Standard Operating Procedures

Fuel	Jet A1, without icing inhibitor. 100/130 MIL Spec, low lead, aviation gasoline (BLUE)
Remarks	
FUEL	A1 (Tramp Oil Aviation, Curoil, 5999-432-20000); (NC-100LL).
MISC	Counter Drug acft only flw-me veh avbl. All acft on IFR flt plan must use looseleaf CURAÇAO ONE DEP. US tran aircrew rqr wx svc (DD 175-1 wx brief) notify 25 OWS at Davis-Monthan AFB, AZ NLT 2 hrs prior to req brief/dep time; 24H svc avbl, DSN 228-1977/2027/2138, fax 1284, C520- 228-1977/2027/2138, fax 1284. 24H lcl civ/mil wx brief and fcst, NLT 3 hrs prior, C5999-839-3360, fax C5999-869-2699
RSTD	OFFL BUS ONLY. (AF) US mil ctc 429 EOS (DSN 228-0941 C5999-888-0802. Fax 5999-888-0801bNLT 15 business days prior to arr. Country and Theater clnc IAW FCG. PPR granted by 429 EOS after Country/Theater clnc and funding source are confirmed (MIPR required for large deployments, coord w/12 AF RA, DSN 228-1376). PPR granted for Forward Operating Location (FOL)-related counter drug msn only, other acft supported on space A basis. Ctc 429 EOS Ops, (Call IGUANA OPS) when 30 min out. Due to ltd pers, nml FOL opr hr 0600-2100L Mon-Fri unless otherwise coord. Other US non-counter drug tran acft must coord w/civ arpt auth for prk and svc (CURINTA OPS) C5999-560-5866. All US acft must file an outbound Flt Plan with FIO NLT60 min prior to ETO, C5999-868-2288 ext 156, fax Cf999-869-5030. Acft assoc w Dutch Militair, (DUTCH mil) must obtain PPR 48 hr prior C5999-483-7900, fax C5999-463-7950. All inbd acft for Dutch ramp, ctc OPS (call HO when 30 min out
TFC PAT	Rwy 29-rgt tfc. Rwy 11-Jet-rgt turn proh blw FL30. Tran acft plan on str-in full stops or comply w/twr instr.

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S.O.P. Curaçao FIR Version 2.1

Standard Operating Procedures

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S.O.P. Curaçao FIR Version 2.1

Standard Operating Procedures

Flamingo

General information				
Country	Netherlands Antilles			
ICAO ID	TNCB			
Time	UTC-4			
Latitude	12.131044 12° 07' 51.76" N			
Longitude	-68.268511 068° 16' 06.64" W			
Elevation	20 feet 6 meters			
Type	Civil			
Magnetic Variation	010° W (01/04)			
Operating Agency	CIVIL GOVERNMENT, (LANDING FEES AND DIPLOMATIC CLEARANCE MAY BE REQUIRED)			
Near City	Kralendijk			
Island Group	Bonaire I			
Operating Hours	SEE REMARKS FOR OPERATING HOURS OR COMMUNICATIONS FOR POSSIBLE HOURS			
International Clearance Status	Airport of Entry			
Communication				
TWR	118.70			
Runways				
ID	Dimensions	Surface	PCN	ILS
10/28	9449 x 148 feet 2880 x 45 meters	ASPHALT	050FAXT	NO
Runway 10				
Surface	ASPHALT			
True Heading	092.0			
Latitude	12.131442 12° 07' 53.19" N			
Longitude	-68.281750 068° 16' 54.30" W			
Elevation	14.0 feet 4 meters			
Slope	0.0°			
Landing Distance	9449 feet 2880 meters			
Overrun Length	200 feet 61 meters			

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S.O.P. Curaçao FIR Version 2.1

Standard Operating Procedures

Overrun Surface		ASPHALT				
Lighting System		MIRL A2 PAPI				
Runway 28						
Surface		ASPHALT				
True Heading		272.0				
Latitude		12.130650 12° 07' 50.34" N				
Longitude		-68.255272 068° 15' 18.98" W				
Elevation		17.0 feet 5 meters				
Slope		0.0°				
Landing Distance		9449 feet 2880 meters				
Takeoff Distance		9449 feet 2880 meters				
Lighting System		MIRL				
Nav aids						
Type	ID	Name	Channel	Freq	Distance From Field	Bearing From Navaid
NDB	PJB	BONAIRE	-	321	At Field	-
Supplies/Equipment						
Fuel		Jet A1, without icing inhibitor				
Remarks						
FUEL		Avbl 1100-0300Z with 24 hr PN to Bonaire Trading. (NC-A1)				

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