

**DUTCH CARIBBEAN
AIR NAVIGATION SERVICE PROVIDER
ATM CONTINGENCY PLAN CURAÇAO FIR**

This edition is adopted by the
DC-ANSP and supersedes all
previous versions.

ATMCP/Version 3.0, May 20, 2021

The space below is provided to keep a record of amendments and corrigenda as available.

Record of Amendments and Corrigenda

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Foreword

This is the third edition of the Dutch Caribbean Air Navigation Service Provider (DC-ANSP) Contingency Plan for Air Traffic Services (ATS) within the Curaçao Flight Information Region (FIR).

This Contingency Plan will come into effect as determined by the Director General of the DC-ANSP after being approved by the Director General of the Curaçao Civil Aviation Authority (CCAA).

This Contingency Plan is applicable for the Curaçao FIR. This Contingency Plan provides for the contingency arrangements to be introduced to permit the continuance of international flights to transit the Curaçao FIR and flights between the islands of Aruba, Bonaire and Curaçao within the Curaçao FIR, in the event that the air traffic and support services, normally undertaken by the Curaçao Area Control Center (Curaçao ACC) should become partially or totally unavailable due to any occurrence that restricts flight operations. This plan provides for the contingency procedures for the Curaçao ACC. In the event of the ACC becoming inoperative this plan will be activated, catering for the worst case scenario of a total disruption in Air Traffic Services within the Curaçao FIR.

With one major ACC Facility located at Curaçao, it can be considered likely that the facility will one day be out of service. In the event that the ACC Facility is inoperable and ATS becomes unavailable, it can take several days to relocate, operate ATS and restore a normal level of service. During this interim period, flight operations in the Curaçao FIR will be severely restricted. This Plan has been developed in close co-operation and collaboration with the Civil Aviation Authorities responsible for the Curaçao FIR and representatives of the users of the airspace. The Plan will be activated by promulgation of a NOTAM issued by DC-ANSP Aeronautical Information Service (AIS) as far in advance as is practicable. However, when such prior notification is impracticable for any reason, the Plan will be put into effect on notification by DC-ANSP, as authorized by the CCAA. This Plan has been prepared to meet the requirements in *ICAO Annex 11 - Air Traffic Services* to provide for the safe and orderly flow and continuation of international flights through the Curaçao FIR.

Any proposed amendments to this plan shall be forwarded to:

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List of Abbreviations and Acronyms

ACC	AREA CONTROL CENTER
ACCC	ATM CONTINGENCY COORDINATING COMMITTEE
AIS	AERONAUTICAL INFORMATION SERVICE
AOCG	ATM OPERATIONAL CONTINGENCY GROUP
ATIS	AUTOMATIC TERMINAL INFORMATION SYSTEM
ATM	AIR TRAFFIC MANAGEMENT
ATS	AIR TRAFFIC SERVICES
CCAA	CURAÇAO CIVIL AVIATION AUTHORITY
CR	CONTINGENCY ROUTE
DC-ANSP	DUTCH CARIBBEAN AIR NAVIGATION SERVICE PROVIDER INC
DCR	DOMESTIC CONTINGENCY ROUTE
FIR	FLIGHT INFORMATION REGION
ICAO	INTERNATIONAL CIVIL AVIATION AUTHORITY
MDC	METEOROLOGISCHE DIENST CURAÇAO
NOTAM	NOTICE TO AIRMEN
OLA	OPERATIONAL LETTER OF AGREEMENT
QASM	QUALITY AND SAFETY MANAGEMENT

ATM CONTINGENCY PLAN FOR INTERNATIONAL FLIGHTS TO TRANSIT THROUGH THE CURAÇAO FIR

Effective: May 20th 2021, 0001 (UTC)

1 Objective

This Air Traffic Management (ATM) Contingency Plan contains arrangements to ensure safety of air navigation in the event of partial or total disruption of air traffic services in the Curaçao FIR in accordance with:

- **ICAO Annex 11 – Air Traffic Services**
- **Official Gazette Publication A°2006 N°11**

The Contingency Plan contains the ATS contingency procedures and contingency route structure using existing airways (in most cases) that will allow aircraft operators to transit the Curaçao FIR.

This Contingency Plan addresses arrangements for arriving and departing traffic at airports and for domestic flight operations within the Curaçao FIR.

- 1.1** This Contingency Plan addresses arrangements for international - flights traversing the Curaçao FIR during the Contingency period.

2 States and FIRs affected

- 2.1** In the event that the Director General of the DC-ANSP activates this Contingency Plan, the Civil Aviation or ANSP Authorities of the adjacent FIR's will be notified in accordance with the Operational Letter of Agreement (OLA) established between the States concerned.

The adjacent States, FIRs and ACCs directly affected by this Contingency Plan are:

- | | |
|----------------------------|--------------------------|
| a. Venezuela | Maiquetia FIR (ACC) |
| b. Puerto Rico | San Juan FIR (ACC) |
| c. The Dominican Republic | Santo Domingo FIR (ACC) |
| d. Haiti | Port-au-Prince FIR (ACC) |
| e. Jamaica | Kingston FIR (ACC) |
| f. Colombia (Barranquilla) | Barranquilla FIR (ACC) |

The contact details of the Civil Aviation Authorities and organizations concerned are contained in **Appendix A**. These details should be kept up to date and be amended as soon as practicable.

3 Management of Contingency Plan

3.1 The contingency measures set out in this Plan are applicable in cases of events caused by unexpected interruptions in ATS, caused by natural occurrences or other circumstances which, in one way or another, may impair or totally disrupt the provision of ATS and/or of related support services within the Curaçao FIR.

3.2 The following arrangements have been put in place to ensure that the management of the Contingency Plan provides for international flights to proceed in a safe and orderly fashion through the airspace of the Curaçao FIR.

3.3 ATM Contingency Coordinating Committee

The Director General of DC-ANSP, presiding the ATM Contingency Coordinating Committee shall as soon as practicable in advance of, or after a contingency event has occurred, convene the ATM Contingency Coordinating Committee (ACCC) comprised of representatives from:

1. Curaçao Civil Aviation Authority (CCAA);
2. DC-ANSP;
3. Representative from the airlines committee, if required;
4. Representative of the Meteorological Department of Curaçao, if required
5. Other participants as required.

The ACCC shall oversee the conduct of the Contingency Plan and in the event that the Curaçao ACC Facility is expected to be out of service for an extended period, make arrangements for and facilitate the temporary relocation of the Curaçao ACC Facility and the restoration of Air Traffic Services.

3.4 ATM Operational Contingency Group

The ATM Operational Contingency Group (AOCG) will be convened by the DC-ANSP command team with a primary responsibility to oversee the day to day operations under the contingency arrangements and to coordinate operational ATS activities during the contingency period. As required the AOCG will report to the ACCC

The AOCG will include specialized personnel from the following units:

- Aeronautical Information Services (AIS)
- Communication, Navigation and Surveillance Department of DC-ANSP (CNS)
- ATS representatives:
 - ATM Manager
 - Supervisors
 - Radar Automation
 - Quality Assurance and Safety Manager
- Meteorological Department Curaçao (MDC), if required

The task of the AOCG shall include but are not limited to:

- I. Keep up to date at all times of the contingency situation;
- II. Organize contingency teams in each of the specialized areas

- III. Exchange up-to-date information with the adjacent ATS authorities concerned to coordinate contingency activities;
- IV. Notify the designated organizations in Aruba, Curaçao and Bonaire of the contingency situation sufficiently in advance and/or as soon as possible thereafter;
- V. Take the necessary action for issuing NOTAMs according to the corresponding contingency situation, or as otherwise needed (example NOTAMs are provided in **Appendix B**). If the situation is foreseeable sufficiently in advance, a NOTAM will be issued 48 hours in advance.
- VI. Review and update the Contingency Plan as required (or once in 2 Years)

4 Contingency Route Structure

4.1 In the event of disruption of the ATC services provided by DC-ANSP, contingency routes will be introduced to ensure safety of flights and to facilitate limited flight operations commensurate with the prevailing conditions. Existing ATS routes form the basis of the contingency routes to be used, and will be activated to minimize potential points of conflict and to limit the number of aircraft operating simultaneously in the system under reduced air traffic services. The contingency route structure for international flights is detailed in

- **Table 1:** International Departures
- **Table 2:** International Arrivals and
- **Table 3:** Transit

Additional unpublished contingency routes may be developed tactically by the AOCG in coordination with ICAO and/or the CADENA ATFM user group and promulgated by NOTAM as and when circumstances require, such as in the case of severe weather events.

4.2 Regarding domestic operations, if circumstances dictate, all flights shall be temporarily suspended until a full assessment of the prevailing conditions has been conducted and sufficient air traffic services is restored. The decision to curtail or restart domestic operations will be made by the ACCC. The contingency route structure for flights, between the ABC islands, is detailed in: **Table 4.**

4.3 Aircraft on special operations (e.g. Search and Rescue (SAR), State aircraft, Medevac and Humanitarian flights, etc.), shall be accorded priority in accordance with this plan.

4.4 Aircraft on long-haul international flights shall be accorded priority in accordance with this plan. The contingency route structure for long-haul flights is detailed in: **Table 3** and **Contingency route structure Chart B.**

4.5 International operators affected by the suspension of all operations from airports within the Curaçao FIR will be notified by the relevant airport authority when operations are expected to be resumed, and flight planning information will be made available pertaining to that airport. International flights receiving such approval may be required to plan flights via domestic routes to join international contingency routes.

4.6 International operators may elect to avoid the Curaçao airspace around the Curaçao FIR via the MKJK, SKEC, SVZM, TJZS, MDCS and MTEG FIRs. The contingency routes to be used in this scenario will be provided by the ATS authorities concerned.

5 Air Traffic Management and Contingency Procedures

5.1 Reduced ATS and provision of limited Flight Information Services (FIS)

During the contingency critical period, ATS including ATC, may not be available, particularly with regard to availability of communications and radar services. In cases where ATS is not available, a NOTAM will be issued providing the relevant information, including (when possible) an expected date and time of resumption of ATS. The contingency plan provides for limited flight information and alerting services to be provided by adjacent ACCs or as the case may be by the Approach Control Units/Aerodrome Control Towers within the Curaçao FIR.

5.1.1 FIS and flight monitoring will be provided by the designated ATS authorities of the adjacent FIRs on the contingency routes that enter their respective FIRs.

5.1.2 The primary means of communication will be VHF A/G radio.

5.2 ATS Responsibilities

5.2.1 During the early stages of a contingency event, ATC may be overloaded and as a temporary measure, tactical action may be taken to reroute aircraft on alternative routes not included in this Plan.

5.2.2 In the event that ATS cannot be provided in the Curaçao FIR a NOTAM shall be issued indicating the following:

- a. Time and date of the beginning of the contingency measures;
- b. Details of the facilities and services available or not available and any limits on ATS provision (e.g., ACC, APPROACH, TOWER and FIS), including an expected date/time of restoration of services if available;
- c. Information on the provisions made for alternative services;
- d. Any changes to the ATS contingency routes contained in this Plan;
- e. Any special procedures to be followed by neighboring ATS units not covered by this Plan;
- f. Any special procedures to be followed by pilots; and
- g. Any other details with respect to the disruption and actions being taken that aircraft operators may find useful.

5.2.3 In the event that the DC-ANSP NOTAM Office is unable to issue the NOTAM, the alternate, Trinidad and Tobago NOTAM Office, will take action to issue the NOTAM of closure of the Curaçao FIR upon notification by AIS department of DC-ANSP, following the pertinent request by the Deputy Director/Manager ATCS (or acting) of DC-ANSP. If the alternate NOTAM Office is also unavailable, DC-ANSP will seek for a solution with the ICAO/NACC RO.

5.3 Aircraft Separation

5.3.1 Aircraft separation criteria will be applied in accordance with the *Procedures for Air Navigation Services-Air Traffic Management* (PANS-ATM, Doc 4444) and the *Regional Supplementary Procedures* (Doc 7030) during the contingency period.

5.3.2 The longitudinal separation will be 15 minutes, unless otherwise prescribed in the contingency route structure tables.

5.3.3 The route structure provides for lateral separation of 100 NM and in cases where this is less, and for crossing routes, a standard minimum vertical separation will be applied.

5.4 Flight level restrictions

5.4.1 Whenever possible, aircraft on long-haul international flights shall be given priority with respect to cruising levels. Further restrictions of Flight Levels are detailed in the various routing options as depicted in the respective Appendices.

5.5 Aircraft position reporting

5.5.1 Pilots will continue to make routine position reports in line with normal ATC reporting procedures on the normal operating frequencies and on the emergency frequency.

5.6 VFR operations

5.6.1 All VFR flights shall be suspended in the Curaçao FIR during periods of extensive disruptions to ATC facilities necessitating the activation of this Contingency Plan, except in special cases such as State aircraft, Medevac flights, and any other essential flights authorized and dictated by the CCAA.

5.7 Procedures for ATS Units

5.7.1 The ATS units providing ATC services will follow their unit emergency operating procedures and activate the appropriate level of contingency procedures in line with the Operational Letter of Agreement. These procedures include the following:

- a. The Curaçao ACC on determining that ATS may be reduced due to a contingency event, will inform pilots of the emergency condition and advise if it is likely that the ACC will be evacuated and ATS suspended. When unit evacuation procedures are activated and time permitting, controllers will make an emergency evacuation transmission on the A/G radiofrequency in use providing pilots with alternate means of communication;
- b. If air-ground communications are abruptly disrupted, Curaçao ACC must advise adjacent ACC units and the relevant NOTAM should be emitted;
- c. During the period the contingency procedures are in effect, flight plan messages must continue to be transmitted by operators to the Curaçao ACC via the AMHS using normal procedures;

Note: Depending on the phase of emergency and circumstances, the DC-ANSP Aerodrome Reporting Office may be suspended and alternative AMHS service introduced.

- d. On notification by the Deputy Director/Manager ATCS (or acting) of DC-ANSP, the ATS authorities operating the ACCs of the adjacent FIRs: Venezuela, San Juan, Santo Domingo, Haiti, Kingston, Barranquilla and Airport of Aruba will activate the contingency procedures in accordance with their respective Operational Letter of Agreement with Curaçao ACC;
- e. The adjacent ACC responsible for aircraft entering the Curaçao FIR must communicate, not less than 30 minutes prior, the estimated time and level over the common boundary;
- f. The ACC responsible for aircraft entering the Curaçao FIR will instruct pilots to maintain the assigned contingency flight level and speed (MACH number if applicable) while transiting the Curaçao FIR;
- g. The ACC responsible will not authorize any change in flight level or speed (MACH number, if applicable) later than 10 minutes before the aircraft is expected to enter the Curaçao FIR, except in the case specified in h below;
- h. To facilitate arrival and departures at:
 - Beatrix Airport, Aruba;
 - Hato Airport, Curaçao; and
 - Flamingo Airport, Bonaire

on the following route sectors established in this Contingency Plan (**Chart B**), aircraft may climb and descend under the control of the Maiquetia, Kingston or Santo Domingo ACC in line with the respective Letter of Agreement (**Table 1 and 2**);

- i. The ACC responsible prior to aircraft entering the Curaçao FIR will instruct the aircraft that they must communicate with the next ATC unit 10 minutes before the estimated time of crossing/entering the following FIR Boundary.

5.8 Transition to contingency scheme

- 5.8.1 During times of uncertainty when airspace restriction seems possible, aircraft operators should be prepared for a possible change in routing while en-route. Familiarization of the alternative routes outlined in this Contingency Plan, as well as those promulgated by an adjacent State via NOTAM or AIP, is recommended.
- 5.8.2 In the event that airspace restriction has not been anticipated, ATC should, if possible, broadcast to all aircraft in their airspace, that the Curaçao FIR is being restricted and to await further instructions.
- 5.8.3 ATS providers should recognize that when restrictions of airspace or airports are promulgated, individual airlines might have different company requirements as to their alternative routings. ATC will take into consideration any request made by aircraft or company and will act commensurate with safety at all times.

5.9 Review of OLAs

5.9.1 The ATS providers concerned shall review the effectiveness of current coordination requirements and procedures in light of contingency operations or short notice of airspace restriction, and make any necessary adjustments to the Contingency Plan and OLAs.

5.10 Continued review of OLA's

5.10.1 The OLA's and contingency plan agreed to by the different States should be reviewed on a continued basis (at least once in 2 years).

6 Pilot and Operator Procedures

6.1 Filing of flight plans

6.1.1 Normal flight planning requirements for the Curaçao FIR will continue to be followed as contained in the Dutch Caribbean Aeronautical Information Publication (AIP).

6.1.2 Aircraft overflying the Curaçao FIR shall follow the following procedures:

- a. All aircraft proceeding along the ATS routes established in this Contingency Plan (**Chart B**) will comply with the instrument flight rules (IFR) and will be assigned a flight level in accordance with the flight level allocation scheme applicable to the route(s) being flown as specified in **Table 3**;
- b. Flights are to file a flight plan using the Contingency Routes specified in **Table 3**, according to their airport of origin and destination;
- c. Pilots are to keep a continuous watch on the specified contingency frequency as specified in **Appendix C** and transmit in English position information and estimates in line with normal ATC position reporting procedures;
- d. Pilots are to maintain during their entire flight time within the Curaçao FIR, the flight level and Mach number last assigned by the last ACC responsible prior to the aircraft entering the Curaçao FIR, and under no circumstances change this level and Mach Number, except in cases of emergency and for flight safety reasons only. In addition, the last SSR transponder assigned shall be maintained or, if no transponder has been assigned, SSR code 2000 shall be selected;
- e. Aircraft are to reach the flight level last assigned by the responsible ACC at least 10 minutes prior entering the Curaçao FIR or as otherwise instructed by the ATC unit in accordance with the current OLA with the Curaçao ACC;
- f. Pilots are to include in their last position report prior to entering the Curaçao FIR, the estimated time over the entry point of the Curaçao FIR and the estimated time of arrival over the relevant exit point of the Curaçao FIR;
- g. Pilots are to contact the next adjacent ACC as soon as possible, and at the latest, ten (10) minutes prior to crossing the common FIR Boundary;
- h. Whenever emergencies and/or flight safety reasons make it impossible to maintain the flight level assigned for the transit through the Curaçao FIR, pilots are to climb or descend well to the right of the centerline of the contingency route. Any deviation action that will not be completed prior the relevant exit point of the Curaçao FIR, the pilot shall inform immediately the ACC responsible for that airspace. Pilots are to make blind broadcast on 121.5 MHz of the relevant emergency level change (message must be comprised of the aircraft call sign, the aircraft position, direction of flight, the flight levels being vacated and crossed, etc.);
- i. Not all operational circumstances can be addressed by this Contingency Plan and pilots are to maintain a high level of alertness when operating in the contingency airspace and take appropriate action to ensure safety of flight.

6.2 Interception of civil aircraft

- 6.2.1 Pilots need to be aware that in light of current international circumstances, a contingency routing requiring aircraft to operate off normal traffic routes, could result in an intercept by military aircraft. Aircraft operators must therefore be familiar with international intercept procedures contained in **ICAO Annex 2 Rules of the Air**.
- 6.2.2 If circumstances lead to the restriction of the Curaçao airspace and no contingency routes are available through the Curaçao FIR, aircraft will be required to route around the Curaçao airspace. As much warning as possible will be provided by the appropriate ATS authorities in the event of the complete restriction of the Curaçao airspace.
- 6.2.3 Pilots need to continuously guard the VHF emergency frequency 121.5 MHz and should operate their transponder at all times during flight, regardless of whether the aircraft is within or outside the airspace where secondary surveillance radar (SSR) is used for ATS purposes. Transponders should be set on a discrete code assigned by ATC or select code 2000 if ATC has not assigned a code.

7 Public Health Emergencies

7.1 Notification by pilot

The Curaçao ACC, upon receipt of information from a pilot regarding suspected case(s) of communicable disease, or other public health risk, on board the aircraft, shall forward a message as soon as possible to the ATS unit serving the destination / departure, unless procedures exist to notify the appropriate authority designated by the State and the aircraft operator or its designated representative.

7.2 Notification by adjacent ATS unit

When a report of a suspected case(s) of communicable disease, or other public health risk, on board an aircraft is received by an ATS unit serving the destination/departure, from another ATS unit or from an aircraft or an aircraft operator, the ATS unit concerned shall forward a message as soon as possible to the public health authority or the appropriate authority designated by the State as well as the aircraft operator or its designated representative, and the aerodrome authority.

8 Communication Procedures

8.1 Degradation of Communication - Pilot Radio Procedures

8.1.1 When operating within the contingency airspace of the Curaçao FIR, pilots should continue to use normal radio communication procedures as if ATS services are available. These will be in accordance with the communication procedures in this Plan or as otherwise notified by NOTAM.

8.1.2 If communications are lost unexpectedly on the normal ATS A/G frequencies, pilots should try the next applicable frequency, e.g. if en-route contact is lost then try the next appropriate frequency, that is, the next normal handover frequency. Pilots should also consider attempting to contact ATC on the last frequency where two-way communication had been established. In the absence of communication with ATC, the pilot should continue to make routine position reports on the last assigned frequency, and also broadcast positions on the specified contingency frequency.

8.2 Communication frequencies

8.2.1 A list of frequencies to be used for the contingency routes and the ATS units providing FIS and air-ground communication monitoring for the Curaçao FIR is provided in **Appendix C**.

9 Aeronautical Support Services

9.1 Aeronautical Information Services (AIS)

9.1.1 A NOTAM contingency plan has been developed (APPENDIX B) to ensure the continuation of the NOTAM service for the Curaçao FIR, in support of contingency operations. The NOTAMs will establish the actions to be taken in order to reduce the impact of the failures in the air traffic services. The NOTAMs will also establish the necessary coordination and operational procedures that should be established before, during and after any Contingency phase.

9.2 Meteorological Services (MET)

9.2.1 The Meteorological Department Curaçao (MDC) is the designated meteorological authority for the Curaçao FIR. MDC is also the provider of meteorological services for the international and domestic air navigation. In order to comply with the ICAO requirements on aeronautical meteorology specified in Annex 3, Meteorological Service for International Air Navigation and the CARSAM Air Navigation Plan – Doc 9673, MDC should ensure regular provision of the following products and services:

- a. Aerodrome observations and reports – local MET REPORT and SPECIAL, as well as WMO-coded METAR and SPECI; METAR and SPECI shall be provided for all international aerodromes within the Curaçao FIR;
- b. Terminal aerodrome forecast;
- c. SIGMET for the Curaçao FIR;
- d. Information for the ATS units (TWR, APP, ACC) as agreed between the meteorological authority and the ATS units concerned;
- e. Flight briefing and documentation as per: Annex 3

9.2.2 It is expected that the Curaçao MET services would continue being available in the event of an ATS contingency situation. However, MET information may not be immediately available to pilots in flight. Alternative means of obtaining up to date MET information concerning the Curaçao FIR will be provided to the extent possible through the adjacent ATS authorities or the Curaçao, Aruba and Bonaire ATIS if operational.

10 Search and Rescue

10.1 Notification and Coordination

10.1.1 ACCs involved in this Contingency Plan are required to assist in communication as necessary, in order to ensure that the proper Search and Rescue (SAR) authorities are provided with the information required to support downed aircraft or aircraft experiencing an in-flight emergency within the Curaçao FIR.

10.1.2 The SAR authority responsible for the Curaçao FIR is the Curaçao Rescue Coordination Centre.

Emergency RCC Coastguard	913
Regular number	(599-9)463-7700
Shift Officer	(599-9)463-7620
Fax	(599-9)463-7950
Email	rcc.curacao@mindef.nl rcc.curacao@gmail.com

10.1.3 The DC-ANSP ACC shall assist as necessary in the dissemination of INCERFA, ALERFA and DETRESFA in respect to incidents in the Curaçao FIR.

10.1.4 In the event that the Curaçao ACC is not available, the responsibility for coordinating with the Curaçao RCC for aircraft emergencies and incidents involving the Curaçao FIR will be undertaken by the San Juan ACC. The ACCC will take appropriate steps to ensure that SAR information is made available to the Curaçao RCC. The AOCG will also oversee SAR coordination and disseminate relevant contact information.

Appendix A

Contact Details of adjacent states and international organizations participating in the Curaçao FIR contingency plan.

State / International Organization	P.O.C.	Telephone/Fax	E-Mail
<p><u>Curaçao</u></p> <p>Curaçao Civil Aviation Authority (CCAA)</p> <p>Dutch Caribbean Air Navigation Service Provider (DC-ANSP)</p>	<p>Leslie Laplace</p> <p>Micilia Albertus-Verboom</p> <p>Jacques Lasten</p>	<p>Tel: +5999-839-3320</p> <p>Fax: +5999-868-9924</p> <p>Tel: +5999-8393-506 Ops /518/525/528</p> <p>Fax: +5999-868-3012</p> <p>Sat Phones: +881623415541 +881622466143</p>	<p>CIVILAIR@gobiernu.cw</p> <p>M.Albertus-Verboom@dc-ansp.org</p> <p>ATCS@dc-ansp.org</p> <p>J.Lasten@dc-ansp.org</p>
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<p><u>Dominican Republic</u></p> <p>Instituto Dominicano de Aviación Civil Republica Dominicana</p>	<p>Felix Rosa</p>	<p>Tel:1-809-274-4322 ext. 2297 /6431/ 2109 / 2059</p>	<p>Rafael.Urbaz@idac.gov.do</p> <p>Felix.Rosa@idac.gov.do</p> <p>Geraldo.Cabrera@idac.gov.do</p>

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Appendix B

Specimen NOTAMs.

a) Avoidance of airspace

NOTAM: DUE TO COMPLETE DISRUPTION OF ATS IN THE CURAÇAO FIR, ALL ACFT ARE ADVISED TO AVOID THE FIR.

b) Airspace available Limited ATS

NOTAM: DUE TO ANTICIPATED DISRUPTION OF ATS IN THE CURAÇAO FIR, ALL ACFT ARE ADVISED THAT THERE WILL BE LIMITED ATS. PILOTS MAY EXPERIENCE DLA AND OVERFLIGHTS SHOULD CONSIDER AVOIDING THE AIRSPACE.

c) Contingency plan activated

NOTAM: DUE TO COMPLETE DISRUPTION OF ATS IN THE CURAÇAO FIR ALL, ACFT ARE ADVISED THAT THE CURAÇAO ATM CONTINGENCY PLAN FOR ACFT INTENDING TO USE THE FIR IS IN EFFECT. FLIGHT PLANNING MUST BE IN ACCORDANCE WITH THE CONTINGENCY ROUTES LISTED AND FL ASSIGNMENT. PILOTS MUST STRICTLY ADHERE TO THE CONTINGENCY PROCEDURES.

d) Non-adherence to the Contingency Plan

NOTAM: OPERATORS NOT ABLE TO ADHERE TO THE CONTINGENCY PLAN SHALL AVOID THE CURAÇAO FIR.

Appendix C

List of frequencies.

<u>FIR</u>	<u>UNIT</u>	<u>COM</u>
Curaçao FIR	Curaçao TRACON	VHF 119.800 MHz (primary)
		VHF 124.700 MHz (secondary)
	Hato TWR	VHF 118.300 MHz
		VHF 121.500 MHz
	Flamingo TWR	VHF 118.700 MHz
		VHF 121.500 MHz
	Curaçao ACC	VHF 127.100 MHz (primary)
		VHF 124.100 MHz (secondary)
		VHF 121.500 MHz
	Beatrix APP	VHF 120.900 MHz
Beatrix TWR	VHF 118.000 MHz	
	VHF 121.500 MHz	
Maiquetia FIR	Maiquetia ACC	VHF 128.500 MHz
		VHF 121.500 MHz
San Juan FIR	San Juan ACC	VHF 118.750 MHz
		VHF 118.150 MHz
		VHF 121.500 MHz
Santo Domingo FIR	Santo Domingo ACC	VHF 124.300 MHz (primary)
		VHF 127.800 MHz (secondary)
		VHF 121.500 MHz
Haiti FIR	Haiti ACC	VHF 124.500 MHz
		VHF 121.500 MHz
Kingston FIR	Kingston ACC	VHF 128.100 MHz (primary)
		VHF 125.400 MHz (secondary)
		VHF 121.500 MHz
Barranquilla FIR	Barranquilla ACC	VHF 128.400 MHz
		VHF 121.500 MHz

Chart A

Curaçao FIR Route Structure.

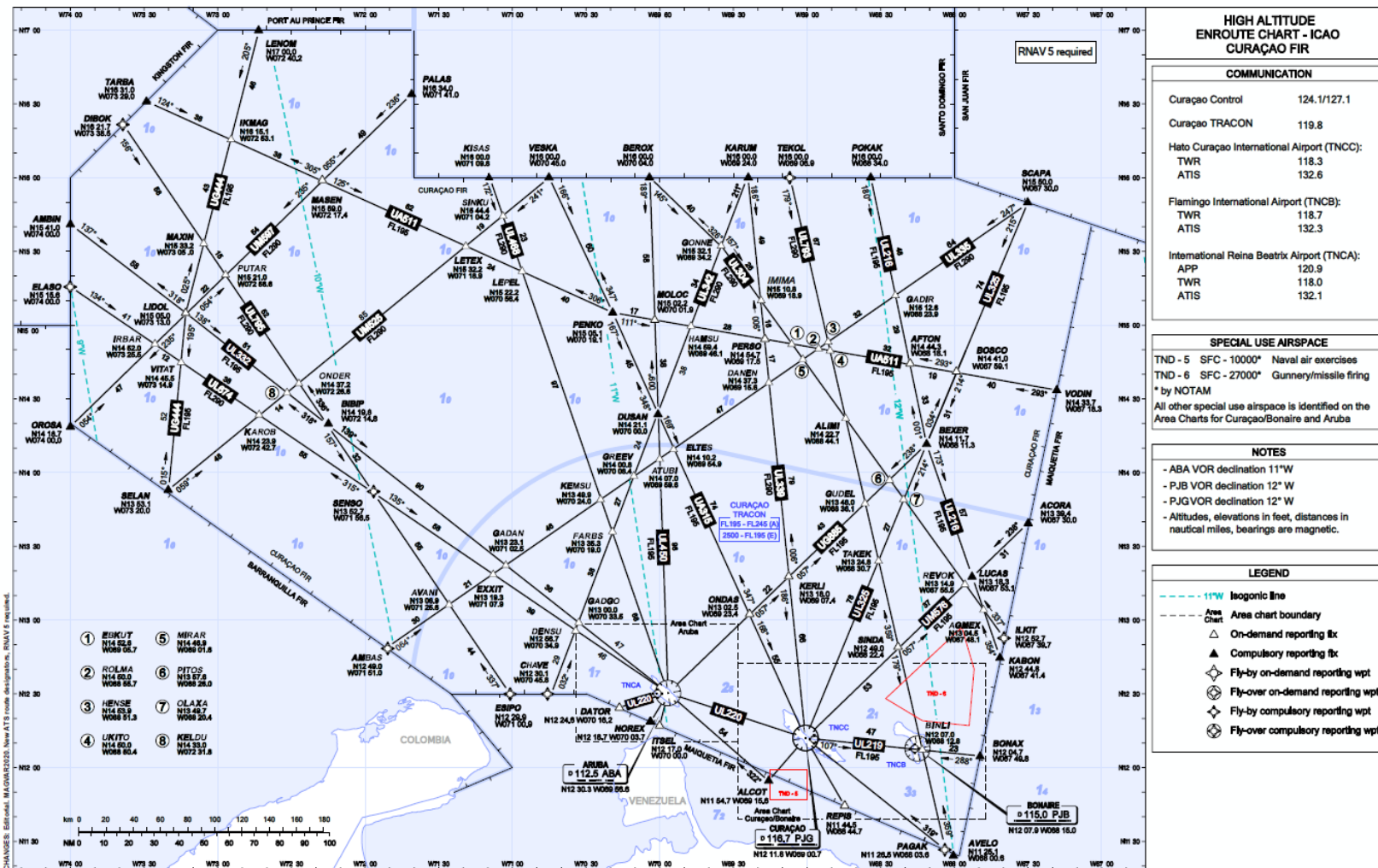


Chart B

Curaçao FIR Contingency Route Structure.



Table 1

Contingency route structure for traffic departing from airports within the Curaçao FIR.

15 min interval between departures for aircraft going on the same route.

Contingency routes	ATC unit involved	Origin	Route	Destination	Altitude	Remarks
CR1	MDCS	TNCA	ABA DCT VESKA	North America and Northern Caribbean	FL280	Broadcast traffic information on 121.5 and 127.1 MHz. Contact SDQ ACC on 127.8 Or 124.3 MHz at least 5 min prior to VESKA.
CR2	MDCS	TNCC	PJG G446 KARUM	North America and Northern Caribbean	FL270	Broadcast traffic information on 121.5 and 127.1 MHz. Contact SDQ ACC on 127.8 Or 124.3 MHz at least 5 min prior to KARUM
CR3	MDCS	TNCB	PJB DCT BEXERA554 POKAK	North America and Northern Caribbean	FL280	Broadcast traffic information on 121.5 and 127.1 MHz. Contact SDQ ACC on 127.8 Or 124.3 MHz at least 5 min prior to POKAK.
CR10	SVZM	TNCA	G442	South American Region	FL110	Contact Maiquetia control as soon as possible to obtain entry clearance at ALCOT
CR11	SVZM	TNCC	G446	South American Region	FL090	Contact Maiquetia control to obtain entry clearance at REPIS
CR12	SVZM	TNCB	A563	South American Region	FL070	Contact Maiquetia control obtain entry clearance at BONAX

Table 2

Contingency route structure for traffic destined for airports within the Curaçao FIR.

Contingency routes	ATC unit involved	Origin	Route	Destination	Altitude	Remarks
CR4	MKJK	North America, the Western Caribbean Region and Haïti	UL474 intercept UL332 to ABA VOR	TNCA	FL290	All flights inbound to TNCA, should descend to FL090 and establish communication with Beatrix APP at least 50 nm before ABA VOR. 15 min interval between aircraft above FL 200 and 20 min interval between aircraft below FL200. Pilots shall adhere to procedures established for traffic between the airports in the Curaçao FIR.
CR4	MKJK	North America, the Western Caribbean Region and Haïti	UL474 intercept UL332 to ABA VOR thereafter fly DCR2 to PJG VOR	TNCC	FL290	All flights inbound to TNCC, should descend to FL090 and establish communication with Beatrix APP at least 50 nm before ABA VOR. 15 min interval between aircraft above FL 200 and 20 min interval between aircraft below FL200. Pilots shall adhere to procedures established for traffic between the airports in the Curaçao FIR.
CR4	MKJK	North America, the Western Caribbean Region and Haïti	UL474 intercept UL332 to ABA VOR thereafter fly DCR2 & DCR3 to PJB VOR	TNCB	FL290	All flights inbound to TNCB, should descend to FL090 and establish communication with Beatrix APP at least 50 nm before ABA VOR. 15 min interval between aircraft above FL 200 and 20 min interval between aircraft below FL200. Pilots shall adhere to procedures established for traffic between the airports in the Curaçao FIR.

CR7	SVZM	Atlantic and Eastern Part of the Caribbean Region	BONAX A563 A574	TNCA	Cross BONAX at FL120 or above	Establish communication with Hato TWR at least 50 nm before PJG VOR. Entry clearance must be obtained prior to entering the destination CTR or ATZ. Pilots shall adhere to procedures established for traffic between the airports in the Curaçao FIR.
CR8	SVZM	Atlantic and Eastern Part of the Caribbean Region	BONAX A563	TNCC	Cross BONAX at FL100	Establish communication with Hato TWR at least 50 nm before PJG VOR. Entry clearance must be obtained prior to entering the destination CTR or ATZ. Pilots shall adhere to procedures established for traffic between the airports in the Curaçao FIR.
CR9	SVZM	Atlantic and Eastern Part of the Caribbean Region	BONAX A563	TNCB	Cross BONAX at FL080	Establish communication with Hato TWR prior to BONAX. Entry clearance must be obtained prior to entering the destination CTR or ATZ.
CR13	SVZM	Traffic via the Barranquilla/Bogota FIR through Maiquetia FIR	GILGA A574 ABA VOR	TNCA	FL070 at GILGA	Establish communication with Beatrix APP at least 50 nm before ABA VOR. Entry clearance must be obtained prior to entering the destination CTR.
CR14	SVZM	Traffic via the Barranquilla/Bogota FIR through Maiquetia FIR	GILGA A574 ABA VOR thereafter fly DCR2 to PJG VOR	TNCC	FL070 at GILGA	Establish communication with Beatrix APP at least 50 nm before ABA VOR. Entry clearance must be obtained prior to entering the destination CTR. Pilots shall adhere to procedures established for traffic between the airports in the Curaçao FIR.
CR15	SVZM	Traffic via the Barranquilla/	GILGA A574 ABA VOR	TNCB	FL070 at GILGA	Establish communication with Beatrix APP at least 50

		Bogota FIR through Maiquetia FIR	thereafter fly DCR2 & DCR3 to PJB VOR			nm before ABA VOR. Entry clearance must be obtained prior to entering the destination CTR. Pilots shall adhere to procedures established for traffic between the airports in the Curaçao FIR.
CR20	MDCS	Traffic from the North	BEROX UL450 A567	TNCA	FL 270	Broadcast traffic information on 121.5 and 127.1. Descend to FL110 and establish communication with Beatrix APP at least 50 nm before ABA VOR. Entry clearance must be obtained prior to entering the TNCA CTR.
CR21	MDCS	Traffic from the North	BEROX UL450 DUSAN A315	TNCC	FL270	Broadcast traffic information on 121.5 and 127.1. Descend to FL110 and establish communication with Hato TWR at least 50 nm before PJG VOR. Entry clearance must be obtained prior to entering the TNCC CTR.
CR22	MDCS	Traffic from the North	BEROX UL450 DUSAN A315 PJG A563	TNCB	FL270	Broadcast traffic information on 121.5 and 127.1. Descend to FL110 and establish communication with Hato TWR at least 50 nm before PJG VOR. Entry clearance must be obtained prior to entering the TNCC CTR.

Table 3
Contingency route structure for traffic transiting the Curaçao FIR.

15 min interval between aircraft on the same route, with the preceding aircraft maintaining the same or a higher speed based on the Mach number technique

Contingency routes	ATC unit involved	Origin	Route	Destination	Altitude	Remarks
CR5	MKJK SVZM	North America and Northern Caribbean	UL795	South America	FL310	Broadcast traffic information on 121.5 and 127.1 MHz. Contact MIQ ACC on 128.5 or 121.5 MHz at least 5 min prior to ESIPO
CR6	SVZM MDCS	South America	UL304	North America and Northern Caribbean	FL300	Broadcast traffic information on 121.5 and 127.1 MHz. Contact SDQ ACC on 127.8 or 124.3 MHz at least 5 min prior to BEROX
CR16	TJZS SKEC	Eastern Caribbean, Oceanic, etc.	UL335	Central America and South America	FL360, FL380 or FL 400	Broadcast traffic information on 121.5 and 127.1 MHz. Contact BAQ ACC on 128.4 MHz at least 5 min prior to AMBAS
CR17	MDCS SKEC	North Caribbean and SDQ	UM525	Central America and South America	FL340	Broadcast traffic information on 121.5 and 127.1 MHz. Contact BAQ ACC on 128.4 MHz at least 5 min prior to SELAN
CR18	SKEC TJZS	Central America and South America	UL335	Eastern Caribbean, Oceanic, etc.	FL350 or FL370	Broadcast traffic information on 121.5 and 127.1MHz. Contact San Juan center on 118.75 MHz at least 5 min prior to SCAPA
CR19	SKEC MDCS	Central America and South America	UM525	North Caribbean and Dominican Republic	FL330	Broadcast traffic information on 121.5 and 127.1 MHz. Contact SDQ control 127.8 or 124.3 MHz at least 5 min prior to VESKA

Table 4

Domestic contingency route (DCR) structure for interisland IFR traffic.

Contingency routes	Origin	Route	Destination	Altitude	Remarks
DCR1	TNCC	Climb to FL040 whilst intercepting R315 PJG VOR until 15NM OUT. Fly parallel to the A574 until intercepting R100 ABA VOR.	TNCA	FL040	Entry clearance must be obtained prior to entering the destination CTR.
DCR2	TNCA	Climb to F050 whilst intercepting R135 ABA VOR until 15NM out. Fly parallel to the A574 until intercepting R280 PJG VOR.	TNCC	FL050	Entry clearance must be obtained prior to entering the destination CTR.
DCR3	TNCC	Climb to F050 whilst intercepting R120 PJG VOR. Continue on R120 until intercepting R250 PJB VOR.	TNCB	FL050	Entry clearance must be obtained prior to entering the destination CTR.
DCR4	TNCB	After departure turn left until intercepting R085 PJG VOR inbound. If TND-6 is active, A/C are expected to remain clear of this danger area.	TNCC	FL040	Entry clearance must be obtained prior to entering the destination CTR.
DCR2 & DCR3	TNCA	DCR 2 + DCR 3	TNCB	FL050	Entry clearance must be obtained prior to entering the destination CTR.
DCR4 & DCR1	TNCB	DCR 4 + DCR 1	TNCA	FL040	Entry clearance must be obtained prior to entering the destination CTR.

Chart C

Curaçao FIR Domestic Contingency Route Structure.

