OPERATIONAL LETTER OF AGREEMENT

BETWEEN

KINGSTON FIR/ACC & CURAÇAO FIR/ACC

1. SUBJECT:

PROCEDURES RELATING TO THE COORDINATION OF AIR TRAFFIC BETWEEN KINGSTON, JAMAICA FIR/ACC (MKJK) AND CURAÇAO, NETHERLANDS FIR/ACC (TNCF).

2. PURPOSE:

This document establishes the coordination and operational procedures to be applied by KINGSTON FIR and CURAÇAO FIR with respect to aircraft crossing the common FIR/CTA boundary as described in the ENR section of the appropriate AIPs. These procedures are complementary to the ICAO, VATSIM and VATCAR Standards and Recommended Practice.

3. EFFECTIVE DATE:

0001 UTC 15 FEBRUARY 2017.

4. DISTRIBUTION:

VATCAR; All air traffic personnel at KINGSTON FIR, all air traffic personnel at CURAÇAO FIR.

5. GENERAL:

The EuroScope text message function will be used as the primary means of communication for coordination of air traffic. An aircraft's clearance limit will be the destination airport unless otherwise coordinated.

6. CONTROL PROCEDURES:

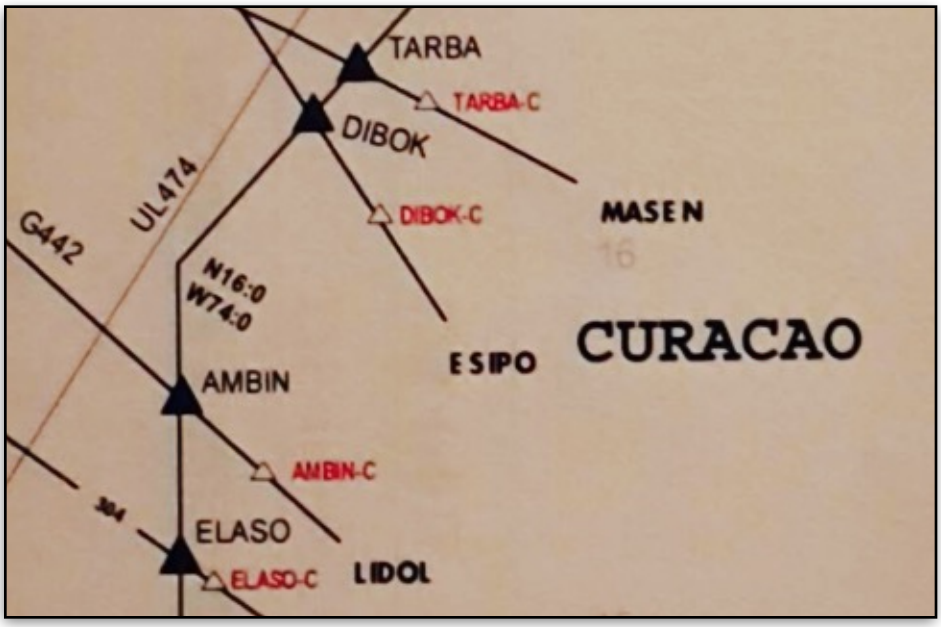
6.1 Traffic Volume

No differentiation shall be made between high-density or event operations and normal operations. The forthcoming procedures shall apply to all traffic periods.

6.2 Coordination and Transfer of Control Points (TCPs):

The Coordination and Transfer of Control Points (TCPs) between KINGSTON ACC and CURAÇAO ACC will be as follows:

UA511	UL795	UG442	UL674
TARBA-C	DIBOK-C	AMBIN-C	ELASO-C
N16.25.48.000 W73.17.14.000	*N16.05.38.000 W73.27.21.000*	*N15.29.46.000 W73.45.15.000*	*N15.11.44.000 W73.54.12.000*



These TCPs are being used instead of TARBA, DIBOK, AMBIN, & ELASO in uniformity with real-world procedures. These TCPs are slightly further along their routes in order to reach CURAÇAO's area of radar coverage.

7. NORMAL OPERATIONS:

7.1 Coordination Procedures

- For all flights, CURAÇAO ACC will hand off control to KINGSTON ACC when appropriate, but no later than the common boundary.
- For all flights, KINGSTON ACC will hand off control to CURAÇAO ACC when appropriate, but no later than the common boundary.
- KINGSTON ACC may issue direct routing to any VOR, NDB or Waypoint in CURAÇAO FIR, such clearance will be set into Direct-To/COPX field of the EuroScope flight data tag.
- CURAÇAO ACC may issue direct routing to any VOR, NDB or Waypoint in KINGSTON FIR, such clearance will be set into Direct-To/COPX field of the EuroScope flight data tag.

7.2 Radar Transfer

7.2.1 Radar Transfer is the preferred means for coordinating traffic.

7.3 Estimates

7.3.1 KINGSTON ACC and CURAÇAO ACC should exchange handoff estimate reports for all aircraft passing the common boundary. Such reports must include an aircraft's callsign, aircraft type, assigned squawk code, boundary point/TCP, flight level cleared to, ETA TCP:

MKJK_CTR: INS853 MD82 SQ6703 **AMBIN** FL390 1324Z

8. ASSIGNMENT OF SQUAWK CODES:

CURAÇAO ACC and KINGSTON ACC shall assign a discrete squawk code to each aircraft prior to transfer of control. If squawk codes conflict the receiving facility will provide the transferring facility with a different squawk code.

9. SEPARATION:

9.1 Vertical Separation

The following minimum vertical separation between aircraft shall be applied:

Below FL290	1,000 ft
FL290 - FL410	1,000 ft (RVSM)
Above FL410	2,000 ft

9.2 Longitudinal Separation

The minimum longitudinal separation between aircraft shall be 10nm.

REPRESENTATIVE FOR KINGSTON ACC:

Maurice Johnson, Air Traffic Manager

REPRESENTATIVE FOR CURAÇAO ACC:

T.L. Turlington

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