



Netherland Antilles division Letter Of Agreement

The main purpose of this document is to standardize the flight operations conducted by OAT inside Netherland Antilles airspace that includes San Juan and Curacao FIR.

Each part of this document, if not differently specified, applies for OAT flights only.

GENERAL RULES

What is GAT traffic?

All the flights that follow the ICAO rules and the local procedures establish by the CAA in which the aircraft it is flying. A military flight can be a GAT flight.

What is OAT traffic?

All the flights that because of their type of operation (Military, state aircraft, exc.) are exempted from following the general air traffic rules. In such case they must follow the rules published by the appropriate national authority. OAT traffic has the priority over GAT but not over distress traffic and rescue flight. Most of the OAT flights are operated by military agencies.

OAT TRAINING ACTIVITIES

Inside AN division airspace, OAT flight operation are allowed as follows.

Curacao FIR and San Juan FIR:

- **Flight plan:**
It is mandatory, everyone must send his own flight plan according to IVAO rules.
- **Communication:** 2-way radio communication it is mandatory with all the ATS unit online when operating an aircraft.
- **Formation flight:**
 - Approved according to ICAO rules and it is subject to flight plan field 9 and appropriate remark in the field 18 (RMK/formation flight followed by the registration of all the aircrafts), this apply to all aircraft flight within a formation.
 - In a standard military formation each aircraft of this formation shall remain within 1 NM horizontally and 100 ft vertically from the formation leader.
- **Transponder:**
It must be used at all times by all the aircrafts during all types of operations except during formation flight. In that case only the formation leader shall keep the transponder on. Minimum "3/A" and "C".

Last review May 21, 2018

NOT INTENDED FOR REAL NAVIGATION



- **Speed limitations (it applies for GAT and OAT):**

Below FL 100: the pilot shall ensure that the aircraft is not operated at speeds in excess of 250 KIAS unless one or more of the below applies:

- Technical specifications of the aircraft require a higher airspeed for its safe operation;
- Military operational or training requirements necessitate a higher airspeed;
- A higher airspeed is allowed by the respective airspace class;
- A respective ATC unit (if online) mandates a higher airspeed.
- Specific permission has been granted by an appropriate national authority for a specific flight.

Between FL101 and FL250:

- Speed maximum allowed speed M0.9
- The controller, if online, upon his discretion may mandates a higher airspeed

Above FL250:

- Speed, if a limitation is not present, at pilot discretion.

- **Supersonic flight (it applies for GAT and OAT):**

All aircraft flying at or above M0.9 will be considered supersonic.

Aircraft are allowed to fly at supersonic speed above FL250 or overseas below 1000ft AGL at a distance \geq 25 NM from the land.

The controller, if online, upon his discretion may allow the traffic operating within his airspace to break these limitations.

- **Afterburner use (it applies for GAT and OAT):**

Allowed at a distance \geq 12 NM from the land ABOVE FL250 and for take-off purposes.

The controller, if online, upon his discretion may allow the traffic operating within his airspace to break these limitations.

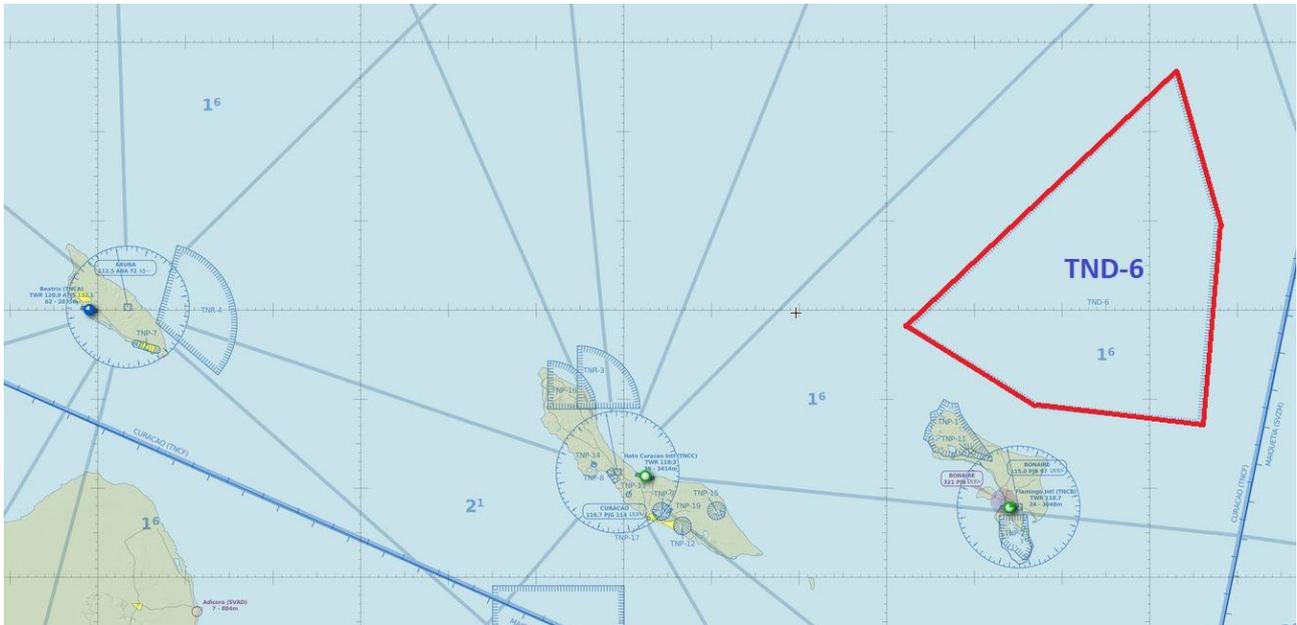
- **Military airbase:**

In the Netherland Antilles, Curacao airport (TNCC/CUR) is the main military base for the USAF. With some aircraft based there, it is a Forward operating Location in the former Netherland Antilles (Aruba and Curacao).



- **Military training and dangerous area:**

The designated Dangerous area and the one selected for military training and CAT B events it is the TND-6 located inside TNCF FIR between coordinates : N12°28.29' W068°27.97 – N12°19.27' W068°12.97' - N12°17.17' W067°54.02' - N12°40.19' W067°52.04' – N12°57.06' W067°57.07 - N12°28.29' W068°27.97'; Vertical limits are GND/FL240



Additional information:

This document it is mainly intended to standardize the OAT inside the AN airspace, but some of these rules applies to GAT flight also.

GAT flight are required to comply with the paragraphs “speed limitations, supersonic flight and afterburner use).

If not specified by this document, pilots and ATCs must comply with general rules.