
EFFECTIVE DATE: 06 December 2022

TNCF FIR Continuous listening watch

As required by CCAR part 8, all aircraft operations within the TNCF FIR shall maintain a continuous listening watch on the appropriate radio frequency and maintain two-way communication as required with the appropriate ATC facility.

This requirement is effective immediately and relevant updates will appear in the next edition of the Dutch Caribbean AIP

Class	Type of flight	Separation provided	Service provided	VMC visibility and distance from cloud minima*	Speed limitation	Radio communication requirement	Subject to an ATC
A	IFR only	All aircraft	Air traffic control service	Not applicable	Not applicable	Continuous two-way	Yes
B	IFR	All aircraft	Air traffic control service	Not applicable	Not applicable	Continuous two-way	Yes
	VFR	All aircraft	Air traffic control service	8 km at and above 3 050 m (10 000 ft) AMSL 5 km below 3 050 m (10 000 ft) AMSL Clear of clouds	Not applicable	Continuous two-way	Yes
C	IFR	IFR from IFR IFR from VFR Air traffic control service	Air traffic control service	Not applicable	Not applicable	Continuous two-way	Yes
	VFR	VFR from IFR	1) Air traffic control service for separation from IFR; 2) VFR/VFR traffic information (and traffic avoidance advice on request)	8 km at and above 3 050 m (10 000 ft) AMSL 5 km below 3 050 m (10 000 ft) AMSL 1 500 m horizontal; 300 m vertical distance from cloud	250 KT IAS below 3050 m (10 000 ft) AMSL	Continuous two-way	Yes
D	IFR	IFR from IFR	Air traffic control service including traffic information about VFR flights (and traffic avoidance advice on request)	Not applicable	250 KT IAS below 3050 M (10 000 FT) AMSL	Continuous two-way	Yes
	VFR	Nil	Traffic information between VFR and IFR flights (and traffic avoidance advice on request)	8 km at and above 3 050 m (10 000 ft) AMSL 5 km below 3 050 m (10 000 ft) AMSL 1 500 m horizontal; 300 m vertical distance from cloud	250 KT IAS below 3050 m (10 000 ft) AMSL	Continuous two-way	Yes
E	IFR	IFR from IFR	Air traffic control service and traffic information about VFR flights as far as practical	Not applicable	250 KT IAS below 3050 m (10 000 ft) AMSL	Continuous two-way	Yes

Class	Type of flight	Separation provided	Service provided	VMC visibility and distance from cloud minima*	Speed limitation	Radio communication requirement	Subject to an ATC clearance
E	VFR	Nil	Traffic information as far as practical	8 km at and above 3 050 m (10 000 ft) AMSL 5 km below 3 050 m (10 000 ft) AMSL 1 500 m horizontal; 300 m vertical distance from cloud	250 KT IAS below 3050 m (10 000 ft) AMSL	Continuous two-way	No
F**	IFR	IFR from IFR as far as practical	Air traffic advisory service; flight information service	Not applicable	250 KT IAS below 3050 m (10 000 ft) AMSL	Continuous two-way	No
	VFR	Nil	Flight information service	88 km at and above 3 050 m (10 000 ft) AMSL 5 km below 3 050 m (10 000 ft) AMSL 1 500 m horizontal; 300 m vertical distance from cloud At and below 900 m AMSL or 300 m above terrain whichever is higher 5 km****, clear of cloud and in sight of ground or water	250 KT IAS below 3050 m (10 000 ft) AMSL	Continuous two-way	No
G	IFR	Nil	Flight information service	Not applicable	250 KT IAS below 3050 m (10 000 ft) AMSL	Continuous two-way	No

VFR	Nil	Flight information service	8 km at and above 3 050 m (10 000 ft) AMSL 5 km below 3 050 m (10 000 ft) AMSL 1 500 m horizontal; 300 m vertical distance from cloud At and below 900 m AMSL or 300 m above terrain whichever is higher 5 km****, clear of cloud and in sight of ground or water	250 KT IAS below 3050 m (10 000 ft) AMSL	Continuous two-way	No
<p>* The height of the transition altitudes is lower than 3 050 m (10 000 ft) AMSL. Thus FL 100 should be used at all times in lieu of 10 000 ft.</p> <p>**Class airspace F is not used in the TNCF FIR nor the TNCM TMA.</p> <p>*** Continuous two way-communication is mandatory for all VFR flights in the TNCF FIR.</p> <p>**** When so prescribed by the appropriate ATS authority:</p> <p>a) lower flight visibilities to 1 500 m may be permitted for flights operating:</p> <ol style="list-style-type: none"> 1) at speeds that will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision; or 2) in circumstances in which the probability of encounters with other traffic would normally be low, e.g. in areas of low traffic volume and for aerial work at low levels; <p>b) Helicopters may be permitted to operate in less than 1 500 m flight visibility, if maneuvered at a speed that will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision.</p>						

This AIP SUP 2022-20 - **TNCF FIR Continuous listening watch** hereby supersede
 AIP SUP 2022-09 - **TNCF FIR Continuous listening watch**.

questions and/or remarks, please contact the DC-ANSP AIS department Curaçao as soon as possible via above mentioned email address (aipaim@dc-ansp.org)