

Table of Contents

1 CAR Region Overview

2 RAR

2.1	Flight Information Region and Service (NIL)		R-21
2.2	Advisory Routes, Areas, Service (NIL)		R-21
2.3	Controlled Airspace and ATC (NIL)		R-21
2.4	Alerting, Search and Rescue (NIL)		R-21
2.5	Airspace Restrictions (NIL)		R-21
2.6	General Flight Rules	2.6.1	Aeroplane Instruments, Equipment and Flight Documents R-21
		2.6.1.1	Operation of Aircraft not Approved for RVSM R-21
2.7	Visual Flight Rules VFR (NIL)		R-21
2.8	Instrument Flight Rules IFR		R-21
2.9	Units of Measurement (NIL)		R-21
2.10	Altimeter Setting (NIL)		R-23
2.11	Altitude Regulations (NIL)		R-23
2.12	Separation Rules	2.12.1	Lateral Separation R-23
		2.12.2	Longitudinal Separation R-23
		2.12.3	Vertical Separation R-24
		2.12.4	30NM Lateral/Longitudinal and 50NM Longitudinal Separation in the Anchorage, Oakland and New York Oceanic CTAs R-24



## Regional SUP INFO

II

CAR

2.13	Flight Plan and Clearance	2.13.1	Route	R-26
		2.13.2	Mach Number	R-26

2.14	Communications (NIL)			R-26
------	----------------------	--	--	------

2.15	Scheduled-/Non-Scheduled Flights (NIL)			R-26
------	--	--	--	------

2.16	Miscellaneous (NIL)			R-26
------	---------------------	--	--	------

2.17	Emergency (NIL)			R-26
------	-----------------	--	--	------

2.18	Interception Principles and Signals (NIL)			R-26
------	---	--	--	------

**3 MET**

3.1	General Weather			R-30
-----	-----------------	--	--	------

3.2	Tropical Cyclones			R-30
-----	-------------------	--	--	------

**4 NAV**

4.1	General			R-41
-----	---------	--	--	------

4.2	WATRS Plus Control Area (CTA)			R-41
-----	-------------------------------	--	--	------

**5 COM**

5.1	Air-Ground Communications and In-Flight Reporting	5.1.1	Continuous Listening Watch in Uncontrolled Airspace	R-50
		5.1.2	Position Reports	R-50

		5.1.3	ATC Clearances	R-50
--	--	-------	----------------	------

5.2	Data Link Services	5.2.1	Cayenne FIR/UIR	R-61
-----	--------------------	-------	-----------------	------

		5.2.2	Central American FIR/UIR	R-62
--	--	-------	--------------------------	------

		5.2.3	Mazatlan Oceanic FIR	R-62
--	--	-------	----------------------	------

		5.2.4	New York Oceanic FIR	R-63
--	--	-------	----------------------	------

		5.2.5	Piarco FIR	R-63
5.3	SATCOM Short Codes & PSTN Numbers			R-70
5.4	Beacon Requirements	Code	5.4.1 Houston Oceanic FIR	R-70
			5.4.2 Miami CTA/FIR	R-70
<b>6 Appendix</b>				
6.1	VOLMET / ATIS	6.1.1	VOLMET Stations - NIL	R-81
		6.1.2	Aerodromes Covered by VOLMET Service	R-81
		6.1.3	ATIS Frequencies	R-82
6.2	SITA VHF AIRCOM ACARS Service Coverage			R-90
6.3	ARINC VHF Coverage Chart			R-100
6.4	HF Frequencies - CAR Region	6.4.1	HF Networks and Stations Overview	R-110
		6.4.2	HF Frequency List	R-120





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R-10

Caribbean  
Regional SUP INFO

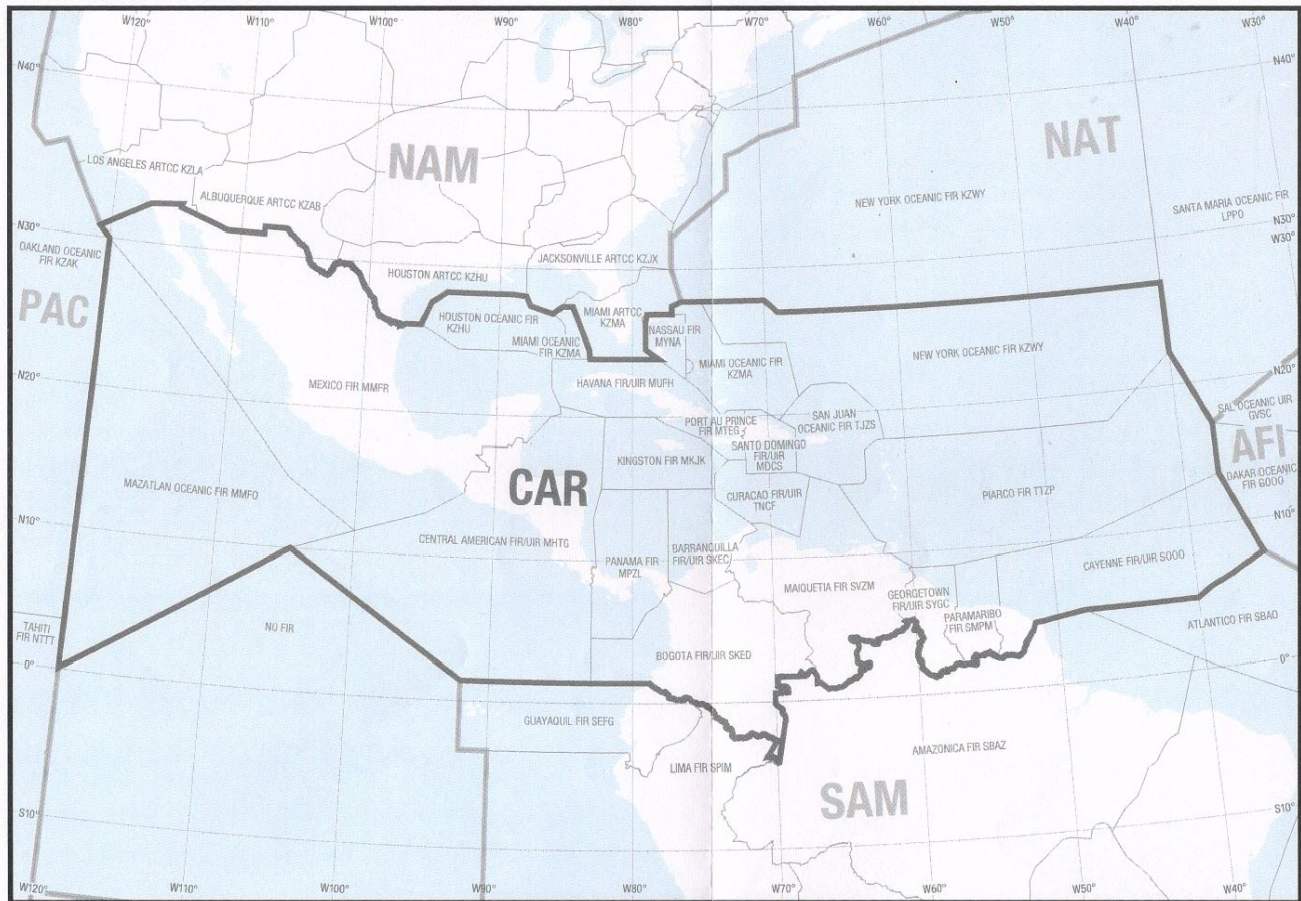
RSI

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Caribbean  
Regional SUP INFO

1 CAR Region Overview

The RSI CAR applies to the following FIRs/UIRs:



**2 RAR****2.1 Flight Information Region and Service (NIL)**

See respective CRARs

**2.2 Advisory Routes, Areas, Service (NIL)**

See respective CRARs

**2.3 Controlled Airspace and ATC (NIL)**

See respective CRARs

**2.4 Alerting, Search and Rescue (NIL)**

See respective CRARs

**2.5 Airspace Restrictions (NIL)**

See respective CRARs

**2.6 General Flight Rules****2.6.1 Aeroplane Instruments, Equipment and Flight Documents****2.6.1.1 Operation of Aircraft not Approved for RVSM**

Except for areas where transition areas have been established, aircraft not approved for RVSM operations, shall not be allowed to operate in CAR/SAM RVSM airspace.

Exceptionally, aircraft that have not received RVSM State approval may be cleared to operate in airspace where RVSM may be applied in accordance with policy and procedures established by the State provided that 600m (2000ft) vertical separation is applied.

**2.7 Visual Flight Rules VFR (NIL)**

See respective CRARs

**2.8 Instrument Flight Rules IFR**

Flights shall be conducted in accordance with instrument flight rules when operated above FL180 within the control areas of Miami Oceanic, Houston Oceanic and San Juan FIRs.

**2.9 Units of Measurement (NIL)**

See respective CRARs





**2.10 Altimeter Setting (NIL)**

See respective CRARs

**2.11 Altitude Regulations (NIL)**

See respective CRARs

**2.12 Separation Rules****2.12.1 Lateral Separation**

Minimum lateral separation shall be:

- a) 50NM between ACFT approved for RNP 10 or RNP 4 between flights operating on oceanic routes or areas:
  - within the following CTA/FIRs: San Juan, Houston Oceanic, Miami Oceanic (Atlantic and the Gulf of Mexico portion), Monterrey CTA and Merida High CTA within the Mexico FIR/UTA, or the WATRS; and
  - outside WATRS within the control area of the New York Oceanic FIR, except minimum lateral separation between ACFT transitioning from airspace in the New York Oceanic FIR/CTA to MNPS airspace shall be 60NM.
- b) 60NM between ACFT which meet the North Atlantic MNPS which, while operating in the control area of San Juan FIR, are in transit to or from the NAT MNPS airspace
- c) 90NM between ACFT not approved RNP 10 or RNP 4 operating between the United States, Canada or Bermuda and points in the CAR Region in the control areas of San Juan and New York Oceanic FIRs and the Atlantic portion of the Miami Oceanic control area
- d) 100NM west of 060W (only in oceanic areas) between ACFT not covered in a), b) or c) above, and between ACFT in the control area of Piarco FIR west of 055W
- e) 120NM between ACFT operating east of 060W in the New York Oceanic FIR, and between ACFT in the control area of Piarco FIR east of 055W

**Note:** Lower minima may be applied, depending on location, NAVAIDs or methods, RNAV operations.

**2.12.2 Longitudinal Separation**

- a) At or above FL280 on oceanic published routes operating in the West Atlantic Route System (WATRS), or at or above FL280 operating west of 060W when transitioning to or from the WATRS area, the longitudinal separation shall be in accordance with time based Mach Number Technique (MNT).
- b) ACFT operating at or above FL200 and west of 060W within the Houston Oceanic, applicable parts of Mexico FIR (Merida and Monterrey CTAs), Miami Oceanic and San Juan CTA/FIR, the longitudinal separation with Mach Number Technique applied shall be:
  - 15 MIN; or
  - 10 MIN at the entry point into oceanic controlled airspace, if the preceding ACFT is maintaining a speed of at least Mach 0.03 greater than that of the following ACFT; or
  - 5 MIN at the entry point into oceanic controlled airspace, if the preceding ACFT is maintaining a speed of at least Mach 0.06 greater than that of the following ACFT.
- c) 20 MIN longitudinal separation applies between ACFT operating below FL200 west of 055W and between ACFT operating at all levels east of 055W within the San Juan and Piarco FIRs and the Paramaribo and Cayenne UIRs.





- d) Between ACFT meeting the MNPS and operating in the New York Oceanic control area wholly or partly in MNPS airspace, time based MNT shall be used. In cases where the ACFT concerned have reported over a common point and follow continuously diverging tracks until some other form of separation is provided:
- at least 10 MIN longitudinal separation shall exist at the point where the tracks diverge; or
  - at least 5 MIN longitudinal separation will exist where lateral separation is achieved; and
  - lateral separation will be achieved at or before the next significant point (normally 10 degrees of longitude along track) or, if not, within 90 MIN of the time the second ACFT passes the common point or within 600NM of the common point, whichever is estimated to occur first.
- e) 15 MIN for ACFT meeting the MNPS and operating in the New York Oceanic control area wholly or partly in MNPS airspace but not meeting the requirement of d) above.
- f) Between ACFT operating outside MNPS airspace in the New York Oceanic control area, the minimum longitudinal separation shall be:
- 15 MIN, provided the MNT is applied and, whether in level, climbing or descending flight, the ACFT have reported over a common point and follow the same track or continuously diverging tracks until some other form of separation is provided; or
  - 15 MIN, provided the MNT is applied and, whether in level, climbing or descending flight, the ACFT have not reported over a common point, it is possible to ensure, by radar or other means approved by the State, that the appropriate time interval will exist at the common point from which they follow either the same track or continuously diverging tracks;
  - 10 or 5 MIN only when it is possible to ensure, by radar or other means approved by the State, that the required time intervals exists and will exist at the common point, provided the preceding ACFT is maintaining a greater Mach number than the following ACFT in accordance with the following:
    - 10 MIN if the preceding ACFT is maintaining a speed of at least Mach 0.03 greater than that of the following ACFT; and
    - 5 MIN if the preceding ACFT is maintaining a speed of at least Mach 0.06 greater than that of the following ACFT
  - 20 MIN between turbo-jet ACFT not covered by f) above.
  - 20 MIN between other than turbo-jet ACFT operating along routes extending between the United States, Canada or Bermuda and Caribbean terminals, or between the United States or Canada and Bermuda and 30 MIN between other than turbo-jet ACFT operating along other routes.

### 2.12.3 Vertical Separation

RVSM separation of 1000ft (300m) shall be applied between FL290 and FL410 inclusive in the following FIRs:

Barranquilla, Central America, Curacao, Georgetown, Havana, Houston Oceanic, Kingston, Maiquetia, Mazatlan Oceanic, Mexico, Miami Oceanic, Panama, Paramaribo, Piarco, Port-au-Prince, Cayenne, Santo Domingo and San Juan.

### 2.12.4 30NM Lateral/Longitudinal and 50NM Longitudinal Separation in the Anchorage, Oakland and New York Oceanic CTAs

#### Applicability

The policies, guidance and procedures in this chapter apply to appropriately authorized and equipped aircraft operating throughout the Anchorage, Oakland and New York Oceanic Control Areas (CTAs), excluding the Anchorage Arctic FIR.

The ARTCCs continue to accommodate operators that are not eligible for the reduced separation minima.

Published ATS routes and other tracks have not changed.

Minimum separation based on ADS-C between aircraft authorized RNP 4 and aircraft authorized RNP 10 will continue to be 50NM lateral and 50NM longitudinal. Lateral and longitudinal separation standards applied between RNP 10 and Non-RNP aircraft also remains unchanged.



**CNS Requirements**

The combination of RNP values, specified communication capability and necessary surveillance and the associated separation minima are specified in the table below:

Separation Minimum	NAV Requirement	COM Requirement	Surveillance Requirements
50NM longitudinal	RNP 10	CPDLC	Position report at least every 27 MIN (at least every 32 MIN if both ACFT are approved for RNP 4 operations)
30NM longitudinal	RNP 4		ADS-C position report at least every 10 MIN (14 MIN in the Oakland OCA)
30NM lateral			ADS-C based lateral deviation event contract with 5NM lateral deviation from planned routing set as threshold for triggering ADS report of lateral deviation event

**Flight Planning Requirements**

To inform ATC that operators have appropriate authorizations and are eligible for 30NM lateral, 30NM or 50NM longitudinal separation, operators must have FPL annotations as follows:

- a) Item 10a. (Radio communication, navigation and approach aid equipment and capabilities)
  - CPDLC capabilities:
    - J5** - CPDLC FANS 1/A SATCOM (INMARSAT); and/or
    - J6** - CPDLC FANS 1/A SATCOM (MTSAT); and/or
    - J7** - CPDLC FANS 1/A SATCOM (Iridium).
  - Navigation:
    - R** (PBN approved) (see related Item 18 entry below)
- b) Item 10b. (Surveillance equipment and capabilities)
  - **D1** (ADS-C with FANS 1/A capabilities)
- c) Item 18. (Other Information)
  - "PBN/L1" (RNP 4)
  - "PBN/A1" (RNP 10)

**Note:** If only RNP 10 is filed, then separation is limited to 50NM.

**Weather Contingency Procedures**

The ICAO Special Procedures for In-Flight Contingencies in Oceanic Airspace must be strictly adhered to:

⇒ **Navigation General Information** 2.3 Special Procedures for In-Flight Contingencies in Oceanic Airspace

Pilots should not assume that the ATC system will quickly detect significant changes to the ACFT flight path. Unlike radar, the ATC system does not receive ACFT position updates in real-time. ACFT position is updated to the ATC system at intervals of up to 10 MIN, when 30NM lateral and 30NM longitudinal separation is applied. Controllers can change the update intervals as the situation warrants.

Pilots must be aware that other ACFT could be approximately 30NM ahead or behind them on the same track and inform ATC expeditiously of changes to flight path or airspeed that could erode longitudinal separation.

**ACFT Navigation or Data Link System Malfunction**

Pilots must advise ATC of any loss of CPDLC and/or ADS-C capability or an inability to continue to meet RNP 4. ATC will then apply the separation standard appropriate to the situation.





**2.13 Flight Plan and Clearance****2.13.1 Route**

Flight plans for flights or portions thereof along oceanic routes not defined by specified reporting points shall be made in accordance with the following:

- for flights with flight path generally oriented in an east-west direction, the planned track shall normally be defined by significant points formed by the intersection of half or whole degrees of latitude and meridians spaced at intervals of 10 degrees;
- for flights with flight path generally oriented in a north-south direction, the planned track shall normally be defined by significant points formed by the intersection of whole degrees of longitude with specified parallels of latitude spaced at 5-degree intervals.

**2.13.2 Mach Number**

For turbo-jet ACFT intending to operate within the control areas of Houston Oceanic, Mexico, Miami Oceanic and San Juan FIRs at or above FL200 and west of 060W, the planned true Mach number shall be specified in Item 15 of the FPL.

**2.14 Communications (NIL)**

See respective CRARs

⇒ **Caribbean COM**

**2.15 Scheduled-/Non-Scheduled Flights (NIL)**

See respective CRARs

**2.16 Miscellaneous (NIL)**

See respective CRARs

**2.17 Emergency (NIL)**

See respective CRARs

**2.18 Interception Principles and Signals (NIL)**

See respective CRARs

## 3 MET

**3.1 General Weather**

Contrary to the Inter Tropical Front (ITF) in West Africa, the ITF over the Caribbean Region is not a significant front. The ITF appears in a blurred way over a distance of 100-300NM. The seasonal movement area is small. The most northerly position is at the latitude of Panama - Caracas in July and the most southerly position appears in January south of Guayaquil. In summer, however, significant CBs up to FL450 may occur in the Caribbean.

The island of Montserrat south of Antigua has an active volcano named "Plymouth" that has been erupting sporadically since 1995.

**3.2 Tropical Cyclones**

Generic term for a non-frontal synoptic-scale cyclone originating over tropical or sub-tropical waters with organized convection and definite cyclonic surface wind circulation.

SIGMET messages shall include tropical cyclones provided that the maximum of the 10-minute mean surface wind speed is expected to reach or exceed 34KT (17m/s).

**Example:** TC (+ cyclone name)





4 NAV

4.1 General

As traffic flow over the South Atlantic is not as high as over the North Atlantic a normal airway structure exists in this area.

Special attention should be paid to terrain awareness as some regions are mountainous and have high elevation as well.

4.2 WATRS Plus Control Area (CTA)

General

The West Atlantic Route System (WATRS) Plus Control Area is a complex, high traffic area with two dominant traffic flows; one between NAM and CAR/SAM and the other between the NAM/CAR/SAM and EUR.

WATRS Plus Control Area



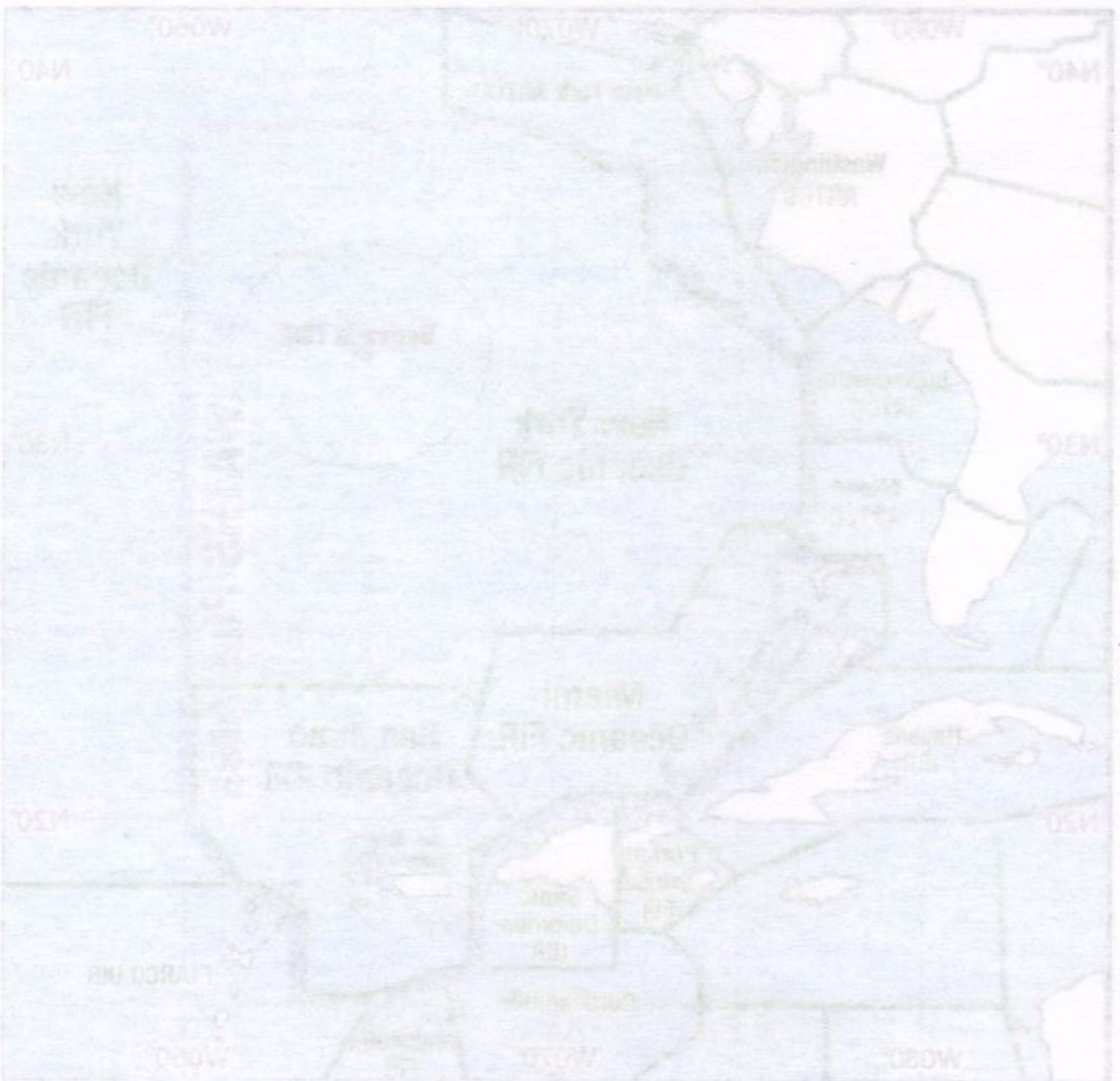
**Affected CTAs**

50NM lateral separation is implemented in the following CTAs:

- Atlantic portion of the Miami Oceanic CTA
- San Juan CTA/FIR
- West Atlantic Route System (WATRS)

New York Oceanic airspace outside of WATRS is transition airspace. 50NM lateral separation may be applied in this airspace between ACFT authorized RNP 10 or RNP 4.

4.1 General  
As traffic flow over the South Atlantic is not as high as over the North Atlantic a flow in this area  
Special attention should be paid to terrain awareness as some airports are high and have high  
4.2 WATRS Plus Control Area (CTA)  
General  
The West Atlantic Route System (WATRS) Plus Control Area is a complex, high traffic area with two dominant  
traffic flows; one between NAM and GANAM and the other between the LAMCAROM and CIR.  
WATRS Plus Control Area





**Lateral Separation Standards**

50NM lateral separation is applied in the WATRS Plus CTAs and in the New York Oceanic CTA/FIR outside of WATRS between aircraft authorized RNP 10 or RNP 4 operating at any altitude above the floor of controlled airspace.

Within the WATRS Plus CTAs, the lateral separation standard applicable to non-RNP 10 ACFT is 90NM.

**FPL for non-RNP 10 Aircraft**

Operators of non-RNP 10 ACFT shall annotate in Item 18: "STS/NONRNP10"

**FPL Address Requirements**

- Flights entering New York Oceanic CTA/FIR: KZWYZOZX
- Flights entering New York CTA/FIR and domestic U.S. or Bermuda Airspace: KZWYZOZX and KZNYZQZX

If operators do not address flight plans to KZWYZOZX, 50NM lateral separation will not be applied to them.

**LRNS Failure or Malfunction After Entry Onto WATRS Plus Oceanic Routes or Areas**

The following is WATRS Plus CTA policy for LRNS failure or malfunction en-route:

- a) To conduct operations as an RNP 10 or RNP 4 aircraft, at least two RNP 10 or RNP 4 authorized LRNSs shall be operational at entry on to oceanic route segments or areas in the WATRS Plus CTAs.
- b) After entry on to an oceanic route segment or area within the WATRS Plus CTAs, if an LRNS fails or malfunctions and only one LRNS remains operational, the pilot shall inform ATC. ATC will acknowledge and monitor the situation. The aircraft may continue on the cleared route provided that, in the pilot's judgment, the remaining LRNS will enable the aircraft to be navigated within approximately 10NM of the cleared route centerline. If that is not the case, then c) below applies.
- c) If, in the pilot's judgment, the aircraft cannot be navigated within APRX 10NM of the cleared route centerline:
  - The pilot shall advise ATC of the situation and coordinate a course of action.
  - The pilot shall: consider the best option to maintain the safety of the operation (e.g., continuing on route or turning back); whenever possible obtain an ATC clearance before deviating from cleared route or flight level and keep ATC advised.
  - ATC will establish an alternative separation standard as soon as practicable, coordinate the safest course of action with the pilot and monitor the situation.
  - If coordination with ATC cannot be accomplished within a reasonable period of time, the pilot should consider climbing or descending 500ft, broadcasting action on 121.500MHZ and advising ATC as soon as possible.

**Operation on Routes Within the WATRS Plus CTAs Not Requiring RNP 10 or RNP 4 Authorization**

Operation on certain routes that fall within the boundaries of WATRS Plus CTAs is not affected by the introduction of RNP 10 and 50NM lateral separation. Following routes are not affected:

- Routes based on NAVAIDs (VOR, VOR/DME, NDB), such as the routes in the airspace between Florida and Puerto Rico.
- Routes that are located within radar and VHF coverage. WATRS Plus route segments M201 between BAHAA and PAEPR and L453 between PAEPR and AZEZU at and above FL310 are within radar and VHF coverage. Operations at and above FL310 on these route segments do not require RNP 10 or RNP 4 authorization. Pilots shall not apply SLOP on these route segments.
- Special RNAV Routes with designator "Y" between Florida and Puerto Rico are not part of the WATRS Plus route structure.



Reporting "Negative RNP 10" to ATC

Pilots of non-RNP 10 ACFT operating on WATRS Plus "L" and "M" routes shall report the lack of authorization by stating "NEGATIVE RNP 10" in the:

- Atlantic portion of the Miami Oceanic CTA
- New York Oceanic CTA/FIR
- New York Atlantic High Offshore Airspace
- San Juan CTA/FIR
  - on initial call to ATC; and
  - in read-back of clearance to descend from FL410 and above;
  - if approval status is requested by ATC





**5 COM****5.1 Air-Ground Communications and In-Flight Reporting****5.1.1 Continuous Listening Watch in Uncontrolled Airspace**

All VFR flights, and IFR flights outside controlled airspace, shall maintain a listening watch on the frequency where flight information service is provided and report position unless otherwise authorized by the State overflown.

**5.1.2 Position Reports****Time or Place**

Position reports additional to those required by the general position reporting procedures shall be made at the FIR boundary when entering or exiting Panama FIR.

Unless otherwise required by ATS, position reports for flights on routes not defined by designated reporting points shall be made at the significant points listed in the FPL.

Except where operational considerations dictate otherwise, reporting points should be located at intervals of 5 degrees of latitude or longitude (latitude if the route is predominantly north-south, longitude if east-west).

ACFT traversing 10 degrees of latitude or longitude in 1 HR 20 MIN or less should normally be required to report only 10-degree intervals. Slower ACFT should normally be required to report at 5-degree intervals.

For flights in oceanic areas outside the ATS routes network, the position shall be expressed in terms of latitude and longitude as follows:

- for flights operating predominantly east-west direction:
  - latitude in degrees and minutes; and
  - longitude in degrees only
- for flights operating predominantly north-south direction:
  - latitude in degrees only, and
  - longitude in degrees and minutes

Unless air-ground communication is direct with the area control centre concerned, all times shall be expressed in four digits, giving both the hour and minutes, when making position reports within oceanic control areas.

**Next Position and Time Over**

Time over next position shall be expressed in four digits, giving both the hour and minutes, when making position reports within oceanic control areas.

If the estimated time over the next significant point is found to be in error by five minutes or more, a revised estimated time over shall be transmitted as soon as possible to the appropriate ATS unit.

**Level**

ACFT cleared for cruise climb shall report their flight level to the nearest 100ft (30m) - e.g. FL354.

**Transmission**

Position reports made by ACFT operating within an oceanic control area at a distance of 60NM or less from the common boundary with an adjacent oceanic control area, including ACFT operating on tracks through successive points on such boundary, shall also be made to the ACC serving the adjacent control area. Responsibility for the transmission may be delegated to the appropriate communications station(s) through local arrangements.

**5.1.3 ATC Clearances**

HF communication is required over large parts of the South Atlantic. The normal radiotelephone language in South America is Spanish. The ATC controllers often work on several frequencies at a time and therefore a



reply to a message may not be provided right away. Especially in South America all ATC clearances should be dealt with carefully. ATC is not always according to ICAO standard.

⇒ North Atlantic COM 5.3 ATS Communications

5.3.1.1 Continuous Listening Watch in Uncontrolled Airspace  
All VFR flights and FR flights outside controlled airspace shall maintain a listening watch on the frequency where flight information service is provided and report position unless otherwise authorized by the State overhead.

5.3.1.2 Position Reports  
Time or Place

Position reports additional to those required by 5.3.1.1 General position reporting procedures shall be made at the FR boundary when entering or leaving Panama FR.

Unless otherwise required by ATIS position reports for flights en route not defined by designated reporting points shall be made at the significant points stated in the FR.

Except where operational considerations dictate otherwise reporting points should be located at intervals of 5 degrees of latitude or longitude (latitude north-south, longitude east-west).

ACFT traversing 10 degrees of latitude or longitude in 1 HR 20 MIN is less than normally be required to report only 10-degree intervals. However ACFT should normally be required to report at 5-degree intervals.

For flights in oceanic areas outside the ATIS voice network, the position shall be expressed in terms of latitude and longitude as follows:

- for flights operating predominantly east-west direction
  - latitude in degrees and minutes, and
  - longitude in degrees only
- for flights operating predominantly north-south direction
  - latitude in degrees only, and
  - longitude in degrees and minutes

Unless air-ground communication is direct with the area control centre concerned, all times shall be expressed in four digits, giving both the hour and minutes when making position reports with oceanic control areas.

Next Position and Time Over

Time over next position shall be expressed in four digits, giving both the hour and minutes when making position reports with oceanic control areas.

If the estimated time over the next significant point is found to be in error by five minutes or more, a revised estimated time over shall be transmitted as soon as possible to the appropriate ATIS unit.

Level

ACFT cleared for cruise climb shall report their flight level in the nearest 100ft (30m) - e.g. FL350.

Transmission

Position reports made by ACFT operating within an oceanic control area at a distance of 60NM or less from the common boundary with an adjacent oceanic control area, including ACFT operating on tracks through successive points on such boundary, shall also be made to the ACC serving the adjacent control area. Responsibility for the transmission may be assigned to the appropriate communications station(s) through local arrangements.

5.3.1.3 ATC Clearances

If communication is received over long parts of the south Atlantic, the normal radiofrequency channels in South America is Spanish. The ATC controller often work on several frequencies at a time and therefore





## 5.2 Data Link Services

## 5.2.1 Cayenne FIR/UIR

Data Authority	Vertical Limits	Logon Address	Logon Time Before Entry	CPDLC	ADS-C	Capability
Cayenne	-	S000	30-20min	YES	YES	FANS 1/A

- All FANS 1/A equipped aircraft shall use CPDLC for normal operations.  
HF shall only be used as a backup in case of CPDLC/ADS-C unavailability or abnormal operations (EMERG or other).  
VHF shall be used at the discretion of ATC within VHF coverage.
- SELCAL check by CPDLC equipped aircraft is not required on entering S000 FIR. Flights filing a SELCAL code in FPL Item 18 will be assumed to have serviceable SELCAL and to be maintaining a SELCAL watch on the HF frequency advised in the monitor instruction passed by the transferring authority.
- Flights entering S000 FIR from an FIR not equipped with ADS-C/CPDLC shall make the first logon earliest at 30min but not later than 15min before entering the FIR.
- For flights entering S000 FIR from an FIR equipped with ADS-C/CPDLC, the logon is made automatically by transfer from the transferring ACC. Flight crews shall check that this automatic logon is actually made 30min before entering the S000 FIR. Otherwise, a manual logon to S000 shall be initiated not later than 20min before entering the S000 FIR.
- For any traffic departing from SOCA airport, the initial logon will be made after crossing FL100, or when instructed by ATC.
- Flight crews shall send one CPDLC position report at FIR BDRY in order to confirm the CPDLC Current Data Authority (CDA).
  - Following the initial CPDLC report at the boundary, no further CPDLC or voice position reports will be required within the S000 FIR.
  - Flight crew will then receive a "MONITOR S000 [FREQ]" CPDLC message soon after S000 entry. The instruction to monitor is to be understood as "TO MAINTAIN SELCAL WATCH".
  - After "WILCO" or "ROGER" is received from the crew. ATC will send the following message: "CPDLC SUCCESSFUL SELCAL TEST NOT REQUIRED WITH S000".
  - In case the "CPDLC SUCCESSFUL" message is not received within 10min after FIR entry, the flight crew shall comply with the HF SELCAL Check procedure.
- For flights not flying through the S000 FIR, but located within an area of 60NM around the S000 FIR:
  - FPL shall be sent to the S000 FIR AFTN address - e.g. S000ZQZX.
  - Flight crews shall logon to S000 the same way as they would be entering S000 FIR. ATC requires the ADS-C reports. In this particular case, S000 is not the Current Data Authority (CDA).



## 5.2.2 Central American FIR/UIR

Data Authority	Vertical Limits	Logon Address	Logon Time Before Entry	CPDLC	ADS-C	Capability
Central American (Trial)	-	MHTG	-	YES	YES	FANS 1/A

- Operators are invited to participate in the trial and shall previously contact COCESNA Honduras:

- Email: victor.andrade@cocesna.org
- Email: jenny.lee@cocesna.org
- TEL +504 2275 7090

## 5.2.3 Mazatlan Oceanic FIR

Data Authority	Vertical Limits	Logon Address	Logon Time Before Entry	CPDLC	ADS-C	Capability
Mazatlan Oceanic (Trial)	-	MMMX	-	YES	YES	FANS 1/A

- PRY COM via voice; full HF reporting still required



## 5.2.4 New York Oceanic FIR

c	Data Authority	Vertical Limits	Logon Address	Logon Time Before Entry	CPDLC	ADS-C	Capability
c	New York Oceanic (S of 27N)	-	KZV/Y	-	YES	YES	FANS 1/A

- Do not use CPDLC for position reporting. Use ADS-C or voice only.
- SELCAL check via HF required for all FANS connected ACFT prior to entering the CTA/FIR.
- Do not send a CPDLC position report to confirm CDA prior to, or upon crossing the FIR.

## 5.2.5 Piarco FIR

c	Data Authority	Vertical Limits	Logon Address	Logon Time Before Entry	CPDLC	ADS-C	Capability
c	Piarco	-	TTZP	-	YES	YES	FANS 1/A

- In Piarco's Oceanic Airspace, CPDLC shall be the primary means of communication and voice via HF shall be the alternate.
- Within Piarco's continental Airspace (west of 57°W), CPDLC is a supplementary means of communication. Voice over radio telephony remains the primary means of communication.
- On entry to Piarco's Oceanic Airspace, a CPDLC position report should be made to verify that Piarco is the Current Data Authority (CDA). All other position reports shall be made via ADS-C.



**5.3 SATCOM Short Codes & PSTN Numbers**

Inmarsat short codes have been provided by Inmarsat Global Ltd.

Public Switched Telephone Network (PSTN) numbers have been depicted from State sources where available.

Country	ATS Unit	Inmarsat Short Code	PSTN Number	Remarks
Bahamas	Nassau Flight Service Station	430801		
	Nassau Approach Control	430802		
Colombia	Barranquilla ACC	473001		
	Bogota ACC	473002		
Dominican Republic	Santo Domingo ACC	432702		
French Guiana	Cayenne - Rochambeau	463101		Non-routine flight safety calls only
Honduras	Honduras ACC	433401		
Jamaica	Kingston ACC	433901		
Suriname	Paramaribo ATC/FIS/Alerting	476501		
Trinidad & Tobago	Piarco ACC	436201		

**5.4 Beacon Code Requirements****5.4.1 Houston Oceanic FIR**

All ACFT entering the Houston Oceanic CTA/FIR should remain on the last ATC assigned beacon code.

**5.4.2 Miami CTA/FIR**

- a) There is no primary radar or weather returns available from the Grand Turk, Georgetown, and Nassau radar systems. Since radar separation is dependent upon the receipt of transponder returns, all aircraft within antenna coverage of either system are required to squawk transponder codes as assigned by ATC, or, if none assigned, squawk the appropriate stratum code.
- b) Aircraft departing and overflying the Santo Domingo and Port Au Prince FIRs can expect ATC assigned codes from those ATS providers. If a code is not assigned by either Santo Domingo or Port Au Prince, pilots should request a code. The assigned code should be squawked prior to entering the Miami CTA/FIR.







## 6.1.3 ATIS Frequencies

ICAO	Airport	D-ATIS	FREQ	DEP/ARR	Language
MDCY	Samana El Catey Intl		132.650		English
MDPC	Higüey Punta Cana Intl		132.850		English
MDSO	Santo Domingo Jose Francisco Pena Gomez Intl		127.650		English, Spanish
MGGT	Guatemala City La Aurora Intl		127.650		Spanish, English
MHLC	La Ceiba Goloson Intl		127.800		Spanish, English
MHLM	San Pedro Sula Ramon Villeda Morales Intl		132.200		Spanish, English
MHRO	Roatan J M Galvez Intl		127.850		Spanish, English
MHTG	Tegucigalpa Toncontin Intl		127.750		Spanish, English
MKJP	Kingston Norman Manley Intl		127.700		English
MKJS	Montego Bay Sangster Intl		127.900		English
MMAA	Acapulco Gen Juan N Alvarez Intl		115.900		English
MMAN	Monterrey Del Norte Intl		127.550		English
MMCE	Ciudad del Carmen Intl		127.800		English, Spanish
MMCL	Culiacan		127.800		English
MMCN	Ciudad Obregon Intl		127.600		Spanish, English
MMCU	Chihuahua Gen Roberto Fierro Villalobos Intl		127.900		English
MMCZ	Cozumel Intl		127.700		English
MMDO	Durango Intl		132.100		English, Spanish
MMGL	Guadalajara Don Miguel Hidalgo Intl		127.900		English
MMHO	Hermosillo Gen Ignacio Pesqueira Gar Intl		127.700		Spanish
MMLO	Leon De Guanajuato		128.400		Spanish
MMLP	La Paz Gen Marquez de Leon Intl		127.900		English
MMMMD	Merida Intl		127.900		English
MMMXX	Mexico City Lic Benito Juarez Intl	YES	127.650		English, Spanish
MMMYY	Monterrey Gen M Escobedo Intl		127.700		English
MMPR	Puerto Vallarta Lic Gustavo Diaz Ordaz Intl		127.500		English, Spanish
MMSD	San Jose Del Cabo Los Cabos		127.600		English
MMSP	San Luis Potosi Ponciano Arriaga		127.150		English, Spanish
MMTJ	Tijuana Gral Abelardo L Rodriguez Intl		127.900		Spanish, English
MMTO	Toluca Lic Adolfo L Mateos Intl		127.800		English
MMUN	Cancun Intl		127.700		English
MMVR	Veracruz General Heriberto Jara		127.800		English
MNMG	Managua Augusto Cesar Sandino Intl		127.650		English, Spanish
MPMG	Panama City Marcos A Gelabert Intl		127.900		Spanish, English
MPSM	Rio Hato Cap. Scarlett R. Martinez Intl		127.600		English



6 Appendix

6.1 VOLMET / ATIS

6.1.1 VOLMET Stations - NIL

There are no VOLMET stations in the CAR Region.

6.1.2 Aerodromes Covered by VOLMET Service

ICAO	Airport Name	VOLMET Station	FREQ
MYNN	Nassau Lynden Pindling Intl	New York	HF (Note)

Note: For HF VOLMET Service, refer to:

=> **North Atlantic Appendix** 6.4.2 VOLMET Stations (HF)

MDCY	Santana El Cedral Intl		
MDCP	Higüey Fuentebaja Intl		
MDCU	Santa Domingo José Francisco Fines		
MDCV	Guamán Intl		
MDCW	San Juan de los Rios Intl		
MDCX	San Juan de los Rios Intl		
MDCY	Santana El Cedral Intl		
MDCZ	San Juan de los Rios Intl		
MDDA	San Juan de los Rios Intl		
MDDC	San Juan de los Rios Intl		
MDDI	San Juan de los Rios Intl		
MDDJ	San Juan de los Rios Intl		
MDDK	San Juan de los Rios Intl		
MDDL	San Juan de los Rios Intl		
MDDM	San Juan de los Rios Intl		
MDDN	San Juan de los Rios Intl		
MDDP	San Juan de los Rios Intl		
MDDQ	San Juan de los Rios Intl		
MDDR	San Juan de los Rios Intl		
MDDT	San Juan de los Rios Intl		
MDDU	San Juan de los Rios Intl		
MDDV	San Juan de los Rios Intl		
MDDW	San Juan de los Rios Intl		
MDDX	San Juan de los Rios Intl		
MDDY	San Juan de los Rios Intl		
MDDZ	San Juan de los Rios Intl		
MDEA	San Juan de los Rios Intl		
MDEB	San Juan de los Rios Intl		
MDEC	San Juan de los Rios Intl		
MDED	San Juan de los Rios Intl		
MDEE	San Juan de los Rios Intl		
MDEF	San Juan de los Rios Intl		
MDEG	San Juan de los Rios Intl		
MDEH	San Juan de los Rios Intl		
MDEI	San Juan de los Rios Intl		
MDEJ	San Juan de los Rios Intl		
MDEK	San Juan de los Rios Intl		
MDEL	San Juan de los Rios Intl		
MDEM	San Juan de los Rios Intl		
MDEN	San Juan de los Rios Intl		
MDEO	San Juan de los Rios Intl		
MDEP	San Juan de los Rios Intl		
MDEQ	San Juan de los Rios Intl		
MDER	San Juan de los Rios Intl		
MDES	San Juan de los Rios Intl		
MDET	San Juan de los Rios Intl		
MDEU	San Juan de los Rios Intl		
MDEV	San Juan de los Rios Intl		
MDEW	San Juan de los Rios Intl		
MDEX	San Juan de los Rios Intl		
MDEY	San Juan de los Rios Intl		
MDEZ	San Juan de los Rios Intl		
MDEA	San Juan de los Rios Intl		
MDEB	San Juan de los Rios Intl		
MDEC	San Juan de los Rios Intl		
MDED	San Juan de los Rios Intl		
MDEE	San Juan de los Rios Intl		
MDEF	San Juan de los Rios Intl		
MDEG	San Juan de los Rios Intl		
MDEH	San Juan de los Rios Intl		
MDEI	San Juan de los Rios Intl		
MDEJ	San Juan de los Rios Intl		
MDEK	San Juan de los Rios Intl		
MDEL	San Juan de los Rios Intl		
MDEM	San Juan de los Rios Intl		
MDEN	San Juan de los Rios Intl		
MDEO	San Juan de los Rios Intl		
MDEP	San Juan de los Rios Intl		
MDEQ	San Juan de los Rios Intl		
MDER	San Juan de los Rios Intl		
MDES	San Juan de los Rios Intl		
MDET	San Juan de los Rios Intl		
MDEU	San Juan de los Rios Intl		
MDEV	San Juan de los Rios Intl		
MDEW	San Juan de los Rios Intl		
MDEX	San Juan de los Rios Intl		
MDEY	San Juan de los Rios Intl		
MDEZ	San Juan de los Rios Intl		



## 6.1.3 ATIS Frequencies

ICAO	Airport	D-ATIS	FREQ	DEP/ARR	Language
MDCY	Samana El Catey Intl		132.650		English
MDPC	Higüey Punta Cana Intl		132.850		English
MDSO	Santo Domingo Jose Francisco Pena Gomez Intl		127.650		English, Spanish
MGGT	Guatemala City La Aurora Intl		127.650		Spanish, English
MHLC	La Ceiba Goloson Intl		127.800		Spanish, English
MHLM	San Pedro Sula Ramon Villeda Morales Intl		132.200		Spanish, English
MHRO	Roatan J M Galvez Intl		127.850		Spanish, English
MHTG	Tegucigalpa Toncontin Intl		127.750		Spanish, English
MKJP	Kingston Norman Manley Intl		127.700		English
MKJS	Montego Bay Sangster Intl		127.900		English
MMAA	Acapulco Gen Juan N Alvarez Intl		115.900		English
MMAN	Monterrey Del Norte Intl		127.550		English
MMCE	Ciudad del Carmen Intl		127.800		English, Spanish
MMCL	Culiacan		127.800		English
MMCN	Ciudad Obregon Intl		127.600		Spanish, English
MMCU	Chihuahua Gen Roberto Fierro Villalobos Intl		127.900		English
MMCZ	Cozumel Intl		127.700		English
MMDO	Durango Intl		132.100		English, Spanish
MMGL	Guadalajara Don Miguel Hidalgo Intl		127.900		English
MMHO	Hermosillo Gen Ignacio Pesqueira Gar Intl		127.700		Spanish
MMLO	Leon De Guanajuato		128.400		Spanish
MMLP	La Paz Gen Marquez de Leon Intl		127.900		English
MMMD	Merida Intl		127.900		English
MMMXX	Mexico City Lic Benito Juarez Intl	YES	127.650		English, Spanish
MMMY	Monterrey Gen M Escobedo Intl		127.700		English
MMPR	Puerto Vallarta Lic Gustavo Diaz Ordaz Intl		127.500		English, Spanish
MMSD	San Jose Del Cabo Los Cabos		127.600		English
MMSP	San Luis Potosi Ponciano Arriaga		127.150		English, Spanish
MMTJ	Tijuana Gral Abelardo L Rodriguez Intl		127.900		Spanish, English
MMTO	Toluca Lic Adolfo L Mateos Intl		127.800		English
MMUN	Cancun Intl		127.700		English
MMVR	Veracruz General Heriberto Jara		127.800		English
MNMG	Managua Augusto Cesar Sandino Intl		127.650		English, Spanish
MPMG	Panama City Marcos A Gelabert Intl		127.900		Spanish, English
MPSM	Rio Hato Cap. Scarlett R. Martinez Intl		127.600		English



ICAO	Airport	D-ATIS	FREQ	DEP/ARR	Language
MPTO	Panama City Tocumen Intl		127.700		Spanish, English
MROC	San Jose Alajuela/Juan Santamaria Intl		127.300		Spanish, English
MSLP	San Salvador El Salvador INTL / Monsenor Oscar Arnulfo Romero y Galdamez		127.600		Spanish, English
MUHA	Havana Jose Marti Intl		132.500		Spanish, English
MWCR	Grand Cayman Owen Roberts Intl		132.350		English
MYNN	Nassau Lynden Pindling Intl		118.700		English
MZBZ	Belize P.S.W Goldson Intl		132.750		English
SKBO	Bogota Eldorado Intl		113.900		Spanish, English
SKBQ	Barranquilla Ernesto Cortissoz		113.700		Spanish
SKCC	Cucuta Camilo Daza		113.300		Spanish
SKCL	Cali Alfonso B Aragon Intl		115.500		Spanish
SKRG	Medellin/Rionegro Jose Maria Cordova		115.100		Spanish
SKSP	San Andres Gustavo Rojas Pinilla		113.300		Spanish
SOCA	Cayenne Felix Eboue		132.200		English, French
SVBC	Barcelona Gen Jose A Anzoategui Intl		132.300		Spanish, English
SVBM	Barquisimeto Jacinto Lara Intl		132.750		Spanish, English
SVMC	Maracaibo La Chinita Intl		132.650		English, Spanish
SVMG	Margarita General en Jefe Santiago Marino Intl		132.650		Spanish, English
SVMI	Maiquetia Simon Bolivar Intl		132.950		Spanish, English
SVPA	Puerto Ayacucho Cacique Aramare		131.100		English
SVSO	Santo Domingo Mayor Buenaventura Vivas Intl		132.550		English
SVVG	El Vigia J P Perez Alfonzo		132.500		English, Spanish
TAPA	St Johns V C Bird Intl		132.400		English
TBPB	Barbados Grantley Adams Intl		132.725		English
TFFF	Martinique Aime Cesaire		127.850		English
TFFR	Pointe-a-Pitre Le Raizet		127.600		English
TIST	St Thomas Charlotte Amalie/Cyril E King		124.000		English
TISX	Christiansted St Croix Henry E Rohlsen		135.650		English
TJBQ	Aguadilla Rafael Hernandez		118.325		English
TJSJ	San Juan Luis Munoz Marin Intl	YES	125.800		English
TLPC	Castries G F Charles Intl		132.600		English
TLPL	Vieux Fort Hewanorra Intl		126.150		English
TNCA	Aruba Oranjestad Reina Beatrix Intl	YES	132.100		English
TNCM	St Maarten Princess Juliana Intl.		127.650		English
TTCP	Scarborough A N R Robinson Intl		132.200		English
TTPP	Port of Spain Piarco Intl		126.700		English



ICAO	Airport	D-ATIS	FREQ	DEP/ARR	Language
TUPJ	Roadtown Terrance B. Lettsome Intl.		127.750	127.750	English
WTC	San Jose Alajuela International		127.300	127.300	Spanish, English
MJLP	San Salvador El Salvador Intl		127.600	127.600	Spanish, English
MUHA	Havana Jose Marti Intl		122.600	122.600	Spanish, English
MVOR	Grand Cayman Owen Roberts Intl		122.380	122.380	English
MYHL	Nassau Lynden Pindling Intl		118.700	118.700	English
MEBZ	Belize F. S. Y. Gomez Intl		122.780	122.780	English
SBBO	Bogota El Dorado Intl		112.900	112.900	Spanish, English
SKBO	Barranquilla Ernesto Cortes		112.700	112.700	Spanish
SKCC	Guayaquil Comita Diaz		112.300	112.300	Spanish
SKCL	San Alfonso El Arzobispo Intl		112.300	112.300	Spanish
SKRG	Medellan Rionegro Jose Maria Cordoba		112.100	112.100	Spanish
SKSP	San Andres Gustavo Rojas Pinilla		112.200	112.200	Spanish
SKDA	Guantanamo Felix Diaz		122.200	122.200	English, French
SKBC	Barranquilla Jose A. Anzoategui Intl		122.300	122.300	Spanish, English
SKBM	Barranquilla Jacinto Lara Intl		122.780	122.780	Spanish, English
SKMC	Medellan La Gloria Intl		122.680	122.680	English, Spanish
SKBO	Medellan Olaya Herrera Intl		122.650	122.650	Spanish, English
SKMI	Medellan Simon Bolivar Intl		122.980	122.980	Spanish, English
SKZA	Puerto Ayacucho Andres Bello Intl		121.100	121.100	English
SKBO	Santo Domingo Major Buenaventura Vivas Intl		122.650	122.650	English
SKYC	El Yagui J. Perez Alfonso		122.800	122.800	English, Spanish
TAPA	St John V.C. Bird Intl		122.400	122.400	English
TBPB	Bahamas Grand Bahama Intl		122.225	122.225	English
TFTT	Maricao Air Base		122.850	122.850	English
TFRF	Pointe-a-Pitre Le Robert		122.600	122.600	English
TIST	St Thomas Gustaf Larson Intl		124.600	124.600	English
TISX	Oranjestad St. Croix Henry E. Roberts		122.650	122.650	English
TJBO	Agua Dulce Rafael Hernandez		118.225	118.225	English
TJSA	San Juan Luis Munoz Marin Intl	YES	122.800	122.800	English
TJPC	Castries G.F. Charles Intl		122.600	122.600	English
TJFL	Vieux Fort Henrieville Intl		122.100	122.100	English
THCA	Vieques Gonzalez Maria Beatriz Intl	YES	122.100	122.100	English
THOM	St Martin Princess Juliana Intl		122.650	122.650	English
TTCP	Georgetown A.H. Robinson Intl		122.500	122.500	English
TTPP	Port of Spain Piarco Intl		122.100	122.100	English





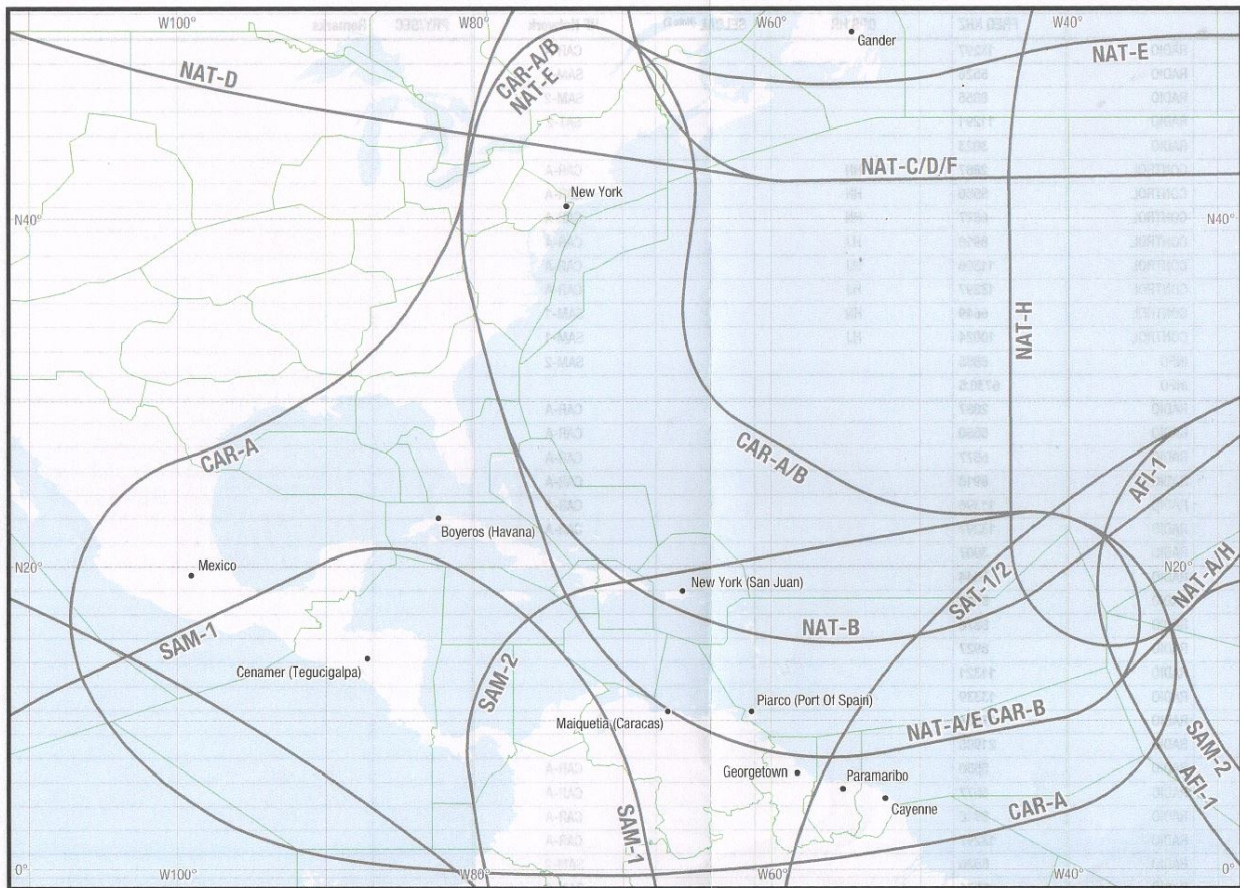








6.4 HF Frequencies - CAR Region  
6.4.1 HF Networks and Stations Overview





Caribbean  
Regional SUP INFO

RSI

RSI

Caribbean  
Regional SUP INFO

R-120

20-APR-2017  
CAR

6.4.2 HF Frequency List

Note 1: Only the words in bold character are part of the call sign. Example: "ADDIS ABEBA" = call sign "ADDIS".

Note 2: SELCAL is given where published in the AIP. Not all countries publish the SELCAL capabilities.

Call Sign (Note 1)		FREQ KHZ	OPS HR	SELCAL (Note 2)	HF Network	PRY/SEC	Remarks
CAYENNE	RADIO	13297			CAR-A		
CAYENNE	RADIO	5526			SAM-2		
CAYENNE	RADIO	8855			SAM-2		
CAYENNE	RADIO	11291			SAT-2		
CAYENNE	RADIO	3023					
CENAMER	CONTROL	2887	HN		CAR-A		
CENAMER	CONTROL	5550	HN		CAR-A		
CENAMER	CONTROL	6577	HN		CAR-A		
CENAMER	CONTROL	8918	HJ		CAR-A		
CENAMER	CONTROL	11396	HJ		CAR-A		
CENAMER	CONTROL	13297	HJ		CAR-A		
CENAMER	CONTROL	6649	HN		SAM-1		
CENAMER	CONTROL	10024	HJ		SAM-1		
GEORGETOWN	INFO	8855			SAM-2		
GEORGETOWN	INFO	6730.5					
HAVANA (BOYEROS)	RADIO	2887			CAR-A		
HAVANA (BOYEROS)	RADIO	5550			CAR-A		
HAVANA (BOYEROS)	RADIO	6577			CAR-A		
HAVANA (BOYEROS)	RADIO	8918			CAR-A		
HAVANA (BOYEROS)	RADIO	11396			CAR-A		
HAVANA (BOYEROS)	RADIO	13297			CAR-A		
HAVANA (BOYEROS)	RADIO	3007					
HAVANA (BOYEROS)	RADIO	5544					
HAVANA (BOYEROS)	RADIO	5562					
HAVANA (BOYEROS)	RADIO	8876					
HAVANA (BOYEROS)	RADIO	8927					
HAVANA (BOYEROS)	RADIO	11321					
HAVANA (BOYEROS)	RADIO	13339					
HAVANA (BOYEROS)	RADIO	17934					
HAVANA (BOYEROS)	RADIO	21985					
MAIQUETIA	RADIO	5550			CAR-A		
MAIQUETIA	RADIO	6577			CAR-A		
MAIQUETIA	RADIO	8918			CAR-A		
MAIQUETIA	RADIO	13297			CAR-A		
MAIQUETIA	RADIO	5526			SAM-2		
MAIQUETIA	RADIO	5536			SAM-2		



20-APR-2017  
CAR

R-130

Caribbean  
Regional SUP INFO

RSI

RSI

Caribbean  
Regional SUP INFO

Call Sign (Note 1)		FREQ KHZ	OPS HR	SELCAL (Note 2)	HF Network	PRY/SEC	Remarks
MAIQUETIA	RADIO	8855			SAM-2		
MAIQUETIA	RADIO	10096			SAM-2		
MAIQUETIA	RADIO	3010					LDOC
MAIQUETIA	RADIO	6643					LDOC
MAIQUETIA	RADIO	8924					LDOC
MAIQUETIA	RADIO	11345					LDOC
MAIQUETIA	RADIO	17937					LDOC
MAIQUETIA	RADIO	21976					LDOC
MEXICO	RADIO	2887			CAR-A		
MEXICO	RADIO	5550			CAR-A		
MEXICO	RADIO	6577			CAR-A		
MEXICO	RADIO	8918			CAR-A		
MEXICO	RADIO	11396			CAR-A		
MEXICO	RADIO	13297			CAR-A		
MEXICO	RADIO	17907			CAR-A		
MEXICO	RADIO	10024			SAM-1		
MEXICO	RADIO	6557					
MEXICO	RADIO	6649					
NEW YORK	RADIO	2887		YES	CAR-A		
NEW YORK	RADIO	5550		YES	CAR-A		
NEW YORK	RADIO	6577		YES	CAR-A		
NEW YORK	RADIO	8918		YES	CAR-A		
NEW YORK	RADIO	11396		YES	CAR-A		
NEW YORK	RADIO	13297		YES	CAR-A		
NEW YORK	RADIO	17907		YES	CAR-A		
NEW YORK	RADIO	3455		YES	CAR-B		
NEW YORK	RADIO	5520		YES	CAR-B		
NEW YORK	RADIO	6586		YES	CAR-B		
NEW YORK	RADIO	8846		YES	CAR-B		
NEW YORK	RADIO	11330		YES	CAR-B		
PARAMARIBO	RADIO	8855		YES	SAM-2		
PIARCO OCEANIC	CONTROL	2962					New York ARINC
PIARCO OCEANIC	CONTROL	6628					New York ARINC
PIARCO OCEANIC	CONTROL	8825					New York ARINC
PIARCO OCEANIC	CONTROL	11309					New York ARINC
PIARCO OCEANIC	CONTROL	13354					New York ARINC
PIARCO OCEANIC	CONTROL	17952					New York ARINC
PIARCO OCEANIC	CONTROL	21964					New York ARINC

