

As of Dec. '21

AUA / TNCA (Aruba) (Elev. 62')

→ **Engine Failure** procedure (**Rwy. 11**) only. Consider initial climb to **3000'** overwater.

- Customs: No customs forms. Pre-clear to US on departure.
- Arrival routes this section: **MIA to AUA – 1, 2, 3**

LGA to AUA – 1 WATRS

MIA to AUA – 1

- All arrivals connect nicely to the approach(s) when selecting the approach transition in the FMC.
- Expect RNAV STAR per flight plan. After the arrival's **second** fix, Expect Direct **DAVLA** for ILS Z or RNP Runway 11.
- Making DAVLA @ **190 Kts.** and BOMDA @ **2000'** works well.
- Beatrix Approach may ask for radial & distance from field, put "BEA" in FIX page for ref. - **NO Radar!**
- Be sure to contact "Apron" prior to entering ramp area - 121.6!

MIA	135.6	-
HAV r	120.25	URSUS
"	123.7	-
KIN r	125.4 / 128.1	GELOG
CUR r	127.1 / 124.1	DIBOK
Beatrix APP.	120.9	-

MIA to AUA – 2

- See arrival notes above.

MIA	132.3	-
SJU r	118.15 / 135.7	HARDE
CUR r	127.1	SCAPA
Beatrix APP.	120.9	-

MIA to AUA – 3

- See arrival notes above.

MIA	132.3	-
PAP	134.15 / 124.5	JOSES
SDQ r	127.8	PIGBI
CUR r	127.1 / 124.1	VESKA
Beatrix APP.	120.9	-

LGA to AUA – 1 WATRS (Western Atlantic Ocean Routing)

- See arrival notes above.
- Reference **Atlantic Orientation Chart (H/L) 2** in Comply365.
- See International Supplement in the back of this document for **HF procedures, Position Reports, Extended Overwater** (beyond 162 NM) and **RNP4** procedures.
- Prior to WATRS entry point ATC will ask for **ZZTOP** estimate, requested altitude and planned MACH.
- When radar service is terminated, ATC will tell you to “contact NY AIRINC” and will provide **HF primary & backup** freq's.
- At ZZTOP, give NY Radio full position report and request SELCAL check.
- Begin RNP4 procedures ~ **ZZTOP + 25nm**.

NY Radio	129.9 (or assigned backup HF)	ZZTOP	*WATRS entry point
MIA r	135.2	LNHOM	
SDQ r	124.3	MALVN / JUELE / SEKAR	
“	127.8	-	
CUR r	127.1 / 124.1	BEROX / VESKA	
Beatrix APP.	120.9 or Tower 118.0		

DEPARTURE - E/O 1060'

→ **Engine Failure** procedure (**Rwy. 11**) only. Consider initial climb to **3000'** overwater.

- Apron 121.6 for push and start.
- Expect clearance from tower during taxi.
- Approaching US, logon to CPDLC.
- Departure routes this section: **AUA to MIA – 1, 2**
AUA to CLT – 1, 2

AUA to MIA – 1

→ Expect RNAV SID and initial climb to FL40.

→ Ref. noise abatement info. (pg. 10-9A) runway heading to 6 DME or 2500' before turn on course. N/A for SID.

Dep.	120.9	-
CUR r	127.1 / 124.1	-
KIN r	125.4 / 124.0 / 128.1	DIBOK
HAV r	123.7	GELOG
"	120.25	-
MIA	133.85 / 126.32	BORDO / URSUS / ZEUSS

AUA to MIA – 2

- See departure notes above.

Dep.	120.9	-
CUR r	127.1 / 124.1	-
SDQ r	127.8	VESKA / KISAS
PAP	134.15 / 124.5	PIGBI
MIA	123.77	JOSES

AUA to CLT – 1

- See departure notes above.

Dep.	120.9	-
CUR r	127.1 / 124.1	-
SDQ r	127.8	BEROX
“	124.3	-
MIA	126.45	SEKAR
“	135.2	-

AUA to CLT – 2

- See departure notes above.

CUR r	127.1 / 124.1	-
SDQ r	127.8	VESKA
PAP	124.5	PIGBI
MIA	123.77	JOSES

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