



INCIDENT REPORT – SINCID

29 April 2026

Near Miss Serious Incident JetBlue with US Air Force Aerial Refueling Tanker Aircraft

JetBlue Airways Corporation, Air Operator Certificate No. YENA1761
Airbus A320-232
N809JB, MSN 05349
Flight JBU-1112 from Curaçao (TNCC) to New York (KJFK)

US Air Force Aerial Refueling Tanker
Type of Aircraft Unidentified
Aircraft Registration Unidentified
Flight Unidentified

Date & Time of Event: 12 December 2025, 21:02 UTC, 17:02 LT.

**Serious Incident Report
CURCW/26/0083**



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ORIGINATING AUTHORITY AS THE STATE OF OCCURRENCE

Within the Curaçao TNCF Airspace over International Waters.

Curaçao Civil Aviation Authority, CCAA.

Investigation

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Final Report

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29 April 2026.



ABBREVIATIONS

ACC	Aerea Control Center
APP	Approach
ATC	Air Traffic Control
ATCO	Air Traffic Controller
ATPL	Air Transport Pilot License
CCAA	Curaçao Civil Aviation Authority
CCAR	Curaçao Civil Aviation Regulations
COA	Certificate of Airworthiness
CPL	Commercial Pilot License
CVR	Cockpit Voice Recorder
DC-ANSP	Dutch Caribbean Air Navigation Service Provider
DME	Distance Measuring Equipment
FL	Flight Level
F/O	First Officer
FDR	Flight Data Recorder
FT	Feet
IAS	Indicated Airspace
ILS	Instrument Landing System
KJFK	John F. Kennedy International Airport, New York
KTS	Knots
LT	Local Time
METAR	Meteorological Actual Report
MSN	Manufacturer's Serial Number
NOSIG	No Significant Weather
NOTAM	Notice to Airmen
PJG	Curaçao VOR/DME Navigation Aid
PM	Pilot Monitoring
RA	Resolution Advisory (TCAS)
SINCID	Serious Incident
TAF	Terminal Area Forecast
TCAS	Traffic Collision Avoidance System
TNCC	Curaçao International Airport
TNCF	Designation of the Airspace in the Curaçao FIR
TWR	Tower
UTC	Universal Coordinated Time
VHF	Very High Frequency
VMC	Visual Meteorological Conditions
VOR	Very High Frequency Omnidirectional Range (Navigation Aid)



NEAR MISS SERIOUS INCIDENT REPORT

JetBlue Airways A320 and US Air Force Aerial Refueling Tanker Aircraft

No. CURCW/26/0083

OBJECTIVE

AIRCRAFT 1

JetBlue Airways Corporation, Air Operator Certificate No. YENA1761

Airbus A320-232

N809JB, MSN 05349

Flight JBU-1112 from Curaçao (TNCC) to New York (KJFK)

AIRCRAFT 2

US Air Force Aerial Refueling Tanker Aircraft

Type of Aircraft: Unidentified

Aircraft Registration: Unidentified

Flight: Unidentified

Date & Time of Event: 12 December 2025, 21:02 UTC, 17:02 LT.

The following is a Curaçao Civil Aviation Authority (CCAA) final report of the circumstances of the near miss serious incident investigation, as the State of Occurrence, within the TNCF FIR, over international waters.

An Initial Incident Report was provided by DC-ANSP on 18 December 2025, No. TNCF-T-25-004.

The sole objective of the investigation of the incident shall be the prevention of incidents or accidents. It is not the purpose of this activity to apportion blame or liability.

This investigation is conducted in accordance with the principles of ICAO Annex 13.

The names of the pilots and controllers involved have been redacted for publication to comply with Curaçao Legislation.

ABSTRACT

This report explains the Near Miss Serious Incident (SINCID) involving an Airbus A320-232, N809JB, operated by JetBlue Airways and an Unidentified US Air Force Aerial Refueling Tanker Aircraft, operated by the US Air Force.

The safety issues discussed in this report focus on the need for:

1. Review of transponder usage policies in combined Civilian/Military airspace;
2. Civil–Military coordination review;
3. The safety Risk Assessment associated with combined civilian/military operations in shared TNCF airspace when one aircraft is not transmitting a transponder signal.

Safety recommendations concerning these issues are addressed in this report.



SYNOPSIS

JetBlue flight JBU-1112 departed Curaçao, TNCC, on 12 December 2025, 20:38 UTC, on a scheduled Commercial Passenger Air Transport flight enroute to New York, KJFK.

JetBlue Flight 1112 reported a near mid-air collision with a U.S. Air Force refueling tanker, believed to be a KC-135 or a KC-46 aircraft. As the JetBlue aircraft climbed through 33,000 feet to its cruising altitude of 35,000 ft (approximately 33,500 ft), the crew spotted the military aircraft visually, at about 10 o'clock position, crossing directly into their flight path at about the same altitude. The JetBlue pilot radioed air traffic control, saying they had to stop the climb and take evasive action to maintain safe separation. The pilot described the encounter as "outrageous," noting the US Air Force tanker was not transmitting its transponder signal, meaning the transponder was not turned on and therefore not visible on ATC radar or onboard collision-avoidance systems, no Resolution Advisory was triggered. The Jetblue captain estimated the military jet passing about 2–3 miles ahead — close enough that it posed a near miss with a risk of collision. The Air Traffic Controller confirmed no radar contact with the other aircraft. Both ATC and JetBlue would be filing reports.

The incident occurred about 140 nm DME North of TNCC on PJG VOR Radial 015. The JetBlue aircraft was heading to the North; the US Air Force aircraft was heading to the Northeast. The near miss, amid heightened US Military activity in the region, ties to US military buildup in the Curaçao FIR near Venezuela, including tankers and carriers amid heightened geopolitical tensions between the US and Venezuela.

Such military operations normally operate under "due regard" (no contact with ATC, however with ATC approval) requiring them to avoid civil air traffic. The lack of coordination with ATC significantly increases the risk of a near miss or collision.

NOTAMs were previously originated by both the DC-ANSP and the CCAA, published by the DC-ANSP, of unidentified aircraft in the FIR Curaçao airspace requiring heightened vigilance. See Appendix A for a list of published NOTAMs.

The JetBlue Flight Crew Incident Report, FCIR PSR5589-25, dated 12/12/2025, is on file at the CCAA. Relevant information has been extracted for this report.

The Air Navigation Service Provider, DC-ANSP, Incident Investigation Summary Report, TNCF-T-25-004, dated 02 FEB 2026, is on file at the CCAA. Relevant information has been extracted for this report.



1. FACTUAL INFORMATION

1.1 History of Flight.

On December 12, 2025, JetBlue Airways Corporation Flight 1112 (JBU-1112), an Airbus A320 operating under 14 CFR Part 121, experienced a near-midair collision with a United States Air Force aerial refueling tanker aircraft during climb after departure from Curaçao International Airport (TNCC), approximately 26 minutes after departure). The flight was operating a scheduled passenger service.

According to flight crew statements and air traffic control (ATC) communications, the JetBlue aircraft was climbing to cruise altitude when the flight crew visually spotted a military tanker aircraft crossing directly in front of their flight path at the same altitude. The JetBlue crew reported that they stopped the climb to avoid the conflicting traffic.

The flight crew advised ATC that the military aircraft was not displaying a transponder return and was not visible on the aircraft's traffic collision avoidance system (TCAS). ATC personnel confirmed that they did not observe the military aircraft on their radar display.

The JetBlue flight continued to its destination without further incident after the encounter.

This incident is considered a Serious Incident. A near collision requiring an avoidance maneuver to avoid a collision or an unsafe situation or when an avoidance action would have been appropriate.

JetBlue Flight Number: JBU-1112.

Departure:	TNCC
Destination:	KJFK
Type of Aircraft:	Airbus A320-232.
Type of Flight:	Scheduled Commercial Passenger Air Transport.
Last point of Departure:	JetBlue, TNCC, Curaçao.
Destination:	KJFK, JFK International Airport, New York, USA.
Date & Time of Event:	12 December 2025, 21:02 UTC / 17:02 LT.
Position of the Aircraft:	JetBlue, 140 nm North of TNCC, climbing out of FL330 to FL350, approximately FL337, Fix Mirar.
Non-Dangerous Goods carrier.	
Dangerous Goods on board:	None.

US Air Force Aerial Refueling Tanker Aircraft.

Type of Aircraft: Unidentified. Believed to be a KC-135 or a KC-46 military aircraft.



KC-46A



KC-135

The type of Flight: Military in support of heightened US military activity in the region amid heightened geopolitical tensions between the US and Venezuela.

Position of the Aircraft: US Air Force Aerial Refueling Aircraft, 2-3 nm distance from JetBlue (according to ACC 1-2 nm), about the same altitude, navigating to the NE.



Number of Crew and Passengers: **JetBlue 1112**, 125 Passengers,
2 Cockpit Crew, 4 Flight Attendants.
US Air Force Aerial Refueler, Not Available.
Number of Crew, Not Available.

1.2 Injuries to Persons

Injuries	Crew	Passengers	Others
Fatal	None	None	None
Serious	None	None	None
Minor	None	None	None

1.3 **Damage to Aircraft:** No damage to either aircraft was reported.

1.4 **Other Damage:** None.

1.5 Personnel Information

JetBlue

Captain: FAA ATP License and certified.

First Officer: FAA ATP License and certified.

US Air Force

Captain: Military, Not Available.

First Officer: Military, Not Available.

Other Crew: Military, Not Available.

1.6 Aircraft Information

a) Airworthiness

Both aircraft are airworthy with valid Certificates of Airworthiness (CoA).

b) The Weight & Balance are Not relevant.

c) Type of Fuel: Jet A-1. Not relevant.

1.7 Meteorological Information

a) METAR

VMC Weather conditions, NOSIG. Weather was not reported as a factor.

b) Natural light conditions

1.8 Aids to Navigation

Operating PJG VOR DME, Space Based ADSB. ACC Secondary Radar coverage.

No relevant operational NOTAMS.

1.9 Communications

JetBlue 1112 was on Curaçao ACC VHF frequency 127.1 MHz

US Air Force, No communications.

1.10 Aerodrome Information

Operation normal. No relevant NOTAMS.

1.11 Flight Recorders

Not Available.

The Curaçao ACC ATC recording did record useful and required information, including Radar Display images.



1.12 **Wreckage and Impact Information**

No Impact or Wreckage.

1.13 **Medical and Pathological Information**

No evidence indicates flight crew impairment contributed to the event. The JetBlue flight crew's actions following visual identification of the conflicting traffic were timely and appropriate and prevented further reduction in separation.

1.14 **Fire**

No fire.

1.15 **Survival Aspects**

Not Applicable.

1.16 **Tests and Research**

Not Applicable.

1.17 **Organizational and Management Information**

Heightened military activity in the Curaçao FIR as a consequence of the escalating geopolitical conflict between the USA and Venezuela. Air Traffic Controllers were operating in a highly dynamic environment, with military aircraft conducting due-regard operations in a manner that practically effectively blocked north-south routes and involved high-speed, unpredictable movements significantly increasing the workload of the Air Traffic Controller. These conditions significantly limited the controller's available time to continuously monitor all primary radar indications.

NOTAMs were previously published by the DC-ANSP, regarding unidentified aircraft in the FIR Curaçao airspace requiring heightened vigilance.

1.18 **Additional Information**

ATC Unit Originating the Report:	ACC
Type of Airspace:	Enroute Airspace.
Class of Airspace:	Class A.
Classification of ATS Incident:	Operational Deviation.
Category of ATS Incident:	Procedural.

1.19 **Useful or Effective Investigation Techniques**

Not Applicable



- 2.9 Air Traffic Controllers were operating in a highly dynamic environment, with military aircraft conducting due-regard operations in a manner that practically effectively blocked north-south routes and involved high-speed, unpredictable movements. These conditions significantly limited the controller's available time to continuously monitor all primary radar indications. As a result, traffic information was not passed to the pilots of either aircraft.
- 2.10 In accordance with ACC Unit Manual paragraph 2.4.11, controllers are required to provide traffic information when unknown or unidentified traffic may affect aircraft safety. The combination of workload, environmental complexity, and unpredictability of traffic reduced situational awareness for both flight crews and controllers leading to an increase in the risk of unintentional omission of traffic advisories.
- 2.11 An initial email notification was submitted to the CCAA by DC-ANSP on 14 January 2025.

3. CONCLUSIONS

3.1 FINDINGS

- a. The unknown/unidentified US Military Air Force Aerial Refueling Tanker aircraft was operating in the Curaçao FIR with no coordination with Curaçao ACC.
- b. The transponder of the US Air Force Aerial Refueling Tanker aircraft was not operating probably due to its military mission even while transiting a civilian airspace.
- c. Due to the vigilance of the JetBlue flight crew, a potential mid-air collision was avoided.
- d. Curaçao ACC had no radar identification on their secondary radar of the US Air Force aircraft.
- e. Weather was not a factor in this incident in the area of the near miss, but elsewhere in the FIR it was, thereby increasing workload of the controller.
- f. The incident highlights the safety risks associated with military aircraft operation in civilian FIR without coordination.
- g. No evidence indicates aircraft system malfunctions or flight crew impairment contributed to the event. The JetBlue flight crew's actions following visual identification of the conflicting traffic were timely and appropriate and prevented further reduction in separation.



3.2 PROBABLE CAUSE

The probable cause of this incident was the operation of a U.S. Air Force aerial refueling tanker aircraft in civilian airspace without an active transponder, which resulted in the aircraft not being visible to civilian Air Traffic Control radar systems or to the JetBlue aircraft's Traffic Collision Avoidance System (TCAS), leading to a near-midair collision.

The US Air Force Aerial Refueling Tanker aircraft not adhering to basic civil aviation conventions in a civil FIR but rather in "due regard" without notifying Curaçao ATC of its intention to operate due regard.

The military aircraft operating in due regard was not monitoring the area frequency or did not have an operating traffic avoidance equipment in use.

3.3 CONTRIBUTING FACTORS

- a. Heightened military activity in the Curaçao FIR as a consequence of the escalating geopolitical conflict between the USA and Venezuela.
- b. The Air Traffic Controller's did not make effective use of providing traffic information of unidentified aircraft on primary radar to JetBlue 1112 in accordance with ACC Unit Manual paragraph 2.4.11.
- c. Air Traffic Controllers were operating in a highly dynamic environment, with military aircraft conducting due-regard operations in a manner that practically effectively blocked north-south routes and involved high-speed, unpredictable movements significantly increasing the workload of the Air Traffic Controller. At the time, the controller was required to manage multiple primary radar targets on the display, many of which were frequent CB buildups, as well as non-factor radar returns that were simultaneously being addressed by the terminal radar controller, resulting in duplicated workload. These conditions significantly limited the controller's available time to continuously monitor all primary radar indications.
- d. The convergence of civilian and military flight operations at the same altitude and in the same geographic area without operating surveillance equipment.
- e. The high workload environment associated with the climb phase of flight, which reduced available reaction time once the conflicting traffic was visually acquired.



4. SAFETY RECOMMENDATIONS

4.1 DC-ANSP to coordinate with the US Military (Air Force/Department of Defense) and the FAA Authorities on the safety importance of the use of the aircraft transponder by military aircraft and the required communications with ATC in combined Civilian/Military Airspace. Work towards a protocol to ensure proper aircraft separation in the Curaçao FIR. Military Aircraft must advise ATC timely when operating in Due Regard (see 4.8).

4.2 Aviation authorities should assess procedures, without delay, governing military flights in shared airspace and ensure transparency for commercial operators. While no collision occurred, the near miss highlights the fragile balance between military activity and civilian aviation in the region. Without clearer coordination and consistent use of safety systems, the risk of serious incidents will only increase. A system flaw must be prevented.

For further reference, see ICAO Annex 11, articles 2.18 “Coordination between military authorities and air traffic services” and 2.19 “Coordination of activities potentially hazardous to civil aircraft”. The military shall coordinate with ATC. The objective of the coordination shall be to achieve the best arrangements which will avoid hazards to civil aircraft and minimize interference with the normal operations of such aircraft.

4.4 A Safety Alert to be issued to all aircraft operators and operational personnel on the increase activity of unidentified traffic in the Curaçao FIR, if this continues.

4.5 Adherence to unit manual procedures regarding unidentified traffic and traffic information to controlled aircraft must be adhered to.

4.6 Evaluate existing air traffic control procedures for detecting and managing non-cooperative military aircraft in shared civilian airspace and develop mitigation strategies to improve controller situational awareness when secondary surveillance data is not available.

4.7 Review civil/military airspace integration practices in regions with commercial traffic flows, including climb and descent corridors, to assess whether additional procedural safeguards or airspace management measures are warranted.

4.8 Update

Starting 21 December 2025, DC-ANSP, with CCAA present as observer, held several meetings with representatives of USAF AFSOUTH 429, to discuss segregated MIL airspaces and their activation, to safely manage daily civil aviation aircraft operations combined with their (US) military activities under the ICAO due regard model over explicitly international airspace.

These deliberations concluded in agreed airspace partitions and Operational procedures, to allow DC-ANSP to manage civil aviation traffic flow when these MIL Airspaces are active, and MIL aircraft are being operated without the use of a Radar transponder.

These Procedures for the use of the segregated airspaces remain in place for the time being, in case activation is requested by the US Military.



APPENDICES



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APPENDIX A LIST OF RELEVANT PUBLISHED NOTAMS

CURAÇAO

A0667/25 NOTAMN Q) TNCF/QGWXX/IV/BO/E/030/999/1423N07000W233 A) TNCF B) 2511051506 C) 2512312359

E) FREQUENT GNSS SIGNAL INTERRUPTION IS BEING REPORTED BY AIRCRAFT OPERATORS WITHIN THE GEOGRAPHICALLY DEFINED TNCF TERMINAL AIRSPACE AND ADJACENT AIRSPACE WHEN APPROACHING TNCF FROM THE SW, S AND SE. AIRCRAFT OPERATORS MAY REQUEST RADAR VECTORS TO NAVIGATE THROUGH THIS AREA WHEN GPS RECEPTION IS AFFECTED.

F) FL030 G) UNL

A0717/25 NOTAMN Q) TNCF/QATXX/IV/NBO/E/030/999/1423N07000W233
TNCF B) 2511212032 C) 2512312359

E) AIRCRAFT OPERATORS ARE ADVISED TO EXERCISE EXTREME CAUTION WHEN OPERATING TO AND FROM TNCA, TNCC AND TNCB WHEN TRANSITING THE TERMINAL AIRSPACE. FREQUENT PILOT REPORTS AND PRIMARY RADAR INDICATES THE PRESENCE OF NON-IDENTIFIED AIRCRAFT OPERATIONS WITHIN THE TNCF TMA. PILOTS ARE REQUESTED TO REPORT ANY UNUSUAL AIRBORNE ACTIVITY IMMEDIATELY TO ATC.

F) FL030

G) UNL

SAN JUAN

A0143/25 NOTAMN Q) TJZS/QXXXX///000/999/ A) TJZS B) 2511101327 C) PERM

E) NAV GPS/GNSS JAMMING AND SPOOFING ACTIVITIES (INCLUDING WAAS, GBAS, AND ADS-B) REPORTED ABOVE FL300 WI AN AREA DEFINED AS 160038N0680019W TO 150018N0650022W TO 150030N0631533W TO 152014N0630037W TO 164558N0630011W AND BACK TO 160207N0680046W CREWS SHOULD WATCH FOR DISRUPTIONS AND REMAIN PREPARED TO REVERT TO CONVENTIONAL INSTRUMENT FLIGHT PROCEDURES

F) SFC

G) UNL

USA FAA

A0012/25 NOTAMN Q) KICZ/QRDLN/IV/NBO/AE/000/999/

KICZ PART 1 OF 2

2511211743 C) 2602192359

E) SECURITY...UNITED STATES OF AMERICA ADVISORY FOR POTENTIALLY HAZARDOUS SITUATION IN THE MAIQUETIA FLIGHT INFORMATION REGION (SVZM) OPERATORS ARE ADVISED TO EXERCISE CAUTION WHEN OPERATING IN THE MAIQUETIA FLIGHT INFORMATION REGION (SVZM FIR) AT ALL ALTITUDES DUE TO THE WORSENING SECURITY SITUATION AND HEIGHTENED MILITARY ACTIVITY IN OR AROUND VENEZUELA.

THREATS COULD POSE A POTENTIAL RISK TO AIRCRAFT AT ALL ALTITUDES, INCLUDING DURING OVERFLIGHT, THE ARRIVAL AND DEPARTURE PHASES OF FLIGHT, AND/OR AIRPORTS AND AIRCRAFT ON THE GROUND. REFER TO THE BACKGROUND INFORMATION NOTICE FOR ADDITIONAL INFORMATION ON THREAT CONCERNS FOR U.S. CIVIL AVIATION OPERATIONS IN THE AFFECTED AIRSPACE AT [HTTPS://WWW.FAA.GOV/AIR_TRAFFIC/PUBLICATIONS/US_RESTRICTIONS](https://www.faa.gov/air_traffic/publications/us_restrictions).

PROVIDE AT LEAST 72-HOUR ADVANCE NOTICE OF PLANNED FLIGHTS TO THE

END PART 1 OF 2



A0012/25 NOTAMN Q) KICZ/QRDLD/IV/NBO/AE/000/999/ A) KICZ PART 2 OF 2 B) 2511211743 C)
2602192359

E) FAA AT FAAWATCH@FAA.GOV WITH SPECIFIC FLIGHT DETAILS. REPORT ANY
SAFETY/SECURITY INCIDENTS OBSERVED/EXPERIENCED WHILE OPERATING IN THE AFFECTED
AIRSPACE TO THE FAA'S WASHINGTON OPERATIONS CENTER AT +1 (202) 267-3333

F) SFC

G) UNL

END PART 2 OF 2

SPAIN

B9070/25 NOTAMN Q) GCCC/QAFXX/IV/NBO/E /000/999/2602N01746W527 A) GCCC B) 2511241540 C)
2512012359

E) UNTIL DECEMBER 01, 2025, SPANISH CIVIL AIR OPERATORS ARE STRONGLY ADVISED NOT TO
CONDUCT ANY FLIGHT IN THE AIRSPACE WITHIN THE MAIQUETIA FIR (SVZM), DUE TO THE
POTENTIAL RISK TO CIVIL AVIATION FROM INCREASED MILITARY ACTIVITY, ANTI-AIRCRAFT
WEAPONS CAPABLE AT ALL ALTITUDES, AND LACK OF COORDINATION BETWEEN THE PARTIES
TO THE CONFLICT. EMERGENCY SITUATION: IN AN EMERGENCY THAT REQUIRES AN
IMMEDIATE DECISION AND ACTION FOR THE SAFETY OF THE FLIGHT, THE PILOT IN COMMAND
MAY DEVIATE FROM THIS NOTAM TO THE EXTENT NECESSARY TO ADDRESS THAT EMERGENCY



APPENDIX B

ATC Radar Image of Location



The orange line gives a bearing (297 degrees) and distance (9.6 miles) for the unidentified aircraft reference the JBU1112. The primary radar return is coasting, meaning it is disappearing from radar and not accurate.



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APPENDIX C

ATC Transcript

Transcripts on Frequency/Intercom/Telephone/Direct Speech Circuit				
Time (in UTC)	Transmitter (Receiver)	Type of data	Ident	Voice Communication
2102:23	JBU1112	Voice	127.1	Curacao, Jet Blue 1112.
2102:25	Area Control Center ATCO	Voice	127.1	1112 Go ahead.
2102:27	JBU112	Voice	127.1	Sir, we just had traffic pass directly in front of us within 5 miles of us. Maybe 2 or 3 miles, but it was an air-to-air refueler from United States Air Force. And he was at our altitude, we... we had to stop our climb.
2102:42	Area Control Center ATCO	Voice	127.1	Confirm, the traffic was at your altitude?
2102:45	JBU1112	Voice	127.1	They are heading off into the Northeast right now. They passed directly in our flight path; we had to stop our climb. They were not painting. They don't have their transponder turned on. Uhm it's outrageous.
2103:09	Area Control Center ATCO	Voice	127.1	JBU1112, yes, I do not have anything on my scope. It is been outrageous with the unidentified aircrafts within our airspace. You are totally right sir.
2103:21	JBU1112	Voice	127.1	I apologize. That's uh, if you can make a note of it, we almost had a mid-air collision up here.
2103:30	Area Control Center ATCO	Voice	127.1	Yes sir. We will make a note.
2103:33	Unident	Voice	127.1	<i>Can you broadcast where that was so we can avoid it?</i>
2103:42	JBU1112	Voice	127.1	They are heading off in Venezuelan airspace if that helps. But they're going off in the Northeast, I'll give you some uh distance here from uh the VOR.
2103:50	Unident	Voice	127.1	<i>Alright. And what flight level was it?</i>
2103:53	JBU1112	Voice	127.1	They are at 340. Going happily along.
2104:06	JBU1112	Voice	127.1	Alright, it looks like a... about a 015 radial off of Curacao 150 DME.
2104:16	Unident	Voice	127.1	<i>Thanks for the report.</i>
2106:21	Area Control Center ATCO	Voice	127.1	Jet Blue 1112, Curacao
2106:26	JBU1112	Voice	127.1	Go ahead Sir.
2106:28	Area Control Center ATCO	Voice	127.1	Just to confirm, the traffic crossed in front of you at level 340.
2106:33	JBU1112	Voice	127.1	That traffic looked like they were level at 340. Were passing through 33.300-33.400. Somewhere in that range when we clocked them, at maybe the 10 o'clock position. But they were moving directly in front of us at 34.000 and we were climbing to 35.000. So we had to stop our climb and actually just descend to avoid hitting them.
2106:56	Area Control Center ATCO	Voice	127.1	It's just for me to make the annotation.
2107:01	JBU1112	Voice	127.1	We'll do a report on our end too, but uhh they did not have their transponders turned on so there's no way for you to have seen them.



2107:10	Area Control Center ATCO	Voice	127.1	Yes please, make your reports. So at least in that case you can get your authorities to be investigating that.
2107:16	JBU1112	Voice	127.1	Yep. Sorry about that.
2107:18	Area Control Center ATCO	Voice	127.1	Okay, thank you.
<i>Notes:</i>				