

EFFECTIVE DATE: 26 SEPTEMBER 2024

The below information/ data has been amended and will be placed in the Dutch Caribbean AIP at the earliest opportunity

INTERSECTION AND/OR INTERMEDIATE TAKE-OFFS AT FLAMINGO INTERNATIONAL AIRPORT (TNCB)

Intersection and/or intermediate take-offs.

The ultimate decision to proceed with an intersection takeoff rests solely with the pilot-in-command. Pilots are expected to exercise within rules and regulations including company policies, their professional judgment (sufficient TORA) and consider factors such as aircraft performance, runway conditions, and safety considerations before opting for an intersection takeoff.

Runway 10

Intersection takeoffs runway 10 are permitted exclusively from TWY B, TWY C and TWY D for Code A and Code B aircrafts. Aircrafts with a higher code, shall proceed to the beginning of the runway before initiating takeoff.

Runway 28

For all departure from runway 28, aircraft shall proceed to the beginning of runway 28 before initiating takeoff. Refer to the ADC for the correct use off the turn pads. Intersection takeoff is only applicable from runway 10.

The aeroplane shall be able, in the event of a critical engine failure, or for other reasons, at any point in the take-off, either to discontinue the take-off and stop within the accelerate-stop distance available, or to continue the take-off and clear all the obstacles along the flight path by an adequate vertical or horizontal distance until the aeroplane is in a position to comply with Annex 6 article 5.2.9. When determining the resulting take-off obstacle accountability area, the operating conditions such as the crosswind component and navigation accuracy, must be taken in account.

In determining the length of the runway available, account shall be taken of the loss, if any, of runway length due to alignment of the aeroplane prior to take-off.

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**AIP
SUPPLEMENT
30/24
26 SEP 2024**

Datum line for intersection take-off from TWY B, C & D is the extended taxiway centerline.

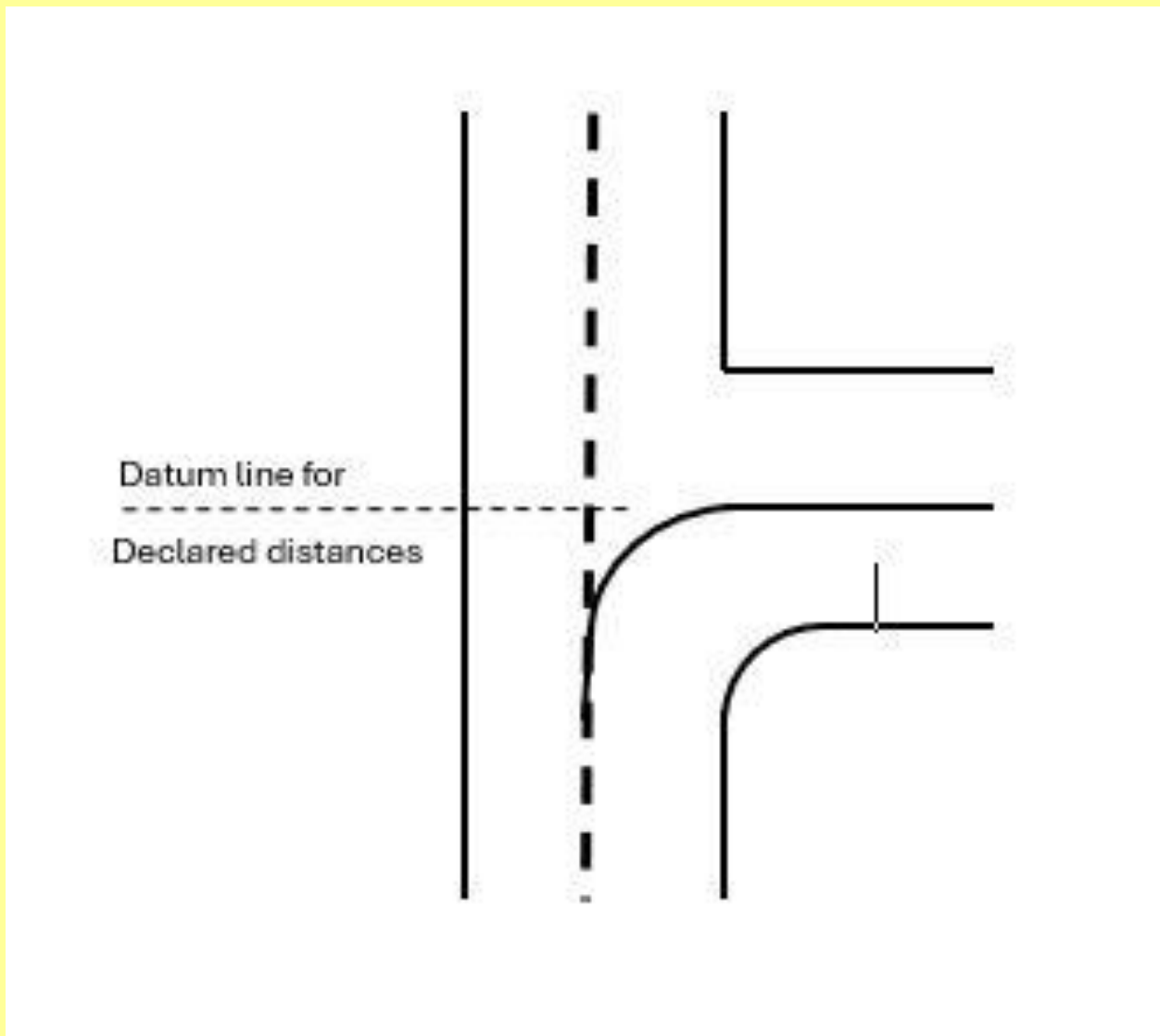


Figure 1: Datum line for declared distances

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TNCB AD 2.13 DECLARED DISTANCES

<i>RWY designator</i>	<i>TORA (M)</i>	<i>TODA (M)</i>	<i>ASDA (M)</i>	<i>LDA (M)</i>	<i>Remarks</i>
1	2	3	4	5	6
RWY 10	3057	3197	3057	2880	Take-off from RWY extremity
	2859	2999	2859	N/A	Take-off from intersection with TWY B N12° 07' 52.22" W068 ° 16' 46.70" Height: 3.62 (m)
	2654	2794	2654	N/A	Take-off from intersection with TWY C N12° 07' 52.02" W068 ° 16' 39.91" Height: 3.00(m)
	2468	2608	2468	N/A	Take-off from intersection with TWY D N12° 07' 51.84" W068 ° 16' 33.78" Height: 2.63(m)
RWY 28	2880	3030	2880	2880	Take-off from RWY extremity
Datum line for intersection take-off from TWY B, C & D is the extended taxiway centerline.					

This AIP SUP 30/24 – This AIP Supplement will remain in force until the above mentioned information has been incorporated in the next available AIP AIRAC AMDT.

Any 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).