

AD 2. AERODROME

TNCB AD 2.1 AERODROME LOCATION INDICATOR AND NAME

TNCB - FLAMINGO INTERNATIONAL AIRPORT

TNCB AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	<i>ARP coordinates and site at AD</i>	Lat : 120750.910N Long : 0681602.710W
2	<i>Direction and distance from city</i>	1.25 NM South from Kralendijk
3	<i>Elevation/Reference Temperature</i>	7M (24FT) / 31.9 °C
4	<i>Geoid undulation at AD ELEV PSN</i>	
5	<i>MAG VAR/Annual change</i>	-11 °(2014)
6	<i>AD Administration, address, telephone,telefax, telex, AFS</i>	BIA N.V. Flamingo International Airport Plasa Medardo S.V. Thielman #1 Tel: +599 7175600 Telefax: +599 7175607 e-mail: bia@bonairelive.com Telex: NIL AFS: TNCBZTZX
7	<i>Types of traffic permitted (IFR/VFR)</i>	IFR/VFR
8	<i>Remarks</i>	

TNCB AD 2.3 OPERATIONAL HOURS

1	<i>AD Administration</i>	MON-FRI: 1200-2100 UTC
2	<i>Customs and Immigration</i>	H24
3	<i>Health and Sanitation</i>	Available within AD HRS 2 HR PN to AD required
4	<i>AIS Briefing Office</i>	Daily 1100-0300 UTC Competent ATS unit: ARO TNCC refer to TNCC AD 2.3
5	<i>ATS Reporting Office (ARO)</i>	Daily 1100-0300 UTC
6	<i>MET Briefing Office</i>	H24
7	<i>ATS</i>	H24
8	<i>Fuelling</i>	H24
9	<i>Handling</i>	Daily 10:00 - 03:00 UTC
10	<i>Security</i>	H24
11	<i>De-icing</i>	NIL
12	<i>Remarks</i>	RDR SEVICE IS PROVIDED WITHIN THE CURACAO FIR 24H DAILY. AREA RDR CONTROL SERVICE IS PROVIDED BETWEEN 1100/0300 UTC

TNCB AD 2.4 HANDLING SERVICES AND FACILITIES

1	<i>Cargo-handling facilities</i>	Forklift, Conveyor belts and Container/Pallet loader
2	<i>Fuel/Oil types</i>	Jet A1, Available.
3	<i>Fuelling facilities/capacity</i>	2 trucks 5000 USG each, 350 and 600 USG/min. 2 trucks 15000 USG each, 790 USG/min. 1 truck 10000 USG, 610 USG/min
4	<i>De-icing facilities</i>	NIL
5	<i>Hangar Space for visiting aircraft</i>	Privately Owned
6	<i>Repair facilities for visiting aircraft</i>	NIL
7	<i>Remarks</i>	Push Back trucks available

TNCB AD 2.5 PASSENGER FACILITIES

1	<i>Hotels</i>	Near the AD and in the city.
2	<i>Restaurants</i>	At AD and in the city.
3	<i>Transportation</i>	Taxis and car hire from the AD.
4	<i>Medical facilities</i>	Hospital in the city.
5	<i>Bank</i>	At AD and in the city.
6	<i>Tourist Office</i>	Office in the city. Tel: +599 7178322 Telefax: +599 7172564 or 7178408 Email: info@tourismbonaire.com Web: http://www.tourismbonaire.com/
7	<i>Remarks</i>	NIL

TNCB AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	<i>AD Category for fire fighting</i>	CAT 9
2	<i>Rescue equipment</i>	1 Oshkosh T-1500 capacity 1500 gallons (5678 L) 1 Oshkosh T-3000 capacity 3000 gallons (11356 L) 1 Oshkosh STRIKER capacity 3222 gallons (12200 L) 1 Rescue boat: Boston Whaler 21 ft with 1 engine 150 HP
3	<i>Capability for removal of disabled aircraft</i>	By arrangement with local engineers
4	<i>Remarks</i>	Rescue Fire Fighting H24

TNCB AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	<i>Types of clearing equipment</i>	NIL
2	<i>Clearance priorities</i>	NIL
3	<i>Remarks</i>	NIL

TNCB AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	<i>Apron surface and strength</i>	Main Apron : Type of surface: CONC/ASPH Strength: PCN 53/F/A/X/T
		TNCB B - Aircraft Parking Stand 4 Position : Type of surface: CONC Strength: PCN 47/R/B/X/T
		TNCB C - Wide Body Apron : Type of surface: CONC/ASPH Strength: PCN 70/F/A/W/T
		TNCB D - Aircraft Parking Stand 2 Position : Type of surface: CONC Strength: PCN 75/R/B/W/T
		TNCB E - General Aviation Ramp : Type of surface: CONC/ASPH Strength: PCN 15/F/A/X/T
2	<i>Taxiway width, surface and strength</i>	TWY A Width: 17 M Type of surface: ASPH Strength: PCN 15/F/A/X/T.
		TWY B Width: 17 M Type of surface: ASPH Strength: PCN 15/F/A/X/T.
		TWY C Width: 24 M Type of surface: ASPH Strength: PCN 53/F/A/X/T.
		TWY D Width: 24 M Type of surface: ASPH Strength: PCN 53/F/A/X/T.
		TWY E Width: 28.5 M Type of surface: ASPH Strength: PCN 70/F/A/X/T.
3	<i>Altimeter checkpoint location and elevation</i>	Location: At Apron Elevation: 20 ft
4	<i>VOR Checkpoints</i>	NIL
5	<i>INS Checkpoints</i>	NIL
6	<i>Remarks</i>	NIL

TNCB AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	<i>Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands</i>	Taxiing guidance signs at the RWY and at all holding Positions. Guide lines at apron. Wind direction indicator: Orange wind cones; Lighted height: 12 ft.
2	<i>RWY and TWY markings and LGT</i>	RWY: Designation, THR, TDZ, centre line marked. Edge and end marked and lighted. Intersection: centre line, holding positions at RWY marked. Edge marked and lighted
3	<i>Stop bars</i>	
4	<i>Remarks</i>	NIL

TNCB AD 2.10 AERODROME OBSTACLES

<i>In approach/TKOF areas</i>			<i>In circling area and at AD</i>		<i>Remarks</i>
<i>1</i>			<i>2</i>		<i>3</i>
<i>RWY NR/ Area affected</i>	<i>Obstacle type/ Elevation Markings/LGT</i>	<i>Coordinates</i>	<i>Obstacle type/ Elevation Markings/LGT</i>	<i>Coordinates</i>	<i>Nil</i>
<i>a</i>	<i>b</i>	<i>c</i>	<i>a</i>	<i>b</i>	
			VOR/DME PJB 20 FT	12 07 54N 068 14 58W	
			Radio Mast 555 FT LGT	12 06 32.565N 068 17 00.355W	
			Tower 91 FT	12 08 31.559N 068 16 26.354W	

TNCB AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	<i>Associated MET Office</i>	BONAIRE
2	<i>Hours of service</i> <i>MET Office outside hours</i>	H24
3	<i>Office responsible for TAF preparation</i> <i>Periods of validity</i>	De Bilt, Royal Netherlands Meteorological Institute (KNMI), H30
4	<i>Type of landing forecast</i> <i>Interval of issuance</i>	NA
5	<i>Briefing / consultation provided</i>	Briefing and consultation on request by telephone from MO DeBilt (see #10)
6	<i>Flight documentation</i> <i>Language(s) used</i>	Charts, Reports, Forecasts English
7	<i>Charts and other information available for briefing or consultatio</i>	P,W
8	<i>Supplementary equipment available for providing information</i>	NA
9	<i>ATS units provided with information</i>	Flamingo Tower
10	<i>Additional information (limitation of service, etc.)</i>	General Aviation Forecast (GAF) ABC available via website MDC Briefing and consultation at KNMI Tel: +31 30 2210853 Website www.knmidec.org

TNCB AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

<i>Designations RWY NR</i>	<i>TRUE BRG</i>	<i>Dimension of RWY (M)</i>	<i>Strength(PCN) and surface of RWY and SWY</i>	<i>THR coordinates RWY end coordinates THR geoid undulation</i>	<i>THR elevation and highest elevation of TDZ of APPRWY</i>
<i>1</i>	<i>2</i>	<i>3</i>	<i>4</i>	<i>5</i>	<i>6</i>
RWY 10	92°	3057 x 45	58/F/A/W/T CONC/ASPH	120752.25N 0681647.38W	THR 5 m (18 ft)
RWY 28	272°	3057 x 45	58/F/A/W/T CONC/ASPH	120749.39N 0681512.18W	THR 6 m (20 ft)

<i>Slope of RWY</i>	<i>SWY Dimensions (M)</i>	<i>CWY Dimensions (M)</i>	<i>Strip Dimension (M)</i>	<i>OFZ</i>	<i>Remarks</i>
<i>7</i>	<i>8</i>	<i>9</i>	<i>10</i>	<i>11</i>	<i>12</i>
-0.2% (990m)	Nil	140 x 150	3317 x 150	Nil	Nil
NIL			3317 x 150		Nil

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>
<i>1</i>	<i>2</i>	<i>3</i>	<i>4</i>	<i>5</i>	<i>6</i>
RWY 10	3057	3197	3057	2880	Nil
RWY 28	2880	3030	2880	2880	Nil

TNCB AD 2.14 APPROACH AND RUNWAY LIGHTING

<i>RWY designato r</i>	<i>APCH LGT Type LEN INTST</i>	<i>THR LGT Colour WBAR</i>	<i>VASIS (MEHT)P API</i>	<i>TDZ LGT, LEN</i>	<i>RWY Centre line LGT, Length, spacing, colour, INTST</i>	<i>RWY edge LGT LEN, spacing colour INTST</i>	<i>RWY End LGT colour WBAR</i>	<i>SWY LGT LEN (M) colour</i>	<i>Remarks</i>
<i>1</i>	<i>2</i>	<i>3</i>	<i>4</i>	<i>5</i>	<i>6</i>	<i>7</i>	<i>8</i>	<i>9</i>	<i>10</i>
RWY 10	SALS	GREEN	PAPI RH side 3°	Nil	Nil	3057 m 60 m WHITE	RED	Nil	Nil
RWY 28		GREEN	PAPI Both sides 3°	Nil	Nil	3057 m 60 m WHITE	RED	Nil	Nil

TNCB AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	<i>ABN/IBN location, characteristics and hours of operation</i>	ABN: N/A
2	<i>LDI location and LGT Anemometer location and LGT</i>	LDI: N/A
3	<i>TWY edge and centre line lighting</i>	Edge: TWY edge lighting
4	<i>Secondary power supply/switch-over time</i>	Secondary power supply to all lighting at AD. Switch-over time: 7 SEC
5	<i>Remarks</i>	Secondary Power Supplies are being tested once a week by the technical department. MET equipment farm: 200m south of RWY edge touchdown zone RWY 10. Daily during the night hours and after last scheduled flight, Runway, taxiway and approach lights shall be turned off. In case of emergency contact flamingo tower on freq. 118.7 .

TNCB AD 2.16 HELICOPTER LANDING AREA

1	<i>Coordinates TLOF or THR of FATO Geoid undulation</i>	NIL
2	<i>TLOF and/or FATO elevation M/FT</i>	NIL
3	<i>TLOF and FATO area dimensions, surface, strength, marking</i>	NIL
4	<i>True BRG of FATO</i>	NIL
5	<i>Declared distances available</i>	NIL
6	<i>APP and FATO lighting</i>	NIL
7	<i>Remarks</i>	NIL

TNCB AD 2.17 ATS AIRSPACE

FLAMINGO AERODROME TRAFFIC ZONE (ATZ)

1	<i>Designation and lateral limits</i>	FLAMINGO AERODROME TRAFFIC ZONE (ATZ) BONAIRE Circular area centered on 120750.910N/0681602.710W (ARP) within a 5NM radius.
2	<i>Vertical limits</i>	GND / 2500 FT
3	<i>Airspace classification</i>	B
4	<i>ATS unit callsign</i> <i>Language(s)</i>	FLAMINGO TOWER Spanish - English
5	<i>Transition altitude</i>	2500 FT
6	<i>Remarks</i>	NIL

FLAMINGO AERODROME CONTROL ZONE (CTR)

1	<i>Designator and lateral limits</i>	FLAMINGO AERODROME CONTROL ZONE (CTR) BONAIRE A circle, radius 25 NM centred at 12 07 50.910N 068 16 02.710W (ARP) including that airspace within lines drawn tangent to both Flamingo and the Hato 25 NM CTR circles bounded to the west by longitude 6832W.
2	<i>Vertical limits</i>	GND-FL65
3	<i>Airspace classification</i>	D
4	<i>ATS unit callsign</i> <i>Language(s)</i>	FLAMINGO TOWER English - Spanish
5	<i>Transition altitude</i>	2500 FT
6	<i>Remarks</i>	NIL

TNCB AD 2.18 ATS COMMUNICATION FACILITIES

<i>Service designation</i>	<i>Call sign</i>	<i>Frequency</i>	<i>Hours of Operation</i>	<i>Remarks</i>
1	2	3	4	5
TWR	FLAMINGO TOWER	118.70 MHZ	SEE TABLE: TNCB AD 2.15	Nil
		121.50 MHZ		Nil

TNCB AD 2.19 RADIO NAVIGATION AND LANDING AIDS

<i>Type of aid, MAG VAR CAT of ILS/ MLS (For VOR/ ILS/MLS, give declination)</i>	<i>ID</i>	<i>Frequency</i>	<i>Hours of operation</i>	<i>Position of transmitting antenna coordinates</i>	<i>Elevation of DME transmitting antenna</i>	<i>Remarks</i>
<i>1</i>	<i>2</i>	<i>3</i>	<i>4</i>	<i>5</i>	<i>6</i>	<i>7</i>
VOR/DME	PJB	115.0 MHz CH97X	H24	12°07'54.00"N 68°14'58.00"W	6M	Coverage 200 NM

TNCB AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Airport regulation

At Flamingo Airport, a number of local regulations apply. The regulations are collected in the Aerodrome Manual manual which is available at the Airport Operations Office at the Terminal Building. This manual includes, among other subjects, the following:

- a) information about aircraft stands;
- b) information about taxiing from aircraft stands including taxi clearance;
- c) limitations in the operation of large aircraft including limitations in the use of the aircraft's own power for taxiing;
- d) marshaller assistance and towing assistance;
- e) use of engine power exceeding idle power;
- f) engine start-up and use of APU;
- g) fuel spillage; and
- h) precautions during extreme weather conditions.

Marshalling assistance can be requested and further information about the regulations can be obtained from the TWR, Ground Handler or Airport Operations.

When a local regulation is of importance for the safe operation of aircraft on the apron, the information will be given to each aircraft by the TWR or Airport Operations.

"Local Regulations" may be requested, in writing.

2. Taxiing to and from stands

Arriving aircraft will be allocated a stand number by the TWR or Airport Operations. General aviation aircraft will have to use the general aviation parking area.

Assistance from the Airport Operations can be requested via the TWR.

Departing IFR flights shall contact the TWR to obtain ATC clearance before commencing taxiing. Request for ATC clearance may take place at the earliest 10 minutes prior to engine start-up.

Frequency 118.70 MHz is to be used. Departing aircraft shall obtain push-back clearance and taxi instruction from the TWR on 118.7 MHz.

3. Parking area for small aircraft (General aviation)

General aviation aircraft shall be guided by TWR to the General Aviation parking.

4. Parking area for helicopters

Helicopters will always be guided by the TWR and/or a marshaller on the stand.

5. Apron

The taxi guide lines are available.

6. Taxiing - limitations

Insufficient safety distances restrict large aircraft's use taxiways "A" and "B" when using own power. Further information will be given to each aircraft from the TWR or Airport Operations.

7. Helicopter traffic - limitation

Non-scheduled public air traffic with helicopters departing from or to vessels is permitted only after prior approval from the Dutch Authorities via the Aerodrome Administration. Any contact concerning the above shall be made via the handling company or directly to the Airport Office during the hours of service. A 21 day notice period can be expected before the flight is to be carried out.

Any request for approval of traffic from or to vessels shall contain the following information:

- a) Owner/operator
- b) Type of helicopter, registration/call sign
- c) Date, arrival time/departure time, destination(s).

Furthermore, other details relevant to the evaluation of the request shall be given as required.

8. Removal of disabled aircraft from runways

When an aircraft is wrecked on a runway, it is the duty of the owner or the aircraft operator to have it removed as soon as possible. If a wrecked aircraft is not removed from the runway as quickly as possible by the owner or the aircraft operator, the aircraft will be removed by the aerodrome authority at the owner's or the aircraft operator's expense.

9. Turning Bay

Use of Turning Bay at runway end is mandatory for aircraft larger than B757-200.

TNCB AD 2.21 NOISE ABATEMENT PROCEDURES

For noise abatement the following procedures are in place:

Jet ACFT departing RWY 10 with a left turn out shall maintain RWY heading for at least 1 minute or climb to 2000 FT on runway heading, whichever comes first, before setting course.

Pilots should exercise caution to avoid excessive jetblast and or propwash while maneuvering on the main and wide body apron.

TNCB AD 2.22 FLIGHT PROCEDURES

General

Unless special permission has been obtained from Flamingo Approach or Flamingo Tower as appropriate, flight within the Flamingo TMA and CTR shall be in accordance with the Instrument Flight Rules.

Procedures for IFR flights within Flamingo CTR

The inbound, transit and outbound routes shown on the charts may be varied at the discretion of ATS. If necessary, in case of congestion, inbound aircraft may also be instructed to hold at one of the designated airways, reporting points.

Communication failure

In the event of communication failure, the pilot shall act in accordance with the communication failure procedures in ICAO Annex 2.

Procedures for VFR flights within Flamingo CTR

Provided traffic conditions permitting, ATC clearance for VFR flights will be given under the conditions described below:

- a) A flight plan requesting ATC clearance, containing items 7 to 18 and indicating the purpose of the flight, shall be submitted.
- b) ATC clearance shall be obtained immediately before the aircraft enters the area concerned.
- c) Position reports shall be submitted in accordance with 3.6.3 of Annex 2.
- d) Deviation from the ATC clearance may only be made when prior permission has been obtained.
- e) The flight shall be conducted with vertical visual reference to the ground unless the flight can be conducted in accordance with the Instrument Flight Rules.
- f) Two-way radio communication shall be maintained on the TWR frequency prescribed of 118.7 MHz.
- g) The pilot-in-command shall be the holder of a Radio Telephony License.
- h) The aircraft shall be equipped with SSR transponder with 4096 Codes in Mode C. with automatic transmission of pressure altitude information (cf. ICAO Annex 10, Volume I). Exemption from this requirement may be granted by ATC.

Note - ATC clearance is intended only to provide separation between IFR and VFR flights.

Procedures for VFR flights within Flamingo ATZ

- a) Flight plan shall be filed for the flight concerned.
- b) ATC clearance shall be obtained from the Control Tower.
- c) Deviation from ATC clearance may only be made when prior permission has been obtained.
- d) The flight shall be conducted with vertical visual reference to the ground.
- e) Two-way radio communication shall be established on the frequency prescribed before flight takes place in the Control Zone.

TNCB AD 2.23 ADDITIONAL INFORMATION

Bird concentrations in the vicinity of the airport

As far as practicable, Aerodrome Control will inform pilots of any bird activity and the estimated heights AGL. Their presence shall also be advised by NOTAM. During the above periods pilots of aircraft are advised, where the design limitations of aircraft installations permit, to operate landing lights in flight, within the terminal area and during take-off, approach-to-land and climb and descent procedures.

Activity of flocks of birds takes place daily in and around the approach area.

Pilots are advised to proceed with caution and where the design limitations of aircraft permit, to operate landing lights in flight, within the terminal area and during take-off, approach-to-land and climb and descent procedures..

Proper execution of the vegetation control activities to eliminate, control or reduce environmental factors that attract birds and wildlife to the airfield environment are executed.

Bird or wildlife strike or irregularities

Aircraft collisions with birds (commonly known as bird strikes) or other types of wildlife could result in damage to the aircraft including engine and/or control surface damage. This could lead to degradations in aircraft performance and/or control. Depending on the severity of the situation, the Pilot in Command (PIC) may opt to perform an aborted take-off or request to return to the aerodrome. This occurrence is handled as an emergency.

If an aircraft collide with wildlife while it is over or on a runway, that runway shall be inspected as soon as possible to assess the condition of the runway and remove FOD as necessary. This may cause a temporary closure of the runway; however an emergency aircraft, which require immediate landing, will be accommodated.