

## AD 2. AERODROME

### TNCS AD 2.1 AERODROME LOCATION INDICATOR AND NAME

#### TNCS - JUANCHO E. YRAUSQUIN AIRPORT

### TNCS AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	<i>ARP coordinates and site at AD</i>	Lat : 173843.330N Long : 0631314.070W Site : RWY midpoint
2	<i>Direction and distance from city</i>	070° magnetic (056° true) - 6 NM from the Bottom
3	<i>Elevation/Reference Temperature</i>	42M (138FT) / 31.0 °C
4	<i>Geoid undulation at AD ELEV PSN</i>	
5	<i>MAG VAR/Annual change</i>	-14 °(2013) -2
6	<i>AD Administration, address, telephone, telefax, telex, AFS</i>	AD Administration: Executive Council of the Island of Saba Airport Manager Juancho Yrausquin Airport Flat Point Saba Dutch Caribbean Tel: 0115994162860 Telefax: 0115994162851
7	<i>Types of traffic permitted (IFR/VFR)</i>	VFR
8	<i>Remarks</i>	Reference Temperature: JUN-OCT. Aerodrome operates under <b>VMC only</b> .  RESTRICTED TO VFR. Fixed Wing: Not open to public Heli flights: UDP only Outside UDP are exempted: Heli emergency flights, Coast Guard - and Dutch Military flights.

### TNCS AD 2.3 OPERATIONAL HOURS

1	<i>AD Administration</i>	1030-1830 UTC
2	<i>Customs and Immigration</i>	AVBL O/R
3	<i>Health and Sanitation</i>	NA
4	<i>AIS Briefing Office</i>	NA
5	<i>ATS Reporting Office (ARO)</i>	Competent ATS unit: ARO TNCM
6	<i>MET Briefing Office</i>	H24
7	<i>ATS</i>	1100 UTC - sunset
8	<i>Fuelling</i>	NA
9	<i>Handling</i>	NA
10	<i>Security</i>	1030 UTC - sunset
11	<i>De-icing</i>	NA
12	<i>Remarks</i>	NIL

### TNCS AD 2.4 HANDLING SERVICES AND FACILITIES

1	<i>Cargo-handling facilities</i>	NIL
2	<i>Fuel/Oil types</i>	NIL
3	<i>Fuelling facilities/capacity</i>	NIL
4	<i>De-icing</i>	NIL
5	<i>Hangar Space for visiting aircraft</i>	NIL
6	<i>Repair facilities for visiting aircraft</i>	NIL
7	<i>Remarks</i>	NIL

### TNCS AD 2.5 PASSENGER FACILITIES

1	<i>Hotels</i>	Available in Windward side and The Bottom
2	<i>Restaurants</i>	Available in Windward side and The Bottom
3	<i>Transportation</i>	Taxis at the airport, rental cars in Windward side and The Bottom
4	<i>Medical facilities</i>	First aid treatment hospital in The Bottom
5	<i>Bank and Post Office</i>	Available in Windward side and The Bottom
6	<i>Tourist Office</i>	Available in Windward side
7	<i>Remarks</i>	NIL

### TNCS AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	<i>AD Category for fire fighting</i>	CAT 3
2	<i>Rescue equipment</i>	1 rapid intervention vehicle at the airport, 1 in The Bottom
3	<i>Capability for removal of disabled aircraft</i>	Crane / front end loader on request
4	<i>Remarks</i>	Rescue and firefighting services will leave the airport for emergencies in the Villages.

### TNCS 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

### TNCS AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	<i>Apron surface and strength</i>	APRON : Type of surface: CONC
2	<i>Taxiway width, surface and strength</i>	TWY Width: 15 M Type of surface: CONC Strength: Nil
3	<i>ACL location and elevation</i>	Beginning RWY 12; 138 ft AMSL
4	<i>VOR Checkpoints</i>	NIL
5	<i>INS Checkpoints</i>	NIL
6	<i>Remarks</i>	NIL

### TNCS 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>	Acft stand ID signs, Apron safety lines, taxiway guidance, max wingspan.
2	<i>RWY and TWY markings and LGT</i>	RWY lighting: RWY Edge, threshold, end. RWY marking: Displaced Threshold, touchdown, center line, RWY designators, Aiming points TWY markings: holding position, TWY center line TWY lighting: taxiway edge lights
3	<i>Stop bars</i>	NA
4	<i>Remarks</i>	No Remarks.

**TNCS 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>Never drift south of the extended center line RWY 12. During takeoff from RWY 30 make a right turn as soon as possible.</i>
<i>a</i>	<i>b</i>	<i>c</i>	<i>a</i>	<i>b</i>	
12	Terrain 201 ft lighted windsock	17 38 44.93N 63 13 22.39W	Terrain 536 ft	17 37 36.90N 63 14 29.27W	
30	NIL		Lighted antenna 2981 ft	17 38 04.10N 63 14 15.65W	
			Lighted antenna 1756 ft	17 37 36.90N 63 13 32.62W	

**TNCS AD 2.11 METEOROLOGICAL INFORMATION PROVIDED**

1	<i>Associated MET Office</i>	De Bilt, Royal Netherlands Meteorological Institute (KNMI)
2	<i>Hours of service MET Office outside hours</i>	H24
3	<i>Office responsible for TAF preparation Periods of validity</i>	NIL
4	<i>Type of landing forecast Interval of issuance</i>	NA
5	<i>Briefing / consultation provided</i>	Briefing and consultation on request by telephone from MO De Bilt (see#10)
6	<i>Flight documentation 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>	Yrausquin AFIS, Juliana ATS
10	<i>Additional information (limitation of service, etc.)</i>	A General Aviation Forecast (GAF) is available on the website <a href="http://www.meteosxm.com">www.meteosxm.com</a> under aviation.  Briefing and consultation at KNMI Telephone: (+31 30 2210853) Website <a href="http://www.knmidc.org">www.knmidc.org</a>

### TNCS AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

<i>Designations RWY NR</i>	<i>TRUE &amp; MAG BRG</i>	<i>Dimension of RWY (M)</i>	<i>Strength(PCN) and surface of RWY and SWY</i>	<i>THR Coordinate/ (Beginning of paved surface)</i>	<i>THR elevation and highest elevation of TDZ of precision APP RWY</i>
<i>1</i>	<i>2</i>	<i>3</i>	<i>4</i>	<i>5</i>	<i>6</i>
RWY 12	112°	303 x 18	5/R/C/W/T CONC	173845.17N 0631318.74W	THR 41 m (135 ft)
RWY 30	292°	303 x 18	5/R/C/W/T CONC	173841.14N 0631309.24W	THR 35 m (115 ft)
<i>Slope of RWY-SWY</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>
-2.1%	Nil		401 x 60		Nil
2.1%	Nil		401 x 60		No RESA avbl.

### TNCS 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 12	401	401	401	303	Nil
RWY 30	401	401	401	303	Nil

### TNCS AD 2.14 APPROACH AND RUNWAY LIGHTING

<i>RWY designator</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 12		GREEN	Nil			300 m 60 m WHITE	RED		Nil
RWY 30		GREEN	Nil			300 m 60 m WHITE	RED		Nil

**TNCS AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY**

1	<i>ABN/IBN location, characteristics and hours of operation</i>	ABN: 2 Red obstacle lights on top of terminal building IBN: 24H
2	<i>LDI location and LGT Anemometer location and LGT</i>	LDI: None None
3	<i>TWY edge and centreline lighting</i>	Edge: Blue TWY edge lights
4	<i>Secondary power supply/switch-over time</i>	Secondary power supply AVBL, manual switch over <2 minutes
5	<i>Remarks</i>	Wind Cone NNE of RWY lighted. Meteo farm mast NNE of RWY Lighted

**TNCS AD 2.16 HELICOPTER LANDING AREA**

1	<i>Coordinates TLOF or THR of FATO</i>	17 38 40.19N 063 13 11.69W
2	<i>TLOF and/or FATO elevation M/FT</i>	35 m / 115 ft
3	<i>Coordinates TLOF or THR of FATO Geoid undulation</i>	19 x 19 m (62 x 62 ft) Concrete
4	<i>True and MAG BRG of FATO</i>	NA
5	<i>Declared distances available</i>	NA
6	<i>APP and FATO lighting</i>	Heli Pad and Approach lighting for nighttime Medivacs only
7	<i>Remarks</i>	NIL

**TNCS AD 2.17 ATS AIRSPACE**

1	<i>Designator and lateral limits</i>	Yrausquin ATZ Circle with radius 5 NM from ARP
2	<i>Vertical limits</i>	GND / 2600 FT
3	<i>Airspace classification</i>	G
4	<i>ATS unit callsign Language(s)</i>	Saba Information English
5	<i>Transition altitude</i>	5000 FT
6	<i>Remarks</i>	

### TNCS 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>
<i>1</i>	<i>2</i>	<i>3</i>	<i>4</i>	<i>5</i>
AFIS	Saba Information	118.25 MHZ	1100 UTC-sunset in VMC only	Nil
		121.50 MHZ	1100 UTC -sunset	Emergency frequency

### TNCS 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>Site 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>

### TNCS AD 2.20 LOCAL TRAFFIC REGULATIONS

#### 1. Airport regulations

At Juancho Yrausquin Airport, assistance can be obtained from the FISO on duty.

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 FISO.

The FISO will provide weather and traffic information when pilots call for landing or taxiing.

The parking area for helicopters consists of one marked heli pad and is located ESE on the ramp.

#### 2. Helicopter traffic — limitation

Helicopter traffic can show up at any time for medical or charter reasons; traffic in the area will be informed of ANY traffic by the FISO on duty.

Any request for approval of traffic 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.

## **TNCS AD 2.21 NOISE ABATEMENT PROCEDURES**

NIL

## **TNCS AD 2.22 FLIGHT PROCEDURES**

### **1. GENERAL**

The flight procedures in AD 2.22 TNCS are only allowed after special authorization by CAA Netherlands.

All General Aviation and non-scheduled airlines intending to operate flights within Yrausquin ATZ shall file a flight Plan in accordance with ICAO standards.

Unless special permission has been obtained from Saba Information, flights within Yrausquin ATZ shall be in accordance with VFR.

### **2. DEPARTURE PROCEDURES**

#### **2.1 Introduction**

Only aerodrome flight information service and alerting service (in accordance with the provisions of ICAO Annex 11, Chapter 5) will be provided by Saba Information, although all actions have been taken by the ATC units concerned to guarantee separation from other flights after take-off, before the flight receives a take-off permission from Saba Information.

Air traffic control service will be provided as soon as the aircraft enters controlled airspace.

#### **2.2 Start-up and taxi permission**

Pilots of aircraft intending to make an IFR or VFR flight must have obtained permission for start-up from Saba Information before starting their engines. A request for start-up shall be made to Saba Information after all preparations for departure have been made and shall include:

- aircraft identification;
- position;
- flight rules;
- destination;
- start-up request.



## **2.3 Flights outside Yrausquin ATZ**

### **2.3.1 General**

After co-ordination with Juliana APP permission for start-up will either be issued immediately or at a specified time.

The pilot shall be able to comply with start-up and taxi permission, since ATC planning of outbound traffic (involving en route clearance and co-ordination with adjacent ACCs) is based on the start-up time. Any delay in start-up or taxiing shall be immediately reported to Saba Information.

In case of indefinite delay the estimated duration of the delay will be given.

### **2.3.2 En route clearance**

The en route clearance will be issued by Juliana APP to Saba Information and will be relayed by Saba Information to departing aircraft as soon as possible after taxi permission has been given. An en route clearance contains:

- a. Clearance limit: airport of destination;
- b. SSR code;
- c. ATC unit and COM channel on which the aircraft shall report as soon as possible after take-off.
- d. Departure instructions if applicable.

### **2.3.3 Standard instrument departures**

Not defined

### **2.3.4 ATC unit and COM channel after take-off**

Aircraft shall contact Juliana APP as soon as possible after take-off and before encountering IMC, in order to obtain an IFR clearance before entering controlled airspace.

### **2.3.5 Communication failure**

If radio communication is not established the aircraft shall return to the aerodrome of departure maintaining VMC and report its arrival as soon as possible to Saba Information.

### **3. INSTRUMENT APPROACH PROCEDURES**

#### **3.1 Introduction**

The arrival, instrument approach and holding procedures are based on ICAO Document 8168- (PANS-OPS).

During initial and intermediate approach to Saba, radar services may be provided by Juliana APP. Transfer of communication to Saba Information generally takes place before leaving controlled airspace, within the range of Saba Information.

Air traffic control service will generally be terminated when leaving controlled airspace.

Only aerodrome flight information service and alerting service (in accordance with the provisions of Annex 11, Chapter 5) will be provided by Saba Information, although all actions have been taken by the ATC units concerned to guarantee separation from other flights during the instrument approach procedure (incl. missed approach) before the flight is transferred to Saba Information and leaves controlled airspace.

#### **3.2 Initial approach**

##### **3.2.1 Approach instructions**

Approach instructions will be issued by Juliana APP, containing:

- a. Clearance limit, route and level.
- b. Runway in use.
- c. QNH.
- d. Transition level.
- e. MET information.
- f. Runway condition.

##### **3.2.2 Transfer to Saba Information**

Generally during the intermediate approach Juliana APP will issue a clearance to carry out an instrument approach procedure. Transfer of communication to Saba Information will normally take place before reaching the IAF.

#### **3.3 Final approach procedure**

The instrument approach to RWY12 is based on RNAV (GNSS), as depicted on the relevant instrument approach chart AD 2 TNCS-IAC-15.

### **3.4 Missed approach procedure (with or without communication failure)**

See relevant approach chart AD 2.TNCS-IAC-17. Inform ATC as soon as possible on the current channel in case the missed approach procedure has to be executed.

### **3.5 Communication failure**

Juliana APP shall instruct aircraft en-route to relay flight details to Saba Information as soon as practicable.

## **TNCS AD 2.23 ADDITIONAL INFORMATION**

### **Bird concentrations in the vicinity of the airport**

Intense activity of flocks of noddy, long-tailed tropicbirds and catbirds takes place daily from May until Late August from threshold of RWY 12 on the approach above Green Island.

As far as practicable, AFIS will inform pilots of this 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.