AD 2. AERODROMES

TNCM AD 2.1 AERODROME LOCATION INDICATOR AND NAME

TNCM - PRINCESS JULIANA INTERNATIONAL AIRPORT

TNCM AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	***ARP coordinates and site at AD***	Lat : 180227.340N Long : 0630632.250W
2	***Direction and distance from (city)***	265 ° TRUE – 3.8NM from Philipsburg
3	***Elevation/Reference temperature***	4M (14FT) / 31.0 °C
4	***Geoid undulation at AD ELEV PSN***	
5	***MAG VAR/Annual change***	-14 °()
6	***AD Administration, address, telephone, telefax, telex, AFS***	Princess Juliana International Airport Operating Company-Simpson Bay P.O.Box2027 Tel: +1-721-546-7542 Telefax: +1-721-546-7550 AFS: TNCMZTZX
7	***Types of traffic permitted (IFR/VFR)***	IFR/VFR
8	***Remarks***	NIL

TNCM AD 2.3 OPERATIONAL HOURS

1	***AD Administration***	07:30 – 16:30 LT
2	***Customs and immigration***	07:00 – 21:00 LT
3	***Health and sanitation***	Only First Aid treatment, Ambulance.
4	***AIS Briefing Office***	07:00 – 21:00 LT
5	***ATS Reporting Office (ARO)***	Being developed
6	***MET Briefing Office***	Pilot briefing on request
7	***ATS***	07:00 – 21:00 LT
8	***Fuelling***	07:00 – 21:00 LT
9	***Handling***	07:00 – 21:00 LT
10	***Security***	H24
11	***De-icing***	n\a
12	***Remarks***	* Extension for operational hours is on request only.

TNCM AD 2.4 HANDLING SERVICES AND FACILITIES

1	***Cargo-handling facilities***	Trucks, loaders,forklifts and coveyor belts
2	***Fuel/oil types***	100/130, ETF jet A-1, W100, Jet-A, Av-Gas LL100
3	***Fuelling facilities/capacity***	100/130 1 refueller 100 USG/min Jet A-1 7 refuellers including 300 USG/min 4 Hydrants dispensers 600+ USG/min Service: 07:00 LT - 21:00 LT or till last scheduled flight 24.hr PN required for non scheduled flights
4	***De-icing facilities***	NIL
5	***Hangar Space for visiting aircraft***	NIL
6	***Repair facilities for visiting aircraft***	NIL
7	***Remarks***	NIL

TNCM AD 2.5 PASSENGER FACILITIES

1	***Hotels***	Available in Philipsburg and vicinity of the airport
2	***Restaurants***	Available in Philipsburg and vicinity of the airport
3	***Transportation***	Car rentals, taxis, public transportation
4	***Medical facilities***	First Aid treatment and ambulance at airport. Medical doctor facility 5 minutes away from airport and Hospital midway Philipsburg/Airport
5	***Bank and Post Office***	None
6	***Tourist Office***	Tourist information Booth at airport
7	***Remarks***	NIL

TNCM AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	***AD Category for fire fighting***	CAT 9
2	***Rescue equipment***	5 Crash tenders, 1 ambulance
3	***Capability for removal of disabled aircraft***	Heavy cranes, trolleys, flatbeds, forklifts, portable stairs, tow bars, portable electric units, general lifting and hoisting equipment, etc.
4	***Remarks***	NIL

TNCM AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	***Types of clearing equipment***	NIL
2	***Clearance priorities***	NIL
3	***Remarks***	NIL

TNCM AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	***Apron surface and strength***	TNCM A : Strength: PCN 50/F/B/X/U

2	***Taxiway width, surface and strength***	TWY A Width: 16.5 M Type of surface: ASPH Strength: PCN 50/F/B/Y/U.
		TWY B Width: 32 M Type of surface: ASPH Strength: PCN 50/F/B/X/T.
		TWY C Width: 27.5 M Type of surface: ASPH Strength: PCN 50/F/B/X/U.
		TWY D Width: 18 M Type of surface: ASPH Strength: PCN 50/F/B/X/U.
		TWY E Width: 21.5 M Type of surface: ASPH Strength: PCN 50/F/B/X/U.
		TWY F Width: 9 M Type of surface: ASPH Strength: PCN 9/F/B/Y/T.
		TWY G1 Width: 8 M Type of surface: ASPH Strength: PCN 9/F/B/Y/T.
		TWY G2 Width: 11 M Type of surface: ASPH Strength: PCN 9/F/B/Y/T.

		TWY H Width: 5 M Type of surface: ASPH Strength: PCN 9/F/B/Y/T.

3	***Altimeter checkpoint location and elevation***	Terminal Apron 11FT
4	***VOR Checkpoints***	NIL
5	***INS Checkpoints***	NIL
6	***Remarks***	NIL

TNCM AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	***Use of aircraft stand ID signs, TWY guide lines and visual docking/ parking guidance system of aircraft stands***	MARKING AIDS: RWY designation, RWY centerline, Threshold, Aiming point, Touchdown zone, RWY side stripe, TWY centerline, RWY-holding positions, TWY edge, Taxiway holding position, ACFT stands, Apron safety lines, Non-Movement area boundary,
2	***RWY and TWY markings and LGT***	Guidance signs are of the lighted and reflective type at entrance to all rwy's and intersections. ABN altn G/W, WDI-lgtd
3	***Stop bars***	NIL
4	***Remarks***	NIL

TNCM AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			***In circling area and at AD***		***Remarks***
1			***2***		**3**
RWY NR/ Area affected	***Obstacle type/ Elevation Markings/LGT***	***Coordinates***	***Obstacle type/ Elevation Markings/LGT***	***Coordinates***	NIL
a	***b***	***c***	***a***	***b***	
RWY 10	Hazard Beacon 602'	N 18 02 47.73 W 063 04 53.16			
	Hazard Beacon 975'	N 18 02 36.13 W 063 04 26.60			
	Hazard Beacon 1118'	N 18 02 25.99 W 063 04 18.35			
	Hazard Beacon 576'	N 18 01 57.07 W 063 04 22.76			
	Hazard Beacon 723'	N 18 01 40.38 W 063 04 28.01			
	Hazard Beacon 584'	N 18 01 17.05 W 063 04 10.35			
	Old Radar 1091'	N 18 03 01.99 W 063 04 26.83			
	Spot Elevation 905'	N 18 03 30.83 W 063 04 39.67			
	Spot Elevation 213'	N 18 03 00.24 W 063 05 40.24			
	Antenna Twr 483'	N 18 01 40.21 W 063 05 17.60			
	Sailboat (Part Time) 210'	N 18 02 18.88 W 063 05 40.78			
	East End of Clearway 6'	N 18 02 33.16 W 063 05 51.52			

TNCM AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	***Associated MET Office***	Meteorological Department St. Maarten (MDS)
2	***Hours of service*** ***MET Office outside hours***	24 H
3	***Office responsible for TAF preparation*** ***Periods of validity***	Meteorological Department St. Maarten
4	***Type of landing forecast*** ***Interval of issuance***	TR 09:00 UTC – 01:00 UTC Hourly (operational hours)
5	***Briefing / consultation provided***	Pilot briefing on request
6	***Flight documentation*** ***Language(s) used***	Flight folders, 3X daily; 00:00 UTC, 12:
7	***Charts and other information available for briefing or consultation***	Satellite images, Radar images, Wind/Temp, Forecast Charts, METAR/TAFS
8	***Supplementary equipment available for providing information***	AWOS /Metlab
9	***ATS units provided with information***	Princess Juliana International Airport
10	***Additional information (limitation of service, etc.)***	No wind shear equipment as yet, limited staff; fully dependent on internet service for information

TNCM AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	*TRUE BRG*	*Dimensions of RWY (M)*	*Strength(PCN) and surface of RWY and SWY*	*THR coordinates RWY end coordinates THR geoids undulation*	*THR elevation and highest elevation of TDZ of precision APPRWY*
1	*2*	*3*	*4*	*5*	*6*
RWY 10	82°	2300 x 45	60/F/B/X/T	180222.32N 0630707.49W	THR 4 m (12 ft)
RWY 28	262°	2300 x 45	60/F/B/X/T	180232.87N 0630553.54W	THR 3 m (9 ft)

Slope of RWY-SWY	*SWY dimensions (M)*	*CWY dimensions (M)*	*Strip dimension (M)*	*OFZ*	*Remarks*
7	*8*	*9*	*10*	*11*	*12*
NIL	Nil	60 x 150	2320 x 150	Nil	Nil
NIL		60 x 150	2320 x 150		Nil

TNCM AD 2.13 DECLARED DISTANCES

RWY Designator	*TORA (M)*	*TODA (M)*	*ASDA (M)*	*LDA (M)*	*Remarks*
1	*2*	*3*	*4*	*5*	*6*
RWY 10	2300	2360	2300	2200	Nil
RWY 28	2200	2260	2200	2200	Nil

TNCM AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	*APCH LGT type LEN INTST*	*THR LGT Colour WBAR*	*VASIS (MEHT) PAPI*	*TDZ LGT, LEN*	*RWY Centre line LGT, Length, spacing, colour, INTST*	*RWY edge LGT LEN, spacing colour INTST*	*RWY End LGT colour WBAR*	*SWY LGT LEN (M) colour*	*Remarks*
1	*2*	*3*	*4*	*5*	*6*	*7*	*8*	*9*	*10*
RWY 10	Nil	GREEN	PAPI Both sides 3°	Nil	Nil	2200 m 60 m WHITE	RED	Nil	Nil
RWY 28	Nil	GREEN	Nil	Nil	Nil	2200 m 60 m WHITE	RED	Nil	Nil

TNCM AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	***ABN/IBN location, characteristics and hours of operation***	ABN: At OPS Tower Building, FLG W EV 2 SEC IBN: NIL
2	***LDI location and LGT Anemometer location and LGT***	LDI: Wind Direction Indicators located 335 m from displaced THR 10, 80 m north of RWY centerline and 100 m from RWY THR 28, 75 m south of RWY centerline.
3	***TWY edge and centre line lighting***	Edge: Blue lights on TWY curved edges, apron TWY edges and turn bay edges
4	***Secondary power supply/switch-over time***	Automatic standby generator power supply to all airfield lighting with switch-over time of 10 SEC. Secondary power supply to all lighting at AD. Switch-over time: 1 SEC
5	***Remarks***	-

TNCM AD 2.16 HELICOPTER LANDING AREA

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

TNCM AD 2.17 ATS AIRSPACE

1	***Designator and lateral limits***	JULIANA CONTROL ZONE (CTR) ST. MAARTEN Area bounded by lines joining points originating at N180900/W0625318; N180313/W0625516; N175921/W0625635 then along the clockwise arc of a circle of 10NM radius centered on N180227/ W0630634 to N180532/W0631633 to N180900N/ W0631522 to point of origin.
2	***Vertical limits***	GND-FL55
3	***Airspace classification***	C
4	***ATS unit callsign*** ***Language(s)***	JULIANA APPROACH English
5	***Transition altitude***	5000 FT
6	***Remarks***	

TNCM AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	*Call sign*	*Frequency*	*Hours of Operation*	*Remarks*
1	*2*	*3*	*4*	*5*
APP	JULIANA APPROACH	128.95 MHZ		Nil
		118.70 MHZ		Nil
		121.50 MHZ		Nil
ATIS		127.65 MHZ	Juliana ATIS will be operational on this frequency during operational hours	Nil
CLD	JULIANA DELIVERY	121.65 MHZ	WHEN REQUIRED	CLD: Clearence Delivery
TWR	JULIANA TOWER	118.70 MHZ		Nil
		121.50 MHZ		Nil

TNCM AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR CAT of ILS/MLS (For VOR/ILS/ MLS, give declination)	*ID*	*Frequency*	*Hours of operation*	*Position of transmitting antenna coordinates*	*Elevation of DME transmitting antenna*	*Remarks*
1	*2*	*3*	*4*	*5*	*6*	*7*
NDB	PJD	284.0 kHz	H24	18°02'16.06"N 63°07'04.33"W	*Info Not AVBL*	*Nil*
VOR/DME	PJM	113.0 MHz CH77X	H24	18°02'17.22"N 63°07'05.80"W	*Info Not AVBL*	*Coverage 200 NM*

IDENT AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Airport regulation

At the Princess Juliana Int'l Airport, a number of local regulations apply. These regulations are collected in the Aerodrome Manual which is available at ALL Administrative and Operational offices.

Marshalling services will be provided where self-help guidance systems do not exist or are unserviceable and where guidance to aircraft parking is required to avoid a safety hazard or to make the most efficient use of available parking space. Assistance can be requested and further information about the regulations can be obtained from the TWR or PJIAE Operations Department

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 PJIAE OPS.

"Local Regulations" may be requested, in writing, from:

Director Operations Division, Princess Juliana Airport
P.O.Box 2027
Simpson Bay
St. Maarten

2. Taxiing to and from stands

Arriving aircraft will be allocated a stand number by the TWR. General aviation aircraft will follow instructions from the Juliana Tower to the general aviation parking area.

Departing IFR flights shall contact the TWR to obtain startup clearance and 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 in the period 0700 - 2100LT (1100-0100) and 128.95MHz when Tower and Approach is De-combined.

TNCM AD 2.21 NOISE ABATEMENT PROCEDURES

For noise abatement the following procedures are in place:

No procedures in place

TNCM AD 2.22 FLIGHT PROCEDURES

General

All departing traffic from TNCM shall visually ensure clearance from terrain and obstacles until passing 2600 FT AMSL. Right turn out RWY 10 is mandatory. Light aircraft excluding turbojet and jet aircraft may request a left turn out RWY 10 subject to ATC approval between sunrise and sunset.
Departing traffic RWY 28 shall make left turns out unless a right turn is requested and approved by ATC.

Procedures for IFR flights within Juliana TMA/CTR

Departing traffic RWY 10
All IFR jet departures shall execute MODOR TWO SID.
All IFR turboprop and Propeller aircraft shall execute BOPAT TWO SID.
Non RNAV equipped jet traffic shall turn to heading 180 degrees until 10 DME PJM VOR then turn right to intercept assigned route.
Non RNAV equipped turboprop or propeller aircraft shall turn to heading 230 degrees until 10 DME PJM VOR then turn right to intercept the assigned route.
Non RNAV departing aircraft cleared on L461 or A516 Northeast bound shall turn to heading 180 until 10 DME PJM VOR then turn left to intercept the cleared route.

Departing traffic RWY 28
All departing IFR traffic shall intercept the cleared route as soon as practical and before within 10 DME from PJM VOR DME unless otherwise instructed by ATC.

Radar procedures within Juliana TMA/CTR

Radar vectoring and sequencing

RWY 10
Normally, aircraft will be vectored and sequenced to the appropriate final approach track for VOR Z RWY 10 so as to ensure an expeditious flow of traffic. Radar vectors, flight levels/ altitudes and speed restrictions will be issued, as required, for spacing and separating the aircraft so that correct landing intervals are maintained, taking into account aircraft characteristics. Any additional published instrument approach is subject to pilot requests.

Radar vectoring charts are not published since the instrument approach procedures and altitudes ensure that adequate terrain clearance exists at all times until the point where the pilot will resume navigation on final approach or executes a visual approach.

RWY 28
All IFR aircraft will be vectored for a Visual Approach RWY 28.

Surveillance radar approaches

None

Precision radar approach

None

Communication failure

In the event of communication failure, the pilot shall act in accordance with the communication failure procedures in ICAO Doc 4444.

Procedures for VFR flights within Juliana TMA

Provided traffic conditions so permit, 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 ICAO 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 frequency prescribed. Information about the appropriate frequency can be obtained from AIP Information.

g) The pilot-in-command shall be the holder of an International VHF License.

h) The aircraft shall be equipped with SSR transponder with 4 096 Codes in Mode A/3. Flights performed in connection with parachute jumps shall, in addition, be equipped with Mode C with automatic transmission of pressure altitude information (cf. ICAO Annex 10, Volume I). Exemption from this requirement may be granted by Juliana APP Control.

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

Procedures for VFR flights within Juliana CTR

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.

VFR routes within Juliana CTR

NONE

TNCM AD 2.23 ADDITIONAL INFORMATION

Bird concentrations in the vicinity of the airport

As far as practicable, Aerodrome Control will inform pilots of 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.