

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>	42M (138FT)
5	<i>MAG VAR/Annual change</i>	14°W (2020)/ 3°00'W
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 VMC only . Airport is only available to fixed wing aeroplanes with authorisation from Dutch government that have met the airport qualification requirements. Airport is not open to the 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 at sea is not available.

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>	TWY: yellow guide line on TWY, max wing span marking, TWY holding position, ACFT stands marking Apron: flood lights
2	<i>RWY and TWY markings and LGT</i>	RWY lighting: RWY Edge, threshold, end. RWY : Displaced THR, touchdown, centreline, RWY designators, guidance sign to TWY TWY : taxiway centreline, HLGD TWY : taxiway and TLOF lighting system
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 centre 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 www.meteosxm.com under aviation. Briefing and consultation at KNMI Telephone: (+31 30 2210853) Website www.knmidc.org

TNCS AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

<i>Designations RWY NR</i>	<i>TRUE & 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°	401 x 20	5/R/C/W/T CONC	173845.17N 0631318.74W	THR 41 m (134 ft)
RWY 30	292°	401 x 20	5/R/C/W/T CONC	173841.14N 0631309.24W	THR 34 m (111 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	NIL	461 x 60	NIL	No RESA AVBL.
2.1%	NIL	NIL	461 x 60	NIL	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	348	No RESA AVBL. See caution note in Aerodrome chart.
RWY 30	401	401	401	351	No RESA AVBL. See caution note in Aerodrome chart.

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	NIL	GREEN	NIL			300 m 60 m WHITE	RED		NIL
RWY 30	NIL	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 40.14N 063 13 10.99W
2	<i>TLOF and/or FATO elevation M/FT</i>	34M / 111 ft
3	<i>Coordinates TLOF or THR of FATO Geoid undulation</i>	Rectangular 14x14 M (46x46 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>	Helicopter landing and departure only from designated area on RWY.

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	118.250 MHZ	1100 UTC-sunset in VMC only	NIL
		121.500 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 Classification of ILS (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. Area of responsibility

The area of responsibility of Aerodrome Flight Information Service within the JuanchoYrausquin Aerodrome Traffic Zone (ATZ) comprises the ATZ established around the aerodrome as well as the maneuvering area. For lateral and vertical limits of the ATZ, see section AD 2.17.

Aircraft operations requires the authorization of the Netherlands Civil Aviation Authority.

2. Flight Planning

A flight plan shall be submitted for any flight intended to be operated withinJuanchoYrausquin Aerodrome Traffic Zone at least 30 minutes in advance of the Estimated Time of Departure (ETD) for VFR flights and 1 hour prior to the ETD for IFR flights. The flight plan shall be in accordance with ICAO Doc 4444, appendix 2 Flight Plan.

3. Communication

Two-way radio communication is required within the ATZ, exceptions to this requirement may be permitted with the approval of the appropriate authority.
All departing aircraft shall contact Juliana Approach as soon as possible after takeoff and before encountering IMC.

4. Duties and functions of the AFIS unit

- a) provides the aircraft operating within the area of responsibility traffic information and other essential information (meteorological information, aerodrome conditions, etc.)
- b) monitors the functionality of the facilities serving the aerodrome,
- c) relays air traffic control clearances and route information issued by ATC units,
- d) suggests runway for take-off and landing,
- e) provides aircraft parking instructions if necessary,
- f) controls vehicle traffic,
- g) provides alerting service.

5. Route clearances and route information

The AFIS unit requests Juliana Tower or approach control for a route clearance / route information to be forwarded to the aircraft in the following cases:

- a) Route clearance: for IFR aircraft flying from the ATZ into the controlled airspace.
- b) Route information: IFR flight from the ATZ into the uncontrolled airspace (airspace class G).

6. Preferred runway

The term 'preferred runway' indicates the runway that at the time is considered by the AFIS unit to be the most suitable for the aircraft performing take-off or landing. The preferred runway is selected considering among others the following: the surface wind, traffic circuits, local weather conditions and environmental restrictions.

The pilot-in-command may use, traffic situation and prevailing circumstances permitting, other than the preferred runway after reporting this to the AFIS unit.

7. Light signals

When an aircraft aloft cannot be informed about a danger by any other means, the AFIS unit may use the following light signals for the purpose:

- a) Red flashes (by lamp) - the aerodrome is dangerous.
- b) Red pyrotechnics - landing is not safe until further notice.

The light signals issued by the AFIS unit must be considered as warnings; the pilot bears the responsibility for any action due to the situation.

8. Aerial and recreational activities

In order to allow flexible air traffic and to provide efficient aerodrome flight information service the operators of aerial sporting and recreational activities (parachute jumping activity, balloon flights, model flying, drones etc.) shall obtain prior approval from the NL Civil Aviation Authority.

9. Helicopter operations

Helicopters are permitted to operate for medical emergencies with prior approval from the aerodrome operator.

A request for approval shall contain the following:

- a) Owner/ operator
- b) Type of helicopter, registration/ call sign
- c) Date, arrival time/ departure date and time and destination.
- d) Any other requested information relevant to the planned operation.

10. Aircraft on the maneuvering area

All aircraft, that operate on the maneuvering area of the aerodrome, with or without the intention to land or take off, shall report its intentions to the AFIS unit.

11. Parking

1. Parking area for small aircraft (General aviation)

General aviation aircraft shall be guided to the parking area by the AFISO.

2. Parking area for helicopters

The parking area for helicopters is on the apron.

12. Ground to ground Communication failure

In the event of ground to ground communication failure, Juliana APP shall instruct aircraft en-route to relay flight details to Roosevelt Information as soon as practicable.

TNCS AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

TNCS AD 2.22 FLIGHT PROCEDURES

1. Departing Aircraft

Departing aircraft shall report to the AFIS unit:

- a) Intention to taxi for take-off. Turbine aircraft shall also report their readiness to start-up
- b) Selection of the runway; selection of a possible taxi holding position.
- c) Readiness for take-off.
- d) Taxiing to the runway for take-off.
- e) Leaving the ATZ.
- f) Any action or intention which may affect other traffic

2. Start-up

When a departing IFR aircraft requests startup clearance, the AFIS unit:

- a) Reports, that no start-up restrictions exist, or
- b) reports factors (other traffic, aerodrome conditions, Air Traffic Flow Control Measures (ATFCM) or restrictions which may be influential in start-up, after which the pilot-in-command starts-up at his / her own discretion.

3. Holding before take-off

When, due to other traffic, an immediate take-off is not possible, a departing aircraft shall hold in a manner that does not impede other traffic's access to the apron.

4. Take off

In general, take-offs are performed in the order which the aircraft have reported being ready. This order may, however, be altered if required by traffic situation or by mutual agreement of the pilots.

Before take-off the 'runway free' report shall be obtained from the AFIS unit.

5. Arriving aircraft

An arriving aircraft shall report to the AFIS unit:

a) Its position, flying altitude and the estimated time of arrival to the aerodrome. This information must be given, at the latest, when arriving over the border of the ATZ or over a reporting point given in the approach chart.

Initial contact should be established 5 minutes prior to crossing the lateral or vertical limits of the ATZ. This is essential in cases where the FPL for operating within the ATZ is submitted in flight. Before landing the 'runway free' report shall be obtained from the AFIS unit.

b) Taxiing to the apron or parking area after the landing.

c) Missed approach and the intentions following

d) Any other action or intention, that may affect other air traffic.

Instrument approach and holding procedures are in accordance with ICAO Document 8186 (PANS-OPS)

6. Aircraft transiting the ATZ

Any other aircraft entering the ATZ and not intending to land at the aerodrome, shall report to the AFIS unit 5 minutes prior to crossing the lateral or vertical limit of the ATZ about:

a) Position and flying altitude

b) Route, intentions and possible changes in altitude

c) Estimated time of entering the ATZ, or over the aerodrome, actual over flying time and time of leaving the ATZ.

TNCS AD 2.23 ADDITIONAL INFORMATION

Bird concentration in the vicinity of the aerodrome. Intense activity of flocks of Noddy, long-tailed Tropicbirds and Catbirds take place daily from May until late August from the threshold of RWY 12 above green island.

AFIS shall inform pilots of bird activity and the estimated height AGL. Their presence shall also be notified by NOTAM.

During the above periods pilots of aircraft are advised, where the design limitations of aircraft permit, to operate landing lights in flight, within the ATZ including during takeoff, approach to land, climb and descent procedures

TNCS AD 2.24 CHARTS RELATED TO THE AERODROME

TNCS AD 2.25 Visual Segment Surface (VSS)

Procedure	Procedure Minima	VSS Penetration
1	2	3