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Aeronautical Information Publication

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CURAÇAO, ARUBA, BONAIRE,
SINT MAARTEN, SABA & SINT EUSTATIUS

AS
DUTCH CARIBBEAN

AIP of the Dutch Caribbean territory islands.

Summary
GEN – General Information, Differences, Aeronautical charts, Meteorological service.
ENR – ATS Airspace, Significant points, ATS Routes.
AD – Aerodromes, Aerodrome Charts.

1. INSERT or REPLACE respectively the attached pages with effective date:

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GEN 0 PREFACE

GEN 0.1 PREFACE

1 Name of the publishing authority

The electronic Aeronautical Information Publication (***eAIP*** or ***AIP***) of **Curaçao, Aruba, Sint Maarten,** and the **BES-islands** (***Bonaire, Sint Eustatius and Saba***), is published by Dutch Caribbean Air Navigation Service Provider (***DC-ANSP***) on behalf of the Governments of Curaçao, Aruba, Sint Maarten and The Netherlands. The islands of Curaçao, Aruba, Sint Maarten, Bonaire, Sint Eustatius and Saba are from onward referred to as **the Dutch Caribbean territory**.

2 Applicable ICAO documents

The AIP is prepared in accordance with the Standards and Recommended Practices (***SARP's***) of ICAO Annex 15 to the Convention on International Civil Aviation and the Aeronautical Information Services Manual (ICAO Doc 8126). Charts contained in the AIP are produced in accordance with ICAO Annex 4 to the Convention on International Civil Aviation and the Aeronautical Chart Manual (ICAO Doc 8697). Differences from ICAO Standards, Recommended Practices and Procedures are given in subsection GEN 1.7.

3 The AIP structure and established regular amendment interval

3.1 The AIP structure

The AIP forms part of the Aeronautical Information Publication Products and contains aeronautical information of a permanent nature, which is essential for the safe, expeditious and orderly flow of air traffic. The AIP is kept up to date by means of an amendment service. Details of the publication products are given in subsection GEN 3.1. The principle AIP structure is shown in graphic form on page GEN 0.1.3.

The AIP is made up of three Parts, namely: General (***GEN***), En-route (***ENR***) and Aerodromes (***AD***), each divided into sections and subsections as applicable, containing various types of information subjects.

PART 1 - GENERAL (GEN)

Part 1 consists of five sections containing information as briefly described hereafter.

GEN 0. Preface - Record of AIP Amendments; record of AIP Supplements; checklist of AIP pages; list of hand amendments to the AIP and the Table of Contents to Part 1.

GEN 1. National regulations and requirements - Designated authorities; entry, transit and departure of aircraft; entry, transit and departure of passenger and crew; entry, transit and departure of cargo; aircraft instruments, equipment and flight documents; summary of national regulations and international agreements/conventions and differences from ICAO Standards, recommended practices and procedures.

GEN 2. Tables and codes - Measuring system; aircraft markings; holidays; abbreviations used in AIS publications; chart symbols; location indicators; list of radio navigation aids; conversion and sunrise/sunset tables.

GEN 3. Services - Aeronautical information services; aeronautical charts; air traffic services; communication services; meteorological services and search and rescue.

GEN 4. Charges for Aerodromes/Heliports and air navigation services - Aerodromes/ Heliport charges and air navigation services charges.

PART 2 - EN ROUTE (ENR)

Part 2 consists of seven sections containing information as briefly described hereafter.

ENR 0. Preface - Record of AIP Amendments; record of AIP Supplements; checklist of AIP pages; list of hand amendments to the AIP and the Table of Contents to Part 2.

ENR 1. General rules and procedures - General rules; visual flight rules; instrument flight rules. ATS airspace classification; holding, approach and departure procedures; radar services and procedures; altimeter setting procedures; regional supplementary procedures; air traffic flow management; flight planning; addressing of flight plan messages; interception of civil aircraft; unlawful interference and air traffic incidents.

ENR 2. Air traffic services airspace - Detailed description of Flight Information Regions (***FIR***); Upper flight Information Regions (***UIR***); Terminal Control Areas (***TMA***) and other regulated airspace.

ENR 3. ATS routes - Detailed description of lower ATS routes; upper ATS routes; Area Navigation (***RNAV***) routes; helicopter routes; other routes and En-route holding.

Note.- Other types of routes which are specified in connection with procedures for traffic and from Aerodromes/Heliports are described in the relevant sections and subsections of Part 3 - Aerodromes.

ENR 4. Radio navigation aids/systems - Radio navigation aids - En-route; special navigation systems; name-code designators for significant points and aeronautical ground lights - En-route.

ENR 5. Navigation warnings - Prohibited, restricted and danger areas; military exercise and training areas; other activities of a dangerous nature; air navigation obstacles - En-route; aerial sporting and recreational activities and bird migration and areas with sensitive fauna.

ENR 6. En route charts - En-route charts; ICAO and index charts.

PART 3 - AERODROMES (AD)

Part 3 consists of four sections containing information as briefly described hereafter.

AD 0. Preface - Record of AIP Amendments; record of AIP Supplements; checklist of AIP pages; list of hand amendments to the AIP and the Table of Contents to Part 3.

AD 1. Aerodromes/Heliports - Introduction - Aerodrome/Heliport availability; rescue and fire fighting services and snow plan; index to aerodromes and heliports; and grouping of Aerodromes/Heliports/heliports.

AD 2. Aerodromes - Detailed information about **aerodromes**, including helicopter landing areas, if located at the aerodromes, listed under 24 subsections / tables.

AD 3. Heliports - Detailed information about **heliports** (not located at aerodromes), listed under 23 subsections / tables.

3.2 Regular amendment interval

Regular amendments to the eAIP / AIP will be issued in accor5dance with the ICAO's AIRAC Cycle. The publication dates will be on the first day of February, May, August and November of each year.

The electronic Aeronautical Information Publication is available to the public on the DC-ANSP AIS' website, in the Publications tab: http://dc-ansp.org/eAIS/#.

The eAIP is also available for download as a full PDF file on the site. The direct link to the eAIP page is: http://dc-ansp.org/eAIS/eaip-dutch-caribbean/.

4 Service to contact in case of detected AIP errors or omissions

In the compilation of the AIP, care has been taken to ensure that the information contained therein is accurate and complete. Any errors and omissions which may nevertheless be detected, as well any correspondence concerning the Aeronautical Information Publication Products, should be referred to:

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GEN 0 PREFACE

GEN 0.2 RECORD OF AIP AMENDMENTS

AIRAC AIP AMENDMENT			
NR/Year	*Publication date*	*Effective Date*	*Inserted by*
AIRAC AMDT 02/2024	06 JUN 2024	08 AUG 2024	NIL
AIRAC AMDT 03-2024	10 OCT 2024	28 NOV 2024	NIL
AIRAC AMDT 01-25	02 JAN 2025	20 FEB 2025	NIL
AIRAC AMDT 02-2025	06 FEB 2025	17 APR 2025	NIL

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Supplement number	Supplement subject	AIP section(s) affected	Period of validity	Cancellation record
1	2	3	4	5
10/2020	TNCC - BLASTING ACTIVITY PROJECT AT TNCC SOUTH-WEST AREA	NIL	From 01 NOV 2020 to 30 NOV 2026	test
27/2023	TNCC - AIRFIELD MARKING PROJECT ON THE MOVEMENT AREA	NIL	From 19 SEP 2023	NIL
17/2024	NOTICE: HEADER & FOOTER NOT APPEARING ON ENR 6 AND AD2 EAIP VERSION CHARTS	NIL	From 08 AUG 2024	NIL
26/2024	TNCM - UPDATED CHARGES FOR AERODROMES/HELIPORTS AND AIR NAVIGATIONS SERVICES AT PRINCESS JULIANA INTERNATIONAL AIRPORT.	GEN 4.1.4	From 20 SEP 2024	NIL
28/2024	TNCB - CONVERSION FROM PCN to PCR	AD 2 TNCB - BONAIRE	From 24 SEP 2024	NIL
30/2024	TNCB - INTERSECTION AND/OR INTERMEDIATE TAKE-OFFS AT FLAMINGO INTERNATIONAL AIRPORT	NIL	From 26 SEP 2024	NIL
31/2024	TNCA – CRANE ERECTED AT QUEEN BEATRIX INTERNATIONAL AIRPORT	NIL	From 15 OCT 2024	NIL
35/2024	TNCA - Reopening of aerodrome for Military, Coast Guard, Search and Rescue, Medevac, Hospital and Humanitarian Flights Outside Normal Operational Hours	NIL	From 15 NOV 2024	NIL
33/2024	TNCM - CONVERSION FROM PCN to PCR	NIL	From 21 NOV 2024	NIL
34/2024	TNCE - CONVERSION FROM PCN to PCR	AD 2 TNCE - SINT EUSTATIUS	From 21 NOV 2024	NIL

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37/2024	TNCS - CONVERSION FROM PCN to PCR	AD 2 TNCS - SABA	From 28 NOV 2024	NIL
45/2024	TNCB – AERODROME CHART AMENDMENT	NIL	From 18 DEC 2024	NIL
48/2024	TNCC - CONVERSION FROM PCN to PCR	AD 2 TNCC - CURAÇAO	From 31 DEC 2024	NIL

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AD 2 TNCM - SINT MAARTEN 1 - 33	17 APR 2025
AD 2 TNCM - SINT MAARTEN 1 - 35	17 APR 2025
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AD 2 TNCS - SA-BA 1 - 1	08 AUG 2024
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AD 2 TNCS - SA-BA 1 - 3	08 AUG 2024
AD 2 TNCS - SA-BA 1 - 4	28 NOV 2024
AD 2 TNCS - SA-BA 1 - 5	28 NOV 2024
AD 2 TNCS - SA-BA 1 - 6	08 AUG 2024
AD 2 TNCS - SA-BA 1 - 7	08 AUG 2024
AD 2 TNCS - SA-BA 1 - 8	08 AUG 2024
AD 2 TNCS - SA-BA 1 - 9	20 FEB 2025
AD 2 TNCS - SA-BA 1 - 11	28 NOV 2024
AD 2 TNCS - SA-BA 1 - 13	28 NOV 2024
AD 2 TNCS - SA-BA 1 - 15	28 NOV 2024
AD 2 TNCS - SA-BA 1 - 17	20 FEB 2025
AD 2 TNCE - SINT EUSTATIUS 1 - 1	08 AUG 2024
AD 2 TNCE - SINT EUSTATIUS 1 - 2	08 AUG 2024
AD 2 TNCE - SINT EUSTATIUS 1 - 3	08 AUG 2024
AD 2 TNCE - SINT EUSTATIUS 1 - 4	28 NOV 2024
AD 2 TNCE - SINT EUSTATIUS 1 - 5	28 NOV 2024
AD 2 TNCE - SINT EUSTATIUS 1 - 6	08 AUG 2024
AD 2 TNCE - SINT EUSTATIUS 1 - 7	08 AUG 2024
AD 2 TNCE - SINT EUSTATIUS 1 - 8	20 FEB 2025
AD 2 TNCE - SINT EUSTATIUS 1 - 9	20 FEB 2025
AD 2 TNCE - SINT EUSTATIUS 1 - 11	28 NOV 2024
AD 2 TNCE - SINT EUSTATIUS 1 - 13	28 NOV 2024

AD 2 TNCE - SINT EUSTATIUS 1 - 15	28 NOV 2024
AD 2 TNCE - SINT EUSTATIUS 1 - 17	20 FEB 2025
AD 2 TNCE - SINT EUSTATIUS 1 - 19	28 NOV 2024
AD 2 TNCE - SINT EUSTATIUS 1 - 21	28 NOV 2024
AD 2 TNCE - SINT EUSTATIUS 1 - 23	28 NOV 2024
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GEN 0.5 LIST OF HAND AMENDMENTS TO THE AIP

AIP page(s) affected	Amendment text	Introduced by AIP Amendment NR

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GEN 0.6 TABLE OF CONTENTS TO PART 1

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GEN 1 NATIONAL REGULATIONS AND REQUIREMENTS

GEN 1.1 DESIGNATED AUTHORITIES

CURAÇAO

The authority responsible for civil aviation in the Curaçao FIR is Curaçao Civil Aviation Authority, which resides under the Ministry of Transport and Communication. The addresses of the designated authorities concerned with facilitation of international air navigation are as follows:

1. Civil Aviation Authority

Curaçao Civil Aviation Authority
Kaya Afido z/n
Seru Mahuma
Curaçao
Tel: +599-9 839-3319
Telefax: +599-9 868-9924
e-mail: civiliar@gobiernu.cw

2. Air Traffic Control

. Dutch Caribbean Air Navigation Service Provider
Kaya Afido z/n
Seru Mahuma
Curaçao
Tel: +599-9 839-3550
Telefax: +599-9 868-3012
e-mail: info@dc-ansp.org

3. Aircraft Accidents Investigation

Curaçao Civil Aviation Authority
Kaya Afido z/n
Seru Mahuma
Curaçao
Tel: +599-9 839-3319
Telefax: +599-9 868-9924
e-mail: civiliar@gobiernu.cw

4. En-route and Approach charges

Dutch Caribbean Air Navigation Service Provider
Finance Department
Kaya Afido z/n
Seru Mahuma
Curaçao
Tel: +599-9 839-3550
Telefax: +599-9 868-3012
e-mail: aipaim@dc-ansp.org

5. Aerodrome charges

Curaçao Airport Partners / Airport Operations
Hato Curaçao International Airport
Curaçao
Tel: +599-9 839-1051 / 839-1030
Telefax: +599-9 839-1033
e-mail: fmansana@curacao-airport.com

6. Meteorology

Meteorological Department Curaçao
Kaya Afido z/n
Seru Mahuma
Curaçao
Tel: +599-9 839-3360 / 839-3361
Telefax: +599-9 869-2699
e-mail: forcaster@meteo.cw
AFS: TNCCYMYX

7. Immigration

Border Control - Immigration Office
HATO Curaçao International Airport
Curaçao
Tel: +599-9 839-1350 / 839-1351
e-mail: immigratie@polis.cw

8. Customs

Customs Netherlands Antilles
Sha Caprileskade/Handelskade
Curaçao
Tel: +599-9 724-0053 ext. 9211
e-mail Mr. E. Caciano at: etienne.caciano@minfin.cw
URL: http://www.douane.cw

9. Health

Directorate of Public Health
Schouwburgweg 24-26
Curaçao
Tel: +599-9 461-0044 / 461-9300
Telefax: +599-9 461-0124
e-mail: vomil@cura.net

GEN 1 NATIONAL REGULATIONS AND REQUIREMENTS

GEN 1.1 DESIGNATED AUTHORITIES

ARUBA

The authority responsible for civil aviation Aruba is the Department of Civil Aviation, one of the departments of the Ministry of Tourism and Transport:

1. Civil Aviation Authority

Department of Civil Aviation
Aruba Civil Aviation Authority
Sabana Berde 73-B
Oranjestad
Aruba
Tel: +297 523 2665
Telefax: +297 582 3038
e-mail: dca@dca.gov.aw

2. Air Traffic Control

. Air Navigation Services Aruba N.V. (ANSA)
L.G. Smith Boulevard 22
Oranjestad, Aruba
Tel: +297 528-2700
Fax: +297 588-7015
e-mail: management@ansa.aw

3. Aircraft Accidents Investigation

Department of Civil Aviation Aruba
Sabana Berde 73-B
Oranjestad
Aruba
Tel: +297 523-2665
Telefax: +297 582-3038

4. ANSA charges

Air Navigation Services Aruba N.V. (ANSA)
L.G. Smith Blvd. 22
Oranjestad
Aruba
Tel: +297 528-2700
Telefax: +297 588-7015
e-mail: management@ansa.aw

5. Aerodrome charges

Aruba Airport Authority N.V.
Aeropuerto International
“Reina Beatrix”
Tel: +297 524-2424
Telefax: +297 583-4229
URL: www.airportaruba.com

6. Meteorology

Meteorological Department of Aruba
Sabana Berde 73-B
Oranjestad
Aruba
Tel: +297 582-6497
Telefax: +297 583-7328
e-mail: info@meteo.aw / observer@meteo.aw (24hrs)

7. Immigration

Immigration Office
Caya G.F Croes 90
Oranjestad
Aruba
Tel: +297 523-7444
Telefax: +297 583-7425

8. Customs

Department of Import Duties,
Customs Building
L.G Smith Blvd. 134
Oranjestad
Aruba
Tel: +297 523-8888
Telefax: +297 583-7164
e-mail: douane@siad.aw
URL: www.douane.aw

9. Health

Department of Public health.
Caya Ing. R.H. Lacle 4
Oranjestad
Aruba
Tel: +297 522-4200
Telefax: +297 582-6436
e-mail: directie@despa.gov.aw
URL: www.despa.aw

10. Agriculture Quarantine

Department of Husbandry
Piedra Plat 114-A
Oranjestad
Aruba
Tel: +297 585-8102
Telefax: +297 585-5639
e-mail: info@santarosa.aw
URL: www.santarosa.aw

GEN 1 NATIONAL REGULATIONS AND REQUIREMENTS

GEN 1.1 DESIGNATED AUTHORITIES

BONAIRE

The authority responsible for civil aviation for the island of Bonaire is the Ministry of Infrastructure and the Environment of The Netherlands. The addresses of the designated authorities concerned with facilitation of international air navigation are as follows:

1. Ministry of Infrastructure and the Environment

Directorate General for Mobility and Transport
P.O. Box 20904
2500 EX The Hague
The Netherlands
Tel: +31 (0)70 456 6480
Telefax: +31 (0)70 456 6750
e-mail: aviationdirectorate@minienm.nl
URL: http://www.rijksoverheid.nl/ministeries/ienm
AFS: EHGVYAYX
SITA: HAGRLXH

2. Civil Aviation Authority

Human Environment and Transport Inspectorate (ILT)
Mercuruisplein 1
2132 HA Hoofddorp
PO Box 575
2130 AN Hoofddorp
The Netherlands
General information
Tel: +31 (0) 88-489-0000
URL: http://www.ilent.nl

3. Air Traffic Control

. Dutch Caribbean Air Navigation Service Provider
Kaya Afido z/n
Seru Mahuma
Curaçao
Tel: +599-9 839-3550
Telefax: +599-9 868-3012
e-mail: aipaim@dc-ansp.org

4. Aircraft Accidents Investigation

The Dutch Safety Board
Division Aviation
P.O. Box 95404
2509 CK The Hague
The Netherlands
Tel: +31 (0)70-333-7000
Fax: +31 (0)70-333-7077
e-mail: info@onderzoeksraad.nl
URL: http://www.onderzoeksraad.nl

5. En-route and Approach charges

Dutch Caribbean Air Navigation Service Provider
Finance Department
Kaya Afido z/n
Seru Mahuma
Curaçao
Tel: +599-9 839-3550
Telefax: +599-9 868-3012
e-mail: aipaim@dc-ansp.org

6. Aerodrome charges

Ministry of infrastructure and the Environment
Civil Aviation Department
P.O. Box 20904
2500 EX The Hague
The Netherlands
Tel: +31 (0)70-456-7138
Telefax: +31 (0)70-456-6213

7. Meteorology

Royal Netherlands Meteorological Institute
KNMI
P.O. Box 201
3730 AE De Bilt
The Netherlands
Tel: +31 (0) 30-220-6721
Telefax :+31 (0) 30-221-1371
AFS: EHDBYZYX
e-mail: aviation@knmi.nl
URL: http://www.knmi.nl

8. Immigration

Ministry of Security and justice
Immigration and Naturalization Service
P.O. Box 20301
2500 EH The Hague
The Netherlands
Tel: +31 (0) 70-370-7911
Telefax: +31 (0) 70-370-7900

9. Customs

Ministry of Finance
Customs Affairs
P.O. Box 20201
2500 EE The Hague
The Netherlands
Tel: +31 (0) 70-342-8000
Telefax: +31 (0) 70-342-7900

10. Health

Health Care Inspectorate
P.O. Box 5850
2280 HW Rijswijk
The Netherlands
Tel: +31 (0) 70-340-7911
Telefax: +31(0)70-340-5394

GEN 1 NATIONAL REGULATIONS AND REQUIREMENTS

GEN 1.1 DESIGNATED AUTHORITIES

SINT MAARTEN

The authority responsible for civil aviation in the Terminal Control Area of Sint Maarten is the Civil Aviation Authority of Sint Maarten, which resides under the Ministry of Transport and Communication. The addresses of the designated authorities concerned with facilitation of international air navigation are as follows:

1. Civil Aviation Authority

Department of Civil Aviation & Shipping and Maritime
Airport Road 69, Simpson Bay
Sint Maarten
Tel: +1 (721) 545-2024 / 545-4226
Telefax: +1 (721) 545-2998
e-mail: louis.halley@sintmaartengov.org

2. Air Traffic Control

.
Princess Juliana International Airport Operating Company N.V (PJIAE)
Air Traffic Services
Airport Road 99, Simpson Bay
P.O. Box 2027
Sint Maarten
Tel: +1 (721) 546-7501 / 5467502
Telefax: +1 (721) 546-7550
email: jyork@sxmairport.com / fbryson@sxmairport.com

3. Aircraft Accidents Investigation

Department of Civil Aviation & Shipping and Maritime
Airport Road 69, Simpson Bay
St. Maarten
Tel: +1 (721) 545-2024 / 545-4226
Telefax: +1 (721) 545-2998
e-mail: louis.halley@sintmaartengov.org

4. En-route charges

Princess Juliana International Airport Operating Company N.V (PJIAE)
Air Traffic Services
Airport Road 99, Simpson Bay
P.O. Box 2027
Sint Maarten
Tel: +1 (721) 546-7501/5467502
Telefax: +1 (721) 546-7550
email: jyork@sxmairport.com / fbryson@sxmairport.com

5. Aerodrome charges

Princes Juliana International Airport
Air Traffic Services
P.O. Box 2027
Airport Road, Simpson Bay
Sint Maarten
Tel: +1 (721) 545-7534/546-7535
Telefax: +1 (721) 546-7550
email: jyork@sxmairport.com / fbryson@sxmairport.com

6. Meteorology

Meteorological Department Sint Maarten
Airport Road 69, Simpson Bay
Sint Maarten
Tel: +1 (721) 545-2024 / 545-4226
Telefax: +1 (721) 545-2998
e-mail: meteo@sintmaartengov.org
URL: http://www.meteosxm.com

7. Immigration

Immigration and Border Protection Service
Tel: +1 721) 543-0355 / 543-0353 (Philipsburg)
Tel: +1 (721) 546-7800 / 546-7801 (airport)
Telefax: +1 (721) 543-0386 (Philipsburg)
Telefax: +1 (721) 546-7783 (airport)
e-mail: immigration@sintmaartengov.org

8. Customs

Customs Department Sint Maarten
E.C. Richardson Street 11B, Philipsburg
Sint Maarten
Tel: +1 721) 542-1000 / 542-0163 (Philipsburg)
Tel: +1 (721) 546-7561 (airport)
Telefax: +1 (721) 542-1001 / 542-0163
Telefax: +1 (721) 546-7561 (airport)
e-mail: wwicust@sintmaarten.net

9. Health

The Department of Public Health
W.G. Buncamper Road 33
Vineyard Building, Philipsburg
Sint Maarten
Tel: +1 (721) 542-2078 / 542-3003 / 542-3553
Telefax: +1 (721) 543-7824

GEN 1 NATIONAL REGULATIONS AND REQUIREMENTS

GEN 1.1 DESIGNATED AUTHORITIES

SABA

The authority responsible for civil aviation for the island of Saba is the Ministry of Infrastructure and the Environment of The Netherlands. The addresses of the designated authorities concerned with facilitation of international air navigation are as follows:

1. Ministry of Infrastructure and the Environment

Directorate General for Mobility and Transport
P.O. Box 20904
2500 EX The Hague
The Netherlands
Tel: +31 (0)70 456 6480
Telefax: +31 (0)70 456 6750
e-mail: aviationdirectorate@minienm.nl
URL: http://www.rijksoverheid.nl/ministeries/ienm
AFS: EHGVYAYX
SITA: HAGRLXH

2. Civil Aviation Authority

Human Environment and Transport Inspectorate (ILT)
Mercuruisplein 1
2132 HA Hoofddorp
PO Box 575
2130 AN Hoofddorp
The Netherlands
General information
Tel: +31 (0) 88-489-0000
URL: http://www.ilent.nl

3. Air Traffic Control

.
Princess Juliana International Airport
P.O. Box 2027
Simpson Bay
St. Maarten
Tel: +1 (721) 546-7542
Telefax: +1 (721) 546-7550
e-mail: info@SXMairport.com
AFS: TNCMZPZX

4. Aircraft Accidents Investigation

The Dutch Safety Board
Division Aviation
P.O. Box 95404
2509 CK The Hague
The Netherlands
Tel: +31 (0)70-333-7000
Fax: +31 (0)70-333-7077
e-mail: info@onderzoeksraad.nl
URL: http://www.onderzoeksraad.nl

5. En-route and Approach charges

Dutch Caribbean Air Navigation Service Provider
Finance Department
Kaya Afido z/n
Seru Mahuma
Curaçao
Tel: +599-9 839-3550
Telefax: +599-9 868-3012
e-mail: aipaim@dc-ansp.org

6. Aerodrome charges

Ministry of infrastructure and the Environment
Civil Aviation Department
P.O. Box 20904
2500 EX The Hague
The Netherlands
Tel: +31 (0)70-456-7138
Telefax: +31 (0)70-456-6213

7. Meteorology

Royal Netherlands Meteorological Institute
KNMI
P.O. Box 201
3730 AE De Bilt
The Netherlands
Tel: +31 (0) 30-220-6721
Telefax :+31 (0) 30-221-1371
AFS: EHDBYZYX
e-mail: aviation@knmi.nl
URL: http://www.knmi.nl

8. Immigration

Ministry of Security and justice
Immigration and Naturalization Service
P.O. Box 20301
2500 EH The Hague
The Netherlands
Tel: +31 (0) 70-370-7911
Telefax: +31 (0) 70-370-7900

9. Customs

Ministry of Finance
Customs Affairs
P.O. Box 20201
2500 EE The Hague
The Netherlands
Tel: +31 (0) 70-342-8000
Telefax: +31 (0) 70-342-7900

10. Health

Health Care Inspectorate
P.O. Box 5850
2280 HW Rijswijk
The Netherlands
Tel: +31 (0) 70-340-7911
Telefax: +31(0)70-340-5394

GEN 1 NATIONAL REGULATIONS AND REQUIREMENTS

GEN 1.1 DESIGNATED AUTHORITIES

SINT EUSTATIUS

The authority responsible for civil aviation for the island of Sint Eustatius is the Ministry of Infrastructure and the Environment of The Netherlands. The addresses of the designated authorities concerned with facilitation of international air navigation are as follows:

1. Ministry of Infrastructure and the Environment

Directorate General for Mobility and Transport
P.O. Box 20904
2500 EX The Hague
The Netherlands
Tel: +31 (0)70 456 6480
Telefax: +31 (0)70 456 6750
e-mail: aviationdirectorate@minienm.nl
URL: http://www.rijksoverheid.nl/ministeries/ienm
AFS: EHGVYAYX
SITA: HAGRLXH

2. Civil Aviation Authority

Human Environment and Transport Inspectorate (ILT)
Mercuruisplein 1
2132 HA Hoofddorp
PO Box 575
2130 AN Hoofddorp
The Netherlands
General information
Tel: +31 (0) 88-489-0000
URL: http://www.ilent.nl

3. Air Traffic Control

.
Princess Juliana International Airport
P.O. Box 2027
Simpson Bay
St. Maarten
Tel: +1 (721) 546-7542
Telefax: +1 (721) 546-7550
e-mail: info@SXMairport.com
AFS: TNCMZPZX

4. Aircraft Accidents Investigation

The Dutch Safety Board
Division Aviation
P.O. Box 95404
2509 CK The Hague
The Netherlands
Tel: +31 (0)70-333-7000
Fax: +31 (0)70-333-7077
e-mail: info@onderzoeksraad.nl
URL: http://www.onderzoeksraad.nl

5. En-route and Approach charges

Dutch Caribbean Air Navigation Service Provider
Finance Department
Kaya Afido z/n
Seru Mahuma
Curaçao
Tel: +599-9 839-3550
Telefax: +599-9 868-3012
e-mail: aipaim@dc-ansp.org

6. Aerodrome charges

Ministry of infrastructure and the Environment
Civil Aviation Department
P.O. Box 20904
2500 EX The Hague
The Netherlands
Tel: +31 (0)70-456-7138
Telefax: +31 (0)70-456-6213

7. Meteorology

Royal Netherlands Meteorological Institute
KNMI
P.O. Box 201
3730 AE De Bilt
The Netherlands
Tel: +31 (0) 30-220-6721
Telefax :+31 (0) 30-221-1371
AFS: EHDBYZYX
e-mail: aviation@knmi.nl
URL: http://www.knmi.nl

8. Immigration

Ministry of Security and justice
Immigration and Naturalization Service
P.O. Box 20301
2500 EH The Hague
The Netherlands
Tel: +31 (0) 70-370-7911
Telefax: +31 (0) 70-370-7900

9. Customs

Ministry of Finance
Customs Affairs
P.O. Box 20201
2500 EE The Hague
The Netherlands
Tel: +31 (0) 70-342-8000
Telefax: +31 (0) 70-342-7900

10. Health

Health Care Inspectorate
P.O. Box 5850
2280 HW Rijswijk
The Netherlands
Tel: +31 (0) 70-340-7911
Telefax: +31(0)70-340-5394

GEN 1 NATIONAL REGULATIONS AND REQUIREMENTS

GEN 1.2 ENTRY, TRANSIT AND DEPARTURE OF AIRCRAFT

1 CURAÇAO

1.1 General

1.1.1. **International flights into, from or over Curaçao:**

International flights into, from or over Curaçao shall be subject to the current regulations relating to civil aviation as laid down in the Civil Aviation Act PB 2001 nr. 151. These regulations correspond in all essentials to the Standards and Recommended Practices contained in ICAO Annex 9 to the Convention on International Civil Aviation.

1.1.2. **Aircraft flying into or departing from Curaçao:**

Aircraft flying into or departing from Curaçao shall make their first landing at, or final departure from, the international aerodrome/heliport as listed in the Dutch Caribbean AIP, AD 1.3 and AD 2.

1.1.3. **Landing at a location not listed:**

When an aircraft lands at a location not listed for this purpose (see paragraph 1.2) the pilot, or authority in charge, must immediately notify the appropriate civil aviation authority.

1.1.4. **All Aircraft in flight over Curaçao FIR:**

All Aircraft in flight over Curaçao FIR without exception, are forced to landing immediately when receiving the order, from land or air, through re-glementary signals. Non-compliance of the order shall entitle the use of force if necessary by the State, excluding any responsibility by the State for damages that may happen.

1.1.5. **Violation:**

All flights shall be executed in accordance with the ICAO regulations and the operators shall be properly assured against damage to third parties. Violation of the above-mentioned may result in legal prosecution.

1.2 Scheduled flights

1.2.1. **For regular international scheduled flights**

For regular international scheduled flights operated by foreign airlines into or in transit across the Curaçao FIR the following requirements must be met:

a. the state of the airline must be a party to the International Air Services Transit Agreement and/or the International Air Transport Agreement. The Kingdom of the Netherlands is a party to both agreements.

b. the airline must be eligible to make the flights under the provisions of a bilateral or multilateral agreement to which the State of the airline and the islands that form part of the Dutch Caribbean territory, are contracting parties and must have a permit to operate into or in transit across the Curaçao FIR.

c. Applications for such permits shall be submitted at least one day (during office hours) in advance to:

Curaçao Civil Aviation Authority (CCAA)
Kaya Afido z/n
Seru Mahuma
Curaçao
TEL: +599-9 839-3319
Telefax: +599-9 868-9924
Email: civilair@gobiernu.cw
AFS: TNCCYAYX

1.2.2. **Documentary requirements for clearance of aircraft:**

It is necessary that the under mentioned aircraft documents be submitted by airline operators for clearance on entry and departure of their aircraft to and from Curaçao. All documents listed below must follow the ICAO standard format as set forth in the relevant appendices to ICAO Annex 9 and are acceptable when furnished in Dutch, English or Spanish and completed in electronic format (PDF / .doc , etc.) or in legible handwriting. No visas are required in connection with such documents.

For Commercial flights and General Aviation, the following are required:

Required by		General declaration	Passenger manifest	Cargo manifest
Customs	dep.	1	1	1
	arr.	1		
Immigration	dep.	2	3	-
	arr.	1		
Health		2	1	1
Airport Manager		2	2	-

1.3 Non-scheduled flights

1.3.1. **Procedures**

If an operator intends to carry out a (series of) non-scheduled flight(s) in transit across, or making non-traffic stops in, the Curaçao FIR, it is not necessary for the operator to obtain prior permission.

If an operator intends to perform a (series of) non-scheduled flight(s) in the Curaçao FIR for the purpose of taking on or discharging passengers, cargo or mail, it is necessary for the operator to apply to the Directors of the respective Civil Aviation Authorities, for permission to carry out such operations not less than twenty four hours in advance of the intended landing.
The application must include the following information as shown hereunder:

a. name of operator;

b. type of aircraft and registration marks;

c. date, time and route of arrival at, and departure from aerodrome in the Dutch Caribbean territory;

d. place(s) of embarkation/disembarkation abroad, as the case may be, of passengers and/or freight;

e. purpose of flight and number of passengers and/or nature and amount of freight;

f. name, address and business of charterer, if any;

g. copy of the insurance policy covering liability to third parties according to international guidelines;

h. airworthiness certificate;

i. registration certificate;

j. copy of the operating certificate issued by the state of registry;

k. name and address of the ground handler at the aerodrome(s) in Curaçao.

1.3.2. **Documentary requirements for clearance of aircraft**

Same requirements as for SCHEDULED FLIGHTS.

Pilots or operators who are not in possession of a landing/uplift permit in writing, issued by the Civil Aviation Authorities of Curaçao, shall not be permitted to put down and/or take on passengers neither load/or off-load freight or mail.

1.4 Private flights

1.4.1. **Advance notification of arrival:**

The information contained in the flight plan is accepted as adequate advance notification of the arrival of incoming aircraft with the exception as stated in 4.1.2, such information must be transmitted so that it will be received by the public authorities concerned at least two hours in advance of arrival; the landing must be carried out at a previously designated international aerodrome.

It is prohibited to transport passengers, mail or cargo for renumeration or hire on private flights.

1.5 Special flights

For reasons of flight safety, special permission in addition to the filing of a flight plan is required under the following circumstances: Acrobatic flights, air displays, survey flights using drones, UAV, banner towing, and parachute jumping.

Application for special permission must be submitted to the Directors of the respective Civil Aviation Authorities at least 14 days in advance of the entry into the airspace over Curaçao.

1.6 Cabotage

It is prohibited to carry passengers, cargo or mail in aircraft between two points in the Dutch Caribbean territory, except with the special authorization of the Governments concerned.

Such a permission is not granted to foreign flag carriers.

1.7 Documentary requirements for clearance of aircraft

No documents, in addition to those mentioned above, are required in the case of an aircraft remaining within the Dutch Caribbean territory for less than 60 days. For a stay beyond 60 days after the day of arrival, a "carnet de passages en douane" will be accepted in lieu of a bond or any other financial guarantee.

1.8 Public health measures applied to aircraft

Aircraft entering the Curaçao FIR:

No public health measures are required to be carried out in respect of aircraft entering the Curaçao FIR, unless otherwise prescribed by the appropriate authorities.

When so required by the public health authorities aircraft arriving from any infected region or state, may land at any international aerodrome in Dutch Caribbean territory provided that the aircraft has been disinfected approximately thirty minutes before arrival at the aerodrome. This action including the insecticide used must be properly recorded in the Health Section of the General Declaration. If, in special circumstances, a second spraying of the aircraft to be carried out on the ground is deemed necessary by the public health authorities, passengers and crew are permitted to disembark beforehand.

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GEN 1 NATIONAL REGULATIONS AND REQUIREMENTS

GEN 1.2 ENTRY, TRANSIT AND DEPARTURE OF AIRCRAFT

1 ARUBA

1.1 General

1.1.1. **International flights into, from or over Aruba:**

International flights into, from or over Aruba shall be subject to the current regulations relating to civil aviation as laid down in the Civil Aviation Act PB 2001 nr. 151. These regulations correspond in all essentials to the Standards and Recommended Practices contained in ICAO Annex 9 to the Convention on International Civil Aviation.

1.1.2. **Aircraft flying into or departing from Aruba:**

Aircraft flying into or departing from Aruba shall make their first landing at, or final departure from, an international aerodrome/heliport as listed in the Dutch Caribbean AIP, AD 1.3 and AD 2.

1.1.3. **Landing at a location not listed:**

When an aircraft lands at a location not listed for this purpose (see paragraph 1.2) the pilot, or authority in charge, must immediately notify the appropriate civil aviation authority.

1.1.4. **All Flights into, from the territory of Aruba:**

All Flights into, from the territory of Aruba and landing in such territory shall be carried out in accordance with the valid regulations of Aruba regarding air navigation.

Aircraft landing in or departing from territory of Aruba must first depart from or finally land at Aeropuerto International Reina Beatrix AD1.1

1.1.5. **Violation:**

All flights shall be executed in accordance with the ICAO regulations and the operators shall be properly assured against damage to third parties. Violation of the above-mentioned may result in legal prosecution.

1.2 Scheduled flights

1.2.1. **For regular international scheduled flights:**

For regular international scheduled flights operated by foreign airlines into or in transit across Aruba CTR the following requirements must be met:

a. the state of the airline must be a party to the International Air Services Transit Agreement and/or the International Air Transport Agreement. The Kingdom of the Netherlands is a party to both agreements.

b. the airline must be eligible to make the flights under the provisions of a bilateral or multilateral agreement to which the State of the airline and the islands that form part of the Dutch Caribbean territory are contracting parties and must have a permit to operate into or in transit across Aruba CTR.

c. Applications for such permits shall be submitted at least one day (during office hours) in advance to:

Department of Civil Aviation Aruba (DCA)
Sabana Berde 73-B
Oranjestad
Aruba
Tel: (+297) 523-2665
Telefax: (+297) 582-3038
Email: dca@dca.gov.aw
AFS: TNCAYAYX

1.2.2. **Documentary requirements for clearance of aircraft:**

It is necessary that the under mentioned aircraft documents be submitted by airline operators for clearance on entry and departure of their aircraft to and from Aruba. All documents listed below must follow the ICAO standard format as set forth in the relevant appendices to ICAO Annex 9 and are acceptable when furnished in English or Spanish and completed in legible handwriting. No visas are required in connection with such documents.

For Commercial flights and General Aviation, the following are required:

Required by		General declaration	Passenger manifest	Cargo manifest
Customs	dep.	1	1	1
	arr.	1		
Immigration	dep.	1	-	1
	arr.	1		

Notes:

a. *One copy of the General Declaration is endorsed and returned by Customs, signifying clearance.*

b. *If no passengers are embarking/disembarking and no articles are loaded/unloaded, no aircraft documents except copies of the General Declaration needs to be submitted to the before mentioned authorities.*

c. *Separate documents to be submitted to Customs for each of the following categories are for:*

1. *cargo being unloaded at the airport where the aircraft has landed.*

2. *direct transit cargo.*

3. *transit cargo on other flights.*

1.3 Non-scheduled flights

1.3.1. **Procedures:**

If an operator intends to carry out a (series of) non-scheduled flight(s) making non-traffic stops in the territory of Aruba he must obtain prior permission from the Department of Civil Aviation Aruba.

If an operator intends to perform a (series of) non-scheduled flight(s) into Aruba CTR for the purpose of taking on or disembarking passengers, cargo or mail, he shall apply to the Department of Civil Aviation Aruba , Sabana Berde 73-B, for permission to carry out such operation not less than Five (5) working days in advance of the intended flights. The application must include the following information:

a. name of operator;

b. type of aircraft and registration marks;

c. date, time and route of arrival at, and departure from aerodrome in the Dutch Caribbean territory;

d. place(s) of embarkation/disembarkation abroad, as the case may be, of passengers and/or freight;

e. purpose of flight and number of passengers and/or nature and amount of freight;

f. name, address and business of charterer, if any;

g. copy of the insurance policy covering liability to third parties according to international guidelines;

h. airworthiness certificate;

i. registration certificate;

j. copy of the operating certificate issued by the state of registry;

k. name and address of the ground handler at the aerodrome(s) in Aruba.

1.3.2. **Documentary requirements for clearance of aircraft:**

Same requirements as for SCHEDULED FLIGHTS.

Pilots or operators who are not in possession of a landing/uplift permit in writing, issued by the Civil Aviation Authorities of Aruba, shall not be permitted to put down and/or take on passengers neither load/or off-load freight or mail.

1.4 Private flights

Advance notification of arrival:

The information contained in the flight plan is accepted as adequate advance notification of the arrival of incoming aircraft with the exception as stated in 4.1.2, such information must be transmitted so that it will be received by the public authorities concerned at least two hours in advance of arrival; the landing must be carried out at a previously designated international aerodrome.

It is prohibited to transport passengers, mail or cargo for renumeration or hire on private flights.

1.5 Special flights

For reasons of flight safety, special permission in addition to the filing of a flight plan is required under the following circumstances: Acrobatic flights, air displays, survey flights using drones, UAV, banner towing, and parachute jumping.

Application for special permission must be submitted to the Directors of the respective Civil Aviation Authorities at least 14 days in advance of the entry into the airspace over Aruba.

1.6 Cabotage

It is prohibited to carry passengers, cargo or mail in aircraft between two points in the Dutch Caribbean territory, except with the special authorization of the Governments concerned.
Such a permission is not granted to foreign flag carriers.

1.7 Documentary requirements for clearance of aircraft

No documents, in addition to those mentioned above, are required in the case of an aircraft remaining within the Dutch Caribbean territory for less than 60 days. For a stay beyond 60 days after the day of arrival, a "carnet de passages en douane" will be accepted in lieu of a bond or any other financial guarantee.

1.8 Public health measures applied to aircraft

Aircraft entering the Curaçao FIR and Aruba CTR:

No public health measures are required to be carried out in respect of aircraft entering the Curaçao FIR and Aruba CTR, unless otherwise prescribed by the appropriate authorities.

When so required by the public health authorities aircraft arriving from any infected region or state, may land at any international aerodrome in Dutch Caribbean territory provided that the aircraft has been disinfected approximately thirty minutes before arrival at the aerodrome. This action including the insecticide used must be properly recorded in the Health Section of the General Declaration. If, in special circumstances, a second spraying of the aircraft to be carried out on the ground is deemed necessary by the public health authorities, passengers and crew are permitted to disembark beforehand.

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1 BONAIRE

1.1 General

1.1.1. **International flights into, from or over Bonaire:**

International flights into, from or over Bonaire shall be subject to the current regulations relating to civil aviation as laid down in the Civil Aviation Act PB 2001 nr. 151. These regulations correspond in all essentials to the Standards and Recommended Practices contained in ICAO Annex 9 to the Convention on International Civil Aviation.

1.1.2. **Aircraft flying into or departing from Bonaire:**

Aircraft flying into or departing from Bonaire shall make their first landing at, or final departure from, an international aerodrome/heliport as listed in the Dutch Caribbean AIP, AD 1.3 and AD 2.

1.1.3. **Landing at a location not listed:**

When an aircraft lands at a location not listed for this purpose (see paragraph 1.2) the pilot, or authority in charge, must immediately notify the appropriate civil aviation authority.

1.1.4. **All Aircraft in flight over Curaçao FIR:**

All Aircraft in flight over Curaçao FIR without exception, are forced to landing immediately when receiving the order, from land or air, through reglementary signals. Non-compliance of the order shall entitle the use of force if necessary by the State, excluding any responsibility by the State for damages that may happen.

1.1.5. **Violation:**

All flights shall be executed in accordance with the ICAO regulations and the operators shall be properly assured against damage to third parties. Violation of the above-mentioned may result in legal prosecution.

1.2 Scheduled flights

1.2.1. **For regular international scheduled flights**

For regular international civil air traffic, operated by foreign operators into and via the Netherlands (BES islands), a special authorization is required.

Such an authorization can be obtained:

a. Through designation pursuant to the International Air Service Transit Agreement or to the International Air Transport Agreement, provided that the State in which the operator is registered, is a contracting party to these Agreements.

b. Through designation pursuant to a bilateral agreement, conducted between the Netherlands and the State in which the operator is registered.

c. On application, made through the diplomatic channels or directly to:
Ministry of Infrastructure and the Environment
Directorate General for Mobility and Transport
Traffic Rights Co-ordination
P.O. Box 20901
2500 EX Den Haag
The Netherlands
Tel: +31 (0)70 456 3200 /
Telefax: +31 (0) 70 456 3460
E-mail: TRACON@minienm.nl
AFS: EHGVYAYX
SITA: HAGRLXH

1.2.2. **Documentary requirements for clearance of aircraft:**

It is necessary that the under mentioned aircraft documents be submitted by airline operators for clearance on entry and departure of their aircraft to and from Bonaire. All documents listed below must follow the ICAO standard format as set forth in the relevant appendices to ICAO Annex 9 and are acceptable when furnished in Dutch, English or Spanish and completed in electronic format (PDF / .doc , etc.) or in legible handwriting. No visas are required in connection with such documents.

For Commercial flights and General Aviation, the following are required:

Required by		General declaration	Passenger manifest	Cargo manifest
Customs	dep.	1	1	1
	arr.	1		
Immigration	dep.	2	3	-
	arr.	1		
Health		2	1	1
Airport Manager		2	2	-

1.3 Non-scheduled flights

1.3.1. **Procedures**

If an operator intends to carry out a (series of) non-scheduled flight(s) in transit across, or making non-traffic stops in, the Curaçao FIR, it is not necessary for the operator to obtain prior permission.

If an operator intends to perform a (series of) non-scheduled flight(s) in the Curaçao FIR for the purpose of taking on or discharging passengers, cargo or mail, it is necessary for the operator to apply to the Directors of the respective Civil Aviation Authorities, for permission to carry out such operations not less than twenty four hours in advance of the intended landing.
The application must include the following information as shown hereunder:

a. name of operator;

b. type of aircraft and registration marks;

c. date, time and route of arrival at, and departure from aerodrome in the Dutch Caribbean territory;

d. place(s) of embarkation/disembarkation abroad, as the case may be, of passengers and/or freight;

e. purpose of flight and number of passengers and/or nature and amount of freight;

f. name, address and business of charterer, if any;

g. copy of the insurance policy covering liability to third parties according to international guidelines;

h. airworthiness certificate;

i. registration certificate;

j. copy of the operating certificate issued by the state of registry;

k. name and address of the ground handler at the aerodrome(s) in Bonaire.

1.3.2. **Documentary requirements for clearance of aircraft**

Same requirements as for SCHEDULED FLIGHTS.

Pilots or operators who are not in possession of a landing/uplift permit in writing, issued by the Civil Aviation Authorities of BES-islands, shall not be permitted to put down and/or take on passengers neither load/or off-load freight or mail.

1.4 Private flights

1.4.1. **Advance notification of arrival:**

The information contained in the flight plan is accepted as adequate advance notification of the arrival of incoming aircraft with the exception as stated in 4.1.2, such information must be transmitted so that it will be received by the public authorities concerned at least two hours in advance of arrival; the landing must be carried out at a previously designated international aerodrome.

It is prohibited to transport passengers, mail or cargo for renumeration or hire on private flights.

1.5 Special flights

For reasons of flight safety, special permission in addition to the filing of a flight plan is required under the following circumstances: Acrobatic flights, air displays, survey flights using drones, UAV, banner towing, and parachute jumping.

Application for special permission must be submitted to the Directors of the respective Civil Aviation Authorities at least 14 days in advance of the entry into the airspace over Bonaire.

1.6 Cabotage

It is prohibited to carry passengers, cargo or mail in aircraft between two points in the Dutch Caribbean territory, except with the special authorization of the Governments concerned.

Such a permission is not granted to foreign flag carriers.

1.7 Documentary requirements for clearance of aircraft

No documents, in addition to those mentioned above, are required in the case of an aircraft remaining within the Dutch Caribbean territory for less than 60 days. For a stay beyond 60 days after the day of arrival, a "carnet de passages en douane" will be accepted in lieu of a bond or any other financial guarantee.

1.8 Public health measures applied to aircraft

Aircraft entering the Curaçao FIR:

No public health measures are required to be carried out in respect of aircraft entering the Curaçao FIR, unless otherwise prescribed by the appropriate authorities.

When so required by the public health authorities aircraft arriving from any infected region or state, may land at any international aerodrome in Dutch Caribbean territory provided that the aircraft has been disinfected approximately thirty minutes before arrival at the aerodrome. This action including the insecticide used must be properly recorded in the Health Section of the General Declaration. If, in special circumstances, a second spraying of the aircraft to be carried out on the ground is deemed necessary by the public health authorities, passengers and crew are permitted to disembark beforehand.

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1 SINT MAARTEN

1.1 General

1.1.1. **International flights into, from or over Sint Maarten:**

International flights into, from or over Sint Maarten shall be subject to the current regulations relating to civil aviation as laid down in the Civil Aviation AB2015 Nr.50 and it's operating regulations. These regulations correspond in all essentials to the Standards and Recommended Practices contained in the ICAO Annexes to the Convention on International Civil Aviation.

1.1.2. **Aircraft flying into or departing from St. Maarten:**

Aircraft flying into or departing from St. Maarten shall make their first landing at, or final departure from, an international aerodrome/heliport as listed in the Dutch Caribbean AIP, AD 1.3 and AD 2.

1.1.3. **Landing at a location not listed:**

When an aircraft lands at a location not listed for this purpose (see paragraph 1.2) the pilot, or person in charge, must immediately notify the appropriate civil aviation authority.

1.1.4. **All Aircraft in flight over Sint Maarten TMA:**

All Aircraft in flight over Sint Maarten TMA without exception, are forced to landing immediately when receiving the order, from land or air, through reglementary signals.

Non-compliance of the order shall entitle the use of force if necessary by the State, excluding any responsibility by the State for damages that may happen.

1.1.5. **Violation:**

All flights shall be executed in accordance with the ICAO regulations and the operators shall be properly assured against damage to third parties. Violation of the above-mentioned may result in legal prosecution.

1.2 Scheduled flights

1.2.1. **For regular international scheduled flights**

For regular international scheduled flights operated by foreign airlines into or in transit across the Sint Maarten TMA the following requirements must be met:

a. The airline must be eligible to make the flights under the provisions of a bilateral or multilateral agreement to which the State of the airline and the islands that form part of the Dutch Caribbean territory, are contracting parties and must have a permit to operate into or in transit across the Sint Maarten TMA.

b. Applications for such permits shall be submitted at least one day (during office hours) in advance to:

Sint.Maarten Civil Aviation Authority

Sister Modest rd. 12
Simpson Bay
St.Maarten
Tel:+1 (721) 545-2024/545-4226
Telefax:+1 (721) 545-2998
Email: arsenio.rombley@sintmaartengov.org

1.2.2. **Documentary requirements for clearance of aircraft:**

It is necessary that the under mentioned aircraft documents be submitted by airline operators for clearance on entry and departure of their aircraft to and from Sint Maarten. All documents listed below must follow the ICAO standard format as set forth in the relevant appendices to ICAO Annex 9 and are acceptable when furnished in Dutch or English and completed in electronic format (PDF / .doc , etc.) or in legible handwriting. No visas are required in connection with such documents.

For Commercial flights and General Aviation, the following are required:

Required by		General declaration	Passenger manifest	Cargo manifest
Customs	dep.	1	1	1
	arr.	1		
Immigration	dep.	2	3	-
	arr.	1		
Health		2	1	1
Airport Manager		2	2	-

1.3 Non-scheduled flights

1.3.1. **Procedures**

If an operator intends to carry out a (series of) non-scheduled flight(s) in transit across, or making non-traffic stops in, the Sint Maarten TMA, it is not necessary for the operator to obtain prior permission.

If an operator intends to perform a (series of) non-scheduled flight(s) in the Sint Maarten TMA for the purpose of taking on or discharging passengers, cargo or mail, it is necessary for the operator to apply to the Directors of the respective Civil Aviation Authorities, for permission to carry out such operations not less than twenty four hours in advance of the intended landing.
The application must include the following information as shown hereunder:

a. name of operator;

b. type of aircraft and registration marks;

c. date, time and route of arrival at, and departure from aerodrome in the Dutch Caribbean territory;

d. place(s) of embarkation/disembarkation abroad, as the case may be, of passengers and/or freight;

e. purpose of flight and number of passengers and/or nature and amount of freight;

f. name, address and business of charterer, if any;

g. copy of the insurance policy covering liability to third parties according to international guidelines;

h. airworthiness certificate;

i. registration certificate;

j. copy of the operating certificate issued by the state of registry;

k. name and address of the ground handler at the aerodrome(s) in Sint Maarten.

1.3.2. **Documentary requirements for clearance of aircraft**

Same requirements as for SCHEDULED FLIGHTS.

Pilots or operators who are not in possession of a landing/uplift permit in writing, issued by the Civil Aviation Authorities of Sint Maarten, shall not be permitted to put down and/or take on passengers neither load/or off-load freight or mail.

1.4 Private flights

1.4.1. **Advance notification of arrival:**

The information contained in the flight plan is accepted as adequate advance notification of the arrival of incoming aircraft with the exception as stated in 4.1.2, such information must be transmitted so that it will be received by the public authorities concerned at least two hours in advance of arrival; the landing must be carried out at a previously designated international aerodrome.

It is prohibited to transport passengers, mail or cargo for renumeration or hire on private flights.

1.5 Special flights

For reasons of flight safety, special permission in addition to the filing of a flight plan is required under the following circumstances: Acrobatic flights, air displays, survey flights using drones, UAV and parachute jumping.

Application for special permission must be submitted to the Directors of the respective Civil Aviation Authorities at least 14 days in advance of the entry into the airspace over Sint Maarten.

1.6 Cabotage

It is prohibited to carry passengers, cargo or mail in aircraft between two points in the Dutch Caribbean territory, except with the special authorization of the Governments concerned.

Such a permission is not granted to foreign flag carriers.

1.7 Documentary requirements for clearance of aircraft

No documents, in addition to those mentioned above, are required in the case of an aircraft remaining within the Dutch Caribbean territory for less than 60 days. For a stay beyond 60 days after the day of arrival, a "carnet de passages en douane" will be accepted in lieu of a bond or any other financial guarantee.

1.8 Public health measures applied to aircraft

Aircraft entering the Sint Maarten TMA:

No public health measures are required to be carried out in respect of aircraft entering the Sint Maarten TMA, unless otherwise prescribed by the appropriate authorities.
When so required by the public health authorities aircraft arriving from any infected region or state, may land at any international aerodrome in Dutch Caribbean territory provided that the aircraft has been disinfected approximately thirty minutes before arrival at the aerodrome. This action including the insecticide used must be properly recorded in the Health Section of the General Declaration. If, in special circumstances, a second spraying of the aircraft to be carried out on the ground is deemed necessary by the public health authorities, passengers and crew are permitted to disembark beforehand.

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1 SABA

1.1 General

1.1.1. **International flights into, from or over Saba:**

International flights into, from or over Saba shall be subject to the current regulations relating to civil aviation as laid down in the Civil Aviation Act PB 2001 nr. 151. These regulations correspond in all essentials to the Standards and Recommended Practices contained in ICAO Annex 9 to the Convention on International Civil Aviation.

1.1.2. **Aircraft flying into or departing from Saba:**

Aircraft flying into or departing from Saba shall make their first landing at, or final departure from, an international aerodrome/heliport as listed in the Dutch Caribbean AIP, AD 1.3 and AD 2.

1.1.3. **Landing at a location not listed:**

When an aircraft lands at a location not listed for this purpose (see paragraph 1.2) the pilot, or authority in charge, must immediately notify the appropriate civil aviation authority.

1.1.4. **All Aircraft in flight over Sint Maarten TMA:**

All Aircraft in flight over Sint Maarten TMA without exception, are forced to landing immediately when receiving the order, from land or air, through reglementary signals.

Non-compliance of the order shall entitle the use of force if necessary by the State, excluding any responsibility by the State for damages that may happen.

1.1.5. **Violation:**

All flights shall be executed in accordance with the ICAO regulations and the operators shall be properly assured against damage to third parties. Violation of the above-mentioned may result in legal prosecution.

1.2 Scheduled flights

1.2.1. **For regular international scheduled flights**

For regular international civil air traffic, operated by foreign operators into and via the Netherlands (BES islands), a special authorization is required.

Such an authorization can be obtained:

a. Through designation pursuant to the International Air Service Transit Agreement or to the International Air Transport Agreement, provided that the State in which the operator is registered, is a contracting party to these Agreements.

b. Through designation pursuant to a bilateral agreement, conducted between the Netherlands and the State in which the operator is registered.

c. On application, made through the diplomatic channels or directly to:
Ministry of Infrastructure and the Environment
Directorate General for Mobility and Transport
Traffic Rights Co-ordination
P.O. Box 20901
2500 EX Den Haag
The Netherlands
Tel: +31 (0)70 456 3200 /
Telefax: +31 (0) 70 456 3460
E-mail: TRACON@minienm.nl
AFS: EHGVYAYX
SITA: HAGRLXH

1.2.2. **Documentary requirements for clearance of aircraft:**

It is necessary that the under mentioned aircraft documents be submitted by airline operators for clearance on entry and departure of their aircraft to and from Saba. All documents listed below must follow the ICAO standard format as set forth in the relevant appendices to ICAO Annex 9 and are acceptable when furnished in Dutch, English or Spanish and completed in electronic format (PDF / .doc , etc.) or in legible handwriting. No visas are required in connection with such documents.

For Commercial flights and General Aviation, the following are required:

Required by		General declaration	Passenger manifest	Cargo manifest
Customs	dep.	1	1	1
	arr.	1		
Immigration	dep.	2	3	-
	arr.	1		
Health		2	1	1
Airport Manager		2	2	-

1.3 Non-scheduled flights

1.3.1. **Procedures**

If an operator intends to carry out a (series of) non-scheduled flight(s) in transit across, or making non-traffic stops in, the Sint Maarten TMA, it is not necessary for the operator to obtain prior permission.

If an operator intends to perform a (series of) non-scheduled flight(s) in the Sint Maarten TMA for the purpose of taking on or discharging passengers, cargo or mail, it is necessary for the operator to apply to the Directors of the respective Civil Aviation Authorities, for permission to carry out such operations not less than twenty four hours in advance of the intended landing.
The application must include the following information as shown hereunder:

a. name of operator;

b. type of aircraft and registration marks;

c. date, time and route of arrival at, and departure from aerodrome in the Dutch Caribbean territory;

d. place(s) of embarkation/disembarkation abroad, as the case may be, of passengers and/or freight;

e. purpose of flight and number of passengers and/or nature and amount of freight;

f. name, address and business of charterer, if any;

g. copy of the insurance policy covering liability to third parties according to international guidelines;

h. airworthiness certificate;

i. registration certificate;

j. copy of the operating certificate issued by the state of registry;

k. name and address of the ground handler at the aerodrome(s) in Saba.

1.3.2. **Documentary requirements for clearance of aircraft**

Same requirements as for SCHEDULED FLIGHTS.

Pilots or operators who are not in possession of a landing/uplift permit in writing, issued by the Civil Aviation Authorities of the BES-islands, shall not be permitted to put down and/or take on passengers neither load/or off-load freight or mail.

1.4 Private flights

1.4.1. **Advance notification of arrival:**

The information contained in the flight plan is accepted as adequate advance notification of the arrival of incoming aircraft with the exception as stated in 4.1.2, such information must be transmitted so that it will be received by the public authorities concerned at least two hours in advance of arrival; the landing must be carried out at a previously designated international aerodrome.

It is prohibited to transport passengers, mail or cargo for renumeration or hire on private flights.

1.5 Special flights

For reasons of flight safety, special permission in addition to the filing of a flight plan is required under the following circumstances: Acrobatic flights, air displays, survey flights using drones, UAV, banner towing, and parachute jumping.

Application for special permission must be submitted to the Directors of the respective Civil Aviation Authorities at least 14 days in advance of the entry into the airspace over Saba.

1.6 Cabotage

It is prohibited to carry passengers, cargo or mail in aircraft between two points in the Dutch Caribbean territory, except with the special authorization of the Governments concerned.

Such a permission is not granted to foreign flag carriers.

1.7 Documentary requirements for clearance of aircraft

No documents, in addition to those mentioned above, are required in the case of an aircraft remaining within the Dutch Caribbean territory for less than 60 days. For a stay beyond 60 days after the day of arrival, a "carnet de passages en douane" will be accepted in lieu of a bond or any other financial guarantee.

1.8 Public health measures applied to aircraft

Aircraft entering the Sint Maarten TMA:

No public health measures are required to be carried out in respect of aircraft entering the Sint Maarten TMA, unless otherwise prescribed by the appropriate authorities.
When so required by the public health authorities aircraft arriving from any infected region or state, may land at any international aerodrome in Dutch Caribbean territory provided that the aircraft has been disinfected approximately thirty minutes before arrival at the aerodrome. This action including the insecticide used must be properly recorded in the Health Section of the General Declaration. If, in special circumstances, a second spraying of the aircraft to be carried out on the ground is deemed necessary by the public health authorities, passengers and crew are permitted to disembark beforehand.

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1 SINT EUSTATIUS

1.1 General

1.1.1. **International flights into, from or over Sint Eustatius:**

International flights into, from or over Sint Eustatius shall be subject to the current regulations relating to civil aviation as laid down in the Civil Aviation Act PB 2001 nr. 151. These regulations correspond in all essentials to the Standards and Recommended Practices contained in ICAO Annex 9 to the Convention on International Civil Aviation.

1.1.2. **Aircraft flying into or departing from Sint Eustatius:**

Aircraft flying into or departing from Sint Eustatius shall make their first landing at, or final departure from, an international aerodrome/heliport as listed in the Dutch Caribbean AIP, AD 1.3 and AD 2.

1.1.3. **Landing at a location not listed:**

When an aircraft lands at a location not listed for this purpose (see paragraph 1.2) the pilot, or authority in charge, must immediately notify the appropriate civil aviation authority.

1.1.4. **All Aircraft in flight over Sint Maarten TMA:**

All Aircraft in flight over Sint Maarten TMA without exception, are forced to landing immediately when receiving the order, from land or air, through reglementary signals.

Non-compliance of the order shall entitle the use of force if necessary by the State, excluding any responsibility by the State for damages that may happen.

1.1.5. **Violation:**

All flights shall be executed in accordance with the ICAO regulations and the operators shall be properly assured against damage to third parties. Violation of the above-mentioned may result in legal prosecution.

1.2 Scheduled flights

1.2.1. **For regular international scheduled flights**

For regular international civil air traffic, operated by foreign operators into and via the Netherlands (BES islands), a special authorization is required.

Such an authorization can be obtained:

a. Through designation pursuant to the International Air Service Transit Agreement or to the International Air Transport Agreement, provided that the State in which the operator is registered, is a contracting party to these Agreements.

b. Through designation pursuant to a bilateral agreement, conducted between the Netherlands and the State in which the operator is registered.

c. On application, made through the diplomatic channels or directly to:
Ministry of Infrastructure and the Environment
Directorate General for Mobility and Transport
Traffic Rights Co-ordination
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1.2.2. **Documentary requirements for clearance of aircraft:**

It is necessary that the under mentioned aircraft documents be submitted by airline operators for clearance on entry and departure of their aircraft to and from Sint Eustatius. All documents listed below must follow the ICAO standard format as set forth in the relevant appendices to ICAO Annex 9 and are acceptable when furnished in Dutch, English or Spanish and completed in electronic format (PDF / .doc , etc.) or in legible handwriting. No visas are required in connection with such documents.

For Commercial flights and General Aviation, the following are required:

Required by		General declaration	Passenger manifest	Cargo manifest
Customs	dep.	1	1	1
	arr.	1		
Immigration	dep.	2	3	-
	arr.	1		
Health		2	1	1
Airport Manager		2	2	-

1.3 Non-scheduled flights

1.3.1. **Procedures**

If an operator intends to carry out a (series of) non-scheduled flight(s) in transit across, or making non-traffic stops in, the Sint Maarten TMA, it is not necessary for the operator to obtain prior permission.

If an operator intends to perform a (series of) non-scheduled flight(s) in the Sint Maarten TMA for the purpose of taking on or discharging passengers, cargo or mail, it is necessary for the operator to apply to the Directors of the respective Civil Aviation Authorities, for permission to carry out such operations not less than twenty four hours in advance of the intended landing.
The application must include the following information as shown hereunder:

a. name of operator;

b. type of aircraft and registration marks;

c. date, time and route of arrival at, and departure from aerodrome in the Dutch Caribbean territory;

d. place(s) of embarkation/disembarkation abroad, as the case may be, of passengers and/or freight;

e. purpose of flight and number of passengers and/or nature and amount of freight;

f. name, address and business of charterer, if any;

g. copy of the insurance policy covering liability to third parties according to international guidelines;

h. airworthiness certificate;

i. registration certificate;

j. copy of the operating certificate issued by the state of registry;

k. name and address of the ground handler at the aerodrome(s) in Sint Eustatius.

1.3.2. **Documentary requirements for clearance of aircraft**

Same requirements as for SCHEDULED FLIGHTS.

Pilots or operators who are not in possession of a landing/uplift permit in writing, issued by the Civil Aviation Authorities of the BES-islands, shall not be permitted to put down and/or take on passengers neither load/or off-load freight or mail.

1.4 Private flights

1.4.1. **Advance notification of arrival:**

The information contained in the flight plan is accepted as adequate advance notification of the arrival of incoming aircraft with the exception as stated in 4.1.2, such information must be transmitted so that it will be received by the public authorities concerned at least two hours in advance of arrival; the landing must be carried out at a previously designated international aerodrome.

It is prohibited to transport passengers, mail or cargo for renumeration or hire on private flights.

1.5 Special flights

For reasons of flight safety, special permission in addition to the filing of a flight plan is required under the following circumstances: Acrobatic flights, air displays, survey flights using drones, UAV, banner towing, and parachute jumping.

Application for special permission must be submitted to the Directors of the respective Civil Aviation Authorities at least 14 days in advance of the entry into the airspace over Sint Eustatius.

1.6 Cabotage

It is prohibited to carry passengers, cargo or mail in aircraft between two points in the Dutch Caribbean territory, except with the special authorization of the Governments concerned.

Such a permission is not granted to foreign flag carriers.

1.7 Documentary requirements for clearance of aircraft

No documents, in addition to those mentioned above, are required in the case of an aircraft remaining within the Dutch Caribbean territory for less than 60 days. For a stay beyond 60 days after the day of arrival, a "carnet de passages en douane" will be accepted in lieu of a bond or any other financial guarantee.

1.8 Public health measures applied to aircraft

Aircraft entering the Sint Maarten TMA:

No public health measures are required to be carried out in respect of aircraft entering the Sint Maarten TMA, unless otherwise prescribed by the appropriate authorities.
When so required by the public health authorities aircraft arriving from any infected region or state, may land at any international aerodrome in Dutch Caribbean territory provided that the aircraft has been disinfected approximately thirty minutes before arrival at the aerodrome. This action including the insecticide used must be properly recorded in the Health Section of the General Declaration. If, in special circumstances, a second spraying of the aircraft to be carried out on the ground is deemed necessary by the public health authorities, passengers and crew are permitted to disembark beforehand.

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GEN 1 NATIONAL REGULATIONS AND REQUIREMENTS

GEN 1.3 ENTRY, TRANSIT AND DEPARTURE OF PASSENGERS AND CREW

1 CURAÇAO

1.1 Customs requirements

1.1.1. **Baggage or articles belonging to disembarking passengers and crew:**

Baggage or articles belonging to disembarking passengers and crew are immediately released except for those selected for inspection by the customs authorities. Such baggage will be cleared on the basis of an oral declaration except in the case of returning citizens.

1.1.2. **Customs formalities:**

No customs formalities are normally required on departure.
By random test passengers, crews and luggage are examined through customs.

1.2 Immigration requirements

1.2.1. **Documents or visas:**

No documents or visas are required of passengers arriving and departing on the same through flight or transferring to another flight at the same airport provided they remain in the transit area. If leaving the transit area for more than 48 hours a visa will be required.

1.2.2. **Entering the Dutch Caribbean for the purpose of immigration:**

A person entering the Dutch Caribbean for the purpose of immigration must hold a valid passport and an immigration visa, the latter being issued at the embassy's or consulates of The Netherlands abroad.

The visa is valid for the territory of the Dutch Caribbean (excluding Aruba). Temporary visitors in the possession of a visa for the Dutch Caribbean territory may travel between the islands of Curaçao, St. Maarten, Bonaire, St. Eustatius and Saba (BES islands).

People from the following nationalities may enter with a valid Passport and with a Dutch Caribbean visa:

- Colombian
- Bolivian
- Peruvian
- Dominican
- Haitian

People with a valid Schengen or American multiple visa may enter:

The 26 Schengen countries are:

Belgium	Germany	France	Luxembourg	Netherlands
Portugal	Spain	Italy	Austria	Greece
Denmark	Finland	Sweden	Norway	Iceland
Estonia	Latvia	Lithuania	Slovakia	Hungary
Poland	Czech Republic	Slovenia	Malta	Switzerland
Liechtenstein				

No entry visas are required for temporary visitors from the following states:

Andorra	Dominica	Japan	Singapore
Antigua & Barbuda	Ecuador	Korea (South)	Slovakia
Argentina	El Salvador	Latvia	Slovenia
Australia	Estonia	Liechtenstein	Spain
Austria	Finland	Lithuania	St. Christopher and Nevis (St. Kitts)
Bahamas	France	Luxemburg	St. Lucia
Barbados	Germany	Macao: SAR	St. Vincent and the Grenadines
Belgium	Greece	Malaysia	Suriname
Belize	Grenada	Malta	Sweden
Bolivia	Guatemala	México	Switzerland

Brazil	Guyana	Monaco	Trinidad & Tobago
Brunei	Honduras	New Zeeland	Turkey*
Bulgaria	Hungary	Nicaragua	United Kingdom
Canada	Hong Kong: BNO	Norway	Uruguay
Chili	Hong Kong: SAR	Panama	United States of America
Costa Rica	Iceland	Paraguay	Vatican City
Croatia	Ireland	Poland	Venezuela
Cyprus	Israel	Portugal	
Czech Republic	Italy	Romania	
Denmark	Jamaica	San Marino	

* Special and Service Passport

The standard ICAO embarkation/disembarkation card is not required from the citizens of Curaçao, St. Maarten and the BES Islands.

Temporary visitors must complete the standard ICAO E/D card and be in possession of a valid passport, with the exception of the following nationals from whom existing official documents of identity are acceptable in lieu of a valid passport:

Visitors from the United States of America having the following issued by U.S.A. Authorities:

- A valid passport; or
- Valid Alien Registration Card and valid Passport

Visitors from Canada having the following issued by Canadian Authorities:

- Certificate of Proof of Canadian Citizenship and valid passport;
- Certificate of Proof of Naturalization and valid passport;
- Certificate of Identity and valid passport;
- A valid passport.

The Dutch Caribbean Visas can be obtained at a Dutch Embassy.

Entry visas are required for a temporary visit from nationals of the following States:

Afghanistan	Former Rep. of Macedonia	Micronesia	South Africa
Albania	Gabon	Mongolia	Sri Lanka
Algeria	Gambia	Morocco	Sudan
Angola	Georgia	Mozambique	Swaziland
Armenia	Ghana	Myanmar	Syrian Arab Republic
Azerbaijan	Guinea	Namibi	Tajikistan
Bahrain	Guinea-Bissau	Naurua	Taiwan
Bangladesh	Haiti	Nepal	Tanzania
Belarus	India	Niger	Thailand
Benin	Indonesia	Nigeria	Togo
Bhutan	Iran	Northern Mariana	Tonga
Bosnia-Herzegovina	Iraq	Oman	Chad
Botswana	Ivory Coast Republic	Pakistan	Tunisia
Burkina Faso	Jordan	Palau	Turkey*
Burundi	Kazakhstan	Palestine	Turkmenistan
Cambodia	Kenya	Papua New Guinea	Tuvalu
Cameroon	Kiribati	Peru	Uganda
Cape Verde	Korea North	Philippines	Ukraine
Central African Republic	Kuwait	Qatar	United Arab Emirates
China	Kurdistan	Republic of Moldova	Uzbekistan
Colombia	Laos	Russian Federation	Vanuatu
Comoros	Lebanon	Rwanda	Vietnam

Congo	Lesotho	Samoa West	Yemen
Cuba	Liberia	São Tomé and Príncipe	Yugoslav Federation
Djibouti	Libya	Saudi Arabia	Zambia
Dominican Republic	Madagascar	Senegal	Zimbabwe
East Timor	Malawi	Serbia	
Egypt	Maldives	Seychelles	
Equatorial Guinea	Mali	Sierra Leon	
Eritrea	Marshall Islands	Solomon Islands	
Ethiopia	Mauritania	Somalia	
Fiji Islands	Mauritius		

* Normal Passport

1.2.3. **Flight crew members on scheduled services:**
For flight crew members on scheduled services who keep possession of their licenses when embarking and disembarking, remain at the airport where the aircraft has stopped or within the of the arrival of incoming aircraft with the exception as stated in 4.1.2, such information must be transmitted so that it will be received by the public authorities concerned at least two hours in advance of arrival; the landing must be carried out at a previously designated international aerodrome.

1.2.4. **Embarking passengers:**
No departure formalities are required for embarking passengers.

1.2.5. **Rules covering admission:**
The rules covering admission are incorporated in the Federal Ordinance on Admission and Deportation (Law Act per island please see below) and in a series of Ministerial Decrees for enforcing the Federal Ordinance and the Admission Resolution.

Curaçao: Geldende tekst P.B. 2010, nr 5, wijziging P.B. 2014, nr 17 and wijziging P.B. 2011, nr 49 for the P.B. 1962, nr 60, the Admission Resolution (P.B. 1963, nr 1).

1.3 Temporary Residence

Visitors and tourists may enter and remain in the Dutch Caribbean territory without a permit for temporary residence for a period not exceeding thirty days.

For a stay exceeding thirty days a permit for temporary residence is required. The petition should be submitted to the Lieutenant Governor of the island/territory for which the applicant wishes to obtain a temporary residence.

Temporary residence can be obtained at the NTO (Naturalisatie Toelatingsorganisatie).

Naturalisatie Toelatingsorganisatie Curaçao (Prior name: Immigration)
Adress: Prinsenstraat 90, Curaçao
Telephone: +599-9 733-2000
E-mailadres: info@immigrationcur.org
Webiste: https://immigrationcur.org/

1.4 Public health requirements

Disembarking passengers are not required to present vaccination certificates except when coming directly from an area infected with ebola, cholera, yellow fever, chicken pox or smallpox.

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GEN 1.3 ENTRY, TRANSIT AND DEPARTURE OF PASSENGERS AND CREW

1 ARUBA

1.1 Customs requirements

1.1.1. **Baggage or articles belonging to disembarking passengers and crew:**

Baggage or articles belonging to disembarking passengers and crew are immediately released except for those selected for inspection by the customs authorities. Such baggage will be cleared on the basis of an oral declaration except in the case of returning citizens.

1.1.2. **Customs formalities:**

No customs formalities are normally required on departure.

By random test passengers, crews and luggage are examined through customs.

1.2 Immigration requirements

1.2.1. **REQUIREMENTS FOR ENTRY INTO ARUBA AS A TOURIST**

Persons who are considered a tourist are those who travel to Aruba for one of the following purposes: vacation and relaxation, sport, health reasons, family matters, study, religious purposes or a business visit. During their stay in Aruba tourists are not allowed to work.

Upon arrival in Aruba a tourist must have:

- a passport that is valid upon entry and for the duration of stay in Aruba. If the tourist holds a passport from a visa required country (list A), he/she must have a valid visa sticker in his/her passport;
- a completely filled-in and signed Embarkation and Disembarkation card (ED-card);
- a valid return- or onward ticket;
- the necessary documents for returning to the country of origin or to a country that he/she has the right to enter, for example a valid residence permit (temporary or permanent), a re-entry permit or a (entry) visa;
- if so requested, the tourist has to be able to prove to the satisfaction of the migration officer that he/she has a valid reservation for an accommodation in Aruba (e.g. hotel or apartment) or that he/she owns property in Aruba (a residence, condominium, apartment, timeshare apartment or a pleasure yacht moored in Aruba with a length of at least 14 meters (46 feet) measured at the nominal water line);
- if so requested, the tourist has to be able to prove to the satisfaction of the migration officer to dispose of adequate financial means to provide for hotel expenses (if applicable) and living expenses during his/her stay or that he/she has a declaration of guarantee from a legal resident of Aruba.

The final authorization for admission to Aruba remains with the migration officer at the border-crossing/port of entry. The migration authorities at the border-crossing/port of entry have the authority to grant or refuse admission. Admission can be refused if not all admission requirements are fulfilled by the time of entering Aruba or if the tourist has been blacklisted. Holding a valid visa for Aruba does not guarantee entry to Aruba.

1.2.2. **Duratiopn of Admission**

The maximum period of time that a person can be admitted to Aruba as a tourist is 30 days. The total amount of days a person can stay in Aruba, as a tourist cannot exceed 180 days per year.

Extension of stay upon entry

Upon entry in Aruba, the following persons can apply for an extension of their stay for more than 30 days but not exceeding 180 days:

- nationals of the Kingdom of the Netherlands can request an extension of their stay for up to 180 consecutive days;
- nationals from the countries mentioned in list A and visa required persons who are exempt from the visa requirement, can request an extension of their stay for up to 180 consecutive days, if:
  - They have property in Aruba, i.e. a house, condominium, apartment, time-share, apartment or a pleasure yacht moored in Aruba with a length of at least 14 meters (46 feet) measured at the nominal water line. They must show proof of ownership of the property. For a stay of up to 180 days.
  - If they don't have property in Aruba, they must have a declaration of guarantee from a resident of Aruba who will act as guarantor for and be liable for any costs incurred during their stay. The guarantor in Aruba can download the declaration of guarantee from our website, following the procedures to have it legalized and sent it to the visitor abroad; the tourist can request for a stay of up to 90 days. Some restrictions may apply.
  - The migration officer, can grand an extension for up to 90 days if he is satisfied that the visitor has sufficient funds to cover his extended stay.

All tourists who apply for an extension of their stay beyond 30 days are required to have a travel insurance (medical and liability) valid for the duration of the extended stay.

If a tourist wants to stay longer then the number of days granted by the immigration officer on the ED-card upon admission, he or she can apply at the office of Dimas for an extension for up to 180 days if applicable. The form for a tourist stay extension can be downloaded from www.dimasaruba.aw. An application for an extension of stay can be filed at the DIMAS from Monday to Thursday, from 7:30AM to 11:30AM and 2:30PM to 4:00PM and on Friday from 7:30AM to 11:30AM. There is no filing fee for a tourist extension application.

Staying longer then the number of days granted by the immigration officer without asking for an extension can have negative consequences for future admission to Aruba.

The following documents have to be presented:

- original application form for extension of tourist stay;
- copy of the profile page and all the written and stamped pages of the petitioner's passport, valid for at least another 3 months when the extension is applied for;
- If applicable a copy of his/her visa to enter Aruba;
- copy Embarkation-Disembarkation card (ED-card);
- copy valid return ticket;
- copy of travel insurance (medical and liability) valid for the duration of the extended stay;
- if the petitioner is not staying at his own private residence or at a hotel/resort, he/she will need a resident of Aruba to act as guarantor for their stay.

Anyone wanting to stay longer than 180 days in Aruba will need a residence permit and will not be considered a tourist.

1.2.3. **Rules covering admission:**

The rules covering admission are incorporated in the Federal Ordinance on Admission and Deportation (Law Act per island please see below) and in a series of Ministerial Decrees for enforcing the Federal Ordinance and the Admission Resolution.

Aruba P.B. 1962, nr 60, the Admission Resolution (P.B.1985, nr 57)

1.2.4. **List A. Nationals who need a visa to travel to Aruba**

Nationals of one of the following countries need a visa to travel to Aruba:

Afghanistan	Eritrea	Mali	Somalia
Algeria	Ethiopia	Marshall Islands	South Africa
Angola	Fiji Islands	Mauritania	Sri Lanka
Armenia	Gabon	Micronesia	Sudan
Azerbaijan	Gambia	Mongolia	Swaziland
Bahrain	Georgia	Morocco	Syria
Bangladesh	Ghana	Mozambique	Tajikistan
Belarus	Guinea	Myanmar	Taiwan
Benin	Guinea-Republic	Namibia	Tanzania
Bhutan	Guinea-Bissau	Nauru	Thailand
Bolivia	Haiti	Nepal	Togo
Botswana	India	Niger	Tonga
Burkina Faso	Indonesia	Nigeria	Turkmenistan
Burundi	Iran	North Korea	Tunesia
Cambodia	Iraq	Northern Mariana	Turaku
Cameroon	Jamaica	Oman	Turkey
Cape Verde	Jordan	Pakistan	Tuvalu
Central African Republic	Kazakhstan	Palau	Uganda
Chad	Kenya	Palestinia National Authority	Ukraine
China	Kiribati	Papua New Guinea	Uzbekistan
Comoros	Kuwait	Philippines	Vanuatu
Congo (Brazzaville)	Kyrgyzstan	Qatar	Vietnam
Congo (Kinshasa)	Laos	Rwanda	Yemen
Cote d' Ivoire	Lebanon	Rusian Federation	Zambia

Cuba	Lesotho	Samoa	Zimbabwe
Djibouti	Liberia	Sao Tome and Principe	
Dominican Republic	Libya	Saudi Arabia	
East Timor	Madagascar	Senegal	
Egypt	Malawi	Sierra Leone	
Equatorial Guinea	Maldives	Solomon Islands	

1.2.5. **Visa required persons exempted from the visa requirement**

The following persons, who normally require a visa, are exempt from this requirement:

- holders of a valid residence permit (temporary or permanent) from:
  - another part of the Kingdom of the Netherlands;
  - the United States of America;
  - Canada
  - The Schengen Territory
  - United Kingdom
  - Ireland
- Bolivian, Chinese, Cuban, Dominican, Haitian, Indian, Jamaican, and Peruvian nationals who are holders of a valid (multi entry visa) for the United States of America, Canada, United Kingdom or Ireland.
- All nationals who are holders of a valid multi entry visa for the The Schengen Territory (Schengen Visa).
- those who are continuing (in transit) to a third country within 24 hours or within the same day by aircraft, and holding tickets with reserved seats and all documents required for onward journey;
- those who arrive by aircraft to board a cruise ship or vice versa (in transit), for a period of maximum 24 hours;
- cruise ship passengers if they disembark in Aruba as part of their cruise, for a period of maximum 24 hours;
- children younger than 12 years old, don't need a visa if they are traveling with a parent or guardian;
- holders of a diplomatic passport, being nationals of Bolivia, Chad, Indonesia, Jamaica, Malawi, Morocco, Pakistan, Peru, Russian Federation, Senegal, Serbia, Thailand, Ukraine, Tunisia or Turkey;
- holders of a service passport, being nationals of Bolivia, Indonesia, Jamaica, Malawi, Morocco, Peru, Thailand, Tunisia or Turkey.
- holders of passports or laissez passer issued by the IMF, the World Bank, the United Nations or one of its agencies;
- the crew members of vessels or aircrafts mooring or landing in Aruba for commercial purposes, and who don't pose a threat for the public order and safety of the island or the Kingdom of the Netherlands. This category is exempt from the visa requirement for a period of admission of up to 48 hours.

1.2.6. **Where and how to apply for a visa**

Visa-required tourists need to apply for and have a visitor visa before coming to Aruba. The visa must be applied for in person at an embassy or consulate of the Kingdom of the Netherlands (diplomatic mission). In some countries certain approved travel agencies can apply for a visa on behalf of their customers.

For more information about the visa requirements, to apply for a visa for Aruba, and for information on appointments/opening hours, the tourist can contact a consulate or embassy of the Kingdom of the Netherlands in his country of residence or visit the websites of the Embassy or consulates concerned. For address information and websites of Dutch diplomatic missions abroad, visit the website of the Ministry of Foreign Affairs,

http://www.government.nl/issues/embassies-consulates-and-other-representations/contents.

1.2.7. **When do you need an invitation/declaration of guarantee?**

A visa-required tourist needs a declaration of guarantee/invitation to apply for a visa if he/she has been invited to participate in a sports event by an organization on Aruba or if he'll/she'll be staying at the home of a relative or an acquaintance. The person or organization in Aruba who will act as guarantor for the tourist's stay has to declare that they'll guarantee all costs than can arise from the short stay of the tourist in Aruba. The guarantor

is responsible for sending the declaration of guarantee/invitation to the visa-required tourist. Please note that having the declaration does not mean that the visa will be issued. It is only one of the requirements that the visa applicant has to submit.

The declaration of guarantee/invitation form can be downloaded from www.dimasaruba.aw, as well as the instructions about the relevant procedure.

1.3 LIVING AND WORKING IN ARUBA

Persons who want to live and work on Aruba must have a valid residence permit from the Directorate of Alien Integration, Policy and Admission (DIMAS).

For more information contact:

DIMAS
Addres: Paarden Baaistraat # 11, Oranjestad, Aruba
Tel. +297 522-1500
Fax +297 522-1505
Email: dimas@aruba.gov.aw
URL: www.dimasaruba.aw

1.4 Temporary Residence

Visitors and tourists may enter and remain in the Dutch Caribbean territory without a permit for temporary residence for a period not exceeding thirty days.

For a stay exceeding thirty days a permit for temporary residence is required. The petition should be submitted to the Lieutenant Governor of the island/territory for which the applicant wishes to obtain a temporary residence.

Temporary residence can be obtained at the Department of Immigration and Naturalization Aruba (DINA).
Department of Immigration and Naturalization Aruba (DINA)
Adress: Caya G.F. Croes 90, Oranjestad, Aruba
Tel: +297 582-8946
Telefax: +297 583-7425

1.5 Public Health Requirements

Disembarking passengers are not required to present vaccination certificates except when coming directly from an area infected with ebola, cholera, yellow fever, chicken pox or smallpox.

For Yellow Fever you need a **CERTIFICATE OF VACCINATION AGAINST YELLOW FEVER FOR TRAVELERS TO ARUBA**
The vaccine is mandatory for all passengers arriving from the following:

- CENTRAL AMERICA, LATIN AMERICA AND AFRICAN (HIGH RISK) COUNTRIES:
- ARGENTINA, BOLIVIA, PERU, ECUADOR, COLOMBIA, BRAZIL, VENEZUELA,
- PARAGUAY, PANAMA, FRENCH GUYANA, GUYANA, SURINAME, TRINIDAD AND TOBAGO,
- ANGOLA, BENIN, BURKINA FASO, BURUNDI, CAMEROON, CENTRAL AFRICAN REPUBLIC, CHAD, CONGO, DEMOCRATIC REPUBLIC OF CONGO, COTE D'IVOIRE, EQUATORIAL GUINEA, ETHIOPIA, GABON, THE GAMBIA, GHANA, GUINEA, GUINEA BISSAU, KENYA, LIBERIA, MALI, MAURITANIA, NIGER, NIGERIA, SENEGAL, SIERRA LEONE, SOUTH SUDAN, SUDAN, TOGO AND UGANDA.

IT SHOULD BE NOTED THAT THIS MEASURE DOES NOT APPLY TO PASSENGERS FROM CHILE AND URUGUAY, countries that are not considered at high risk for Yellow Fever transmission.

Validation of the Vaccine

In order to be valid, the vaccine must be applied at least 10 days before the trip. That is, visitors must be vaccinated at least 10 days before entering the island territory. It is important to keep in mind that if the passenger has been vaccinated before, even if it has been more than 10 years, and still keeps his or her YELLOW FEVER vaccination document (ICVP) , he or she should not be re-vaccinated. Similarly, if the visitor has lost his or her Certification of vaccination, he or she must re-vaccinate. The latter of which does not entail any additional risk of side effects.

The Yellow Book (ICVP) must be presented to the immigration officer of the Department Of Immigration Security and Alarm of Aruba (IASA).

Visitors who were born in the areas classified as high risk for Yellow Fever transmission, but live in Europe or United States and travel to Aruba, do not need to get the vaccine or present the YELLOW BOOK (ICVP).

Passengers who reside in Europe or the United States and travel from countries classified as high risk to Aruba **DO NEED** to be vaccinated and present the YELLOW BOOK. **Except for:**

a. Passengers who have been in countries at risk are in transit through Aruba. This also includes those who have to leave and re-enter the airport or cruise ships in less than 24 hours.

b. Passengers on their way to Aruba who have been in transit through countries at risk (in their airports and ports.)

c. Passengers who, having been in the countries considered at risk, before entering Aruba, have remained for a period of at least 6 days in a country that is not considered at risk and have not developed fever during that period.

Important to highlight for airlines and cruise lines:

a. The same rules that apply to passengers, also apply to cabin crew and non-flying management.

b. Regardless of these requirements, it is recommended that all crew members be vaccinated against Yellow Fever if travelling regularly to countries considered to be at risk.

c. All the details regarding the exceptions to this requirements (including points a, b and c mentioned above) will be included in the TIMATIC (Travel Information Manual Automatic).

The Yellow book is not required for the following persons:

a. Passengers who are coming on a connecting flight (including cabin crew) or cruise and will be less than 24 hours on the Island.

b. Children under 9 months of age.

c. People with a history of acute hypersensitivity reaction to any component of the vaccine (including gelatin, eggs, egg products, or chicken protein).

d. People with a thymus disorder.

e. Immunocompromised individuals from the following: symptomatic HIV infection or AIDS, malignant neoplasms, primary immunodeficiency diseases, transplantation, immunosuppressive or immunomodulatory therapy, radiation therapy.

If the passenger has any of these (medical) contraindications for Yellow fever vaccination, an up-to-date medical waiver can be issued instead of administering the vaccine.

Pregnant or breastfeeding women and people 60 years of age and older should consult with their doctor and in case they do not recommend administering it, they should provide the person with a medical letter with an official letterhead and stamping.

FOR MORE INFORMATION CONTACT:

Directie Volksgezondheid
Address: Caya Ing. Roland Lacle 4, Oranjestad, Aruba
Tel:+297 522 4200
Fax:+297 582 6436
Email: directie@despa.gov.aw

On departure, no health formalities are required.

GEN 1 NATIONAL REGULATIONS AND REQUIREMENTS

GEN 1.3 ENTRY, TRANSIT AND DEPARTURE OF PASSENGERS AND CREW

1 BONAIRE

1.1 Customs requirements

1.1.1. **Baggage or articles belonging to disembarking passengers and crew:**

Baggage or articles belonging to disembarking passengers and crew are immediately released except for those selected for inspection by the customs authorities. Such baggage will be cleared on the basis of an oral declaration except in the case of returning citizens.

1.1.2. **Customs formalities:**

No customs formalities are normally required on departure.
By random test passengers, crews and luggage are examined through customs.

1.2 Immigration requirements

1.2.1. **Documents or visas:**

No documents or visas are required of passengers arriving and departing on the same through flight or transferring to another flight at the same airport provided they remain in the transit area. If leaving the transit area for more than 48 hours a visa will be required.

1.2.2. **Entering the Dutch Caribbean for the purpose of immigration:**

A person entering the Dutch Caribbean for the purpose of immigration must hold a valid passport and an immigration visa, the latter being issued at the embassy's or consulates of The Netherlands abroad.

The visa is valid for the territory of the Dutch Caribbean (excluding Aruba). Temporary visitors in the possession of a visa for the Dutch Caribbean territory may travel between the islands of Curaçao, St. Maarten, Bonaire, St. Eustatius and Saba (BES islands).

People from the following nationalities may enter with a valid Passport and with a Dutch Caribbean visa:

- Colombian
- Bolivian
- Peruvian
- Dominican
- Haitian

People with a valid Schengen or American multiple visa may enter:

The 26 Schengen countries are:

Belgium	Germany	France	Luxembourg	Netherlands
Portugal	Spain	Italy	Austria	Greece
Denmark	Finland	Sweden	Norway	Iceland
Estonia	Latvia	Lithuania	Slovakia	Hungary
Poland	Czech Republic	Slovenia	Malta	Switzerland
Liechtenstein				

No entry visas are required for temporary visitors from the following states:

Andorra	Dominica	Japan	Singapore
Antigua & Barbuda	Ecuador	Korea (South)	Slovakia
Argentina	El Salvador	Latvia	Slovenia
Australia	Estonia	Liechtenstein	Spain
Austria	Finland	Lithuania	St. Christopher and Nevis (St. Kitts)
Bahamas	France	Luxemburg	St. Lucia
Barbados	Germany	Macao: SAR	St. Vincent and the Grenadines
Belgium	Greece	Malaysia	Suriname
Belize	Grenada	Malta	Sweden
Bolivia	Guatemala	México	Switzerland
Brazil	Guyana	Monaco	Trinidad & Tobago
Brunei	Honduras	New Zeeland	Turkey*
Bulgaria	Hungary	Nicaragua	United Kingdom

Canada	Hong Kong: BNO	Norway	Uruguay
Chili	Hong Kong: SAR	Panama	United States of America
Costa Rica	Iceland	Paraguay	Vatican City
Croatia	Ireland	Poland	Venezuela
Cyprus	Israel	Portugal	
Czech Republic	Italy	Romania	
Denmark	Jamaica	San Marino	

* Special and Service Passport

The standard ICAO embarkation/disembarkation card is not required from the citizens of Curaçao, St. Maarten and the BES Islands.

Temporary visitors must complete the standard ICAO E/D card and be in possession of a valid passport, with the exception of the following nationals from whom existing official documents of identity are acceptable in lieu of a valid passport:

Visitors from the United States of America having the following issued by U.S.A. Authorities:

- A valid passport; or
- Valid Alien Registration Card and valid Passport

Visitors from Canada having the following issued by Canadian Authorities:

- Certificate of Proof of Canadian Citizenship and valid passport;
- Certificate of Proof of Naturalization and valid passport;
- Certificate of Identity and valid passport;
- A valid passport.

The Dutch Caribbean Visas can be obtained at a Dutch Embassy.

Entry visas are required for a temporary visit from nationals of the following States:

Afghanistan	Former Rep. of Macedonia	Micronesia	South Africa
Albania	Gabon	Mongolia	Sri Lanka
Algeria	Gambia	Morocco	Sudan
Angola	Georgia	Mozambique	Swaziland
Armenia	Ghana	Myanmar	Syrian Arab Republic
Azerbaijan	Guinea	Namibi	Tajikistan
Bahrain	Guinea-Bissau	Naurua	Taiwan
Bangladesh	Haiti	Nepal	Tanzania
Belarus	India	Niger	Thailand
Benin	Indonesia	Nigeria	Togo
Bhutan	Iran	Northern Mariana	Tonga
Bosnia-Herzegovina	Iraq	Oman	Chad
Botswana	Ivory Coast Republic	Pakistan	Tunisia
Burkina Faso	Jordan	Palau	Turkey*
Burundi	Kazakhstan	Palestine	Turkmenistan
Cambodia	Kenya	Papua New Guinea	Tuvalu
Cameroon	Kiribati	Peru	Uganda
Cape Verde	Korea North	Philippines	Ukraine
Central African Republic	Kuwait	Qatar	United Arab Emirates
China	Kurdistan	Republic of Moldova	Uzbekistan
Colombia	Laos	Russian Federation	Vanuatu
Comoros	Lebanon	Rwanda	Vietnam
Congo	Lesotho	Samoa West	Yemen
Cuba	Liberia	São Tomé and Príncipe	Yugoslav Federation
Djibouti	Libya	Principe	Zambia

Dominican Republic	Madagascar	Saudi Arabia	Zimbabwe
East Timor	Malawi	Senegal	
Egypt	Maldives	Serbia	
Equatorial Guinea	Mali	Seychelles	
Eritrea	Marshall Islands	Sierra Leon	
Ethiopia	Mauritania	Solomon Islands	
Fiji Islands	Mauritius	Somalia	

* Normal Passport

1.2.3. **Flight crew members on scheduled services:**

For flight crew members on scheduled services who keep possession of their licenses when embarking and disembarking, remain at the airport where the aircraft has stopped or within the of the arrival of incoming aircraft with the exception as stated in 4.1.2, such information must be transmitted so that it will be received by the public authorities concerned at least two hours in advance of arrival; the landing must be carried out at a previously designated international aerodrome.

1.2.4. **Embarking passengers:**

No departure formalities are required for embarking passengers.

1.2.5. **Rules covering admission:**

The rules covering admission are incorporated in the Federal Ordinance on Admission and Deportation (Law Act per island please see below) and in a series of Ministerial Decrees for enforcing the Federal Ordinance and the Admission Resolution.

Bonaire: P.B. 1962, nr 60, the Admission Resolution (P.B. 1963, nr 1).

1.3 Temporary residence

Visitors and tourists may enter and remain in the Dutch Caribbean territory without a permit for temporary residence for a period not exceeding thirty days.

For a stay exceeding thirty days a permit for temporary residence is required. The petition should be submitted to the Lieutenant Governor of the island/territory for which the applicant wishes to obtain a temporary residence.

Temporary residence can be obtained at the Immigratie- en Naturalisatiedienst Caribisch Nederland (IND-CN).

Immigratie- en Naturalisatiedienst Caribisch Nederland (IND-CN)
Adress: Kaya Gresia 11, Kralendijk, Bonaire
Telephone: +599 715 8330
E-mailadres: IND@rijksdienstCN.com
Webiste: https://www.rijksdienstcn.com/immigratie-naturalisatie/

1.4 Public health requirements

Disembarking passengers are not required to present vaccination certificates except when coming directly from an area infected with ebola, cholera, yellow fever, chicken pox or smallpox.

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GEN 1 NATIONAL REGULATIONS AND REQUIREMENTS

GEN 1.3 ENTRY, TRANSIT AND DEPARTURE OF PASSENGERS AND CREW

1 SINT MAARTEN

1.1 Customs requirements

1.1.1. **Baggage or articles belonging to disembarking passengers and crew:**

Baggage or articles belonging to disembarking passengers and crew are immediately released except for those selected for inspection by the customs authorities. Such baggage will be cleared on the basis of an oral declaration except in the case of returning citizens.

1.1.2. **Customs formalities:**

No customs formalities are normally required on departure.
By random test passengers, crews and luggage are examined through customs.

1.2 Immigration requirements

1.2.1. **Documents or visas:**

No documents or visas are required of passengers arriving and departing on the same through flight or transferring to another flight at the same airport provided they remain in the transit area. If leaving the transit area for more than 48 hours a visa will be required.

1.2.2. **Entering the Dutch Caribbean for the purpose of immigration:**

A person entering the Dutch Caribbean for the purpose of immigration must hold a valid passport and an immigration visa, the latter being issued at the embassy's or consulates of The Netherlands abroad.

The visa is valid for the territory of the Dutch Caribbean (excluding Aruba). Temporary visitors in the possession of a visa for the Dutch Caribbean territory may travel between the islands of Curaçao, St. Maarten, Bonaire, St. Eustatius and Saba (BES islands).

People from the following nationalities may enter with a valid Passport and with a Dutch Caribbean visa:

- Colombian
- Bolivian
- Peruvian
- Dominican
- Haitian

People with a valid Schengen or American multiple visa may enter:

The 26 Schengen countries are:

Belgium	Germany	France	Luxembourg	Netherlands
Portugal	Spain	Italy	Austria	Greece
Denmark	Finland	Sweden	Norway	Iceland
Estonia	Latvia	Lithuania	Slovakia	Hungary
Poland	Czech Republic	Slovenia	Malta	Switzerland
Liechtenstein				

No entry visas are required for temporary visitors from the following states:

Andorra	Dominica	Japan	Singapore
Antigua & Barbuda	Ecuador	Korea (South)	Slovakia
Argentina	El Salvador	Latvia	Slovenia
Australia	Estonia	Liechtenstein	Spain
Austria	Finland	Lithuania	St. Christopher and Nevis (St. Kitts)
Bahamas	France	Luxemburg	St. Lucia
Barbados	Germany	Macao: SAR	St. Vincent and the Grenadines
Belgium	Greece	Malaysia	Suriname
Belize	Grenada	Malta	Sweden
Bolivia	Guatemala	México	Switzerland
Brazil	Guyana	Monaco	Trinidad & Tobago

Brunei	Honduras	New Zeeland	Turkey*
Bulgaria	Hungary	Nicaragua	United Kingdom
Canada	Hong Kong: BNO	Norway	Uruguay
Chili	Hong Kong: SAR	Panama	United States of America
Costa Rica	Iceland	Paraguay	Vatican City
Croatia	Ireland	Poland	Venezuela
Cyprus	Israel	Portugal	
Czech Republic	Italy	Romania	
Denmark	Jamaica	San Marino	

* Special and Service Passport

The standard ICAO embarkation/disembarkation card is not required from the citizens of St. Maarten.

Temporary visitors must complete the standard ICAO E/D card and be in possession of a valid passport, with the exception of the following nationals from whom existing official documents of identity are acceptable in lieu of a valid passport:

Visitors from the United States of America having the following issued by U.S.A. Authorities:

- A valid passport; or
- Valid Alien Registration Card and valid Passport

Visitors from Canada having the following issued by Canadian Authorities:

- Certificate of Proof of Canadian Citizenship and valid passport;
- Certificate of Proof of Naturalization and valid passport;
- Certificate of Identity and valid passport;
- A valid passport.

The Dutch Caribbean Visas can be obtained at a Dutch Embassy.

Entry visas are required for a temporary visit from nationals of the following States:

Afghanistan	Former Rep. of Macedonia	Micronesia	South Africa
Albania	Gabon	Mongolia	Sri Lanka
Algeria	Gambia	Morocco	Sudan
Angola	Georgia	Mozambique	Swaziland
Armenia	Ghana	Myanmar	Syrian Arab Republic
Azerbaijan	Guinea	Namibi	Tajikistan
Bahrain	Guinea-Bissau	Naurua	Taiwan
Bangladesh	Haiti	Nepal	Tanzania
Belarus	India	Niger	Thailand
Benin	Indonesia	Nigeria	Togo
Bhutan	Iran	Northern Mariana	Tonga
Bosnia-Herzegovina	Iraq	Oman	Chad
Botswana	Ivory Coast Republic	Pakistan	Tunisia
Burkina Faso	Jordan	Palau	Turkey*
Burundi	Kazakhstan	Palestine	Turkmenistan
Cambodia	Kenya	Papua New Guinea	Tuvalu
Cameroon	Kiribati	Peru	Uganda
Cape Verde	Korea North	Philippines	Ukraine
Central African Republic	Kuwait	Qatar	United Arab Emirates
China	Kurdistan	Republic of Moldova	Uzbekistan
Colombia	Laos	Russian Federation	Vanuatu
Comoros	Lebanon	Rwanda	Vietnam

Congo	Lesotho	Samoa West	Yemen
Cuba	Liberia	São Tomé and Príncipe	Yugoslav Federation
Djibouti	Libya	Principe	Zambia
Dominican Republic	Madagascar	Saudi Arabia	Zimbabwe
East Timor	Malawi	Senegal	
Egypt	Maldives	Serbia	
Equatorial Guinea	Mali	Seychelles	
Eritrea	Marshall Islands	Sierra Leon	
Ethiopia	Mauritania	Solomon Islands	
Fiji Islands	Mauritius	Somalia	

* Normal Passport

1.2.3. **Flight crew members on scheduled services:**
For flight crew members on scheduled services who keep possession of their licenses when embarking and disembarking, remain at the airport where the aircraft has stopped or within the of the arrival of incoming aircraft with the exception as stated in 4.1.2, such information must be transmitted so that it will be received by the public authorities concerned at least two hours in advance of arrival; the landing must be carried out at a previously designated international aerodrome.

1.2.4. **Embarking passengers:**
No departure formalities are required for embarking passengers.

1.2.5. **Rules covering admission:**
The rules covering admission are incorporated in the Federal Ordinance on Admission and Deportation (Law Act per island please see below) and in a series of Ministerial Decrees for enforcing the Federal Ordinance and the Admission Resolution.

St. Maarten: P.B. 1962, nr 60, the Admission Resolution (P.B. 1963, nr 1);

1.3 Temporary Residence

Visitors and tourists may enter and remain in the Dutch Caribbean territory without a permit for temporary residence for a period not exceeding thirty days.

For a stay exceeding thirty days a permit for temporary residence is required. The petition should be submitted to the Lieutenant Governor of the island/territory for which the applicant wishes to obtain a temporary residence.

Temporary residence can be obtained at the IBP.

Immigration and Border Protection Service (IBP)
Adress: A. TH. Illidge Road 8, Philipsburg, Sint Maarten
Telephone: +1 721 - 5430352 / 5430353 / 5430355
E-mailadres: immigration@sintmaartengov.org
Webiste: https://www.ministryofjustice.sx/department/immigration/

1.4 Public health requirements

Disembarking passengers are not required to present vaccination certificates except when coming directly from an area infected with ebola, cholera, yellow fever, chicken pox or smallpox.

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GEN 1.3 ENTRY, TRANSIT AND DEPARTURE OF PASSENGERS AND CREW

1 SABA

1.1 Customs requirements

1.1.1. **Baggage or articles belonging to disembarking passengers and crew:**

Baggage or articles belonging to disembarking passengers and crew are immediately released except for those selected for inspection by the customs authorities. Such baggage will be cleared on the basis of an oral declaration except in the case of returning citizens.

1.1.2. **Customs formalities:**

No customs formalities are normally required on departure.
By random test passengers, crews and luggage are examined through customs.

1.2 Immigration requirements

1.2.1. **Documents or visas:**

No documents or visas are required of passengers arriving and departing on the same through flight or transferring to another flight at the same airport provided they remain in the transit area. If leaving the transit area for more than 48 hours a visa will be required.

1.2.2. **Entering the Dutch Caribbean for the purpose of immigration:**

A person entering the Dutch Caribbean for the purpose of immigration must hold a valid passport and an immigration visa, the latter being issued at the embassy's or consulates of The Netherlands abroad.

The visa is valid for the territory of the Dutch Caribbean (excluding Aruba). Temporary visitors in the possession of a visa for the Dutch Caribbean territory may travel between the islands of Curaçao, St. Maarten, Bonaire, St. Eustatius and Saba (BES islands).

People from the following nationalities may enter with a valid Passport and with a Dutch Caribbean visa:

- Colombian
- Bolivian
- Peruvian
- Dominican
- Haitian

People with a valid Schengen or American multiple visa may enter:

Belgium	Germany	France	Luxembourg	Netherlands
Portugal	Spain	Italy	Austria	Greece
Denmark	Finland	Sweden	Norway	Iceland
Estonia	Latvia	Lithuania	Slovakia	Hungary
Poland	Czech Republic	Slovenia	Malta	Switzerland
Liechtenstein				

No entry visas are required for temporary visitors from the following states:

Andorra	Dominica	Japan	Singapore
Antigua & Barbuda	Ecuador	Korea (South)	Slovakia
Argentina	El Salvador	Latvia	Slovenia
Australia	Estonia	Liechtenstein	Spain
Austria	Finland	Lithuania	St. Christopher and Nevis (St. Kitts)
Bahamas	France	Luxemburg	St. Lucia
Barbados	Germany	Macao: SAR	St. Vincent and the Grenadines
Belgium	Greece	Malaysia	Suriname
Belize	Grenada	Malta	Sweden
Bolivia	Guatemala	México	Switzerland
Brazil	Guyana	Monaco	Trinidad & Tobago
Brunei	Honduras	New Zeeland	Turkey*
Bulgaria	Hungary	Nicaragua	United Kingdom

Canada	Hong Kong: BNO	Norway	Uruguay
Chili	Hong Kong: SAR	Panama	United States of America
Costa Rica	Iceland	Paraguay	Vatican City
Croatia	Ireland	Poland	Venezuela
Cyprus	Israel	Portugal	
Czech Republic	Italy	Romania	
Denmark	Jamaica	San Marino	

* Special and Service Passport

The standard ICAO embarkation/disembarkation card is not required from the citizens of Curaçao, St. Maarten and the BES Islands.

Temporary visitors must complete the standard ICAO E/D card and be in possession of a valid passport, with the exception of the following nationals from whom existing official documents of identity are acceptable in lieu of a valid passport:

Visitors from the United States of America having the following issued by U.S.A. Authorities:

- A valid passport; or
- Valid Alien Registration Card and valid Passport

Visitors from Canada having the following issued by Canadian Authorities:

- Certificate of Proof of Canadian Citizenship and valid passport;
- Certificate of Proof of Naturalization and valid passport;
- Certificate of Identity and valid passport;
- A valid passport.

The Dutch Caribbean Visas can be obtained at a Dutch Embassy.

Entry visas are required for a temporary visit from nationals of the following States:

Afghanistan	Former Rep. of Macedonia	Micronesia	South Africa
Albania	Gabon	Mongolia	Sri Lanka
Algeria	Gambia	Morocco	Sudan
Angola	Georgia	Mozambique	Swaziland
Armenia	Ghana	Myanmar	Syrian Arab Republic
Azerbaijan	Guinea	Namibi	Tajikistan
Bahrain	Guinea-Bissau	Naurua	Taiwan
Bangladesh	Haiti	Nepal	Tanzania
Belarus	India	Niger	Thailand
Benin	Indonesia	Nigeria	Togo
Bhutan	Iran	Northern Mariana	Tonga
Bosnia-Herzegovina	Iraq	Oman	Chad
Botswana	Ivory Coast Republic	Pakistan	Tunisia
Burkina Faso	Jordan	Palau	Turkey*
Burundi	Kazakhstan	Palestine	Turkmenistan
Cambodia	Kenya	Papua New Guinea	Tuvalu
Cameroon	Kiribati	Peru	Uganda
Cape Verde	Korea North	Philippines	Ukraine
Central African Republic	Kuwait	Qatar	United Arab Emirates
China	Kurdistan	Republic of Moldova	Uzbekistan
Colombia	Laos	Russian Federation	Vanuatu
Comoros	Lebanon	Rwanda	Vietnam
Congo	Lesotho	Samoa West	Yemen
Cuba	Liberia	São Tomé and Príncipe	Yugoslav Federation

Djibouti	Libya	Principe	Zambia
Dominican Republic	Madagascar	Saudi Arabia	Zimbabwe
East Timor	Malawi	Senegal	
Egypt	Maldives	Serbia	
Equatorial Guinea	Mali	Seychelles	
Eritrea	Marshall Islands	Sierra Leon	
Ethiopia	Mauritania	Solomon Islands	
Fiji Islands	Mauritius	Somalia	

* Normal Passport

1.2.3. **Flight crew members on scheduled services:**

For flight crew members on scheduled services who keep possession of their licenses when embarking and disembarking, remain at the airport where the aircraft has stopped or within the of the arrival of incoming aircraft with the exception as stated in 4.1.2, such information must be transmitted so that it will be received by the public authorities concerned at least two hours in advance of arrival; the landing must be carried out at a previously designated international aerodrome.

1.2.4. **Embarking passengers:**

No departure formalities are required for embarking passengers.

1.2.5. **Rules covering admission:**

The rules covering admission are incorporated in the Federal Ordinance on Admission and Deportation (Law Act per island please see below) and in a series of Ministerial Decrees for enforcing the Federal Ordinance and the Admission Resolution.

Saba: P.B. 1962, nr 60, the Admission Resolution (P.B. 1963, nr 1).

1.3 Temporary residence

Visitors and tourists may enter and remain in the Dutch Caribbean territory without a permit for temporary residence for a period not exceeding thirty days.

For a stay exceeding thirty days a permit for temporary residence is required. The petition should be submitted to the Lieutenant Governor of the island/territory for which the applicant wishes to obtain a temporary residence.

Temporary residence can be obtained at the Immigratie- en Naturalisatiedienst Caribisch Nederland (IND-CN).

Immigratie- en Naturalisatiedienst Caribisch Nederland (IND-CN)
Adress: Cap. Matthew Levenstone Street z/n, The Bottom, Saba
Telephone: +599 416 3805
E-mailadres: INDSaba@rijksdienstCN.com
Webiste: https://www.rijksdienstcn.com/immigratie-naturalisatie/

1.4 Public health requirements

Disembarking passengers are not required to present vaccination certificates except when coming directly from an area infected with ebola, cholera, yellow fever, chicken pox or smallpox.

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GEN 1.3 ENTRY, TRANSIT AND DEPARTURE OF PASSENGERS AND CREW

1 SINT EUSTATIUS

1.1 Customs requirements

1.1.1. **Baggage or articles belonging to disembarking passengers and crew:**

Baggage or articles belonging to disembarking passengers and crew are immediately released except for those selected for inspection by the customs authorities. Such baggage will be cleared on the basis of an oral declaration except in the case of returning citizens.

1.1.2. **Customs formalities:**

No customs formalities are normally required on departure.
By random test passengers, crews and luggage are examined through customs.

1.2 Immigration requirements

1.2.1. **Documents or visas:**

No documents or visas are required of passengers arriving and departing on the same through flight or transferring to another flight at the same airport provided they remain in the transit area. If leaving the transit area for more than 48 hours a visa will be required.

1.2.2. **Entering the Dutch Caribbean for the purpose of immigration:**

A person entering the Dutch Caribbean for the purpose of immigration must hold a valid passport and an immigration visa, the latter being issued at the embassy's or consulates of The Netherlands abroad.

The visa is valid for the territory of the Dutch Caribbean (excluding Aruba). Temporary visitors in the possession of a visa for the Dutch Caribbean territory may travel between the islands of Curaçao, St. Maarten, Bonaire, St. Eustatius and Saba (BES islands).

People from the following nationalities may enter with a valid Passport and with a Dutch Caribbean visa:

- Colombian
- Bolivian
- Peruvian
- Dominican
- Haitian

People with a valid Schengen or American multiple visa may enter:

The 26 Schengen countries are:

Belgium	Germany	France	Luxembourg	Netherlands
Portugal	Spain	Italy	Austria	Greece
Denmark	Finland	Sweden	Norway	Iceland
Estonia	Latvia	Lithuania	Slovakia	Hungary
Poland	Czech Republic	Slovenia	Malta	Switzerland
Liechtenstein				

No entry visas are required for temporary visitors from the following states:

Andorra	Dominica	Japan	Singapore
Antigua & Barbuda	Ecuador	Korea (South)	Slovakia
Argentina	El Salvador	Latvia	Slovenia
Australia	Estonia	Liechtenstein	Spain
Austria	Finland	Lithuania	St. Christopher and Nevis (St. Kitts)
Bahamas	France	Luxemburg	St. Lucia
Barbados	Germany	Macao: SAR	St. Vincent and the Grenadines
Belgium	Greece	Malaysia	Suriname
Belize	Grenada	Malta	Sweden
Bolivia	Guatemala	México	Switzerland
Brazil	Guyana	Monaco	Trinidad & Tobago
Brunei	Honduras	New Zeeland	Turkey*

Bulgaria	Hungary	Nicaragua	United Kingdom
Canada	Hong Kong: BNO	Norway	Uruguay
Chili	Hong Kong: SAR	Panama	United States of America
Costa Rica	Iceland	Paraguay	Vatican City
Croatia	Ireland	Poland	Venezuela
Cyprus	Israel	Portugal	
Czech Republic	Italy	Romania	
Denmark	Jamaica	San Marino	

* Special and Service Passport

The standard ICAO embarkation/disembarkation card is not required from the citizens of Curaçao, St. Maarten and the BES Islands.

Temporary visitors must complete the standard ICAO E/D card and be in possession of a valid passport, with the exception of the following nationals from whom existing official documents of identity are acceptable in lieu of a valid passport:

Visitors from the United States of America having the following issued by U.S.A. Authorities:

- A valid passport; or
- Valid Alien Registration Card and valid Passport

Visitors from Canada having the following issued by Canadian Authorities:

- Certificate of Proof of Canadian Citizenship and valid passport;
- Certificate of Proof of Naturalization and valid passport;
- Certificate of Identity and valid passport;
- A valid passport.

The Dutch Caribbean Visas can be obtained at a Dutch Embassy.

Entry visas are required for a temporary visit from nationals of the following States:

Afghanistan	Former Rep. of Macedonia	Micronesia	South Africa
Albania	Gabon	Mongolia	Sri Lanka
Algeria	Gambia	Morocco	Sudan
Angola	Georgia	Mozambique	Swaziland
Armenia	Ghana	Myanmar	Syrian Arab Republic
Azerbaijan	Guinea	Namibi	Tajikistan
Bahrain	Guinea-Bissau	Naurua	Taiwan
Bangladesh	Haiti	Nepal	Tanzania
Belarus	India	Niger	Thailand
Benin	Indonesia	Nigeria	Togo
Bhutan	Iran	Northern Mariana	Tonga
Bosnia-Herzegovina	Iraq	Oman	Chad
Botswana	Ivory Coast Republic	Pakistan	Tunisia
Burkina Faso	Jordan	Palau	Turkey*
Burundi	Kazakhstan	Palestine	Turkmenistan
Cambodia	Kenya	Papua New Guinea	Tuvalu
Cameroon	Kiribati	Peru	Uganda
Cape Verde	Korea North	Philippines	Ukraine
Central African Republic	Kuwait	Qatar	United Arab Emirates
China	Kurdistan	Republic of Moldova	Uzbekistan
Colombia	Laos	Russian Federation	Vanuatu
Comoros	Lebanon	Rwanda	Vietnam
Congo	Lesotho	Samoa West	Yemen

Cuba	Liberia	São Tomé and Príncipe	Yugoslav Federation
Djibouti	Libya	Principe	Zambia
Dominican Republic	Madagascar	Saudi Arabia	Zimbabwe
East Timor	Malawi	Senegal	
Egypt	Maldives	Serbia	
Equatorial Guinea	Mali	Seychelles	
Eritrea	Marshall Islands	Sierra Leon	
Ethiopia	Mauritania	Solomon Islands	
Fiji Islands	Mauritius	Somalia	

* Normal Passport

1.2.3. **Flight crew members on scheduled services:**

For flight crew members on scheduled services who keep possession of their licenses when embarking and disembarking, remain at the airport where the aircraft has stopped or within the of the arrival of incoming aircraft with the exception as stated in 4.1.2, such information must be transmitted so that it will be received by the public authorities concerned at least two hours in advance of arrival; the landing must be carried out at a previously designated international aerodrome.

1.2.4. **Embarking passengers:**

No departure formalities are required for embarking passengers.

1.2.5. **Rules covering admission:**

The rules covering admission are incorporated in the Federal Ordinance on Admission and Deportation (Law Act per island please see below) and in a series of Ministerial Decrees for enforcing the Federal Ordinance and the Admission Resolution.

St. Eustatius: P.B. 1962, nr 60, the Admission Resolution (P.B. 1963, nr 1);

1.3 Temporary residence

Visitors and tourists may enter and remain in the Dutch Caribbean territory without a permit for temporary residence for a period not exceeding thirty days.

For a stay exceeding thirty days a permit for temporary residence is required. The petition should be submitted to the Lieutenant Governor of the island/territory for which the applicant wishes to obtain a temporary residence.

Temporary residence can be obtained at the Immigratie- en Naturalisatiedienst Caribisch Nederland (IND-CN).

Immigratie- en Naturalisatiedienst Caribisch Nederland (IND-CN)
Adress: Cottageroad z/n, Oranjestad, Sint Eustatius
Telephone: +599 318 3377
E-mailadres: INDStatia@rijksdienstCN.com
Webiste: https://www.rijksdienstcn.com/immigratie-naturalisatie/

1.4 Public health requirements

Disembarking passengers are not required to present vaccination certificates except when coming directly from an area infected with ebola, cholera, yellow fever, chicken pox or smallpox.

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GEN 1 NATIONAL REGULATIONS AND REQUIREMENTS

GEN 1.4 ENTRY, TRANSIT AND DEPARTURE OF CARGO

1 CURAÇAO

1.1 Customs requirements concerning cargo and other articles

The following documents are required for the clearance of goods through customs of Curaçao:

- 3 copies of invoices;
- 3 copies of the Cargo Manifest;
- 3 copies of the Airway Bill.

No documents are required with respect to the weight or value of the shipment.

No advance notification is required but the documents must accompany the shipment.

Customs documentation applies to all shipments regardless of the weight or value of the shipment.

All air cargo shipments are free of consular formalities and charges.

1.2 Agricultural Quarantine Requirements

Sanitary certificates or related documents are required in respect of all animal and plant shipments in Dutch Caribbean territory.
Documents required for the importation or transit of livestock:

a. 1. An official attest issued by the Dutch Ambassador or Consul in the Country of origin;
   2. A declaration of the above-mentioned authority, stating quantity and species of the animals and country of embarkation;

b. A valid health certificate;

c. A valid inoculation certificate against rabies for dogs, cats and hyena species;

d. For importation of poultry the health certificate should state that the poultry are in good health and originate from a farm, which is not affected by pullorum or other contagious diseases.

The importation or transit of ruminants, one-hoofed animals and pigs originating from the South American continent with the exception of cattle originating from Colombia, is **forbidden.**

In case the required documents cannot be produced the animal(s) concerned will be placed in quarantine while the aircraft operator has the obligation to return the animal(s) to the place of origin or to ship them to a point outside Dutch Caribbean territory. Expenses during the quarantine period will be charged to the aircraft operator.

The quarantine period may last up to 14 days, after which the animal(s) will be destroyed. Prolongation of the quarantine period can only be granted by the lt. governor of the island of Curaçao.

Health certificates and inoculation certificates against rabies must be issued by an authorized veterinarian and legalized by the Dutch Ambassador or Consul in the country of origin of the animal concerned.

More information can be obtained at the local “Uitvoeringsorganisatie Veterinaire Zaken” of Curaçao. Contact the AIS unit for contact details.

1.3 Transport of Dangerous Goods

The regulations on the transport of dangerous goods by air are based on ICAO Annex 18 to the Convention of Chicago (1944) and on the ICAO Technical Instructions for the Safe Transport of Dangerous Goods by Air, current edition. They are applicable to:

a. Dangerous goods on an aerodrome, including warehouses etc., or in an aircraft intentionally to be carried by air, carried by air or after transport by air.

b. Every natural person or corporate body who offers dangerous goods as mentioned under a. for transport by air.

c. Every natural person or corporate body, who offers dangerous goods for transport by air, on behalf of whom the transport of dangerous goods by air is carried out or who actually carries dangerous goods by air.

d. Every natural person or corporate body who is directly involved in the transport of dangerous goods by air.

As an alternative to the use of the current ICAO Technical Instructions the current IATA Dangerous Goods Regulations may be used. Further information about the carriage of dangerous goods can be obtained from the competent authority:

Ministry of Traffic, Transport and Urban Planning
Curaçao Civil Aviation Authority
Division for AVSEC/DG/FAL
Kaya Afido z/n
Seru Mahuma
Curaçao
Tel: (+5999) 839-3310 / 511-0277
Fax: (+5999) 868-9924
Email: victor.krips@gobiernu.cw
URL: www.gobiernu.cw

GEN 1 NATIONAL REGULATIONS AND REQUIREMENTS

GEN 1.4 ENTRY, TRANSIT AND DEPARTURE OF CARGO

1 ARUBA

1.1 Customs requirements concerning cargo and other articles

The following documents for clearance of goods through customs of Aruba are insert in there system via the program ASYCUDA.

- Invoices;
- Cargo Manifest;
- Airway Bill.

As regards air cargo simply being trans-shipped from one flight to another flight at the same airport under customs supervision, two copies of a trans-shipment bill are required. In the case of cargo and other articles being transferred to another international airport in Dutch Caribbean territory, the following procedures under par. 1.1 apply.

No clearance is required with respect to goods retained on board an aircraft. For on-carriage or goods being transferred to another flight with destination outside Aruba, clearance documents are required. Agents will take care of them.

No clearance documents are required with respect to goods retained on board an aircraft for on-carriage to a destination outside Curaçao, Aruba, Sint Maarten and the BES islands.

Upon exportation, two copies of export/entries are required for the clearance of shipments to be exported by air.

1.2 Agricultural Quarantine Requirements

Sanitary certificates or related documents are required in respect of all animal and plant shipments in Dutch Caribbean territory.
Documents required for the importation or transit of livestock:

a. 1. An official attest issued by the Dutch Ambassador or Consul in the Country of origin;
   2. A declaration of the above-mentioned authority, stating quantity and species of the animals and country of embarkation;

b. A valid health certificate;

c. A valid inoculation certificate against rabies for dogs, cats and hyena species;

d. For importation of poultry the health certificate should state that the poultry are in good health and originate from a farm, which is not affected by pullorum or other contagious diseases.

The importation or transit of ruminants, one-hoofed animals and pigs originating from the South American continent with the exception of cattle originating from Colombia, is **forbidden.**

In case the required documents cannot be produced the animal(s) concerned will be placed in quarantine while the aircraft operator has the obligation to return the animal(s) to the place of origin or to ship them to a point outside Dutch Caribbean territory. Expenses during the quarantine period will be charged to the aircraft operator.

The quarantine period may last up to 14 days, after which the animal(s) will be destroyed. Prolongation of the quarantine period can only be granted by the lt. governor of the island of Aruba.

Health certificates and inoculation certificates against rabies must be issued by an authorized veterinarian and legalized by the Dutch Ambassador or Consul in the country of origin of the animal concerned.

More information can be obtained at the local “Uitvoeringsorganisatie Veterinaire Zaken” of Aruba. Contact the AIS unit for contact details.

1.3 Transport of Dangerous Goods

Ministerial Decree of 31 October 2000 implementing Articles 10 and 20 of the Luchtvaartverordening (AB. 1989 no. GT 58) Arrangement transport of dangerous goods by air Further information about the carriage of dangerous goods can be obtained from the competent authority:
Department of Civil Aviation Aruba

Civil Aviation Aruba
Sabana Berde 73-B
Oranjestad
Aruba
Tel: +297 523-2665
Fax: +297 582-3038
Email: dca@dca.gov.aw

GEN 1 NATIONAL REGULATIONS AND REQUIREMENTS

GEN 1.4 ENTRY, TRANSIT AND DEPARTURE OF CARGO

1 BONAIRE

1.1 Customs requirements concerning cargo and other articles

The following documents are required for the clearance of goods through customs of Bonaire:

- 3 copies of invoices;
- 3 copies of the Cargo Manifest;
- 3 copies of the Airway Bill.

No documents are required with respect to the weight or value of the shipment.

No advance notification is required but the documents must accompany the shipment.

Customs documentation applies to all shipments regardless of the weight or value of the shipment.

All air cargo shipments are free of consular formalities and charges.

1.2 Agricultural Quarantine Requirements

Sanitary certificates or related documents are required in respect of all animal and plant shipments in Dutch Caribbean territory.
Documents required for the importation or transit of livestock:

a. 1. An official attest issued by the Dutch Ambassador or Consul in the Country of origin;
   2. A declaration of the above-mentioned authority, stating quantity and species of the animals and country of embarkation;

b. A valid health certificate;

c. A valid inoculation certificate against rabies for dogs, cats and hyena species;

d. For importation of poultry the health certificate should state that the poultry are in good health and originate from a farm, which is not affected by pullorum or other contagious diseases.

The importation or transit of ruminants, one-hoofed animals and pigs originating from the South American continent with the exception of cattle originating from Colombia, is **forbidden.**

In case the required documents cannot be produced the animal(s) concerned will be placed in quarantine while the aircraft operator has the obligation to return the animal(s) to the place of origin or to ship them to a point outside Dutch Caribbean territory. Expenses during the quarantine period will be charged to the aircraft operator.

The quarantine period may last up to 14 days, after which the animal(s) will be destroyed. Prolongation of the quarantine period can only be granted by the lt. governor of the BES Islands.

Health certificates and inoculation certificates against rabies must be issued by an authorized veterinarian and legalized by the Dutch Ambassador or Consul in the country of origin of the animal concerned.

More information can be obtained at the local “Uitvoeringsorganisatie Veterinaire Zaken” of Bonaire. Contact the AIS unit for contact details.

1.3 Transport of Dangerous Goods

The regulations on the transport of dangerous goods by air are based on ICAO Annex 18 to the Convention of Chicago (1944) and on the ICAO Technical Instructions for the Safe Transport of Dangerous Goods by Air, current edition. They are applicable to:

a. Dangerous goods on an aerodrome, including warehouses etc., or in an aircraft intentionally to be carried by air, carried by air or after transport by air.

b. Every natural person or corporate body who offers dangerous goods as mentioned under a. for transport by air.

c. Every natural person or corporate body, who offers dangerous goods for transport by air, on behalf of whom the transport of dangerous goods by air is carried out or who actually carries dangerous goods by air.

d. Every natural person or corporate body who is directly involved in the transport of dangerous goods by air.

As an alternative to the use of the current ICAO Technical Instructions the current IATA Dangerous Goods Regulations may be used. Further information about the carriage of dangerous goods can be obtained from the competent authority:

Minister of Infrastructure and Water Management (IenW) Bonaire
Blvd. Gob. N. Debrot 46
Kralendijk
Bonaire
Tel: +599 715 8333

GEN 1 NATIONAL REGULATIONS AND REQUIREMENTS

GEN 1.4 ENTRY, TRANSIT AND DEPARTURE OF CARGO

1 SINT MAARTEN

1.1 Customs requirements concerning cargo and other articles

The following documents are required for the clearance of goods through customs of Sint Maarten:

- 3 copies of invoices;
- 3 copies of the Cargo Manifest;
- 3 copies of the Airway Bill.

No documents are required with respect to the weight or value of the shipment.

No advance notification is required but the documents must accompany the shipment.

Customs documentation applies to all shipments regardless of the weight or value of the shipment.

All air cargo shipments are free of consular formalities and charges.

1.2 Agricultural Quarantine Requirements

Sanitary certificates or related documents are required in respect of all animal and plant shipments in Dutch Caribbean territory.
Documents required for the importation or transit of livestock:

a. 1. An official attest issued by the Dutch Ambassador or Consul in the Country of origin;
   2. A declaration of the above-mentioned authority, stating quantity and species of the animals and country of embarkation;

b. A valid health certificate;

c. A valid inoculation certificate against rabies for dogs, cats and hyena species;

d. For importation of poultry the health certificate should state that the poultry are in good health and originate from a farm, which is not affected by pullorum or other contagious diseases.

The importation or transit of ruminants, one-hoofed animals and pigs originating from the South American continent with the exception of cattle originating from Colombia, is **forbidden.**

In case the required documents cannot be produced the animal(s) concerned will be placed in quarantine while the aircraft operator has the obligation to return the animal(s) to the place of origin or to ship them to a point outside Dutch Caribbean territory. Expenses during the quarantine period will be charged to the aircraft operator.

The quarantine period may last up to 14 days, after which the animal(s) will be destroyed. Prolongation of the quarantine period can only be granted by the lt. governor of the island of Sint Maarten.

Health certificates and inoculation certificates against rabies must be issued by an authorized veterinarian and legalized by the Dutch Ambassador or Consul in the country of origin of the animal concerned.

More information can be obtained at the local “Uitvoeringsorganisatie Veterinaire Zaken” of Sint Maarten. Contact the AIS unit for contact details.

1.3 Transport of Dangerous Goods

The regulations on the transport of dangerous goods by air are based on ICAO Annex 18 to the Convention of Chicago (1944) and on the ICAO Technical Instructions for the Safe Transport of Dangerous Goods by Air, current edition. They are applicable to:

a. Dangerous goods on an aerodrome, including warehouses etc., or in an aircraft intentionally to be carried by air, carried by air or after transport by air.

b. Every natural person or corporate body who offers dangerous goods as mentioned under a. for transport by air.

c. Every natural person or corporate body, who offers dangerous goods for transport by air, on behalf of whom the transport of dangerous goods by air is carried out or who actually carries dangerous goods by air.

d. Every natural person or corporate body who is directly involved in the transport of dangerous goods by air.

As an alternative to the use of the current ICAO Technical Instructions the current IATA Dangerous Goods Regulations may be used. Further information about the carriage of dangerous goods can be obtained from the competent authority:

Ministry of Tourism, Economic Affairs, Traffic, and Telecommunication
Sint Maarten Civil Aviation Authority
Airport Road # 114
Sint Maarten
Tel +1 721 545 0111
Fax +1 721 545 0113
URL: http://www.sintmaartengov.org/

GEN 1 NATIONAL REGULATIONS AND REQUIREMENTS

GEN 1.4 ENTRY, TRANSIT AND DEPARTURE OF CARGO

1 SABA

1.1 Customs requirements concerning cargo and other articles

The following documents are required for the clearance of goods through customs of Saba:

- 3 copies of invoices;
- 3 copies of the Cargo Manifest;
- 3 copies of the Airway Bill.

No documents are required with respect to the weight or value of the shipment.

No advance notification is required but the documents must accompany the shipment.

Customs documentation applies to all shipments regardless of the weight or value of the shipment.

All air cargo shipments are free of consular formalities and charges.

1.2 Agricultural Quarantine Requirements

Sanitary certificates or related documents are required in respect of all animal and plant shipments in Dutch Caribbean territory.
Documents required for the importation or transit of livestock:

a. 1. An official attest issued by the Dutch Ambassador or Consul in the Country of origin;
   2. A declaration of the above-mentioned authority, stating quantity and species of the animals and country of embarkation;

b. A valid health certificate;

c. A valid inoculation certificate against rabies for dogs, cats and hyena species;

d. For importation of poultry the health certificate should state that the poultry are in good health and originate from a farm, which is not affected by pullorum or other contagious diseases.

The importation or transit of ruminants, one-hoofed animals and pigs originating from the South American continent with the exception of cattle originating from Colombia, is **forbidden.**

In case the required documents cannot be produced the animal(s) concerned will be placed in quarantine while the aircraft operator has the obligation to return the animal(s) to the place of origin or to ship them to a point outside Dutch Caribbean territory. Expenses during the quarantine period will be charged to the aircraft operator.

The quarantine period may last up to 14 days, after which the animal(s) will be destroyed. Prolongation of the quarantine period can only be granted by the lt. governor of the islands of the BES Islands.

Health certificates and inoculation certificates against rabies must be issued by an authorized veterinarian and legalized by the Dutch Ambassador or Consul in the country of origin of the animal concerned.

More information can be obtained at the local “Uitvoeringsorganisatie Veterinaire Zaken” of Saba. Contact the AIS unit for contact details.

1.3 Transport of Dangerous Goods

The regulations on the transport of dangerous goods by air are based on ICAO Annex 18 to the Convention of Chicago (1944) and on the ICAO Technical Instructions for the Safe Transport of Dangerous Goods by Air, current edition. They are applicable to:

a. Dangerous goods on an aerodrome, including warehouses etc., or in an aircraft intentionally to be carried by air, carried by air or after transport by air.

b. Every natural person or corporate body who offers dangerous goods as mentioned under a. for transport by air.

c. Every natural person or corporate body, who offers dangerous goods for transport by air, on behalf of whom the transport of dangerous goods by air is carried out or who actually carries dangerous goods by air.

d. Every natural person or corporate body who is directly involved in the transport of dangerous goods by air.

As an alternative to the use of the current ICAO Technical Instructions the current IATA Dangerous Goods Regulations may be used. Further information about the carriage of dangerous goods can be obtained from the competent authority:

Minister of Infrastructure and Water Management (IenW) Saba
The Bottom
Saba
Tel: +599 715 8333

GEN 1 NATIONAL REGULATIONS AND REQUIREMENTS

GEN 1.4 ENTRY, TRANSIT AND DEPARTURE OF CARGO

1 SINT EUSTATIUS

1.1 Customs requirements concerning cargo and other articles

The following documents are required for the clearance of goods through customs of Sint Eustatius:

- 3 copies of invoices;
- 3 copies of the Cargo Manifest;
- 3 copies of the Airway Bill.

No documents are required with respect to the weight or value of the shipment.

No advance notification is required but the documents must accompany the shipment.

Customs documentation applies to all shipments regardless of the weight or value of the shipment.

All air cargo shipments are free of consular formalities and charges.

1.2 Agricultural Quarantine Requirements

Sanitary certificates or related documents are required in respect of all animal and plant shipments in Dutch Caribbean territory.
Documents required for the importation or transit of livestock:

a. 1. An official attest issued by the Dutch Ambassador or Consul in the Country of origin;
   2. A declaration of the above-mentioned authority, stating quantity and species of the animals and country of embarkation;

b. A valid health certificate;

c. A valid inoculation certificate against rabies for dogs, cats and hyena species;

d. For importation of poultry the health certificate should state that the poultry are in good health and originate from a farm, which is not affected by pullorum or other contagious diseases.

The importation or transit of ruminants, one-hoofed animals and pigs originating from the South American continent with the exception of cattle originating from Colombia, is **forbidden.**

In case the required documents cannot be produced the animal(s) concerned will be placed in quarantine while the aircraft operator has the obligation to return the animal(s) to the place of origin or to ship them to a point outside Dutch Caribbean territory. Expenses during the quarantine period will be charged to the aircraft operator.

The quarantine period may last up to 14 days, after which the animal(s) will be destroyed. Prolongation of the quarantine period can only be granted by the lt. governor of the islands of the BES Islands.

Health certificates and inoculation certificates against rabies must be issued by an authorized veterinarian and legalized by the Dutch Ambassador or Consul in the country of origin of the animal concerned.

More information can be obtained at the local “Uitvoeringsorganisatie Veterinaire Zaken” of Sint Eustatius. Contact the AIS unit for contact details.

1.3 Transport of Dangerous Goods

The regulations on the transport of dangerous goods by air are based on ICAO Annex 18 to the Convention of Chicago (1944) and on the ICAO Technical Instructions for the Safe Transport of Dangerous Goods by Air, current edition. They are applicable to:

a. Dangerous goods on an aerodrome, including warehouses etc., or in an aircraft intentionally to be carried by air, carried by air or after transport by air.

b. Every natural person or corporate body who offers dangerous goods as mentioned under a. for transport by air.

c. Every natural person or corporate body, who offers dangerous goods for transport by air, on behalf of whom the transport of dangerous goods by air is carried out or who actually carries dangerous goods by air.

d. Every natural person or corporate body who is directly involved in the transport of dangerous goods by air.

As an alternative to the use of the current ICAO Technical Instructions the current IATA Dangerous Goods Regulations may be used. Further information about the carriage of dangerous goods can be obtained from the competent authority:

Minister of Infrastructure and Water Management (IenW) Sint Eustatius
Mazinga Comlex A,B | Fort Oranjestaat
Oranjestad
Sint Eustatius
Tel: +599 318 3370

GEN 1 NATIONAL REGULATIONS AND REQUIREMENTS

GEN 1.5 AIRCRAFT INSTRUMENTS, EQUIPMENT AND FLIGHT DOCUMENTS

1 CURAÇAO

1.1 General

Commercial air transport aircraft operating in Dutch Caribbean territory must adhere to the provisions of ICAO Annex 6 - Operation of Aircraft, Part I - International Commercial Air Transport - Aeroplanes, Chapter 6 (Aeroplane Instruments, Equipment and Flight Documents) and Chapter 7 (Aeroplane Communication and Navigation Equipment).

1.2 Special Equipment to be Carried

In addition to the above-mentioned, all aircraft operating within the Curaçao FIR, whereby the territory of the Dutch Caribbean is over flown, must adhere to the provisions detailed below in accordance with the type of flight.

1.2.1. **Types of flight**

1. Transiting
   a. Flights transiting the Curaçao FIR, whereby the territory of the Dutch Caribbean is over flown.
   b. Flights to and from the territory of the Dutch Caribbean, whereby a maximum of two landings are made.

2. Internal
   a. Flights conducted between the BES Islands..

1.3 Equipment to be carried by all types of flights

Radio and navigation equipment to be carried within the Curaçao FIR, shall comply with the provisions of ICAO Annex 6 Volume 1 and 2, chapter 7 and article 14 of the Civil Aviation (air Navigation) Regulations, 1995 as amended.

1.4 Equipment to be carried on all internal and on certain flights

On all internal flights and on flights with single-engine and multi-engine aircraft which are not capable of maintaining the prescribed minimum safe altitude in the event of engine failure, shall comply with the provisions of ICAO Annex 7 Chapter 7.8 and for Curaçao Civil Aviation Regulations CARNA Part 7, and the following emergency equipment shall be carried.

1.4.1. **EMERGENCY EQUIPMENT: ALL AIRCRAFT**

Each item of emergency and flotation equipment shall be:

1. Readily accessible to the crew and with regard to equipment located in the passenger compartment, to passengers without appreciable time for preparatory procedures;
2. Clearly identified and clearly marked to indicate its method of operation;
3. Marked as to date of last inspection; and
4. Marked as to contents when carried in a compartment or container.

1.4.2. **FIRST AID KIT**

a. No person may operate an aircraft unless it is equipped with at least the minimum number of accessible first aid kits and contents specified as follows:

Number of Passenger seats installed	Number of First-aid kits required
0 to 99	1
100 to 199	2
200 to 299	3
300 and more	4

The installed first aid kit shall contain the minimum contents specified by the Director.

Note: See CARNA Part 7 IS: 7.8.1.2 to determine the required contents of the first aid kit.

1.4.3. **MEDICAL KIT-COMMERCIAL AIR TRANSPORT**

a. No person may operate an aircraft authorized to carry more than 250 passengers unless it has a properly installed medical kit for the use of the medical doctors or other qualified persons in treating in-flight medical emergencies.

b. The installed medical kit shall contain the minimum contents specified in CARNA Part 7 IS: 7.8.1.3.

1.4.4. **PORTABLE FIRE EXTINGUISHERS**

a. No person may operate an aircraft unless it has the minimum number of portable fire extinguishers of a type which, when discharged, will not cause dangerous contamination of the air within the aeroplane. The type and quantity of extinguishing agent shall be suitable for the kinds of fires likely to occur in the compartment where the extinguisher is intended to be used.
Note: For passenger compartments, the extinguisher shall be designed to minimise the hazard of toxic gas concentrations.

b. The minimum number of portable fire extinguishers shall not be less than:

1. One properly installed in the pilot's compartment; and

2. At least one portable fire extinguisher shall be provided and conveniently located for use in each Class E cargo compartment that is accessible to crew members during flight, and at least one shall be located in each upper and lower lobe galley.

3. One properly installed in each passenger compartment that is separate from the pilot's compartment and that is not readily accessible to the flight crew.
Note: Any portable fire extinguisher so fitted in accordance with the certificate of airworthiness of an aircraft may count as one of the required extinguishers.

1. At least one portable fire extinguisher shall be conveniently located in the passenger compartment of aeroplanes having a passenger seating capacity of 30 or less. For each aeroplane having a passenger seating capacity of more than 30, there shall be at least the following number of portable fire extinguishers conveniently located and uniformly distributed throughout the compartment.

Minimum Number of Hand Fire Extinguishers Passenger Seating Capacity	
30 through 60	2
61 through 200	3
201 through 300	4
301 through 400	5
401 through 500	6
501 through 600	7
601 or more	8

1.4.5. **LAVATORY FIRE EXTINGUISHER**

a. No person may operate a passenger carrying aircraft of more than 5700 kg maximum certificated take-off mass unless each lavatory is equipped with a built-in fire extinguisher for the wastepaper disposal.

b. This built-in fire extinguisher must be designed to discharge automatically into each disposal receptacle upon the occurrence of a fire in the receptacle.

1.4.6. **LAVATORY SMOKE DETECTOR**

No person may operate a passenger carrying aircraft of more than 5700 kg maximum certificated take-off mass unless each lavatory in the aeroplane is equipped with a smoke detector system that provides:

1. A warning light in the flight deck; or

2. A warning light or audio warning in the passenger cabin, taking into account the position of the cabin attendants during various phases of flight.

1.4.7. **CRASH AXE -COMMERCIAL AIRTRANSPORT**

No person may operate an aircraft with a maximum certificated take-off mass of more than 5700 kg unless it is equipped with a crash axe appropriate for effective use in that aircraft.

1.4.8. **FLASHLIGHTS**

a. No person may operate a passenger carrying aircraft unless the aircraft is equipped with flashlight stowage provisions that are accessible from each required flight attendant seat.

b. No person may operate a passenger carrying aircraft unless each flight attendant required to be on board the aircraft has a flashlight readily available for use

1.4.9. **OXYGEN STORAGE AND DISPENSINGAPPARATUS**

a. All aircraft intended to be operated at altitudes requiring the use of supplemental oxygen shall be equipped with adequate oxygen storage and dispensing apparatus.

b. The oxygen apparatus, the minimum rate of oxygen flow and the supply of oxygen shall meet applicable technical standards for type certification in the transport category.

c. No AOC holder may operate an aeroplane at altitudes above 10000 feet unless it is equipped with oxygen masks, located so as to be within the immediate reach of flight crew members while at their assigned duty station.

d. No person may operate a pressurized aeroplane at altitudes above 25000 feet unless:

   1. Flight crew member oxygen masks are of a quick donning type;

   2. Sufficient spare outlets and masks and/or sufficient portable oxygen units with masks are distributed evenly throughout the cabin to ensure immediate availability of oxygen to each required cabin crew member regardless of his location at the time of cabin pressurisation failure; and

   3. An oxygen-dispensing unit connected to oxygen supply terminals is installed so as to be automatically deployed and immediately available to each occupant, wherever seated.

   4. The total number of dispensing units and outlets shall exceed the number of seats by at least 10%. The extra units are to be evenly distributed throughout the cabin.

e. The amount of supplemental oxygen for sustenance required for a particular operation shall be determined on the basis of flight altitudes and flight duration, consistent with the operating procedures established for each operation in the Operations Manual and with the routes to be flown, and with the emergency procedures specified in the Operations Manual.
   Note: See CARNA Part 7 IS: 7.8.1.9 to determine the amount of supplemental oxygen needed for non-pressurized and pressurized aircraft.

1.4.10. **INDIVIDUAL FLOTATION DEVICES**

a. No person may operate an aircraft on flights over water, or a seaplane on any flight, unless it is equipped with one life jacket or equivalent individual flotation device for each person on board.

b. All life jackets or equivalent individual flotation devices shall be stowed in a position easily accessible from the seat or berth of the person for whose use it is provided.

c. For all flights in which a survival raft is required, each individual flotation device shall be fitted with an approved survivor locator light.

1.4.11. **LIFE RAFTS**

a. No person may operate an aircraft other than designated in paragraph (a) unless it is equipped with life rafts in sufficient number to accommodate all of the persons on board in the event of ditching when the route of flight will be overwater for:

   1. 120 minutes at cruising speed or 400 NM (700 km), whichever is lesser, for aeroplanes capable of continuing the flight to an airport suitable for making an emergency landing with the critical power unit(s) becoming inoperative at any point along the route or planned diversions; or

   2. 30 minutes at cruising speed or 100 NM (185 km), whichever is lesser, for all other aeroplanes.

b. For commercial air transport passenger-carrying operations in aircraft of more than 5700 kg, the buoyancy and seating capacity of the rafts must accommodate all occupants of the aircraft in the event of a loss of one raft of the largest rated capacity.

c. For commercial air transport passenger-carrying operations in helicopters, 50 % of all required rafts (where the quantity is two or more) will have a means of deployment by remote control.

d. The required life rafts and associated equipment must be easily accessible in the event of ditching without appreciable time for preparatory procedures. This equipment must be installed in conspicuously marked, approved locations.

e. Life rafts which are not deployable by remote control and which have a mass of more than 40 kg shall be equipped with some means of mechanically assisted deployment.

1.4.12. **SURVIVAL KIT**

a. No person may operate an aircraft over designated land areas where search and rescue would be especially difficult without carrying life saving equipment including means of sustaining life.

b. No person may operate over water at distances that require the carriage of life rafts unless each raft is equipped with life saving equipment including means of sustaining life.

c. The survival kit shall contain the minimum contents specified by the Director.

1.4.13. **DEVICES FOR EMERGENCY SIGNALING**

a. No person may operate an aircraft over designated land areas where search and rescue would be especially difficult without carrying devices to make the necessary ground-to-air emergency signals to facilitate rescue.

b. No person may operate over water at a distance that requires the carriage of life rafts unless each raft contains the equipment for making the necessary pyrotechnical distress signals.

c. The devices for emergency signalling shall be acceptable to the Director.

1.4.14. **EMERGENCY LOCATOR TRANSMITTER (ELT)**

a. No person may operate an aircraft over water at distances that require the carriage of life rafts unless that aircraft is equipped with at least two ELT's, one of which shall be an automatically activated ELT.

b. No person may operate an aircraft over designated land areas where search and rescue would be especially difficult unless it is equipped with at least one automatically activated ELT.

c. No person may operate an aircraft over water at distances that require the carriage of life rafts unless it is equipped with a survival type ELT for the life raft. In situations requiring two or more life rafts, only two survival-type ELT's are required to be carried on the aircraft.

d. The expiration date for a replacement or recharged ELT battery shall be legibly marked on the outside of the transmitter. Batteries used in ELT's shall be replaced (or recharged if the battery is rechargeable) when:

   1. The transmitter has been in use for more than one cumulative hour; or

   2. 50 percent of their useful life (or for rechargeable batteries, 50 percent of their useful life of charge) has expired.
      Note: The battery useful life (or useful life of charge) requirements do not apply to batteries (such as water-activated batteries) that are essentially unaffected during probable storage intervals.

1.4.15. **HELICOPTER EMERGENCY FLOTATION MEANS**

No person may operate a helicopter intentionally over water unless it has a properly installed permanent or rapidly deployable means of floatation to ensure a safe ditching of the helicopter when the flight is:

1. More than 10 minutes from shore, in the case of helicopters capable of sustained flight with one engine inoperative; or

2. Beyond autorotational or gliding distance to shore, in the case of single-engine helicopters.

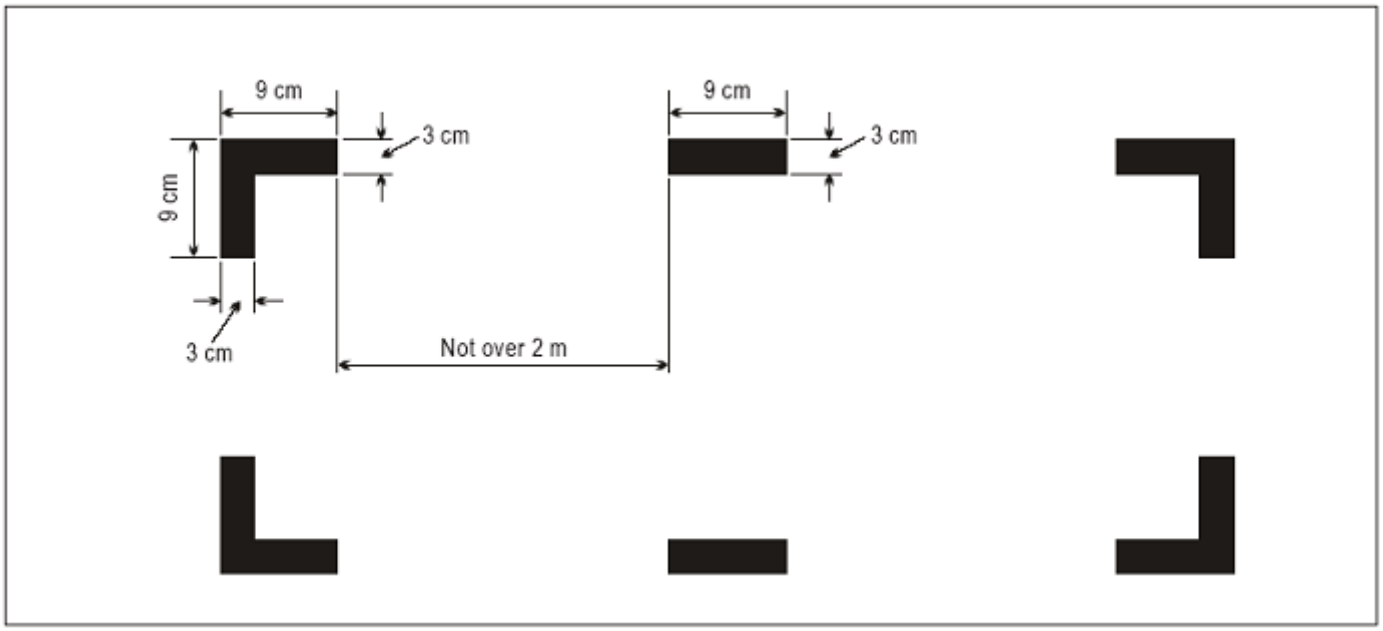
1.4.16. **MARKING OF BREAK-INPOINTS**

No person may operate an aircraft for which areas of the fuselage suitable for break-in for rescue in an emergency are marked unless those markings correspond to the following figure and meet the following requirements:

1. The colour of the markings shall be red or yellow, and if necessary, they shall be outlined in white to contrast with the background; and

2. If the corner markings are more than 2 m apart, intermediate lines 9 cm x 3 cm shall be inserted so that there is no more than2 m between adjacent markings.

Note: This regulation does not require any aircraft to have break-in areas.



1.4.17. **FIRST AID OXYGEN DISPENSING UNITS**

a. No AOC holder may conduct a passenger carrying operation in a pressurized aeroplane unless it is equipped with:

1. Undiluted first-aid oxygen for passengers who, for physiological reasons, may require oxygen following a cabin depressurization; and
2. When a cabin crewmember is carried, a sufficient number of dispensing units, but in no case less than two, with a means for cabin crew to use the supply.

b. The amount of first-aid oxygen required in paragraph (a) for a particular operation and route shall be determined on the basis of:

1. Flight duration after cabin depressurisation at cabin altitudes of more than 8000 feet;
2. An average flow rate of at least 3 litres Standard Temperature Pressure Dry/minute/person; and
3. At least 2% of the passengers carried, but in no case for less than one person.

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GEN 1 NATIONAL REGULATIONS AND REQUIREMENTS

GEN 1.5 AIRCRAFT INSTRUMENTS, EQUIPMENT AND FLIGHT DOCUMENTS

1 ARUBA

1.1 General

Commercial air transport aircraft operating in Dutch Caribbean territory must adhere to the provisions of ICAO Annex 6 - Operation of Aircraft, Part I - International Commercial Air Transport - Aeroplanes, Chapter 6 (Aeroplane Instruments, Equipment and Flight Documents) and Chapter 7 (Aeroplane Communication and Navigation Equipment).

1.2 Special Equipment to be Carried

In addition to the above-mentioned, all aircraft operating within the Curaçao FIR, Aruba CTR and St. Maarten TMA, whereby the territory of the Dutch Caribbean is over flown, must adhere to the provisions detailed below in accordance with the type of flight.

1.2.1. **Types of flight**

1. Transiting
   a. Flights transiting the Aruba CTR, whereby the territory of the Dutch Caribbean is over flown.
   b. Flights to and from the territory of the Dutch Caribbean, whereby a maximum of two landings are made.

2. Internal
   a. Flights conducted between the BES Islands..

1.3 Equipment to be carried by all types of flights

Radio and navigation equipment to be carried within the Aruba CTR shall comply with the provisions of ICAO Annex 6 Volume 1 and 2, chapter 7 and article 14 of the Civil Aviation (air Navigation) Regulations, 1995 as amended.

1.4 Equipment to be carried on all internal and on certain flights

On all internal flights and on flights with single-engine and multi-engine aircraft which are not capable of maintaining the prescribed minimum safe altitude in the event of engine failure, shall comply with the provisions of ICAO Annex 7 Chapter 7.8 and for Aruba Civil Aviation Regulations, and the following emergency equipment shall be carried.

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GEN 1 NATIONAL REGULATIONS AND REQUIREMENTS

GEN 1.5 AIRCRAFT INSTRUMENTS, EQUIPMENT AND FLIGHT DOCUMENTS

1 BONAIRE

1.1 General

Commercial air transport aircraft operating in Dutch Caribbean territory must adhere to the provisions of ICAO Annex 6 - Operation of Aircraft, Part I - International Commercial Air Transport - Aeroplanes, Chapter 6 (Aeroplane Instruments, Equipment and Flight Documents) and Chapter 7 (Aeroplane Communication and Navigation Equipment).

1.2 Special Equipment to be Carried

In addition to the above-mentioned, all aircraft operating within the Curaçao FIR, whereby the territory of the Dutch Caribbean is over flown, must adhere to the provisions detailed below in accordance with the type of flight.

1.2.1. **Types of flight**

1. Transiting
   a. Flights transiting the Curaçao FIR, whereby the territory of the Dutch Caribbean is over flown.
   b. Flights to and from the territory of the Dutch Caribbean, whereby a maximum of two landings are made.

2. Internal
   a. Flights conducted between the BES Islands..

1.3 Equipment to be carried by all types of flights

Radio and navigation equipment to be carried within the Curaçao FIR, shall comply with the provisions of ICAO Annex 6 Volume 1 and 2, chapter 7 and article 14 of the Civil Aviation (air Navigation) Regulations, 1995 as amended.

1.4 Equipment to be carried on all internal and on certain flights

On all internal flights and on flights with single-engine and multi-engine aircraft which are not capable of maintaining the prescribed minimum safe altitude in the event of engine failure, shall comply with the provisions of ICAO Annex 7 Chapter 7.8 and for BES Islands Civil Aviation Regulations in The Netherlands, and the following emergency equipment shall be carried.

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GEN 1 NATIONAL REGULATIONS AND REQUIREMENTS

GEN 1.5 AIRCRAFT INSTRUMENTS, EQUIPMENT AND FLIGHT DOCUMENTS

1 SINT MAARTEN

1.1 General

Commercial air transport aircraft operating in Dutch Caribbean territory must adhere to the provisions of ICAO Annex 6 - Operation of Aircraft, Part I - International Commercial Air Transport - Aeroplanes, Chapter 6 (Aeroplane Instruments, Equipment and Flight Documents) and Chapter 7 (Aeroplane Communication and Navigation Equipment).

1.2 Special Equipment to be Carried

In addition to the above-mentioned, all aircraft operating within the Sint Maarten TMA, whereby the territory of the Dutch Caribbean is over flown, must adhere to the provisions detailed below in accordance with the type of flight.

1.2.1. **Types of flight**

1. Transiting
   a. Flights transiting the Sint Maarten TMA, whereby the territory of the Dutch Caribbean is over flown.
   b. Flights to and from the territory of the Dutch Caribbean, whereby a maximum of two landings are made.

2. Internal
   a. Flights conducted between the BES Islands..

1.3 Equipment to be carried by all types of flights

Radio and navigation equipment to be carried within the Sint Maarten TMA shall comply with the provisions of ICAO Annex 6 Volume 1 and 2, chapter 7 and article 14 of the Civil Aviation (air Navigation) Regulations, 1995 as amended.

1.4 Equipment to be carried on all internal and on certain flights

On all internal flights and on flights with single-engine and multi-engine aircraft which are not capable of maintaining the prescribed minimum safe altitude in the event of engine failure, shall comply with the provisions of ICAO Annex 7 Chapter 7.8 and for Sint Maarten Civil Aviation Regulations Part 7, and the following emergency equipment shall be carried.

1.5 Emergency, Rescue, and Survival Equipment

1.5.1. **Emergency Equipment: All Aircraft**

Each item of emergency and flotation equipment shall be:

1. Readily accessible to the crew and, with regard to equipment located in the passenger compartment, to passengers without appreciable time for preparatory procedures;
2. Clearly identified and clearly marked to indicate its method of operation;
3. Marked as to date of last inspection; and
4. Marked as to contents when carried in a compartment or container.

1.5.2. **Emergency Exit Equipment - Passengers**

No person shall operate an aeroplane without the following emergency exit equipment:

1. Each passenger-carrying land plane emergency exit (other than over-the-wing) that is more than 6 feet from the ground with the aeroplane on the ground and the landing gear extended, shall have an approved means to assist the occupants in descending to the ground.

2. Each passenger emergency exit, its means of access, and its means of opening shall be conspicuously marked by a sign visible to occupants approaching along the main passenger aisle.

3. Each passenger-carrying aeroplane shall have an emergency lighting system, independent of the main lighting system that--

   i. Illuminates each passenger exit marking and locating sign;

   ii. Provides enough general lighting in the passenger cabin; and

   iii. Includes floor proximity emergency escape path marking.

4. Each passenger emergency exit and the means of opening that exit from the outside shall be marked on the outside of the aeroplane.

5. Each passenger-carrying aeroplane shall be equipped with a slip-resistant escape route that meets the requirements under which that aeroplane was type certified.

6. Each passenger carrying aeroplane shall meet the detailed requirements contained in IS: 7.9.1.2.

No person shall operate a helicopter certificated with a maximum take-off mass of 7000 pounds or less and nine or less passenger seats without the following emergency exit equipment:

1. Number and location.

   i. There must be at least one emergency exit on each side of the cabin readily accessible to each passenger. One of these exits must be usable in any probable attitude that may result from a crash.

   ii. Doors intended for normal use may also serve as emergency exits, provided that they meet the requirements of this section.

   iii. If emergency flotation devices are installed, there must be an emergency exit accessible to each passenger on each side of the cabin that is shown by test, demonstration, or analysis to--

      A. Be above the waterline; and

      B. Be open without interference from flotation devices, whether stowed or deployed.

2. Type and operation. Each emergency exit prescribed by paragraph (a) of this section must--

3. Consist of a movable window or panel, or additional external door, providing an unobstructed opening that will admit a 19-by 26-inch ellipse;

4. Have simple and obvious methods of opening, from the inside and from the outside, which do not require exceptional effort;

5. Be arranged and marked so as to be readily located and opened even in darkness; and

6. Be reasonably protected from jamming by fuselage deformation.

7. Ditching emergency exits for passengers. If certification with ditching provisions is requested, the markings required by (1)(iii) of this paragraph must be designed to remain visible if the rotorcraft is capsized and the cabin is submerged.

No person shall operate a helicopter certificated with a maximum take-off mass of more than 20 000 pounds and ten or more passenger seats without the following emergency exit equipment:

1. Passenger emergency exits and openings. Openings with dimensions larger than those specified below may be used, regardless of shape, if the base of the opening has a flat surface of not less than the specified width. For the purpose of this part, the types of passenger emergency exit shall be as follows:

   1. Type I. This type shall have a rectangular opening of not less than 24 inches wide by 48 inches high, with corner radii not greater than one-third the width of the exit, in the passenger area in the side of the fuselage at floor level and as far away as practicable from areas that might become potential fire hazards in a crash.

   2. Type II. This type is the same as Type I, except that the opening shall be at least 20 inches wide by 44 inches high.

   3. Type III. This type is the same as Type I, except that--

      i. The opening shall be at least 20 inches wide by 36 inches high; and

      ii. The exits need not be at floor level.

   4. Type IV. This type shall have a rectangular opening of not less than 19 inches wide by 26 inches high, with corner radii not greater than one-third the width of the exit, in the side of the fuselage with a step-up inside the rotorcraft of not more than 29 inches.

   5. Passenger emergency exits; side-of-fuselage. Emergency exits shall be accessible to the passengers and, except as provided in (c)(4) of this paragraph, must be provided in accordance with the following table: Emergency exits for each side of the fuselage.

Passenger Seating Capacity	Emergency exits for each side of the fuselage			
	Type I	Type II	Type III	Type IV
1 through 10				1

11 through 19			1 or	2
20 through 39		1		1
40 through 59	1			1
60 through 79	1		1 or	2

2. Passenger emergency exits; other than side-of-fuselage. In addition to the requirements of item (2) of this paragraph:

   i. There shall be enough openings in the top, bottom, or ends of the fuselage to allow evacuation with the rotorcraft on its side; or

   ii. The probability of the rotorcraft coming to rest on its side in a crash landing must be extremely remote.

3. Ditching emergency exits for passengers. If the helicopter was certificated with ditching provisions, ditching emergency exits shall be provided in accordance with the following:

   i. For rotorcraft that have a passenger seating configuration, excluding pilots seats, of nine seats or less, one exit above the waterline in each side of the rotorcraft, meeting at least the dimensions of a Type IV exit.

   ii. For rotorcraft that have a passenger seating configuration, excluding pilots seats, of 10 seats or more, one exit above the waterline in a side of the rotorcraft meeting at least the dimensions of a Type III exit, for each unit (or part of a unit) of 35 passenger seats, but no less than two such exits in the passenger cabin, with one on each side of the rotorcraft. However, where it has been shown through analysis, ditching demonstrations, or any other tests found necessary, that the evacuation capability of the rotorcraft during ditching is improved by the use of larger exits, or by other means, the passenger seat to exit ratio may be increased

   iii. Flotation devices, whether stowed or deployed, may not interfere with or obstruct the exits.

4. Ramp exits. One Type I exit only, or one Type II exit only, that is required in the side of the fuselage under paragraph (b) of this section, may be installed instead in the ramp of floor ramp rotorcraft if--

   i. Its installation in the side of the fuselage is impractical; and

   ii. Its installation in the ramp meets emergency exit access requirements in paragraph (g) below.

Emergency exit arrangement.

1. Each emergency exit shall consist of a movable door or hatch in the external walls of the fuselage and must provide an unobstructed opening to the outside.

2. Each emergency exit shall be openable from the inside and from the outside.

3. The means of opening each emergency exit shall be simple and obvious and may not require exceptional effort.

4. There shall be means for locking each emergency exit and for preventing opening in flight inadvertently or as a result of mechanical failure.

5. There shall be means to minimize the probability of the jamming of any emergency exit in a minor crash landing as a result of fuselage deformation under the ultimate inertial
forces -

   i. Upward - 1.5g;

   ii. Forward - 4.0g;

   iii. Sideward - 2.0g;

   iv. Downward - 4.0g.

6. Except as provided in item (8) of this paragraph, each land-based rotorcraft emergency exit must have an approved slide as stated in paragraph (g) of this subsection, or its equivalent, to assist occupants in descending to the ground from each floor level exit and an approved rope, or its equivalent, for all other exits, if the exit threshold is more than 6 feet above the ground--

   I.

With the rotorcraft on the ground and with the landing gear extended;

II. With one or more legs or part of the landing gear collapsed, broken, or not extended; and

III. With the rotorcraft resting on its side, provided this was accomplished during the emergency evacuation test during type certification of the helicopter.

7. The slide for each passenger emergency exit shall be a self-supporting slide or equivalent, and shall be designed to meet the following requirements:

i. It shall be automatically deployed, and deployment shall begin during the interval between the time the exit opening means is actuated from inside the rotorcraft and the time the exit is fully opened. However, each passenger emergency exit which is also a passenger entrance door or a service door shall be provided with means to prevent deployment of the slide when the exit is opened from either the inside or the outside under non-emergency conditions for normal use.

ii. It shall be automatically erected within 10 seconds after deployment is begun.

iii. It shall be of such length after full deployment that the lower end is self-supporting on the ground and provides safe evacuation of occupants to the ground after collapse of one or more legs or part of the landing gear.

iv. It shall have the capability, in 25-knot winds directed from the most critical angle, to deploy and, with the assistance of only one person, to remain usable after full deployment to evacuate occupants safely to the ground.

v. For helicopters having 30 or fewer passenger seats and having an exit threshold more than 6 feet above the ground, a rope or other assist means may be used in place of the slide specified in item (6) of this paragraph, provided this was accomplished during the emergency evacuation test during type certification of the helicopter.

8. If a rope, with its attachment, is used for compliance with items (6), (7), or (8) of this paragraph, it shall--

i. Withstand a 400-pound static load; and

ii. Attach to the fuselage structure at or above the top of the emergency exit opening, or at another approved location if the stowed rope would reduce the pilot's view in flight.

Emergency exit marking.

1. Each passenger emergency exit, its means of access, and its means of opening shall be conspicuously marked for the guidance of occupants using the exits in daylight or in the dark. Such markings shall be designed to remain visible for rotorcraft equipped for overwater flights if the rotorcraft is capsized and the cabin is submerged.

2. The identity and location of each passenger emergency exit shall be recognizable from a distance equal to the width of the cabin.

3. The location of each passenger emergency exit shall be indicated by a sign visible to occupants approaching along the main passenger aisle. There shall be a locating sign--

   i. Next to or above the aisle near each floor emergency exit, except that one sign may serve two exits if both exists can be seen readily from that sign; and

   ii. On each bulkhead or divider that prevents fore and aft vision along the passenger cabin, to indicate emergency exits beyond and obscured by it, except that if this is not possible the sign may be placed at another appropriate location.

4. Each passenger emergency exit marking and each locating sign shall have white letters 1 inch high on a red background 2 inches high, be self or electrically illuminated, and have a minimum luminescence (brightness) of at least 160 micro lamberts. The colors may be reversed if this will increase the emergency illumination of the passenger compartment.

5. The location of each passenger emergency exit operating handle and instructions for opening shall be shown--

   i. For each emergency exit, by a marking on or near the exit that is readable from a distance of 30 inches; and

   ii. For each Type I or Type II emergency exit with a locking mechanism released by rotary motion of the handle, by--

      A. A red arrow, with a shaft at least three-fourths inch wide and a head twice the width of the shaft, extending along at least 70 degrees of arc at a radius approximately equal to three-fourths of the handle length; and

      B. The word "open" in red letters 1 inch high, placed horizontally near the head of the arrow.

6. Each emergency exit, and its means of opening, shall be marked on the outside of the rotorcraft. In addition, the following apply--

i. There shall be a 2-inch colored band outlining each passenger emergency exit, except small rotorcraft with a maximum weight of 12,500 pounds or less may have a 2-inch colored band outlining each exit release lever or device of passenger emergency exits which are normally used doors.

ii. Each outside marking, including the band, shall have color contrast to be readily distinguishable from the surrounding fuselage surface. The contrast shall be such that, if the reflectance of the darker color is 15 percent or less, the reflectance of the lighter color must be at least 45 percent. "Reflectance" is the ratio of the luminous flux reflected by a body to the luminous flux it receives. When the reflectance of the darker color is greater than 15 percent, at least a 30 percent difference between its reflectance and the reflectance of the lighter color must be provided.

Emergency lighting. The following apply:

1. A source of light with its power supply independent of the main lighting system shall be installed to--

   i. Illuminate each passenger emergency exit marking and locating sign; and

   ii. Provide enough general lighting in the passenger cabin so that the average illumination, when measured at 40-inch intervals at seat armrest height on the center line of the main passenger aisle, is at least 0.05 foot- candle.

2. Exterior emergency lighting shall be provided at each emergency exit. The illumination may not be less than 0.05 foot-candle (measured normal to the direction of incident light) for minimum width on the ground surface, with landing gear extended, equal to the width of the emergency exit where an evacuee is likely to make first contact with the ground outside the cabin. The exterior emergency lighting may be provided by either interior or exterior sources with light intensity measurements made with the emergency exits open.

3. Each light required by item (1) or (2) of this paragraph shall be operable manually from the cockpit station and from a point in the passenger compartment that is readily accessible. The cockpit control device must have an "on," "off," and "armed" position so that when turned on at the cockpit or passenger compartment station or when armed at the cockpit station, the emergency lights will either illuminate or remain illuminated upon interruption of the rotorcraft's normal electric power.

4. Any means required to assist the occupants in descending to the ground shall be illuminated so that the erected assist means is visible from the rotorcraft.

   i. The assist means must be provided with an illumination of not less than 0.03 foot-candle (measured normal to the direction of the incident light) at the ground end of the erected assist means where an evacuee using the established escape route would normally make first contact with the ground, with the rotorcraft in each of the attitudes corresponding to the collapse of one or more legs of the landing gear.

   ii. If the emergency lighting subsystem illuminating the assist means is independent of the rotorcraft's main emergency lighting system, it:

      A. Will automatically be activated when the assist means is erected;

      B. Will provide the illumination required by (4)(i) above; and

      C. Will not be adversely affected by stowage

5. The energy supply to each emergency lighting unit shall provide the required level of illumination for at least 10 minutes at the critical ambient conditions after an emergency landing.

6. If storage batteries are used as the energy supply for the emergency lighting system, they may be recharged from the rotorcraft's main electrical power system provided the charging circuit is designed to preclude inadvertent battery discharge into charging circuit faults.

Emergency exit access.

1. Each passageway between passenger compartments, and each passageway leading to Type I and Type II emergency exits, shall be--

   i. (i) Unobstructed; and

   ii. (ii) At least 20 inches wide.

2. For each emergency exit covered by (d)(6) in this paragraph, there shall be enough space adjacent to that exit to allow a crewmember to assist in the evacuation of passengers without reducing the unobstructed width of the passageway below that required for that exit.

3. There shall be access from each aisle to each Type III and Type IV exit, and

   i. (i) For rotorcraft that have a passenger seating configuration, excluding pilot seats, of 20 or more, the projected opening of the exit provided shall not be obstructed by seats, berths, or other protrusions (including seatbacks in any position) for a distance from that exit of not less than the width of the narrowest passenger seat installed on the rotorcraft;

   ii. (ii) For rotorcraft that have a passenger seating configuration, excluding pilot seats, of 19 or less, there may be minor obstructions in the region described in (g)(3) (i) of this paragraph, if there are compensating factors to maintain the effectiveness of the exit.
   Main aisle width. The main passenger aisle width between seats must equal or exceed the values in the following table:

Minimum main passenger aisle width		
Passenger Seating Capacity	**Less than 25 inches from floor (inches)**	**25 inches and more from floor (inches)**
10 or less	12	15
11 through 19	12	20
20 or more	15	20

Note: A narrower width not less than 9 inches may be approved when substantiated by tests found necessary by the State of Manufacturer.

1.6 Visual Signalling Devices

No person may operate an aircraft over water or across land areas which have been designated by Sint Maarten as areas in which search and rescue would be especially difficult, unless equipped with such signaling devices as may be appropriate to the area overflown, to include--

1. At least one pyrotechnic signaling device for each life raft required for overwater operations; and
2. Any other requirements specified by Sint Maarten.

1.7 Survival Kits

No person may operate an aircraft across land areas which have been designated by Sint Maarten as areas in which search and rescue would be especially difficult, unless equipped with enough survival kits for the number of occupants of the aeroplane appropriate for the route to be flown.

1.8 Emergency Locator Transmitter

No person shall operate an aeroplane without the following emergency locator equipment:

1. All aeroplanes on all flights shall be equipped with an automatically activated ELT that transmits simultaneously on both 406 MHz and 121.5 MHz, and meets the technical standards specified by the Authority and the relevant portions of ICAO Annex 10, Volume 3.
2. (AAC) All aeroplanesauthorised to carry more than 19 passengers shall be equipped with at least one automatic ELT or two ELTs of any type.
3. (AAC) All aeroplanesauthorised to carry more than 19 passengers for which the individual certificate of airworthiness is first issued after 1 July 2008 shall be equipped with at least two ELTs, one of which shall be automatic.
4. No person may operate an aeroplane in long-range overwater operations or over designated land areas where search and rescue would be especially difficult, without having on the aeroplane at least two ELTs, one of which shall be automatic.
5. At least one survival type ELT shall be located with each life-raft carried (Note: See § 7.9.1.18).
   Note: 7.9.1.5(a)(5) is an FAA requirement and not an ICAO standard. Most transport category aircraft come equipped with this equipment.

No person shall operate a helicopter without the following emergency locator equipment:

1. All helicopters on all flights shall be equipped with an automatically activated ELT that transmit simultaneously on both 406 MHz and 121.5, and meet the technical standards specified by the Authority and the relevant portions of ICAO Annex 10, Volume 3.
2. All helicopters operating on flights over water or a hostile environment, designated as a land area where search and rescue would be especially difficult shall be equipped with at least one automatic ELT and one ELT(s) in each life raft carried on board. (See § 7.9.1.18).
   Note 1: When operating in a hostile environment, a safe ditching requires a helicopter to be designed for landing on water or certificated in accordance with ditching provisions.
   Note 2: The judicious choice of number of ELTs, their type and placement on aircraft and associated floatable life support systems will ensure the greatest chance of ELT activation in the event of an accident for aircraft operating over water or land including areas especially difficult for search and rescue. Placement of transmitter units is a vital factor in ensuring optimal crash and fire protection. The placement of the control and switching devices (activation monitors of automatic fixed ELTs and their associated operational procedures will also take into consideration the need for rapid detection of inadvertent activation and convenient manual switching by crew members.

Batteries used in ELTs shall be replaced (or recharged if the battery is rechargeable) and marked when:

1. The transmitter has been in use for more than one cumulative hour; or
2. 50 percent of their useful life (or for rechargeable batteries, 50 percent of their useful life of charge) has expired.
3. The date for a replacement of the battery in the ELT shall be legibly marked on the outside of the transmitter.

Note 1: The battery useful life (or useful life of charge) requirements do not apply to batteries (such as water-activated batteries) that are essentially unaffected during probable storage intervals.
Note 2: 7.9.1.5(a)(5) is an FAA requirement and not an ICAO standard. Most transport category aircraft come equipped with this equipment.

1.9 Portable Fire Extinguishers

No person may operate an aircraft unless it is equipped with portable fire extinguishers of a type which, when discharged, will not cause dangerous contamination of the air within the aircraft. At least one shall be located in:

1. The pilot's compartment; and
2. Each passenger compartment that is separate from the pilot's compartment and not readily accessible to the flight crew.

Note: Any portable fire extinguisher so fitted in accordance with the certificate of airworthiness of the aeroplane may count as one prescribed.

No person may operate an aircraft unless it is equipped with portable fire extinguishers accessible for use in crew, passenger, and cargo compartments as follows:

1. The type and quantity of extinguishing agent shall be suitable for the kinds of fires likely to occur in the compartment where the extinguisher is intended to be used.
2. At least one portable fire extinguisher shall be provided and conveniently located for use in each Class E cargo compartment which is accessible to crew members during flight, and at least one shall be located in each upper and lower lobe galley.
3. At least one portable fire extinguisher shall be conveniently located on the flight deck for use by the flight crew.
4. At least one portable fire extinguisher shall be conveniently located in the passenger compartment if the passenger compartment is separate from the flight deck and not readily accessible to the flight crew.
5. For each aeroplane having a passenger seating capacity of more than 30, there shall be at least the following number of portable fire extinguishers conveniently located and uniformly distributed throughout the compartment.

Maximum Number of Hand Fire Extinguishers Passenger Seating Capacity	
7 through 29	1
30 through 60	2
61 through 200	3
201 through 300	4
301 through 400	5
401 through 500	6
501 through 600	7
601 or more	8

Any agent used in a portable fire extinguisher in an aircraft for which the individual certificate of airworthiness is first issued on or after 31 December2011, and any extinguishing agent used in a portable fire extinguisher in an aircraft for which the individual certificate of airworthiness is first issued on or after 31 December 2016, shall:

1. Meet the applicable minimum performance requirements of the Authority; and
2. Not contain Halon 1211, Halon 1301, or Halon 2402.

Note 1: The substances listed in (a)(2) above of Halon 1211, Halon 1301, and Halon 2402 are listed Annex A, Group II of the Montreal Protocol on Substances that Deplete the Ozone Layer, 8th Edition, 2009, which is listed in ICAO Annex 6, Part I: 6.2.2.1; ICAO Annex 6, Part II, Section II: 2.4.2.3, and ICAO Annex 6, Part III, Section III: 4.1.3.2.

Note 2: Information concerning extinguishing agents is contained in the UNEP Halons Options Committee Technical Note Number 1 - New Technology Halon Alternatives and FAA Report Number DOT/FAA/AR-99-63, Options to the Use of Halons for Aircraft Fire Suppression Systems.

1.10 Lavatory Fire Extinguisher

No person may operate an aircraft unless each lavatory in the aircraft is equipped with a built-in fire extinguisher for each disposal receptacle for towels, paper, or waste located within the lavatory.

Built-in lavatory fire extinguishers shall be designed to discharge automatically into each disposal receptacle upon occurrence of a fire in the receptacle.

Any agent used in a built-in fire extinguisher for each lavatory disposal receptacle for towels, or waste in an aircraft for which the individual certificate of airworthiness is first issued on or after 31 December 2011 shall:

1. Meet the applicable minimum performance requirements of the Authority; and

2. Not contain Halon 1211, Halon 1301, or Halon 2402.

Note 1: The substances listed in (a)(2) above of Halon 1211, Halon 1301, and Halon 2402 are listed Annex A, Group II of the Montreal Protocol on Substances that Deplete the Ozone Layer, 8th Edition, 2009, which is listed in ICAO Annex 6, Part I: 6.2.2.1; ICAO Annex 6, Part II, Section II: 2.4.2.3, and ICAO Annex 6, Part III, Section III: 4.1.3.2.

Note 2: Information concerning extinguishing agents is contained in the UNEP Halons Options Committee Technical Note No1 - New Technology Halon Alternatives and FAA Report no. Dot/FAA/AR-99-63, Options to the Use of Halons for Aircraft Fire Suppression Systems.

1.11 Lavatory Smoke Detector

No person may operate a passenger-carrying transport category aeroplane unless each lavatory in the aeroplane is equipped with a smoke detector system or equivalent that provides--

1. A warning light in the cockpit; or

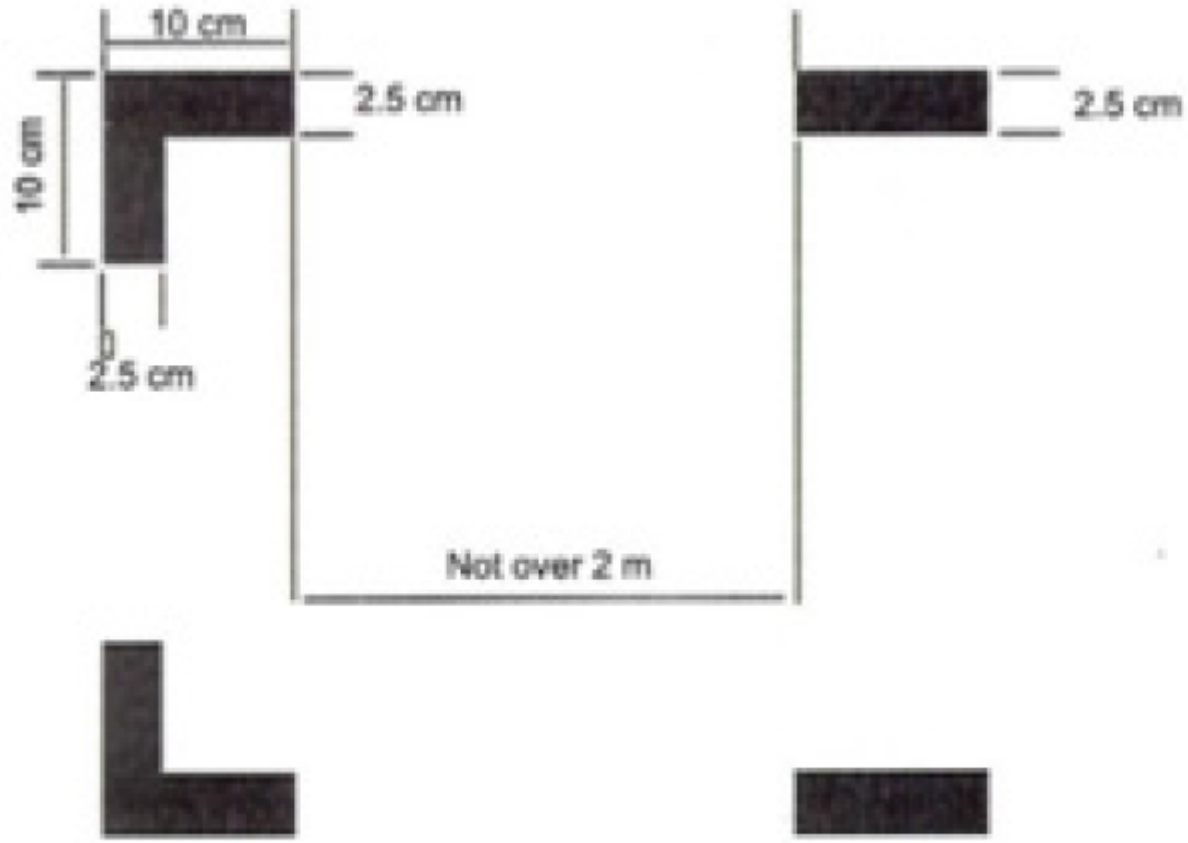
2. A warning light or audio warning in the passenger cabin which would be readily detected by a cabin crew member, taking into consideration the positioning of cabin crew members throughout the passenger compartment during various phases of flight.

1.12 Crash Axe

No person shall operate an aeroplane certificated with a take-off mass of 5 700 kg or more unless it is equipped with a crash axe appropriate for effective use in that type of aeroplane, stored in a place not visible to passengers on the aeroplane.

1.13 Marking of Break-in Points

If areas of the fuselage suitable for break-in by rescue crews in an emergency are marked on an aeroplane, such areas shall be marked as shown below, and the colour of the markings shall be red or yellow and, if necessary, they shall be outlined in white to contrast with the background.



If the corner markings are more than 2 m apart, intermediate lines 9 cm x 3 cm shall be inserted so that there is no more than 2 m between adjacent markings.

1.14 First-Aid Kit and Universal Precaution Kit

First Aid Kits.

1. No person may operate the following aircraft unless it is it is equipped with an accessible, approved first-aid kit(s):
   i. Aeroplanes with a maximum certificated take-off weight of over 5 700 kg;
   ii. All AOC holders.
2. (The contents of first-aid kits to be carried shall comply with IS: 7.9.1.11.
3. Each aircraft shall carry first-aid kits in accordance with at least the following schedule:

Number of Passenger Seats	Number of First-Aid kits
0-100	1
101-200	2
201-300	3
301-400	4
401-500	5
More than 501	6

4. The location of first aid kits should be:

i. Distributed evenly throughout the aircraft;

ii. Readily accessible to cabin crew members, if cabin crew members are required for flight; and

iii. Located near the aircraft exits should their use be required outside the aircraft in an emergency situation.

Universal Precaution Kit.

1. No person shall operate an aircraft that requires a cabin crew member unless it is equipped with at least one universal precaution kit.

2. The contents of universal precaution kits to be carried shall comply with IS: 7.9.1.11.

3. Each aircraft shall carry universal precaution kits in accordance with the following:

   i. Two kits; and

   ii. Additional kits, as determined by the Authority, at times of increased public health risk, such as during an outbreak of a serious communicable disease having pandemic potential.

1.15 Emergency Medical Kit - Aeroplanes

No person may operate a passenger flight in an aeroplane with 30 seats or more unless the aeroplane is equipped with an approved emergency medical kit for treatment of injuries or medical emergencies that might occur during flight time or in minor accidents.

The contents of emergency medical kits to be carried shall comply with IS: 7.9.1.12.

The medical kit shall be stored in a secure location.

1.16 Emergency Medical Kit - Aeroplanes

All aircraft intended to be operated at altitudes requiring the use of supplemental oxygen shall be equipped with adequate oxygen storage and dispensing apparatus.

The oxygen apparatus, the minimum rate of oxygen flow, and the supply of oxygen shall meet applicable airworthiness standards for type certification in the transport category as specified by the Authority.

No person may operate an aircraft at altitudes above 10,000 feet unless it is equipped with oxygen masks, located so as to be within the immediate reach of flightcrew members while at their assigned duty station.

No person may operate a pressurized aeroplane at altitudes above 25,000 feet unless:

1. Flightcrew member oxygen masks are available at the flight duty station and are of a quick donning type;

2. Sufficient spare outlets and masks and/or sufficient portable oxygen units with masks are distributed evenly throughout the cabin to ensure immediate availability of oxygen to each required cabin crew member regardless of his location at the time of cabin pressurisation failure

An oxygen-dispensing unit connected to oxygen supply terminals is installed so as to be immediately available to each occupant, wherever seated. The total number of dispensing units and outlets shall exceed the number of seats by at least 10%. The extra units are to be evenly distributed throughout the cabin.

The amount of supplemental oxygen for sustenance required for a particular operation shall be determined on the basis of flight altitudes and flight duration, consistent with the operating procedures established for each operation in the Operations Manual and with the routes to be flown, and with the emergency procedures specified in the Operations Manual.

The processto determine the amount of supplemental oxygen needed for non-pressurised and pressurised aircraft is contained in IS: 7.9.1.13.

1.17 Protective Breathing Equipment

No AOC holder may operate an aeroplane with a maximum certified takeoff mass exceeding 5700 kg. or having a maximum approved seating configuration of more than 19 seats unless--

1. It has PBE to protect the eyes, nose and mouth of each flight crew member while on flight deck duty and to provide oxygen for a period of not less than 15 minutes; and
2. It has sufficient portable PBE to protect the eyes, nose and mouth of all required cabin crew members and to provide breathing gas for a period of not less than 15 minutes.

The oxygen supply for PBE may be provided by the required supplemental oxygen system.

The PBE intended for flight crew use shall be conveniently located on the flight deck and be easily accessible for immediate use by each required flight crew member at their assigned duty station.

The PBE intended for cabin crew use shall be installed adjacent to each required cabin crew member duty station.

Easily accessible portable PBE shall be provided and located at or adjacent to the required hand fire extinguishers except that, where the fire extinguisher is located inside a cargo compartment, the PBE shall be stowed outside but adjacent to the entrance to that compartment.

The PBE while in use shall not prevent required communication.

1.18 First Aid Oxygen Dispensing Units

No AOC holder may conduct a passenger carrying operation in a pressurized aeroplane at altitudes above 25,000 feet, when a cabin crew member is required to be carried, unless it is equipped with--

1. Undiluted first-aid oxygen for passengers who, for physiological reasons, may require oxygen following a cabin depressurisation; and
2. A sufficient number of dispensing units, but in no case less than two, with a means for cabin crew to use the supply.

The amount of first-aid oxygen required in paragraph (a) for a particular operation and route shall be determined on the basis of--

1. Flight duration after cabin depressurisation at cabin altitudes of more than 8,000 feet;
2. An average flow rate of at least 3 litres Standard Temperature Pressure Dry (STPD)/minute/person; and
3. At least 2% of the passengers carried, but in no case for less than one person.

The amount of first-aid oxygen required for a particular operation shall be determined on the basis of cabin pressure altitudes and flight duration, consistent with the operating procedures established for each operation and route.

The oxygen equipment provided shall be capable of generating a mass flow to each user of at least four litres per minute, STPD. Means may be provided to decrease the flow to not less than two litres per minutes, STPD, at any altitude.

1.19 Megaphones

Each person operating a passenger-carrying aeroplane shall have a portable battery-powered megaphone or megaphones readily accessible to the crew members assigned to direct emergency evacuation.

The number and location of megaphones required in paragraph (a) shall be determined as follows:

1. On aeroplanes with a seating capacity of more than 60 and less than 100 passengers, one megaphone shall be located at the most rearward location in the passenger cabin where it would be readily accessible to a normal cabin crew member seat; and
2. On aeroplanes with a seating capacity of more than 99 passengers, two megaphones in the passenger cabin on each aeroplane one installed at the forward end and the other at the most rearward location where it would be readily accessible to a normal cabin crew member seat.
3. For aeroplanes with more than one passenger deck, in all cases when the total passenger seating configuration of a deck is more than 60, at least one megaphone is required on the deck.

Note: The Authority may grant an exemption from the requirements of paragraph (b) if the Authority finds that a different location would be more useful for evacuation of persons during an emergency.

1.20 Individual Flotation Devices

Landplanes.

1. Landplanes shall carry the equipment prescribed in paragraph 2:

   i. When flying en-route over water beyond gliding distance from the shore;

   ii. When flying over water at a distance of more than 93 km (50 NM) away from the shore for aircraft capable of maintaining safe altitude after the failure of one engine for two-engine aircraft and the failure of two engines for three or four-engine aircraft.; or

   iii. When taking off or landing at an aerodrome where the (Authority) has determined the takeoff or approach path is so disposed over water that in the event of a mishap there would be the likelihood of a ditching.

2. One life-jacket or equivalent flotation device equipped with a means of electric illumination shall be carried for each person on board, stowed in a position easily accessible from the seat or berth of the person for whose use it is provided.

Seaplanes.

1. For all flights, seaplanes shall be equipped with the equipment prescribed in paragraph 2.

1.21 Life Rafts

In addition to the equipment prescribed in § 7. 9.1.17 and § 7. 9.1.19 of this Part, lifesaving rafts in sufficient numbers to carry all persons on board shall be installed in:

1. Aeroplanes operated on long range over-water flights, and

2. All other aeroplanes when they are operated over water away from land suitable for making an emergency landing at a distance of more than 185 km (100 NM) in the case of single-engine aeroplanes, and more than 370 km (200 NM) in the case of multi-engine aeroplanes capable of continuing flight with one engine inoperative.
   Note: Both 14 CFR and JAR OPS 1 set the limit at 30 minutes or 100 NM away from land suitable for making an emergency landing.

3. Class 1 and 2 helicopters when they are operated over water at a distance from land corresponding to more than 10 minutes at normal cruise speed.

4. Class 3 helicopters when they are operated over water beyond autorotational or safe forced landing distance from land.

An aircraft shall have lifesaving rafts with a sufficient capacity to carry all persons on board in the event of the loss of one raft of the largest capacity.

All lifesaving rafts shall be stowed so as to facilitate their ready use in an emergency.

Life rafts shall be equipped with the following life sustaining equipment--

1. A electric survivor locator light;

2. A survival kit;

3. A pyrotechnic signaling device; and

4. An ELT (See § 7.9.1.5).

In helicopters, life rafts which are not deployable by remote control and which have a mass of more than 40 kg shall be equipped with a means of mechanically assisted deployment.

Note: The ELT requirement in 7.9.1.18(d)(4) is an FAA requirement and not an ICAO requirement.

1.22 Flotation Device for Helicopter Ditching

All helicopters flying over water at a distance from land corresponding to more than 10 minutes at normal cruise speed in the case of performance Class 1 or 2 helicopters, or flying over water beyond auto-rotational or safe forced landing distance from land in the case of performance Class 3 helicopters, shall be fitted with a permanent or rapidly deployable means of floatation so as to ensure a safe ditching of the helicopter.

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GEN 1 NATIONAL REGULATIONS AND REQUIREMENTS

GEN 1.5 AIRCRAFT INSTRUMENTS, EQUIPMENT AND FLIGHT DOCUMENTS

1 SABA

1.1 General

Commercial air transport aircraft operating in Dutch Caribbean territory must adhere to the provisions of ICAO Annex 6 - Operation of Aircraft, Part I - International Commercial Air Transport - Aeroplanes, Chapter 6 (Aeroplane Instruments, Equipment and Flight Documents) and Chapter 7 (Aeroplane Communication and Navigation Equipment).

1.2 Special Equipment to be Carried

In addition to the above-mentioned, all aircraft operating within the Curaçao FIR, whereby the territory of the Dutch Caribbean is over flown, must adhere to the provisions detailed below in accordance with the type of flight.

1.2.1. **Types of flight**

1. Transiting
   a. Flights transiting the Curaçao FIR, whereby the territory of the Dutch Caribbean is over flown.
   b. Flights to and from the territory of the Dutch Caribbean, whereby a maximum of two landings are made.

2. Internal
   a. Flights conducted between the BES Islands..

1.3 Equipment to be carried by all types of flights

Radio and navigation equipment to be carried within the Curaçao FIR, shall comply with the provisions of ICAO Annex 6 Volume 1 and 2, chapter 7 and article 14 of the Civil Aviation (air Navigation) Regulations, 1995 as amended.

1.4 Equipment to be carried on all internal and on certain flights

On all internal flights and on flights with single-engine and multi-engine aircraft which are not capable of maintaining the prescribed minimum safe altitude in the event of engine failure, shall comply with the provisions of ICAO Annex 7 Chapter 7.8 and for BES Islands Civil Aviation Regulations in The Netherlands, and the following emergency equipment shall be carried.

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GEN 1 NATIONAL REGULATIONS AND REQUIREMENTS

GEN 1.5 AIRCRAFT INSTRUMENTS, EQUIPMENT AND FLIGHT DOCUMENTS

1 SINT EUSTATIUS

1.1 General

Commercial air transport aircraft operating in Dutch Caribbean territory must adhere to the provisions of ICAO Annex 6 - Operation of Aircraft, Part I - International Commercial Air Transport - Aeroplanes, Chapter 6 (Aeroplane Instruments, Equipment and Flight Documents) and Chapter 7 (Aeroplane Communication and Navigation Equipment).

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   a. Flights transiting the Curaçao FIR, whereby the territory of the Dutch Caribbean is over flown.
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GEN 1 NATIONAL REGULATIONS AND REQUIREMENTS

GEN 1.6 SUMMARY OF NATIONAL REGULATIONS AND INTERNATIONAL AGREEMENTS/CONVENTIONS

1 CURAÇAO

Following is a list of civil aviation legislation, air navigation regulations, etc., in force in Curaçao. It is essential that anyone engaged in air operations be acquainted with the relevant regulations. Copies of these documents may be obtained from:

Drukkerij De Curaçaosche Courant N.V
Address: Saliña 147
Willemstad, Curaçao
Tel: (+599-9) 461-2766
Email: info@curcourant.com

Civil Aviation Ordinance published in the Official Gazette 2001 nr. 151 ("Luchtvaartlandsverordening P.B. 2001 no. 151"). Ordinance of the 20th of December 2001 containing general regulations for civil aviation.

1.1 Regulations and Decrees pursuant to the Civil Aviation Ordinance

Government Decree on Civil Aviation Safety Oversight published in the Official Gazette

2003 nr. 56, including amendments in the Official Gazette 2004 nr. 79 and 2008 nr. 17 ("Landsbesluit Toezicht Luchtvaart P.B. 2003 no. 56, inclusief wijzigingen P.B. 2004 no. 79 en P.B. 2008 no. 17").

This Government Decree concerns the implementation of regulations of the Chicago Convention and the technical and operational requirements in relation with civil aviation safety oversight.

Reference is made to ICAO Annexes 1, 6, 8 and 14.

Ministerial Decree on nationality and registration marks of civil aircraft published in the Official Gazette 2006 nr. 66, including amendments in the Official Gazette 2008 nr. 25

("Beschikking nationaliteits- en inschrijvings kenmerken P.B. 2006 no. 66, inclusief wijziging P.B. 2008 no. 25").

Reference is made to ICAO Annex 7.

Government Decree on scheduled and unscheduled air transport published in the Official Gazette 2005 nr. 37 ("Landsbesluit geregeld en ongeregeld luchtvervoer P.B. 2005 no. 37").

Government Decree on Air Traffic published in the Official Gazette 2006 nr. 28 ("Landsbesluit Luchtverkeer 2005 P.B. 2006 no. 28"). Government Decree of the 24th of April 2003, concerning the rules of the Air and Air Traffic Services. Reference is made to ICAO Annexes 2 and 11.

Government Decree of the 8th of April 2003 nr. 9, concerning the detaining of aircraft and the regulations for access and inspection of aviation installations, published in the Official Gazette 2003 nr. 51 ("P.B. 2003 no. 51").

Government Decree of the 8th of April 2003 nr. 10, concerning the appointment of persons being in charge of the supervision on the observance of the provisions made by or under the Civil Aviation Ordinance.

1.2 Civil Air Navigation Regulations

Ministerial Decree on the Licensing of Aviation Personnel published in the Official Gazette 1995 nr. 108, including amendments in the Official Gazette 1998 nr. 53 and 2000 nr. 124 ("Beschikking luchtvaartbrevettering P.B. 1995 no. 108, inclusief wijziging P.B. 1998 no. 53 en 2000 no. 124"). Reference is made to ICAO Annex 1.

Ministerial Decree on the Airworthiness of Aircraft published in the Official Gazette 2008 nr. 19 ("Beschikking luchtwaardigheid P.B. 2008 no. 19"). Reference is made to ICAO Annex 8.

Ministerial Decree on the Operation of Aircraft published in the Official Gazette 2008 nr. 22 ("Beschikking vluchtuitvoering P.B. 2008 no. 22"). Reference is made to ICAO annex 6.

Ministerial Decree on the Work and Rest Time Regulation of Aviation Personnel published in the Official Gazette 1995 nr. 112, including amendments in the Official Gazette 1995 nr. 194 ("Beschikking werk- en rusttijden luchtvaartpersoneel P.B. 1995 no.112, inclusief wijziging P.B. 1995 no. 194").

Ministerial Decree of the 13th of October 2003, concerning the data to be supplied with an application for registration or transferring of possession of an aircraft in the nationality register published in the Official Gazette 2006 nr. 66 ("P.B. 2006 no. 66"). Reference is made to ICAO Annex 7.

Ministerial Decree of the 14th of May 2003, concerning total or partial exemptions of licensing exams published in the Official Gazette 2003 nr. 64, including amendments in the Official Gazette 2011 nr. 45 ("Vrijstellingsbeschikking P.B. 2003 no. 64, inclusief wijziging P.B. 2011 no. 45").

1.3 International agreements/conventions

Convention on International Civil Aviation (The Chicago Convention).

Convention for the Unification of Certain Rules Relating to International Carriage by Air (The Warsaw Convention).

International Air Services Transit Agreement.

Multilateral Agreement relating to Certificates of Airworthiness for Imported Aircraft.

Convention on the International Recognition of Rights in Aircraft.

Convention on Offenses and Certain Other Acts Committed on Board Aircraft (The Tokyo Convention).

Convention for the Suppression of Unlawful Seizure of Aircraft (The Hague Convention).

Convention for the Suppression of Unlawful Acts against the Safety of Civil Aviation (The Montreal Convention).

1.4 Miscellaneous

Regulations on aviation exams published in the Official Gazette 2000 nr. 123 ("Reglement luchtvaartexamens P.B. 2000 no. 123"). Ministerial Decree of the 19th of October 2000, containing rules regarding exams in order to obtain aviation licenses.

Government Decree on registered aircraft published in the Official Gazette 1983 nr. 86 ("Landsbesluit teboekgestelde luchtvaartuigen P.B. 1983 no. 86).

Ministerial Decree on the instruction of registration of aircraft published in the Official Gazette 1983 nr. 88 ("P.B. 1983 no. 88").

The route air navigation facility charges Ordinance published in the Official Gazette 1984 nr. 38 ("Landsverordening luchtvaartfaciliteitengelden P.B. 1984 no. 38"). The Ordinance concerning the determination of the levying and collection of route air navigation facility charges in the Curaçao Flight Information Region.

The Ordinance on Admission and Deportation published in the Official Gazette 2012 nr. 7 ("Landsverordening toelatingsbesluit P.B. 2012 no. 7").

Regulations concerning the investigation of air accidents and incidents published in the Official Gazette 1938 nr. 19, including amendments in the Official Gazette 1939 nr. 145; 1945 nr. 21, 58; 1946 nr. 63, 96; 1949 nr. 16, 127; 1950 nr. 30; 1952 nr. 111, 131; 1954 nr. 81; 1959 nr. 59; 1960 nr. 117; 1962 nr. 94; 1969 nr. 75; 1972 nr. 183; 1974 nr. 38; 1975 nr. 150; 1976 nr. 14; 1995 nr. 107 ("P.B. 1938 no. 19, inclusief wijziging P.B. 1939 no. 145; 1945 no. 21, 58; 1946 no. 63, 96; 1949 no. 16, 127; 1950 no. 30; 1952 no. 111, 131; 1954 no. 81; 1959 no. 59; 1960 no. 117; 1962 no. 94; 1969 no. 75; 1972 no. 183; 1974 no. 38; 1975 no. 150; 1976 no. 14; 1995 no. 107 ").

Reference is made to ICAO Annex 13.

Decree admission foreign military aircraft published in the Official Gazette 1935 nr. 76; 1935 nr. 124; 1940 nr. 60; 1945 nr. 100; 1975 nr. 77. ("Besluit toelating vreemde militaire luchtvaartuigen P.B. 1935 no. 76; 1935 no. 124; 1940 no. 60; 1945 no. 100; 1975 no. 77").

Ministerial Decree containing regulations on the assignment, re-assignment and destination of aerodromes published in the Official Gazette 1988 nr. 85 ("P.B. 1988 no. 85").

Ordinance of the 27th of December 1952, regulating the decentralization of the management and exploitation of airports, including aerodrome security to the Island Territories published in the Official Gazette 1952 nr.168 ("Overdrachtslandsverordening X : Luchthavens P.B. 1952 no. 168").

Government Decree, published in the Official Gazette 1978 nr. 283 ("P.B. 1978 no. 283"). Government Decree of the 13th of September 1978, regulating the instructions with regard to aerodrome security.

The import, export and transit Ordinance of 1908 published in the Official Gazette 1968 nr. 42 ("Landsverordening in-, uit- en doorvoer 1908 P.B. 1968 no. 42").

The Post Ordinance published in the Official Gazette 1997 nr. 319 ("Postlandsverordening P.B. 1997 no. 319").

The Stamp Ordinance 1908 published in the Official Gazette 1956 nr. 108 ("Zegelverordening 1908 P.B. 1956 no. 108").

Ordinance of the 2nd of October 1973 for the modification of the Criminal Code and the Criminal Code of procedure of the Curaçao, published in the Official Gazette 2011 nr. 49 ("Invoerings Landsverordening Wetboek van Strafrecht P.B. 2011 no. 49").

Ordinance on the implementation of the Tokyo Convention, the Hague Convention and the Montreal Convention.

Carriage by air Ordinance, regulating the liability of an air carrier, published in the Official Gazette 1966 nr. 37 ("Landsverordening luchtvervoer P.B. 1966 no. 37").

Ministerial Decree of the 3rd of February 2005, concerning the implementation of Reduced Vertical Separation Minimum (RVSM) in the Curaçao Flight Information Region (CFIR) published in the Official Gazette 2005 nr. 21 ("Beschikking implementatie reductie verticale separatie van 2000 naar 1000 voet P.B. 2005 no.21").

GEN 1 NATIONAL REGULATIONS AND REQUIREMENTS

GEN 1.6 SUMMARY OF NATIONAL REGULATIONS AND INTERNATIONAL AGREEMENTS/CONVENTIONS

1 ARUBA

Following is a list of civil aviation legislation, air navigation regulations, etc., in force in Aruba. It is essential that anyone engaged in air operations be acquainted with the relevant regulations.

Copies of these documents may be obtained from the Department of Legislation.

Department of Legislation
Schotlandstraat 53
Bushuri
Aruba, Caribbean Sea
Tel: (297) 527 5100
Fax: (297) 527 7097

1. 1. The Civil Aviation Act
   AB 1989 GT 58.
   - General Regulation for Civil Aviation.

2. Ministerial Arrangement AB 1995 no. 66
   - Aviation Sanction
   - Regulations for registration of aircraft.

3. Government Decree AB 1991 # GT 12 and AB 2014 no. 15
   - Landing and Parking fee.

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GEN 1 NATIONAL REGULATIONS AND REQUIREMENTS

GEN 1.6 SUMMARY OF NATIONAL REGULATIONS AND INTERNATIONAL AGREEMENTS/CONVENTIONS

1 BONAIRE

Following is a list of civil aviation legislation, air navigation regulations, etc., in force in Bonaire. It is essential that anyone engaged in air operations be acquainted with the relevant regulations.

Copies of these documents may be obtained, for a fee, from:

Ministerie van Binnenlandse Zaken en Koninkrijksrelaties
De Werkmaatschappij Kennis- en exploitatiecentrum Officiële Overheidspublicaties
Postbus 20011
2500 EA Den Haag
The Netherlands
Tel: +31 (0)70 700 0526
Email: oep@koop.overheid.nl

OR

SDU Costumer Service
Postbus 20014
2500 EA Den Haag
The Netherlands
Tel: +31 (0)70 378 9880
Fax: +31 (0)70 378 9783
Email: sdu@sdu.nl

Official publication of the relevant regulations can be found online at the following website: https://www.officielebekendmakingen.nl/

1.1 Civil Aviation Act BES-islands

Civil Aviation Act BES published in the Law Gazette 2010 no. 628 (“Luchtvaartwet BES, Stb. 2010, 628”), as amended. The Act of the 10th of October 2010 containing general regulations for civil aviation.

Regulations and Decrees pursuant to the Civil Aviation Act BES

Government Decree on civil aviation safety oversight published in the Law Gazette 2010 no. 632 (“Besluit toezicht luchtvaart BES, Stb. 2010, 632”), as amended.

This Government Decree concerns the implementation of regulations of the of the Chicago Convention and the technical and operational requirements in relation with civil aviation safety oversight with regard to aerodromes, aeronautical charts and air shows.

Reference is made to ICAO Annexes 4 and 14.

Government Decree concerning the appointment of persons in charge of the civil aviation safety oversight published in the Government Gazette 2002 no. 54 (“Besluit aanwijzing toezichthouders luchtvaart, Stcrt. 2002, 54”), as amended.

Government Decree on scheduled and unscheduled air transport published in the Law Gazette 2010 no. 634 (“Besluit geregeld en ongeregeld luchtvervoer BES, Stb. 2010, 634”). This Government Decree concerns operational regulations regarding the approval of scheduled and unscheduled air transport.

Government Decree on Air Traffic published in the Law Gazette 2010 no. 633 ("Besluit Luchtverkeer BES, Stb. 2010, 633"). This Government Decree concerns the rules of the air and Air Traffic Services.

Reference is made to ICAO Annexes 2 and 11.

Ministerial Decree on the Work and Rest Time Regulation of Aviation Personnel published in the Official Gazette 1995 no. 112, including amendments in the Official Gazette 1995 no. 194 ("Beschikking werk- en rusttijden luchtvaartpersoneel P.B. 1995 no.112, inclusief wijziging P.B. 1995 no. 194").

1.2 Dutch Civil Aviation Act

Dutch Civil Aviation Act, solely chapters 2, 3 and 4 published in the Law Gazette 1992, no. 368 (“Wet Luchtvaart, Stb. 1992, 368”), as amended.

The Act of the 18th of June 1992 containing rules and regulations on personnel licensing (chapter 2), airworthiness of aircraft (chapter 3) and the operation of aircraft (chapter 4), which are applicable to the BES islands.

1.3 Regulations and Decrees pursuant to the Dutch Civil Aviation Act

Government Decree on personnel licensing in aviation published in the Law Gazette 1999 no. 346 (“Belsuit bewijzen van bevoegdheid voor de luchtvaart, Stb. 1999, 346), as amended. This Government Decree concerns the implementation of the requirements of Annex 1, and makes reference to Regulation (EU) no. 805/2011 and 1178/2011, Regulation (EC) no. 2042/2003 and the Basic Regulation no. 216/2008, which shall apply mutatis mutandis on the BES islands. The Government Decree covers the rules and regulations of ICAO Annex 1.

Government Decree on civil aircraft published in the Law Gazette 2008 no. 190 (“Besluit luchtvaartuigen 2008, Stb. 2008, 190), as amended. This Government Decree concerns the rules and procedures regarding the airworthiness of aircraft and makes reference to the Regulation (EU) no. 748/2012, Regulation (EC) no. 2042/2003 and the Basic Regulation no. 216/2008, which shall apply mutatis mutandis on the BES islands. The Government Decree covers the rules and regulations of ICAO Annex 8.

Government Decree on the operation of aircraft published in the Law Gazette 2006 no. 371 (“Besluit Vluchtuitvoering, Stb. 2006, 371”), as amended. This Government Decree concerns the rules and procedures regarding the operation of aircraft and makes reference to the Regulation (EC) no. 3922/91, which shall apply mutatis mutandis on the BES islands. The Government Decree covers the rules and regulations of ICAO Annex 6.

Ministerial Decree on the recognition of airworthiness published in the Government Gazette 2008 no. 218 (“Regeling erkenningen luchtwaardigheid 2008, Stcrt. 2008, 218”), as amended. This Ministerial Decree concerns procedural rules for the application of a recognition of airworthiness.

Ministerial Decree on registration of civil aircraft published in the Government Gazette 2001 no. 198 (“Regeling inschrijving Nederlandse burger-luchtvaartuigen, Strct. 2001, 198”), as amended. This Ministerial Decree concerns the procedural rules for the application of registration, alteration and the renewal of a registration of aircraft in the nationality register.

Ministerial Decree on the operation of aircraft published in the Government Gazette 2008 no. 133 (“Regeling vluchtuitvoering, Stcrt. 2008, 133), as amended.

Reference is made to ICAO Annex 6.

GEN 1 NATIONAL REGULATIONS AND REQUIREMENTS

GEN 1.6 SUMMARY OF NATIONAL REGULATIONS AND INTERNATIONAL AGREEMENTS/CONVENTIONS

1 SINT MAARTEN

1.1 List ofCivil aviation legislation, air navigation regulations

Following is a list of civil aviation legislation, air navigation regulations, etc., in force in Sint Maarten. It is essential that anyone engaged in air operations be acquainted with the relevant regulations. Copies of these documents may be obtained from:

Records and Information Management (DIV)
Adress: Clem Labega Square
P.O. Box 943
Philipsburg
Sint Maarten
Tel: +1 (721) 542-2233 / 542-2534

Civil Aviation Ordinance published in the Official Gazette 2013 no. 377 ("Luchtvaartlandsverordening AB 2013, GT no. 377"). Ordinance containing general regulations for civil aviation. Civil Aviation

Regulations and Decrees pursuant to the Civil Aviation Ordinance

Government Decree on Civil Aviation Safety Oversight published in the Official Gazette

2013 no. 379, ("Landsbesluit Toezicht Luchtvaart AB 2013, GT no. 379",).

This Government Decree concerns the implementation of regulations of the Chicago Convention and the technical and operational requirements in relation with civil aviation safety oversight.

Reference is made to ICAO Annexes 1, 6, 8 and 14.

Ministerial Decree on nationality and registration marks of civil aircraft published in the Official Gazette 2013, GT no. 465, ("Beschikking nationaliteits- en inschrijvings kenmerken AB 2013, GT no. 465").

Reference is made to ICAO Annex 7.

Government Decree on scheduled and unscheduled air transport published in the Official Gazette 2013, GT no. 381 ("Landsbesluit geregeld en ongeregeld luchtvervoer AB 2013, GT no. 381").

Government Decree on Air Traffic published in the Official Gazette 2013, GT no. 328

("Landsbesluit Luchtverkeer AB 2013, GT no. 328").

Government Decree, concerning the rules of the Air and Air Traffic Services.

Reference is made to ICAO Annexes 2 and 11.

Government Decree, concerning the detaining of aircraft and the regulations for access and inspection of aviation installations, published in the Official Gazette 2013, GT no. 459 ("AB 2013, GT no. 459").

Government Decree concerning the appointment of persons being in charge of the supervision on the observance of the provisions made by or under the Civil Aviation Ordinance.

1.2 Civil Air Navigation Regulations

Ministerial Decree on the Licensing of Aviation Personnel published in the Official Gazette 1995 no. 108, including amendments in the Official Gazette 1998 no. 53 and 2000 no. 124 ("Beschikking luchtvaartbrevettering P.B. 1995 no. 108, inclusief wijziging P.B. 1998 no. 53 en 2000 no. 124").

Reference is made to ICAO Annex 1.

Ministerial Decree on the Airworthiness of Aircraft published in the Official Gazette 2014, no. 52 ("Beschikking luchtwaardigheid AB 2014, no. 52").

Reference is made to ICAO Annex 8.

Ministerial Decree on the Operation of Aircraft published in the Official Gazette 2013, GT no. 398 ("Beschikking vluchtuitvoering AB 2013, GT no. 398").

Reference is made to ICAO Annex 6.

Ministerial Decree on the Work and Rest Time Regulation of Aviation Personnel published in the Official Gazette 2013, GT no. 372, ("Beschikking werk- en rusttijden luchtvaartpersoneel AB 2013, GT no. 372").

Ministerial Decree concerning the data to be supplied with an application for registration or transferring of possession of an aircraft in the nationality register published in the Official Gazette 2013, GT no. 465 ("AB 2013, GT no. 465").

Reference is made to ICAO Annex 7.

Ministerial Decree of the 14th of May 2003, concerning total or partial exemptions of licensing exams published in the Official Gazette 2013, GT no. 46, ("Vrijstellingsbeschikking AB 2013, GT no. 461).

1.3 International agreements/conventions

Convention on International Civil Aviation (The Chicago Convention).

Convention for the Unification of Certain Rules Relating to International Carriage by Air (The Warsaw Convention).

International Air Services Transit Agreement.

Multilateral Agreement relating to Certificates of Airworthiness for Imported Aircraft.

Convention on the International Recognition of Rights in Aircraft.

Convention on Offenses and Certain Other Acts Committed on Board Aircraft (The Tokyo Convention).

Convention for the Suppression of Unlawful Seizure of Aircraft (The Hague Convention).

Convention for the Suppression of Unlawful Acts against the Safety of Civil Aviation (The Montreal Convention).

1.4 Miscellaneous

Regulations on aviation exams published in the Official Gazette 2013, GT no. 375 ("Reglement luchtvaartexamens AB 2013, GT no. 375"). Ministerial Decree, containing rules regarding exams in order to obtain aviation licenses.

Government Decree on registered aircraft published in the Official Gazette 1983 no. 86 ("Landsbesluit teboekgestelde luchtvaartuigen P.B. 1983 no. 86).

Ministerial Decree on the instruction of registration of aircraft published in the Official Gazette 1983 no. 88 ("P.B. 1983 no. 88").

The route air navigation facility charges Ordinance published in the Official Gazette 2013, GT no. 322 ("Landsverordening luchtvaartfaciliteitengelden AB 2013, GT no. 322 ").

The Ordinance concerning the determination of the levying and collection of route air navigation facility charges in the St. Maarten TMA Region.

The Ordinance on Admission and Deportation published in the Official Gazette 2014 no. 23 ("Landsverordening toelating en uitzetting AB 2014, no. 23").

Regulations concerning the investigation of air accidents and incidents published in the Official Gazette 1938 no. 19, including amendments in the Official Gazette 1939 no. 145; 1945 no. 21, 58; 1946 no. 63, 96; 1949 no. 16, 127; 1950 no. 30; 1952 no. 111, 131; 1954 no. 81; 1959 no. 59; 1960 no. 117; 1962 no. 94; 1969 no. 75; 1972 no. 183; 1974 no. 38; 1975 no. 150; 1976 no. 14; 1995 no. 107 ("P.B. 1938 no. 19, inclusief wijziging P.B. 1939 no. 145; 1945 no. 21, 58; 1946 no. 63, 96; 1949 no. 16, 127; 1950 no. 30; 1952 no. 111, 131; 1954 no. 81; 1959 no. 59; 1960 no. 117; 1962 no. 94; 1969 no. 75; 1972 no. 183; 1974 no. 38; 1975 no. 150; 1976 no. 14; 1995 no. 107 ").

Reference is made to ICAO Annex 13.

Decree admission foreign military aircraft published in the Official Gazette 1935 no. 76 ("Besluit toelating vreemde militaire luchtvaartuigen P.B. 1935 no. 76").

Ministerial Decree containing regulations on the assignment, re-assignment and destination of aerodromes published in the Official Gazette 1988 no. 85 ("P.B. 1988 no. 85").

Ordinance of the 27th of December 1952, regulating the decentralization of the management and exploitation of airports, including aerodrome security to the Island Territories published in the Official Gazette 1952 no.168

("Overdrachtslandsverordening X : Luchthavens P.B. 1952 no. 168").

Government Decree, published in the Official Gazette 2013 no. 620 ("AB 2013, GT no. 620"). Government Decree of the 13th of September 1978, regulating the instructions with regard to aerodrome security.

The import, export and transit Ordinance of 1908 published in the Official Gazette 1968 no. 42 ("Landsverordening in-, uit- en doorvoer 1908 P.B. 1968 no. 42").

The Post Ordinance published in the Official Gazette 2013, GT no. 391 ("Postlandsverordening AB 2013, GT no. 391 ").

The Stamp Ordinance 1908 published in the Official Gazette 1956 no. 108 ("Zegelverordening 1908 P.B. 1956 no. 108").

Ordinance for the modification of the Criminal Code and the Criminal Code of procedure of St. Maarten, published in the Official 2013, no. 2 ("AB 2013, no. 2").

Ordinance on the implementation of the Tokyo Convention, the Hague Convention and the Montreal Convention.

Carriage by air Ordinance, regulating the liability of an air carrier, published in the Official Gazette 2013 no. 367 ("Landsverordening luchtvervoer AB 2013, GT no. 367 ").

Ministerial Decree, concerning the implementation of Reduced Vertical Separation Minimum (RVSM) in Sint Maarten TMA) published in the Official Gazette 2013 no. 464 ("Regeling implementatie reductie verticale separatie van 2000 naar 1000 voet AB 2013, GT no. 464 ").

The Ordinance concerning the organisation of the Central Government published in the Official Gazette 2010 no. 6 ("Landsverordening Organisatie Landsoverheid AB 2010, GT no. 6 ").

The Government Decree regulating the organization and the duties of the Ministry of Tourism, Economic Affairs, Traffic and Telecommunication published in the Official Gazette 2013 no. 122 ("Landsbesluit, houdende algemene maatregelen tot onderverdeling en nadere uitwerking van het Ministerie van Toerisme, Economische Zaken, Verkeer en Telecommunicatie AB 2013, GT no. 122").

GEN 1 NATIONAL REGULATIONS AND REQUIREMENTS

GEN 1.6 SUMMARY OF NATIONAL REGULATIONS AND INTERNATIONAL AGREEMENTS/CONVENTIONS

1 SABA

Following is a list of civil aviation legislation, air navigation regulations, etc., in force in Saba. It is essential that anyone engaged in air operations be acquainted with the relevant regulations.

Copies of these documents may be obtained, for a fee, from:

Ministerie van Binnenlandse Zaken en Koninkrijksrelaties
De Werkmaatschappij Kennis- en exploitatiecentrum Officiële Overheidspublicaties
Postbus 20011
2500 EA Den Haag
The Netherlands
Tel: +31 (0)70 700 0526
Email: oep@koop.overheid.nl

OR

SDU Costumer Service
Postbus 20014
2500 EA Den Haag
The Netherlands
Tel: +31 (0)70 378 9880
Fax: +31 (0)70 378 9783
Email: sdu@sdu.nl

Official publication of the relevant regulations can be found online at the following website: https://www.officielebekendmakingen.nl/

1.1 Civil Aviation Act BES-islands

Civil Aviation Act BES published in the Law Gazette 2010 no. 628 (“Luchtvaartwet BES, Stb. 2010, 628”), as amended. The Act of the 10th of October 2010 containing general regulations for civil aviation.

Regulations and Decrees pursuant to the Civil Aviation Act BES

Government Decree on civil aviation safety oversight published in the Law Gazette 2010 no. 632 (“Besluit toezicht luchtvaart BES, Stb. 2010, 632”), as amended.

This Government Decree concerns the implementation of regulations of the of the Chicago Convention and the technical and operational requirements in relation with civil aviation safety oversight with regard to aerodromes, aeronautical charts and air shows.

Reference is made to ICAO Annexes 4 and 14.

Government Decree concerning the appointment of persons in charge of the civil aviation safety oversight published in the Government Gazette 2002 no. 54 (“Besluit aanwijzing toezichthouders luchtvaart, Stcrt. 2002, 54”), as amended.

Government Decree on scheduled and unscheduled air transport published in the Law Gazette 2010 no. 634 (“Besluit geregeld en ongeregeld luchtvervoer BES, Stb. 2010, 634”). This Government Decree concerns operational regulations regarding the approval of scheduled and unscheduled air transport.

Government Decree on Air Traffic published in the Law Gazette 2010 no. 633 ("Besluit Luchtverkeer BES, Stb. 2010, 633"). This Government Decree concerns the rules of the air and Air Traffic Services.

Reference is made to ICAO Annexes 2 and 11.

Ministerial Decree on the Work and Rest Time Regulation of Aviation Personnel published in the Official Gazette 1995 no. 112, including amendments in the Official Gazette 1995 no. 194 ("Beschikking werk- en rusttijden luchtvaartpersoneel P.B. 1995 no.112, inclusief wijziging P.B. 1995 no. 194").

1.2 Dutch Civil Aviation Act

Dutch Civil Aviation Act, solely chapters 2, 3 and 4 published in the Law Gazette 1992, no. 368 (“Wet Luchtvaart, Stb. 1992, 368”), as amended.

The Act of the 18th of June 1992 containing rules and regulations on personnel licensing (chapter 2), airworthiness of aircraft (chapter 3) and the operation of aircraft (chapter 4), which are applicable to the BES islands.

1.3 Regulations and Decrees pursuant to the Dutch Civil Aviation Act

Government Decree on personnel licensing in aviation published in the Law Gazette 1999 no. 346 (“Belsuit bewijzen van bevoegdheid voor de luchtvaart, Stb. 1999, 346), as amended. This Government Decree concerns the implementation of the requirements of Annex 1, and makes reference to Regulation (EU) no. 805/2011 and 1178/2011, Regulation (EC) no. 2042/2003 and the Basic Regulation no. 216/2008, which shall apply mutatis mutandis on the BES islands. The Government Decree covers the rules and regulations of ICAO Annex 1.

Government Decree on civil aircraft published in the Law Gazette 2008 no. 190 (“Besluit luchtvaartuigen 2008, Stb. 2008, 190), as amended. This Government Decree concerns the rules and procedures regarding the airworthiness of aircraft and makes reference to the Regulation (EU) no. 748/2012, Regulation (EC) no. 2042/2003 and the Basic Regulation no. 216/2008, which shall apply mutatis mutandis on the BES islands. The Government Decree covers the rules and regulations of ICAO Annex 8.

Government Decree on the operation of aircraft published in the Law Gazette 2006 no. 371 (“Besluit Vluchtuitvoering, Stb. 2006, 371”), as amended. This Government Decree concerns the rules and procedures regarding the operation of aircraft and makes reference to the Regulation (EC) no. 3922/91, which shall apply mutatis mutandis on the BES islands. The Government Decree covers the rules and regulations of ICAO Annex 6.

Ministerial Decree on the recognition of airworthiness published in the Government Gazette 2008 no. 218 (“Regeling erkenningen luchtwaardigheid 2008, Stcrt. 2008, 218”), as amended. This Ministerial Decree concerns procedural rules for the application of a recognition of airworthiness.

Ministerial Decree on registration of civil aircraft published in the Government Gazette 2001 no. 198 (“Regeling inschrijving Nederlandse burgerluchtvaartuigen, Strct. 2001, 198”), as amended. This Ministerial Decree concerns the procedural rules for the application of registration, alteration and the renewal of a registration of aircraft in the nationality register.

Ministerial Decree on the operation of aircraft published in the Government Gazette 2008 no. 133 (“Regeling vluchtuitvoering, Stcrt. 2008, 133), as amended.

Reference is made to ICAO Annex 6.

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GEN 1 NATIONAL REGULATIONS AND REQUIREMENTS

GEN 1.6 SUMMARY OF NATIONAL REGULATIONS AND INTERNATIONAL AGREEMENTS/CONVENTIONS

1 SINT EUSTATIUS

Following is a list of civil aviation legislation, air navigation regulations, etc., in force in St. Eustatius. It is essential that anyone engaged in air operations be acquainted with the relevant regulations.

Copies of these documents may be obtained, for a fee, from:

Ministerie van Binnenlandse Zaken en Koninkrijksrelaties
De Werkmaatschappij Kennis- en exploitatiecentrum Officiële Overheidspublicaties
Postbus 20011
2500 EA Den Haag
The Netherlands
Tel: +31 (0)70 700 0526
Email: oep@koop.overheid.nl

OR

SDU Costumer Service
Postbus 20014
2500 EA Den Haag
The Netherlands
Tel: +31 (0)70 378 9880
Fax: +31 (0)70 378 9783
Email: sdu@sdu.nl

Official publication of the relevant regulations can be found online at the following website: https://www.officielebekendmakingen.nl/

1.1 Civil Aviation Act BES-islands

Civil Aviation Act BES published in the Law Gazette 2010 no. 628 (“Luchtvaartwet BES, Stb. 2010, 628”), as amended. The Act of the 10th of October 2010 containing general regulations for civil aviation.

Regulations and Decrees pursuant to the Civil Aviation Act BES

Government Decree on civil aviation safety oversight published in the Law Gazette 2010 no. 632 (“Besluit toezicht luchtvaart BES, Stb. 2010, 632”), as amended.

This Government Decree concerns the implementation of regulations of the of the Chicago Convention and the technical and operational requirements in relation with civil aviation safety oversight with regard to aerodromes, aeronautical charts and air shows.

Reference is made to ICAO Annexes 4 and 14.

Government Decree concerning the appointment of persons in charge of the civil aviation safety oversight published in the Government Gazette 2002 no. 54 (“Besluit aanwijzing toezichthouders luchtvaart, Stcrt. 2002, 54”), as amended.

Government Decree on scheduled and unscheduled air transport published in the Law Gazette 2010 no. 634 (“Besluit geregeld en ongeregeld luchtvervoer BES, Stb. 2010, 634”). This Government Decree concerns operational regulations regarding the approval of scheduled and unscheduled air transport.

Government Decree on Air Traffic published in the Law Gazette 2010 no. 633 ("Besluit Luchtverkeer BES, Stb. 2010, 633"). This Government Decree concerns the rules of the air and Air Traffic Services.

Reference is made to ICAO Annexes 2 and 11.

Ministerial Decree on the Work and Rest Time Regulation of Aviation Personnel published in the Official Gazette 1995 no. 112, including amendments in the Official Gazette 1995 no. 194 ("Beschikking werk- en rusttijden luchtvaartpersoneel P.B. 1995 no.112, inclusief wijziging P.B. 1995 no. 194").

1.2 Dutch Civil Aviation Act

Dutch Civil Aviation Act, solely chapters 2, 3 and 4 published in the Law Gazette 1992, no. 368 (“Wet Luchtvaart, Stb. 1992, 368”), as amended.

The Act of the 18th of June 1992 containing rules and regulations on personnel licensing (chapter 2), airworthiness of aircraft (chapter 3) and the operation of aircraft (chapter 4), which are applicable to the BES islands.

1.3 Regulations and Decrees pursuant to the Dutch Civil Aviation Act

Government Decree on personnel licensing in aviation published in the Law Gazette 1999 no. 346 (“Belsuit bewijzen van bevoegdheid voor de luchtvaart, Stb. 1999, 346), as amended. This Government Decree concerns the implementation of the requirements of Annex 1, and makes reference to Regulation (EU) no. 805/2011 and 1178/2011, Regulation (EC) no. 2042/2003 and the Basic Regulation no. 216/2008, which shall apply mutatis mutandis on the BES islands. The Government Decree covers the rules and regulations of ICAO Annex 1.

Government Decree on civil aircraft published in the Law Gazette 2008 no. 190 (“Besluit luchtvaartuigen 2008, Stb. 2008, 190), as amended. This Government Decree concerns the rules and procedures regarding the airworthiness of aircraft and makes reference to the Regulation (EU) no. 748/2012, Regulation (EC) no. 2042/2003 and the Basic Regulation no. 216/2008, which shall apply mutatis mutandis on the BES islands. The Government Decree covers the rules and regulations of ICAO Annex 8.

Government Decree on the operation of aircraft published in the Law Gazette 2006 no. 371 (“Besluit Vluchtuitvoering, Stb. 2006, 371”), as amended. This Government Decree concerns the rules and procedures regarding the operation of aircraft and makes reference to the Regulation (EC) no. 3922/91, which shall apply mutatis mutandis on the BES islands. The Government Decree covers the rules and regulations of ICAO Annex 6.

Ministerial Decree on the recognition of airworthiness published in the Government Gazette 2008 no. 218 (“Regeling erkenningen luchtwaardigheid 2008, Stcrt. 2008, 218”), as amended. This Ministerial Decree concerns procedural rules for the application of a recognition of airworthiness.

Ministerial Decree on registration of civil aircraft published in the Government Gazette 2001 no. 198 (“Regeling inschrijving Nederlandse burger-luchtvaartuigen, Strct. 2001, 198”), as amended. This Ministerial Decree concerns the procedural rules for the application of registration, alteration and the renewal of a registration of aircraft in the nationality register.

Ministerial Decree on the operation of aircraft published in the Government Gazette 2008 no. 133 (“Regeling vluchtuitvoering, Stcrt. 2008, 133), as amended.

Reference is made to ICAO Annex 6.

GEN 1 NATIONAL REGULATIONS AND REQUIREMENTS

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES

1 CURAÇAO

1.1 ANNEX 1

1. ANNEX 1 - PERSONNEL LICENSING, 11th edition - July 2011: NIL

1.2 ANNEX 2

ANNEX 2 - RULES OF THE AIR, 10th edition - July 2005: NIL

Chapter 2

2.5 Use of intoxicating liquor, narcotics or drugs

Para. 2.5 of the Rules of the Air contains the following provision: No person shall perform or attempt to perform such service on board an aircraft for which a license is required in pursuance of Section 35 of the Air Navigation Act while under the influence of intoxicating liquor, by reason of which that person's capacity so to act is impaired, apart from duties of secondary importance to safety, in case there is a blood alcohol concentration of 0.40 per thousand or more.

Neither shall any person perform or attempt to perform such service on board an aircraft for which a license is required in pursuance of Section 35 of the Air Navigation Act if, on account of illness, impairment, strain, lack of sleep, or the influence of narcotics or drugs, the ability to act safely on board an aircraft is impaired.

Chapter 3

3.1 Protection of persons and property

In addition to para. 3.1 of ICAO Annex 2, the Rules of the Air contain the following provisions:

3.1.1.1 The pilot-in-command shall take care that other air traffic is not unnecessarily impeded or disturbed.

3.1.1.2 The pilot-in-command shall take care that the flight interferes with the surroundings as little as possible. This applies in particular when flying over built-up areas, recreational areas and areas with sensitive fauna.

3.1.7 Acrobatic flight

In pursuance of para. 3.1.7 of ICAO Annex 2, the following provisions have been established:

3.1.7.1 No aircraft shall be flown acrobatically unless it is approved for such flight. Acrobatic flight shall be conducted in such a manner as not to endanger life or property of others or other air traffic.

3.1.7.2 Unless permitted by the Civil Aviation Administration, acrobatic flight shall not be conducted

a. over densely built-up areas including areas with summer houses, inhabited camping sites and areas with large gatherings in the open;

b. under instrument meteorological conditions; and

c. at a height less than 2 000 ft (600 m) above the highest obstacle within a radius of 1.5 km from the aircraft

3.2.5 Operation on and in the vicinity of an aerodrome

In addition to para. 3.2.5 of ICAO Annex 2, the Rules of the Air contain the following provision

The runway in use determined by the appropriate ATS unit shall be used unless safety determines that another runway be preferred.

3.7 Unlawful interference

In addition to para. 3.7 of ICAO Annex 2, the Rules of the Air contain the following provision

On an aircraft which is equipped with an SSR transponder, the pilot-in-command shall, if possible, select Mode A, Code 7500

Chapter 4

4.1 Weather minima for VFR flights

In pursuance of para. 4.1 of ICAO Annex 2, the following provisions have been established within Curaçao:

Within a control zone, the appropriate ATS unit can permit special VFR flights to be conducted so that the aircraft is flown with a flight visibility of not less than 1.5 km, clear of clouds and in sight of ground or water

Helicopters may operate, as special VFR flights, with a flight visibility of not less than 0.8 km, clear of clouds and in sight of ground or water if maneuvered at a speed that will give adequate opportunity to observe other traffic or any obstructions in time to avoid collision.

4.4 Minimum heights

In addition to para. 4.4 of ICAO Annex 2, the Rules of the Air contain the following provision:

Flying under bridges and under overhead lines or similar installations is prohibited unless specially authorized by the Civil Aviation Administration.

PROCEDURES FOR AIR NAVIGATION SERVICES - AIR TRAFFIC MANAGEMENT (PANS-ATM, ICAO Doc 4444)

Chapter 7, 12 Special VFR flights will not be authorized when the cloud base is less than 200 m and visibility less than prescribed minima.

REGIONAL SUPPLEMENTARY PROCEDURES (ICAO Doc 7030)

The supplementary procedures in force are given in their entirety; differences are shown in bold.

1) Visual flight rules (VFR) (ICAO Annex 2, paras. 4.7 and 4.8 refer):

VFR flights to be operated within a control zone established at an aerodrome serving international flights and in specified portions of the associated terminal

control area shall:

a) have two-way radio communications;

b) obtain permission from the appropriate air traffic control unit; and

c) report positions, as required.

Note.- The phrase "specified portions of the associated terminal control area" is intended to signify at least those portions of the TMA used by international IFR flights in association with approach, holding, departure and noise abatement procedures.

2) Special application of instrument flight rules:

Flights shall be conducted in accordance with the instrument flight rules (even

when not operating in instrument meteorological conditions) when operated

more than 90 km seaward from the shoreline.

Exemption for Coastguard and Military flights due to their specific tasking and mission (e.g. SAR, SAM or General Law Enforcement).

3) Air traffic advisory service (PANS-ATM, Chapter 4):

All IFR flights shall comply with the procedures for air traffic advisory service when operating in advisory airspace

4) Adherence to flight plan (ICAO Annex 2, para. 3.6.2):

If an aircraft has inadvertently deviated from the route specified in its ATC clearance, it shall forthwith take action to regain such route within ONE HUNDRED (100) nautical miles from the position at which the deviation was observed.

1.3 ANNEX 3

ANNEX 3 - METEOROLOGICAL SERVICE FOR INTERNATIONAL AIR NAVIGATION, 18th edition July 2013:

Chapter 7

7.4.1

Wind shear warnings are prepared only for aerodromes on which a meteorological office is established and only within the hours of operation of that office.

1.4 ANNEX 4

ANNEX 4 - AERONAUTICAL CHARTS, 11th edition July 2009: NIL

1.5 ANNEX 5

ANNEX 5 - UNITS OF MEASUREMENT TO BE USED IN AIR AND GROUND OPERATIONS, 5th edition July 2010: NIL

1.6 ANNEX 6

ANNEX 6 - OPERATION OF AIRCRAFT, Part I 9th edition - July 2010, Part II

7th edition - July 2008, Part III 7th - July 2010 edition: NIL

1.7 ANNEX 7

ANNEX 7 - AIRCRAFT NATIONALITY AND REGISTRATION MARKS, 6th edition July 2012: NIL

1.8 ANNEX 8

ANNEX 8 - AIRWORTHINESS OF AIRCRAFT, 11th edition July 2010: NIL

1.9 ANNEX 9

ANNEX 9 - FACILITATION, 13th edition July 2011: NIL

1.10 ANNEX 10

ANNEX 10 - AERONAUTICAL TELECOMMUNICATIONS, Vol. I 6th, Vol. II 6th, Vol. III 2nd, Vol. IV 4th, Vol. V 3rd edition - July 2013: NIL

1.11 ANNEX 11

ANNEX 11 - AIR TRAFFIC SERVICES, 13th edition: NIL

1.12 ANNEX 12

ANNEX 12 - SEARCH AND RESCUE, 8th edition: NIL

1.13 ANNEX 13

ANNEX 13 - AIRCRAFT ACCIDENT AND INCIDENT INVESTIGATION, 10th edition - July 2010: NIL

1.14 ANNEX 14

ANNEX 14 - AERODROMES, Vol I 6th - July 2013, Vol II 4th edition - July 2013: NIL

1.15 ANNEX 15

ANNEX 15 - AERONAUTICAL INFORMATION SERVICES, 16th edition - July 2018: NIL

1.16 ANNEX 16

ANNEX 16 - ENVIRONMENTAL PROTECTION, Vol I 6th, Vol II 3th edition: NIL

1.17 ANNEX 17

ANNEX 17 - SECURITY SAFEGUARDING INTERNATIONAL CIVIL AVIATION AGANST ACTS OF UNLAWFUL INTERFERENCE, 9th edition - March 2011: NIL

1.18 ANNEX 18

ANNEX 18 - THE SAFE TRANSPORT OF DANGEROUS GOODS BY AIR, 4th edition - July 2011: NIL

1.19 ANNEX 19

ANNEX 19 - SAFETY MANAGEMENT, 1st edition: NIL

GEN 1 NATIONAL REGULATIONS AND REQUIREMENTS

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES

1 ARUBA

IN DEVELOPMENT

1. ANNEX 1 - PERSONNEL LICENSING, 11th edition: NIL

2. ANNEX 2 - RULES OF THE AIR, 10th edition: NIL

3. ANNEX 3 - METEOROLOGICAL SERVICE FOR INTERNATIONAL AIR NAVIGATION, 18th edition July 2013: NIL

4. ANNEX 4 - AERONAUTICAL CHARTS, 11th edition July 2009:

Chapter 7

7.2.1

This chart is not yet produced. However, the various elements specified to be depicted on the chart are shown on individual thematic charts contained in the AIP.

5. ANNEX 5 - UNITS OF MEASUREMENT TO BE USED IN AIR AND GROUND OPERATIONS, 5th edition - July 2010: NIL

6. ANNEX 6 - OPERATION OF AIRCRAFT, part I 9th edition - July 2010, part II 7th edition - July 2008, part III 7th edition - July 2010: NIL

7. ANNEX 7 - AIRCRAFT NATIONALITY AND REGISTRATION MARKS, 6th edition - july 2012: NIL

8. ANNEX 8 - AIRWORTHINESS OF AIRCRAFT, 11th edition - July 2010: NIL

9. ANNEX 9 - FACILITATION, 13th edition - July 2011: NIL

10. ANNEX 10 - AERONAUTICAL TELECOMMUNICATIONS, Vol. I 6th, Vol. II 6th, Vol. III 2nd, Vol. IV 4th, Vol. V 3rd edition - July 2013: NIL

11. ANNEX 11 - AIR TRAFFIC SERVICES, 13th edition: NIL

12. ANNEX 12 - SEARCH AND RESCUE, 8th edition: NIL

13. ANNEX 13 - AIRCRAFT ACCIDENT AND INCIDENT INVESTIGATION, 10th edition - July 2010: NIL

14. ANNEX 14 - AERODROMES, Vol. I 6th, Vol. II 4th edition - July 2013: NIL

15. ANNEX 15 - AERONAUTICAL INFORMATION SERVICES, 16th edition - july 2018: NIL

16. ANNEX 16 - ENVIRONMENTAL PROTECTION, Vol. I 6th, Vol. II 3rd edition: NIL

17. ANNEX 17 - SECURITY SAFEGUARDING INTERNATIONAL CIVIL AVIATION AGANST ACTS OF UNLAWFUL INTERFERENCE, 9th edition - March 2011: NIL

18. ANNEX 18 - THE SAFE TRANSPORT OF DANGEROUS GOODS BY AIR, 4th edition - July 2011: NIL

19. ANNEX 19 - SAFETY MANAGEMENT, 1st edition: NIL

GEN 1 NATIONAL REGULATIONS AND REQUIREMENTS

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES

1 BONAIRE

IN DEVELOPMENT

1. ANNEX 1 - PERSONNEL LICENSING, 11th edition - July 2011: NIL

2. ANNEX 2 - RULES OF THE AIR, 10th edition - July 2005

Chapter 2

2.5 Use of intoxicating liquor, narcotics or drugs

Para. 2.5 of the Rules of the Air contains the following provision: No person shall perform or attempt to perform such service on board an aircraft for which a license is required in pursuance of Section 35 of the Air Navigation Act while under the influence of intoxicating liquor, by reason of which that person's capacity so to act is impaired, apart from duties of secondary importance to safety, in case there is a blood alcohol concentration of 0.40 per thousand or more.

Neither shall any person perform or attempt to perform such service on board an aircraft for which a license is required in pursuance of Section 35 of the Air Navigation Act if, on account of illness, impairment, strain, lack of sleep, or the influence of narcotics or drugs, the ability to act safely on board an aircraft is impaired.

Chapter 3

3.1 Protection of persons and property

In addition to para. 3.1 of ICAO Annex 2, the Rules of the Air contain the following provisions:

3.1.1.1 The pilot-in-command shall take care that other air traffic is not unnecessarily impeded or disturbed.

3.1.1.2 The pilot-in-command shall take care that the flight interferes with the surroundings as little as possible. This applies in particular when flying over built-up areas, recreational areas and areas with sensitive fauna.

3.1.7 Acrobatic flight

In pursuance of para. 3.1.7 of ICAO Annex 2, the following provisions have been established:

3.1.7.1 No aircraft shall be flown acrobatically unless it is approved for such flight. Acrobatic flight shall be conducted in such a manner as not to endanger life or property of others or other air traffic.

3.1.7.2 Unless permitted by the Civil Aviation Administration, acrobatic flight shall not be conducted

a) over densely built-up areas including areas with summer houses, inhabited camping sites and areas with large gatherings in the open;

b) under instrument meteorological conditions; and

c) at a height less than 2 000 ft (600 m) above the highest obstacle within a radius of 1.5 km from the aircraft

3.2.5 Operation on and in the vicinity of an aerodrome

In addition to para. 3.2.5 of ICAO Annex 2, the Rules of the Air contain the following provision

The runway in use determined by the appropriate ATS unit shall be used unless safety determines that another runway be preferred.

3.7 Unlawful interference

In addition to para. 3.7 of ICAO Annex 2, the Rules of the Air contain the following provision

On an aircraft which is equipped with an SSR transponder, the pilot-in-command shall, if possible, select Mode A, Code 7500

Chapter 4

4.1 Weather minima for VFR flights

In pursuance of para. 4.1 of ICAO Annex 2, the following provisions have been established within Dutch Caribbean territory:

Within a control zone, the appropriate ATS unit can permit special VFR flights to be conducted so that the aircraft is flown with a flight visibility of not less than 1.5 km, clear of clouds and in sight of ground or water

Helicopters may operate, as special VFR flights, with a flight visibility of not less than 0.8 km, clear of clouds and in sight of ground or water if manoeuvred at a speed that will give adequate opportunity to observe other traffic or any obstructions in time to avoid collision.

Gliders may operate under instrument meteorological conditions within the specified airspaces provided that clearance is obtained from the appropriate ATS unit and the conditions specified in Civil Air Navigation Regulations are followed.

4.4 Minimum heights

In addition to para. 4.4 of ICAO Annex 2, the Rules of the Air contain the following provision:

Flying under bridges and under overhead lines or similar installations is prohibited unless specially authorized by the Civil Aviation Administration.

PROCEDURES FOR AIR NAVIGATION SERVICES - AIR TRAFFIC MANAGEMENT (PANS-ATM, ICAO Doc 4444)

Chapter 7, 12 Special VFR flights will not be authorized when the cloud base is less than 200 m and visibility less than prescribed minima.

REGIONAL SUPPLEMENTARY PROCEDURES (ICAO Doc 7030)

The supplementary procedures in force are given in their entirety; differences are shown in bold.

1) Visual flight rules (VFR) (ICAO Annex 2, paras. 4.7 and 4.8 refer):

VFR flights to be operated within a control zone established at an aerodrome serving international flights and in specified portions of the associated terminal control area shall:

a) have two-way radio communications;

b) obtain permission from the appropriate air traffic control unit; and

c) report positions, as required.

Note.- The phrase "specified portions of the associated terminal control area" is intended to signify at least those portions of the TMA used by international IFR flights in association with approach, holding, departure and noise abatement procedures.

2) Special application of instrument flight rules:

Flights shall be conducted in accordance with the instrument flight rules (even when not operating in instrument meteorological conditions) when operated

more than 90 km seaward from the shoreline. Exemption for Coastguard and Military flights due to their specific tasking and mission (e.g. SAR, SAM or General Law Enforcement).

3) Air traffic advisory service (PANS-ATM, Chapter 4

All IFR flights shall comply with the procedures for air traffic advisory service when operating in advisory airspace

4) Adherence to flight plan (ICAO Annex 2, para. 3.6.2):

If an aircraft has inadvertently deviated from the route specified in its ATC clearance, it shall forthwith take action to regain such route within ONE HUNDRED (100) nautical miles from the position at which the deviation was observed.

3. ANNEX 3 - METEOROLOGICAL SERVICE FOR INTERNATIONAL AIR NAVIGATION, 18th edition July 2013:

Chapter 7

7.4.1

Wind shear warnings are prepared only for aerodromes on which a meteorological office is established and only within the hours of operation of that office.

4. ANNEX 4 - AERONAUTICAL CHARTS, 11th edition July 2009:

Chapter 7

7.2.1

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5. ANNEX 5 - UNITS OF MEASUREMENT TO BE USED IN AIR AND GROUND

OPERATIONS, 4th edition: NIL

6. ANNEX 6 - OPERATION OF AIRCRAFT, part I 8th, part II 6th, part III 6th edition: NIL

7. ANNEX 7 - AIRCRAFT NATIONALITY AND REGISTRATION MARKS, 5th edition: NIL

8. ANNEX 8 - AIRWORTHINESS OF AIRCRAFT, 10th edition: NIL

9. ANNEX 9 - FACILITATION, 12th edition: NIL

10. ANNEX 10 - AERONAUTICAL TELECOMMUNICATIONS, Vol. I 6th, Vol. II 6th, Vol. III 2nd, Vol. IV 4th, Vol. V 2nd edition: NIL

11. ANNEX 11 - AIR TRAFFIC SERVICES, 13th edition: NIL

12. ANNEX 12 - SEARCH AND RESCUE, 8th edition: NIL

13. ANNEX 13 - AIRCRAFT ACCIDENT AND INCIDENT INVESTIGATION, 9th edition: NIL

14. ANNEX 14 - AERODROMES, Vol. I 4th, Vol. II 2nd edition: NIL

15. ANNEX 15 - AERONAUTICAL INFORMATION SERVICES, 16th edition, 2018: NIL

16. ANNEX 16 - ENVIRONMENTAL PROTECTION, Vol. I 4th, Vol. II 2nd edition: NIL

17. ANNEX 17 - SECURITY SAFEGUARDING INTERNATIONAL CIVIL AVIATION AGANST ACTS OF UNLAWFUL INTERFERENCE, 7th edition: NIL

18. ANNEX 18 - THE SAFE TRANSPORT OF DANGEROUS GOODS BY AIR, 3rd edition: NIL

19. ANNEX 19 - SAFETY MANAGEMENT, 1st edition: NIL

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GEN 1 NATIONAL REGULATIONS AND REQUIREMENTS

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES

1 SINT MAARTEN

1. ANNEX 1 - PERSONNEL LICENSING, 10th edition: NIL

2. ANNEX 2 - RULES OF THE AIR, 10th edition

Chapter 2

2.5 Use of intoxicating liquor, narcotics or drugs

Para. 2.5 of the Rules of the Air contains the following provision: No person shall perform or attempt to perform such service on board an aircraft for which a license is required in pursuance of Section 35 of the Air Navigation Act while under the influence of intoxicating liquor, by reason of which that person's capacity so to act is impaired, apart from duties of secondary importance to safety, in case there is a blood alcohol concentration of 0.40 per thousand or more.

Neither shall any person perform or attempt to perform such service on board an aircraft for which a license is required in pursuance of Section 35 of the Air Navigation Act if, on account of illness, impairment, strain, lack of sleep, or the influence of narcotics or drugs, the ability to act safely on board an aircraft is impaired.

Chapter 3

3.1 Protection of persons and property

In addition to para. 3.1 of ICAO Annex 2, the Rules of the Air contain the following provisions:

3.1.1.1 The pilot-in-command shall take care that other air traffic is not unnecessarily impeded or disturbed.

3.1.1.2 The pilot-in-command shall take care that the flight interferes with the surroundings as little as possible. This applies in particular when flying over built-up areas, recreational areas and areas with sensitive fauna.

3.1.7 Acrobatic flight

In pursuance of para. 3.1.7 of ICAO Annex 2, the following provisions have been established:

3.1.7.1 No aircraft shall be flown acrobatically unless it is approved for such flight. Acrobatic flight shall be conducted in such a manner as not to endanger life or property of others or other air traffic.

3.1.7.2 Unless permitted by the Civil Aviation Administration, acrobatic flight shall not be conducted

a) over densely built-up areas including areas with summer houses, inhabited camping sites and areas with large gatherings in the open;

b) under instrument meteorological conditions; and

c) at a height less than 2 000 ft (600 m) above the highest obstacle within a radius of 1.5 km from the aircraft

3.2.5 Operation on and in the vicinity of an aerodrome

In addition to para. 3.2.5 of ICAO Annex 2, the Rules of the Air contain the following provision

The runway in use determined by the appropriate ATS unit shall be used unless safety determines that another runway be preferred.

3.7 Unlawful interference

In addition to para. 3.7 of ICAO Annex 2, the Rules of the Air contain the following provision

On an aircraft which is equipped with an SSR transponder, the pilot-in-command shall, if possible, select Mode A, Code 7500

Chapter 4

4.1 Weather minima for VFR flights

In pursuance of para. 4.1 of ICAO Annex 2, the following provisions have been established within Dutch Caribbean territory:

Within a control zone, the appropriate ATS unit can permit special VFR flights to be conducted so that the aircraft is flown with a flight visibility of not less than 1.5 km, clear of clouds and in sight of ground or water

Helicopters may operate, as special VFR flights, with a flight visibility of not less than 0.8 km, clear of clouds and in sight of ground or water if manoeuvred at a speed that will give adequate opportunity to observe other traffic or any obstructions in time to avoid collision.

Gliders may operate under instrument meteorological conditions within the specified airspaces provided that clearance is obtained from the appropriate ATS unit and the conditions specified in Civil Air Navigation Regulations are followed.

4.4 Minimum heights

In addition to para. 4.4 of ICAO Annex 2, the Rules of the Air contain the following provision:

Flying under bridges and under overhead lines or similar installations is prohibited unless specially authorized by the Civil Aviation Administration.

PROCEDURES FOR AIR NAVIGATION SERVICES - AIR TRAFFIC MANAGEMENT (PANS-ATM, ICAO Doc 4444)

Chapter 7, 12 Special VFR flights will not be authorized when the cloud base is less than 200 m and visibility less than prescribed minima.

REGIONAL SUPPLEMENTARY PROCEDURES (ICAO Doc 7030)

The supplementary procedures in force are given in their entirety; differences are shown in bold.

1) Visual flight rules (VFR) (ICAO Annex 2, paras. 4.7 and 4.8 refer):

VFR flights to be operated within a control zone established at an aerodrome serving international flights and in specified portions of the associated terminal

control area shall:

a) have two-way radio communications;

b) obtain permission from the appropriate air traffic control unit; and

c) report positions, as required.

Note.- The phrase "specified portions of the associated terminal control area" is intended to signify at least those portions of the TMA used by international IFR flights in association with approach, holding, departure and noise abatement procedures.

2) Special application of instrument flight rules:

Flights shall be conducted in accordance with the instrument flight rules (even when not operating in instrument meteorological conditions) when operated

more than 90 km seaward from the shoreline. Exemption for Coastguard and Military flights due to their specific tasking and mission (e.g. SAR, SAM or General Law Enforcement).

3) Air traffic advisory service (PANS-ATM, Chapter 4

All IFR flights shall comply with the procedures for air traffic advisory service when operating in advisory airspace

4) Adherence to flight plan (ICAO Annex 2, para. 3.6.2):

If an aircraft has inadvertently deviated from the route specified in its ATC clearance, it shall forthwith take action to regain such route withinONE HUNDRED (100) nautical miles from the position at which the deviation was observed.

3. ANNEX 3 - METEOROLOGICAL SERVICE FOR INTERNATIONAL AIR

NAVIGATION, 16th edition.

Chapter 7

7.4.1

Wind shear warnings are prepared only for aerodromes on which a meteorological office is established and only within the hours of operation of that office.

4. ANNEX 4 - AERONAUTICAL CHARTS, 10th edition.

Chapter 7

7.2.1

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5. ANNEX 5 - UNITS OF MEASUREMENT TO BE USED IN AIR AND GROUND OPERATIONS, 4th edition: NIL

6. ANNEX 6 - OPERATION OF AIRCRAFT, part I 8th, part II 6th, part III 6th edition: NIL

7. ANNEX 7 - AIRCRAFT NATIONALITY AND REGISTRATION MARKS, 5th edition: NIL

8. ANNEX 8 - AIRWORTHINESS OF AIRCRAFT, 10th edition: NIL

9. ANNEX 9 - FACILITATION, 12th edition: NIL

10. ANNEX 10 - AERONAUTICAL TELECOMMUNICATIONS, Vol. I 6th, Vol. II 6th, Vol. III 2nd, Vol. IV 4th, Vol. V 2nd edition: NIL

11. ANNEX 11 - AIR TRAFFIC SERVICES, 13th edition: NIL

12. ANNEX 12 - SEARCH AND RESCUE, 8th edition: NIL

13. ANNEX 13 - AIRCRAFT ACCIDENT AND INCIDENT INVESTIGATION, 9th edition: NIL

14. ANNEX 14 - AERODROMES, Vol. I 4th, Vol. II 2nd edition: NIL

15. ANNEX 15 - AERONAUTICAL INFORMATION SERVICES, 16th edition, 2018 NIL

16. ANNEX 16 - ENVIRONMENTAL PROTECTION, Vol. I 4th, Vol. II 2nd edition: NIL

17. ANNEX 17 - SECURITY SAFEGUARDING INTERNATIONAL CIVIL AVIATION AGANST ACTS OF UNLAWFUL INTERFERENCE, 7th edition: NIL

18. ANNEX 18 - THE SAFE TRANSPORT OF DANGEROUS GOODS BY AIR, 3rd edition: NIL

19. ANNEX 19 - SAFETY MANAGEMENT, 1st edition: NIL

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GEN 1 NATIONAL REGULATIONS AND REQUIREMENTS

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES

1 SABA

IN DEVELOPMENT

1. ANNEX 1 - PERSONNEL LICENSING, 11th edition - July 2011: NIL

2. ANNEX 2 - RULES OF THE AIR, 10th edition - July 2005

Chapter 2

2.5 Use of intoxicating liquor, narcotics or drugs

Para. 2.5 of the Rules of the Air contains the following provision: No person shall perform or attempt to perform such service on board an aircraft for which a license is required in pursuance of Section 35 of the Air Navigation Act while under the influence of intoxicating liquor, by reason of which that person's capacity so to act is impaired, apart from duties of secondary importance to safety, in case there is a blood alcohol concentration of 0.40 per thousand or more.

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Chapter 3

3.1 Protection of persons and property

In addition to para. 3.1 of ICAO Annex 2, the Rules of the Air contain the following provisions:

3.1.1.1 The pilot-in-command shall take care that other air traffic is not unnecessarily impeded or disturbed.

3.1.1.2 The pilot-in-command shall take care that the flight interferes with the surroundings as little as possible. This applies in particular when flying over built-up areas, recreational areas and areas with sensitive fauna.

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In pursuance of para. 3.1.7 of ICAO Annex 2, the following provisions have been established:

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3.1.7.2 Unless permitted by the Civil Aviation Administration, acrobatic flight shall not be conducted

a) over densely built-up areas including areas with summer houses, inhabited camping sites and areas with large gatherings in the open;

b) under instrument meteorological conditions; and

c) at a height less than 2 000 ft (600 m) above the highest obstacle within a radius of 1.5 km from the aircraft

3.2.5 Operation on and in the vicinity of an aerodrome

In addition to para. 3.2.5 of ICAO Annex 2, the Rules of the Air contain the following provision

The runway in use determined by the appropriate ATS unit shall be used unless safety determines that another runway be preferred.

3.7 Unlawful interference

In addition to para. 3.7 of ICAO Annex 2, the Rules of the Air contain the following provision

On an aircraft which is equipped with an SSR transponder, the pilot-in-command shall, if possible, select Mode A, Code 7500

Chapter 4

4.1 Weather minima for VFR flights

In pursuance of para. 4.1 of ICAO Annex 2, the following provisions have been established within Dutch Caribbean territory:

Within a control zone, the appropriate ATS unit can permit special VFR flights to be conducted so that the aircraft is flown with a flight visibility of not less than 1.5 km, clear of clouds and in sight of ground or water

Helicopters may operate, as special VFR flights, with a flight visibility of not less than 0.8 km, clear of clouds and in sight of ground or water if manoeuvred at a speed that will give adequate opportunity to observe other traffic or any obstructions in time to avoid collision.

Gliders may operate under instrument meteorological conditions within the specified airspaces provided that clearance is obtained from the appropriate ATS unit and the conditions specified in Civil Air Navigation Regulations are followed.

4.4 Minimum heights

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PROCEDURES FOR AIR NAVIGATION SERVICES - AIR TRAFFIC MANAGEMENT (PANS-ATM, ICAO Doc 4444)

Chapter 7, 12 Special VFR flights will not be authorized when the cloud base is less than 200 m and visibility less than prescribed minima.

REGIONAL SUPPLEMENTARY PROCEDURES (ICAO Doc 7030)

The supplementary procedures in force are given in their entirety; differences are shown in bold.

1) Visual flight rules (VFR) (ICAO Annex 2, paras. 4.7 and 4.8 refer):

VFR flights to be operated within a control zone established at an aerodrome serving international flights and in specified portions of the associated terminal control area shall:

a) have two-way radio communications;

b) obtain permission from the appropriate air traffic control unit; and

c) report positions, as required.

Note.- The phrase "specified portions of the associated terminal control area" is intended to signify at least those portions of the TMA used by international IFR flights in association with approach, holding, departure and noise abatement procedures.

2) Special application of instrument flight rules:

Flights shall be conducted in accordance with the instrument flight rules (even when not operating in instrument meteorological conditions) when operated

more than 90 km seaward from the shoreline. Exemption for Coastguard and Military flights due to their specific tasking and mission (e.g. SAR, SAM or General Law Enforcement).

3) Air traffic advisory service (PANS-ATM, Chapter 4

All IFR flights shall comply with the procedures for air traffic advisory service when operating in advisory airspace

4) Adherence to flight plan (ICAO Annex 2, para. 3.6.2):

If an aircraft has inadvertently deviated from the route specified in its ATC clearance, it shall forthwith take action to regain such route within ONE HUNDRED (100) nautical miles from the position at which the deviation was observed.

3. ANNEX 3 - METEOROLOGICAL SERVICE FOR INTERNATIONAL AIR NAVIGATION, 18th edition July 2013:

Chapter 7

7.4.1

Wind shear warnings are prepared only for aerodromes on which a meteorological office is established and only within the hours of operation of that office.

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8. ANNEX 8 - AIRWORTHINESS OF AIRCRAFT, 10th edition: NIL

9. ANNEX 9 - FACILITATION, 12th edition: NIL

10. ANNEX 10 - AERONAUTICAL TELECOMMUNICATIONS, Vol. I 6th, Vol. II 6th, Vol. III 2nd, Vol. IV 4th, Vol. V 2nd edition: NIL

11. ANNEX 11 - AIR TRAFFIC SERVICES, 13th edition: NIL

12. ANNEX 12 - SEARCH AND RESCUE, 8th edition: NIL

13. ANNEX 13 - AIRCRAFT ACCIDENT AND INCIDENT INVESTIGATION, 9th edition: NIL

14. ANNEX 14 - AERODROMES, Vol. I 4th, Vol. II 2nd edition: NIL

15. ANNEX 15 - AERONAUTICAL INFORMATION SERVICES, 16th edition, 2018: NIL

16. ANNEX 16 - ENVIRONMENTAL PROTECTION, Vol. I 4th, Vol. II 2nd edition: NIL

17. ANNEX 17 - SECURITY SAFEGUARDING INTERNATIONAL CIVIL AVIATION AGANST ACTS OF UNLAWFUL INTERFERENCE, 7th edition: NIL

18. ANNEX 18 - THE SAFE TRANSPORT OF DANGEROUS GOODS BY AIR, 3rd edition: NIL

19. ANNEX 19 - SAFETY MANAGEMENT, 1st edition: NIL

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GEN 1 NATIONAL REGULATIONS AND REQUIREMENTS

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES

1 SINT EUSTATIUS

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1. ANNEX 1 - PERSONNEL LICENSING, 11th edition - July 2011: NIL

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3. ANNEX 3 - METEOROLOGICAL SERVICE FOR INTERNATIONAL AIR NAVIGATION, 18th edition July 2013:

Chapter 7

7.4.1

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Chapter 7

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8. ANNEX 8 - AIRWORTHINESS OF AIRCRAFT, 10th edition: NIL

9. ANNEX 9 - FACILITATION, 12th edition: NIL

10. ANNEX 10 - AERONAUTICAL TELECOMMUNICATIONS, Vol. I 6th, Vol. II 6th, Vol. III 2nd, Vol. IV 4th, Vol. V 2nd edition: NIL

11. ANNEX 11 - AIR TRAFFIC SERVICES, 13th edition: NIL

12. ANNEX 12 - SEARCH AND RESCUE, 8th edition: NIL

13. ANNEX 13 - AIRCRAFT ACCIDENT AND INCIDENT INVESTIGATION, 9th edition: NIL

14. ANNEX 14 - AERODROMES, Vol. I 4th, Vol. II 2nd edition: NIL

15. ANNEX 15 - AERONAUTICAL INFORMATION SERVICES, 16th edition, 2018: NIL

16. ANNEX 16 - ENVIRONMENTAL PROTECTION, Vol. I 4th, Vol. II 2nd edition: NIL

17. ANNEX 17 - SECURITY SAFEGUARDING INTERNATIONAL CIVIL AVIATION AGANST ACTS OF UNLAWFUL INTERFERENCE, 7th edition: NIL

18. ANNEX 18 - THE SAFE TRANSPORT OF DANGEROUS GOODS BY AIR, 3rd edition: NIL

19. ANNEX 19 - SAFETY MANAGEMENT, 1st edition: NIL

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GEN 2 TABLES AND CODES

GEN 2.1 MEASURING SYSTEM, AIRCRAFT MARKINGS, HOLIDAYS

1 Units of measurement

The table of units of measurement shown below will be used by aeronautical stations within CURAÇAO FIR and on the Islands of Aruba, St. Maarten, St. Eustatius and Saba for air and ground operations.

2 Temporal reference system

General
Co-ordinated Universal Time (UTC) and the Gregorian calendar are used by air navigation services and in publications issued by the Aeronautical Information Service. Reporting of time is expressed to the nearest minute, e.g. 12:40:35 is reported as 1241.

3 Horizontal reference system

3.1 Name/designation of system

All published geographical coordinates indicating latitude and longitude are expressed in terms of the World Geodetic System — 1984 (WGS-84) geodetic reference datum.

3.2 Projection

Projection is expressed in terms of Universal Transverse Mercator (UTM).

3.3 Ellipsoid

Ellipsoid is expressed in terms of the World Geodetic System — 1984 (WGS-84) ellipsoid.

3.4 Datum

The World Geodetic System — 1984 (WGS-84) is used.

3.5 Area of application

The area of application for the published geographical coordinates coincides with the area of responsibility of the Aeronautical Information Service, i.e. the entire territory of Curaçao and Bonaire as well its airspace over the high seas encompassed by the CUR FIR, and St. Maarten TMA in accordance with the regional air navigation agreement

3.6 Use of an asterisk to identify published geographical coordinates

An asterisk (*) will be used to identify those published geographical coordinates which have been transformed into WGS-84 coordinates but whose accuracy of original field work does not meet the accuracy requirements in ICAO Annex 11, Chapter 2 and ICAO Annex 14, Volumes I and II, Chapter 2.

For measurement of	Units used
Distance used in navigation, position reporting, etc. — generally in excess of 2 nautical miles	Nautical miles and tenths
Relatively short distances such as those relating to aerodromes (e.g. runway lengths)	Metres
Altitudes, elevations and heights	Feet
Horizontal speed including wind speed	Knots
Vertical speed	Feet per minute
Wind direction for landing and taking off	Degrees magnetic
Wind direction except for landing and taking off	Degrees true
Visibility including runway visual range	Kilometres or metres
Altimeter setting	Hectopascal
Temperature	Degrees Celsius
Weight	Metric tonnes or kilogrammes
Time	Hours and minutes, beginning at
	midnight UTC

4 Vertical reference system

4.1 Name/designation of system

The vertical reference system corresponds to mean sea level (MSL)

4.2 Geoid model

The geoid model used is the Earth Gravitational Model 1996 —(EGM-96).

5 Aircraft nationality and registration marks

The nationality mark for aircraft registered in the Dutch Caribbean territory is the letter **PJ**. The nationality mark is followed by a hyphen and a registration mark consisting of 3 letters, e.g. PJ-ABA.

The nationality mark for Aircraft registration for ARUBA consist of the Indicator P4. 1The nationality mark is followed by a hyphen and registration mark consisting of 3 letters
e.g. P4-YSA

6 Public holidays

6.1 CURAÇAO

Name	Date/Day
New Year's Day	1st January
Good Friday	Friday before Easter
Easter Sunday	Sunday, 1st Easter Day
Easter Monday	Monday after Easter Sunday
Ascension Day	6th Thursday after Easter
Kings Day	27th April
Carnival Day	The Monday after the main Carnival parade
Labor Day	1st May
Flag Day	2nd July
Curaçao Day	10th October
Christmas Day	25th December
2nd Day of Christmas	26th December

6.2 ARUBA

Name	Date/Day
New Year's Day	1st January
Betico's Day	25th January
Carnival Monday	The Monday after the main Carnival parade
National Anthem/Flag Day	18th March
Good Friday	18th April
Easter Sunday	1stEaster Day
Easter Monday	21thApril
Kings Day	27th April
Labor Day	1st May
Ascension Day	29th May
Christmas Day	25th December
2nd Day of Christmas	26th December

6.3 BONAIRE

Name	Date/Day
New Year's Day	1st January
Good Friday	Friday before Easter
Easter Sunday	Sunday, 1st Easter Day
Easter Monday	Monday after Easter Sunday
Ascension Day	6th Thursday after Easter
Kings Day	27th April
Dia di Rincon	30th April
Whit Sunday	Sunday
Labor Day	1st May
Bonaire Flag Day	6th September
Christmas Day	25th December
2nd Day of Christmas	26th December

6.4 ST. MAARTEN

Name	Date/Day
New Year's Day	1st January
Good Friday	Friday before Easter
Easter Sunday	Sunday, 1st Easter Day
Easter Monday	Monday after Easter Sunday
Ascension Day	6th Thursday after Easter

Kings Day	27th April
Carnival Day	Wednesday
Whit Sunday	Sunday
Labor Day	1st May
Emancipation Day	1st July
St. Maarten Day	11th November
Christmas Day	25th December
2nd Day of Christmas	26th December

6.5 SABA

Name	Date/Day
New Year's Day	1st January
Good Friday	Friday before Easter
Easter Sunday	Sunday, 1st Easter Day
Easter Monday	Monday after Easter Sunday
Ascension Day	6th Thursday after Easter
Kings Day	27th April
Carnival Day	Wednesday
Whit Sunday	Sunday
Labor Day	1st May
Saba Flag Day	5th December
Christmas Day	25th December
2nd Day of Christmas	26th December

6.6 ST. EUSTATIUS

Name	Date/Day
New Year's Day	1st January
Good Friday	Friday before Easter
Easter Sunday	Sunday, 1st Easter Day
Easter Monday	Monday after Easter Sunday
Ascension Day	6th Thursday after Easter
Kings Day	27th April
Carnival Day	Wednesday
Labor Day	1st May
Emancipation Day	1st July
St. Eustatius Flag Day	16th November
Christmas Day	25th December
2nd Day of Christmas	26th December

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GEN 2 TABLES AND CODES

GEN 2.1 MEASURING SYSTEM, AIRCRAFT MARKINGS, HOLIDAYS

1 CURAÇAO

1.1 Units of measurement

The table of units of measurement shown below will be used by aeronautical stations within CURAÇAO FIR and on the Island of Curaçao for air and ground operations.

1.2 Temporal reference system

General: Co-ordinated Universal Time (UTC) and the Gregorian calendar are used by air navigation services and in publications issued by the Aeronautical Information Service. Reporting of time is expressed to the nearest minute, e.g. 12:40:35 is reported as 1241.

1.3 Horizontal reference system

1.3.1. **Name/designation of system**

All published geographical coordinates indicating latitude and longitude are expressed in terms of the World Geodetic System -- 1984 (WGS-84) geodetic reference datum.

1.3.2. **Projection**

Projection is expressed in terms of Universal Transverse Mercator (UTM).

1.3.3. **Ellipsoid**

Ellipsoid is expressed in terms of the World Geodetic System -- 1984 (WGS-84) ellipsoid.

1.3.4. **Datum**

The World Geodetic System -- 1984 (WGS-84) is used.

1.3.5. **Area of application**

The area of application for the published geographical coordinates coincides with the area of responsibility of the Aeronautical Information Service, i.e. the entire territory of Curaçao as well its airspace over the high seas encompassed by the CUR FIR in accordance with the regional air navigation agreement

1.3.6. **Use of an asterisk to identify published geographical coordinates**

An asterisk (*) will be used to identify those published geographical coordinates which have been transformed into WGS-84 coordinates but whose accuracy of original field work does not meet the accuracy requirements in ICAO Annex 11, Chapter 2 and ICAO Annex 14, Volumes I and II, Chapter 2.

For Measurement of:	Units used
Distance used in navigation, position reporting, etc., -- generally in excess of 2 nautical miles	Nautical miles and tenths
Relatively shirt distances such as those relating to aerodromes (e.g. runway lenghts)	Metres
Altitudes, elevations and heights	Feet
Horizotal speed including wind speed	Knots
Vertical speed	Feet per minute
Wind direction for landing and take off	Degrees magnatic
Wind direction except for landing and take off	Degress true
Visibility inclduing runway visual range	Kilometres or metres
Altimeter setting	Hectopascal
Temperature	Degrees Celcius
Weight	Metric tonnes or kilogrammes
Time	Hours and minutes, beginning at midnight UTC

1.4 Vertical reference system

1.4.1. **Name/designation of system**

The vertical reference system corresponds to mean sea level (MSL)

1.4.2. **Geoid model**

The geoid model used is the Earth Gravitational Model 1996 --(EGM-96).

1.5 Aircraft nationality and registration marks

The nationality mark for aircraft registered in the Dutch Caribbean territory is the letter PJ. The nationality mark is followed by a hyphen and a registration mark consisting of 3 letters, e.g. PJ-ABA.

1.6 Public holidays

Holiday Name	Date / Day
New Year's Day	1st January
Good Friday	Friday before Easter
Easter Sunday Sunday	1st Easter Day
Easter Monday	Monday after Easter Sunday
Ascension Day	6th Thursday after Easter
Kings Day	27th April
Carnival Day	The Monday after the main Carnival parade
Labor Day	1st May
Flag Day	2nd July
Curaçao Day	10th October
Christmas Day	25th December
2nd Day of Christmas	26th December

GEN 2 TABLES AND CODES

GEN 2.1 MEASURING SYSTEM, AIRCRAFT MARKINGS, HOLIDAYS

1 ARUBA

1.1 Units of measurement

The table of units of measurement shown below will be used by aeronautical stations within CURAÇAO FIR and on the Islands of Aruba for air and ground operations.

1.2 Temporal reference system

General: Co-ordinated Universal Time (UTC) and the Gregorian calendar are used by air navigation services and in publications issued by the Aeronautical Information Service. Reporting of time is expressed to the nearest minute, e.g. 12:40:35 is reported as 1241.

1.3 Horizontal reference system

1.3.1. **Name/designation of system**

All published geographical coordinates indicating latitude and longitude are expressed in terms of the World Geodetic System -- 1984 (WGS-84) geodetic reference datum.

1.3.2. **Projection**

Projection is expressed in terms of Universal Transverse Mercator (UTM).

1.3.3. **Ellipsoid**

Ellipsoid is expressed in terms of the World Geodetic System -- 1984 (WGS-84) ellipsoid.

1.3.4. **Datum**

The World Geodetic System -- 1984 (WGS-84) is used.

1.3.5. **Area of application**

The area of application for the published geographical coordinates coincides with the area of responsibility of the Aeronautical Information Service, i.e. the entire territory of Aruba as well its airspace over the high seas encompassed by the CUR FIR in accordance with the regional air navigation agreement

1.3.6. **Use of an asterisk to identify published geographical coordinates**

An asterisk (*) will be used to identify those published geographical coordinates which have been transformed into WGS-84 coordinates but whose accuracy of original field work does not meet the accuracy requirements in ICAO Annex 11, Chapter 2 and ICAO Annex 14, Volumes I and II, Chapter 2.

For Measurement of:	Units used
Distance used in navigation, position reporting, etc., -- generally in excess of 2 nautical miles	Nautical miles and tenths
Relatively shirt distances such as those relating to aerodromes (e.g. runway lenghts)	Metres
Altitudes, elevations and heights	Feet
Horizotal speed including wind speed	Knots
Vertical speed	Feet per minute
Wind direction for landing and take off	Degrees magnatic
Wind direction except for landing and take off	Degress true
Visibility inclduing runway visual range	Kilometres or metres
Altimeter setting	Hectopascal
Temperature	Degrees Celcius
Weight	Metric tonnes or kilogrammes
Time	Hours and minutes, beginning at midnight UTC

1.4 Vertical reference system

1.4.1. **Name/designation of system**

The vertical reference system corresponds to mean sea level (MSL)

1.4.2. **Geoid model**

The geoid model used is the Earth Gravitational Model 1996 --(EGM-96).

1.5 Aircraft nationality and registration marks

The nationality mark for Aircraft registration for ARUBA consist of the Indicator P4.

1The nationality mark is followed by a hyphen and registration mark consisting of 3 letters e.g. P4-YSA

1.6 Public holidays

Holiday Name	Date / Day
New Year's Day	1st January
Betico's Day	25th January
Carnival Monday	The Monday after the main Carnival parade
National Anthem/Flag Day	18th March
Good Friday	18th April
Easter Sunday	1st Easter Day
Easter Monday	21th April
Kings Day	27th April
Labor Day	1st May
Ascension Day	29th May
Christmas Day	25th December
2nd Day of Christmas	26th December

GEN 2 TABLES AND CODES

GEN 2.1 MEASURING SYSTEM, AIRCRAFT MARKINGS, HOLIDAYS

1 BONAIRE

1.1 Units of measurement

The table of units of measurement shown below will be used by aeronautical stations within CURAÇAO FIR and on the Island Bonaire, for air and ground operations.

1.2 Temporal reference system

General: Co-ordinated Universal Time (UTC) and the Gregorian calendar are used by air navigation services and in publications issued by the Aeronautical Information Service. Reporting of time is expressed to the nearest minute, e.g. 12:40:35 is reported as 1241.

1.3 Horizontal reference system

1.3.1. **Name/designation of system**

All published geographical coordinates indicating latitude and longitude are expressed in terms of the World Geodetic System -- 1984 (WGS-84) geodetic reference datum.

1.3.2. **Projection**

Projection is expressed in terms of Universal Transverse Mercator (UTM).

1.3.3. **Ellipsoid**

Ellipsoid is expressed in terms of the World Geodetic System -- 1984 (WGS-84) ellipsoid.

1.3.4. **Datum**

The World Geodetic System -- 1984 (WGS-84) is used.

1.3.5. **Area of application**

The area of application for the published geographical coordinates coincides with the area of responsibility of the Aeronautical Information Service, i.e. the entire territory of Bonaire as well its airspace over the high seas encompassed by the CUR FIR in accordance with the regional air navigation agreement

1.3.6. **Use of an asterisk to identify published geographical coordinates**

An asterisk (*) will be used to identify those published geographical coordinates which have been transformed into WGS-84 coordinates but whose accuracy of original field work does not meet the accuracy requirements in ICAO Annex 11, Chapter 2 and ICAO Annex 14, Volumes I and II, Chapter 2.

For Measurement of:	Units used
Distance used in navigation, position reporting, etc., -- generally in excess of 2 nautical miles	Nautical miles and tenths
Relatively shirt distances such as those relating to aerodromes (e.g. runway lenghts)	Metres
Altitudes, elevations and heights	Feet
Horizotal speed including wind speed	Knots
Vertical speed	Feet per minute
Wind direction for landing and take off	Degrees magnatic
Wind direction except for landing and take off	Degress true
Visibility inclduing runway visual range	Kilometres or metres
Altimeter setting	Hectopascal
Temperature	Degrees Celcius
Weight	Metric tonnes or kilogrammes
Time	Hours and minutes, beginning at midnight UTC

1.4 Vertical reference system

1.4.1. **Name/designation of system**

The vertical reference system corresponds to mean sea level (MSL)

1.4.2. **Geoid model**

The geoid model used is the Earth Gravitational Model 1996 --(EGM-96).

1.5 Aircraft nationality and registration marks

The nationality mark for aircraft registered in the Dutch Caribbean territory is the letter PJ. The nationality mark is followed by a hyphen and a registration mark consisting of 3 letters, e.g. PJ-ABA.

1.6 Public holidays

Holiday Name	Date / Day
New Year's Day	1st January
Good Friday	Friday before Easter
Easter Sunday Sunday	1st Easter Day
Easter Monday	Monday after Easter Sunday
Ascension Day	6th Thursday after Easter
Kings Day	27th April
Dia di Rincon	30th April
Whit Sunday	Sunday
Labor Day	1st May
Bonaire Flag Day	6th September
Christmas Day	25th December
2nd Day of Christmas	26th December

GEN 2 TABLES AND CODES

GEN 2.1 MEASURING SYSTEM, AIRCRAFT MARKINGS, HOLIDAYS

1 SINT MAARTEN

1.1 Units of measurement

The table of units of measurement shown below will be used by aeronautical stations within the Sint Maarten TMA the Island of Sint Maarten for air and ground operations.

1.2 Temporal reference system

General: Co-ordinated Universal Time (UTC) and the Gregorian calendar are used by air navigation services and in publications issued by the Aeronautical Information Service. Reporting of time is expressed to the nearest minute, e.g. 12:40:35 is reported as 1241.

1.3 Horizontal reference system

1.3.1. **Name/designation of system**

All published geographical coordinates indicating latitude and longitude are expressed in terms of the World Geodetic System -- 1984 (WGS-84) geodetic reference datum.

1.3.2. **Projection**

Projection is expressed in terms of Universal Transverse Mercator (UTM).

1.3.3. **Ellipsoid**

Ellipsoid is expressed in terms of the World Geodetic System -- 1984 (WGS-84) ellipsoid.

1.3.4. **Datum**

The World Geodetic System -- 1984 (WGS-84) is used.

1.3.5. **Area of application**

The area of application for the published geographical coordinates coincides with the area of responsibility of the Aeronautical Information Service, i.e. the entire territory of Sint Maarten as well its airspace over the high seas encompassed by Sint Maarten TMA in accordance with the regional air navigation agreement

1.3.6. **Use of an asterisk to identify published geographical coordinates**

An asterisk (*) will be used to identify those published geographical coordinates which have been transformed into WGS-84 coordinates but whose accuracy of original field work does not meet the accuracy requirements in ICAO Annex 11, Chapter 2 and ICAO Annex 14, Volumes I and II, Chapter 2.

For Measurement of:	Units used
Distance used in navigation, position reporting, etc., -- generally in excess of 2 nautical miles	Nautical miles and tenths
Relatively shirt distances such as those relating to aerodromes (e.g. runway lenghts)	Metres
Altitudes, elevations and heights	Feet
Horizotal speed including wind speed	Knots
Vertical speed	Feet per minute
Wind direction for landing and take off	Degrees magnatic
Wind direction except for landing and take off	Degress true
Visibility inclduing runway visual range	Kilometres or metres
Altimeter setting	Hectopascal
Temperature	Degrees Celcius
Weight	Metric tonnes or kilogrammes
Time	Hours and minutes, beginning at midnight UTC

1.4 Vertical reference system

1.4.1. **Name/designation of system**

The vertical reference system corresponds to mean sea level (MSL)

1.4.2. **Geoid model**

The geoid model used is the Earth Gravitational Model 1996 --(EGM-96).

1.5 Aircraft nationality and registration marks

The nationality mark for aircraft registered in the Dutch Caribbean territory is the letter PJ. The nationality mark is followed by a hyphen and a registration mark consisting of 3 letters, e.g. PJ-ABA.

1.6 Public holidays

Holiday Name	Date / Day
New Year's Day	1st January
Good Friday	Friday before Easter
Easter Sunday Sunday	1st Easter Day
Easter Monday	Monday after Easter Sunday
Ascension Day	6th Thursday after Easter
Kings Day	27th April
Carnival Day	Wednesday
Whit Sunday	Sunday
Labor Day	1st May
Emancipation Day	1st July
Sint Maarten Day	11th November
Christmas Day	25th December
2nd Day of Christmas	26th December

GEN 2 TABLES AND CODES

GEN 2.1 MEASURING SYSTEM, AIRCRAFT MARKINGS, HOLIDAYS

1 SABA

1.1 Units of measurement

The table of units of measurement shown below will be used by aeronautical stations within Sint Maarten TMA and the island of Saba for air and ground operations.

1.2 Temporal reference system

General: Co-ordinated Universal Time (UTC) and the Gregorian calendar are used by air navigation services and in publications issued by the Aeronautical Information Service. Reporting of time is expressed to the nearest minute, e.g. 12:40:35 is reported as 1241.

1.3 Horizontal reference system

1.3.1. **Name/designation of system**

All published geographical coordinates indicating latitude and longitude are expressed in terms of the World Geodetic System -- 1984 (WGS-84) geodetic reference datum.

1.3.2. **Projection**

Projection is expressed in terms of Universal Transverse Mercator (UTM).

1.3.3. **Ellipsoid**

Ellipsoid is expressed in terms of the World Geodetic System -- 1984 (WGS-84) ellipsoid.

1.3.4. **Datum**

The World Geodetic System -- 1984 (WGS-84) is used.

1.3.5. **Area of application**

The area of application for the published geographical coordinates coincides with the area of responsibility of the Aeronautical Information Service, i.e. the entire territory of Curaçao and Bonaire as well its airspace over the high seas encompassed by the CUR FIR, and St. Maarten TMA in accordance with the regional air navigation agreement

1.3.6. **Use of an asterisk to identify published geographical coordinates**

An asterisk (*) will be used to identify those published geographical coordinates which have been transformed into WGS-84 coordinates but whose accuracy of original field work does not meet the accuracy requirements in ICAO Annex 11, Chapter 2 and ICAO Annex 14, Volumes I and II, Chapter 2.

For Measurement of:	Units used
Distance used in navigation, position reporting, etc., -- generally in excess of 2 nautical miles	Nautical miles and tenths
Relatively shirt distances such as those relating to aerodromes (e.g. runway lenghts)	Metres
Altitudes, elevations and heights	Feet
Horizotal speed including wind speed	Knots
Vertical speed	Feet per minute
Wind direction for landing and take off	Degrees magnatic
Wind direction except for landing and take off	Degress true
Visibility inclduing runway visual range	Kilometres or metres
Altimeter setting	Hectopascal
Temperature	Degrees Celcius
Weight	Metric tonnes or kilogrammes
Time	Hours and minutes, beginning at midnight UTC

1.4

1.4.1. **Name/designation of system**

The vertical reference system corresponds to mean sea level (MSL)

1.4.2. **Geoid model**

The geoid model used is the Earth Gravitational Model 1996 --(EGM-96).

1.5 Aircraft nationality and registration marks

The nationality mark for aircraft registered in the Dutch Caribbean territory is the letter PJ. The nationality mark is followed by a hyphen and a registration mark consisting of 3 letters, e.g. PJ-ABA.

1.6 Public holidays

Holiday Name	Date / Day
New Year's Day	1st January
Good Friday	Friday before Easter
Easter Sunday Sunday	1st Easter Day
Easter Monday	Monday after Easter Sunday
Ascension Day	6th Thursday after Easter
Kings Day	27th April
Carnival Day	Wednesday
Whit Sunday	Sunday
Labor Day	1st May
Saba Flag Day	5th December
Christmas Day	25th December
2nd Day of Christmas	26th December

GEN 2 TABLES AND CODES

GEN 2.1 MEASURING SYSTEM, AIRCRAFT MARKINGS, HOLIDAYS

1 SINT EUSTATIUS

1.1 Units of measurement

The table of units of measurement shown below will be used by aeronautical stations within the Sint Maarten TMA and on the Island Sint Eustatius for air and ground operations.

1.2 Temporal reference system

General: Co-ordinated Universal Time (UTC) and the Gregorian calendar are used by air navigation services and in publications issued by the Aeronautical Information Service. Reporting of time is expressed to the nearest minute, e.g. 12:40:35 is reported as 1241.

1.3 Horizontal reference system

1.3.1. **Name/designation of system**

All published geographical coordinates indicating latitude and longitude are expressed in terms of the World Geodetic System -- 1984 (WGS-84) geodetic reference datum.

1.3.2. **Projection**

Projection is expressed in terms of Universal Transverse Mercator (UTM).

1.3.3. **Ellipsoid**

Ellipsoid is expressed in terms of the World Geodetic System -- 1984 (WGS-84) ellipsoid.

1.3.4. **Datum**

The World Geodetic System -- 1984 (WGS-84) is used.

1.3.5. **Area of application**

The area of application for the published geographical coordinates coincides with the area of responsibility of the Aeronautical Information Service, i.e. the entire territory of Sint Eustatius as well its airspace over the high seas encompassed by the Sint Maarten TMA in accordance with the regional air navigation agreement

1.3.6. **Use of an asterisk to identify published geographical coordinates**

An asterisk (*) will be used to identify those published geographical coordinates which have been transformed into WGS-84 coordinates but whose accuracy of original field work does not meet the accuracy requirements in ICAO Annex 11, Chapter 2 and ICAO Annex 14, Volumes I and II, Chapter 2.

For Measurement of:	Units used
Distance used in navigation, position reporting, etc., -- generally in excess of 2 nautical miles	Nautical miles and tenths
Relatively shirt distances such as those relating to aerodromes (e.g. runway lenghts)	Metres
Altitudes, elevations and heights	Feet
Horizotal speed including wind speed	Knots
Vertical speed	Feet per minute
Wind direction for landing and take off	Degrees magnatic
Wind direction except for landing and take off	Degress true
Visibility inclduing runway visual range	Kilometres or metres
Altimeter setting	Hectopascal
Temperature	Degrees Celcius
Weight	Metric tonnes or kilogrammes
Time	Hours and minutes, beginning at midnight UTC

1.4 Vertical reference system

1.4.1. **Name/designation of system**

The vertical reference system corresponds to mean sea level (MSL)

1.4.2. **Geoid model**

The geoid model used is the Earth Gravitational Model 1996 --(EGM-96).

1.5 Aircraft nationality and registration marks

The nationality mark for aircraft registered in the Dutch Caribbean territory is the letter PJ. The nationality mark is followed by a hyphen and a registration mark consisting of 3 letters, e.g. PJ-ABA.

1.6 Public holidays

Holiday Name	Date / Day
New Year's Day	1st January
Good Friday	Friday before Easter
Easter Sunday Sunday	1st Easter Day
Easter Monday	Monday after Easter Sunday
Ascension Day	6th Thursday after Easter
Kings Day	27th April
Carnival Day	Wednesday
Labor Day	1st May
Emancipation Day	1st July
St. Eustatius Flag Day	16th November
Christmas Day	25th December
2nd Day of Christmas	26th December

GEN 2 TABLES AND CODES

GEN 2.2 ABBREVIATIONS USED IN AIS PUBLICATIONS

A

A	Amber
AAA*	(or AAB, AAC … etc., in sequence) Amended meteorological message (message type designator)
AA	All after
A/A	Air –to-air
AAD	Assigned altitude deviation
AAL	Above aerodrome level
AB	All before
ABI	Advance boundary information
ABM	Abeam
ABN	Aerodrome beacon
ABT	About
ABV	Above
AC	Altocumulus
ACARS	(to be pronounced “AY-CARS”) Aircraft communication addressing and reporting system
ACAS	Airborne collision avoidance system
ACC	Area control centre or area control
ACCID	Notification of an aircraft accident
ACFT	Aircraft
ACK	Acknowledge
ACL	Altimeter check location
ACN	Aircraft classification number
ACP	Acceptance (message type designator)
ACPT	Accept or accepted
ACT	Active or activated or activity
AD	Aerodrome
ADA	Advisory area
ADC	Aerodrome chart
ADDN	Addition or additional
ADF	Automatic direction-finding equipment
ADIZ	(to be pronounced “AY-DIZ”) Air defense identification zone
ADJ	Adjacent
ADO	Aerodrome office (specify service)
ADR	Advisory route
ADS	Automatic dependent surveillance
ADSU	Automatic dependent surveillance unit
ADVS	Advisory service
ADZ	Advise
AES	Aircraft earth station
AFC	Area forecast centre
AFIL	Flight plan filed in the air
AFIS	Aerodrome flight information service
AFM	Yes or affirm or affirmative or that is correct
AFS	Aeronautical fixed service
AFT	After...(time or place)
AFTN	Aeronautical fixed telecommunication network
A/G	Air-to-ground
AGA	Aerodromes, air routes and ground aids
AGL	Above ground level
AGN	Again
AIC	Aeronautical information Circular
AIDC	Air traffic services inter-facility data communication
AIP	Aeronautical Information Publication
AIRAC	Aeronautical Information Regulation and Control
AIREP	Air-report
AIRMET	Information concerning en-route weather phenomena which may affect the safety of low-level aircraft operations
AIS	Aeronautical Information Services
ALA	Alighting area

ALERFA	Alert phase
ALR	Alerting (message type designator)
ALRS	Alerting service
ALS	Approach lighting system
ALT	Altitude
ALTN	Alternate (aerodrome)
ALTN	Alternate or alternating (light alternates in colour)
AMA	Area minimum altitude
AMD	Amend or amended (used to indicate amended meteorological message; message type designator)
AMDT	Amendment (AIP amendment)
AMS	Aeronautical mobile service
AMSL	Above mean sea level
AMSS	Aeronautical mobile satellite service
AMU	Apron Management Unit
ANC	Aeronautical chart – 1:500 000 (followed by name/title)
ANCS	Aeronautical navigation chart–small scale
ANS	Answer
AOC	Aerodrome obstacle chart (follow by type And name/title)
AP	Airport
APAPI	(to be pronounced “A-PAPI”) Abbreviated precision approach path indicator
APCH	Approach
APDC	Aircraft parking/docking chart (followed by name/title)
APN	Apron
APP	Approach control office; approach control or approach control service
APR	April
APRX	Approximate or approximately
APSG	After passing
APV	Approve; approved or approval
ARC	Area chart
ARFOR	Area forecast (in aeronautical meteorological code)
ARMET	Forecast upper wind and temperature at specified points (in aeronautical meteorological code)
ARNG	Arrange
ARO	Air traffic services reporting office
ARP	Aerodrome reference point
ARP	Air-report (message type designator)
ARQ	Automatic error correction
ARR	Arrival
ARS	Special air-report (message type designator)
ARST	Arresting [specify (part of) aircraft Arresting equipment]
AS	Altostratus
ASC	Ascend or ascending to
ASDA	Accelerate-stop distance available
ASE	Altimetry system error
ASPH	Asphalt
ASR	Approach surveillance radar
ASSR	Approach secondary surveillance radar
AT...	At (followed by time at which weather change is forecast to occur)
ATA	Actual time of arrival
ATC	Air traffic control (in general)
ATCC	Air traffic control center
ATCTC	Air traffic control training centre
ATCU	Air traffic control unit
ATD	Actual time of departure
ATFM	Air traffic flow management
ATM	Air traffic management
ATIS	Automatic terminal information service
ATM	Air traffic management
ATN	Aeronautical telecommunication network
ATP	At … (time or place)
ATRS	ARINC trunked radio service
ATS	Air traffic services
ATTN	Attention

ATU	Aviation terminal use
AT-VASIS	(to be pronounced “AY-TEE-VASIS) Abbreviated T visual approach slope indicator system
ATZ	Aerodrome traffic zone
AUA	Aruba (IATA code)
AUG	August
AUTH	Authorized or authorization
AUW	All up weight
AUX	Auxiliary
AVASIS	(to be pronounced “AY-VASIS”) Abbreviated visual approach slope indicator system
AVBL	Available or availability
AVG	Average
AVGAS	Aviation gasoline
AVPAC	Aviation VHF Packet communications
AVTUR	Aviation turbine fuel
AWD	ARINC weather database
AWSS	ARINC weather satellite service
AWTA	Advise at what time able
AWY	Airway
AZM	Azimuth

B

B	Blue
BA	Braking action
BASE	Cloud base
BB	Base band
BCFG	Fog patches
BCN	Beacon (aeronautical ground light)
BCST	Broadcast
BDRY	Boundary
BECMG	Becoming
BER	Basic encoding rules
BES Island	Bonaire, St. Eustatius and Saba
BFR	Before
BK	Signal used to interrupt a transmission in progress
BKN	Broken
BL …	Blowing (followed by DU=dust, SA=sand or SN=snow)
BLDG	Building
BLO	Below clouds
BLSN	Blowing snow
BLW	Below ....
BN	All between … and …
BNS	Boundary notification system
BOD	Board of directors
BOMB	Bombing
BON	Bonaire (IATA code)
BPS	Bits per second
BQ	A reply to an RQ
BR	Mist
BRF	Short (used to indicate the type of approach desired or required)
BRG	Bearing
BRKG	Braking
BS	Commercial broadcasting station
BTL	Between layers
BTN	Between
BUFR	Binary universal form for data representation

C

C	Centre (runway identification)
C	Degrees Celsius (Centigrade)
CAA	Civil aviation authority
CAD	Civil aviation department
CAT	Category

CAT	Clear air turbulence
CATIS	Computerized ATIS (voice & data)
CAVOK	(to be pronounced “KAV-OH-KAY”) Visibility, cloud and present weather better than prescribed values or conditions
CB	(to be pronounced “CEE BEE”) cumulonimbus
CC	Cirrocumulus
CCA	(or CCB, CCC … etc., in sequence) Corrected meteorological message (message type designator)
CCS	Cabin communication system
CD	Candela (candle light hour)
CDN	Co-ordination (message type designator)
CEO	Chief executive officer
CF	Change frequency to …
CFO	Chief financial officer
CFM	Confirm or I confirm
CFT	Confirm or correct transmission
CGL	Circling guidance lights
CH	Channel
CHG	Modification (message type designator)
CI	Cirrus
CIDIN	Common ICAO data interchange network
CIT	Near or over large towns
CIV	Civil
CK	Check
CL	Centre line
CLA	Clear type of ice formation
CLBR	Calibration
CLD	Cloud
CLG	Calling
CLR	Clear(s) or cleared to... or clearance
CLSD	Close or closed or closing
CM	Centimetre
CMB	Climb or climbing to
CMU	Communications management unit
CMPL	Complete; completion or completed
CNL	Cancel or cancelled
CNL	Flight plan cancellation (message type designator)
CNS	Communications, navigation and surveillance
COM	Communications
COMSAT	Communication satellite corporation
CONC	Concrete
COND	Condition
CONS	Continuous
CONST	Construction or constructed
CONT	Continue(s) or continued
COO	Chief operating officer
COOR	Coordinate or coordination
COORD	Coordinates
COP	Change-over point
COR	Correct or correction or corrected (used to indicate corrected meteorological message type designator)
COT	At the coast
COV	Cover; covered or covering
CP	General call to two or more specified stations
CPDLC	Controller-pilot data link communications
CPL	Current flight plan (message type designator)
CPU	Central procession unit
CQ	General call to all stations
CRC	Cyclic redundancy check
CRZ	Cruise
CS	Cirrostratus
CS	Call sign (used to request a call sign)
CTA	Control area
CTAM	Climb to and maintain
CTC	Contact

CTL	Control
CTN	Caution
CTR	Control zone
CU	Cumulus
CUF	Cumuliform
CUR	Curaçao (IATA code)
CUST	Customs
CW	Continuous wave
CWY	Clearway

D

D	Downward (related to RVR)
D …	Danger area (followed by identification)
DA	Decision altitude
D-ATIS	(to be pronounced “DEE-AITS”) Data link automatic terminal information service
DB	Decibel
DBW	Decibel-Watts
DCA	Director of Civil Aviation
DCD	Double channel duplex
DCKG	Docking
DCS	Double channel simplex
DCT	Direct (in relation to flight plan clearances and type of approach)
DEC	December
DEG	Degrees
DENEB	Fog dispersal operations
DEP	Depart or departure (message type designator)
DES	Descend to or descending to
DEST	Destination
DESTRESFA	Distress phase
DFDR	Digital flight data recorder
DFTI	Distance from touchdown indicator
DGNSS	Differential Global Navigation Satellite System
DH	Decision height
DIF	Diffuse
DIST	Distance
DIV	Divert or diverting
DLA	Delayed; delay (message type designator)
DME	Distance measuring equipment
DNG	Danger or dangerous
DP	Dew point temperature
DPT	Depth
DR	Dead reckoning
DRG	During
DRSN	Low drifting snow
DS	Duststorm

E

E	East or eastern longitude
EAT	Expected approach time
EB	Eastbound
EEE	Error
EET	Estimated elapse time
EFC	Expect further clearance
EHF	Extremely high frequency [30 000 to 300 000 MHz]
ELBA	Emergency location beacon (aircraft)
ELEV	Elevation
ELR	Extra long range
ELT	Emergency locator transmitter
EM	Emission
EMBD	Embedded in a layer (to indicate cumulo-nimbus embedded in layers of other clouds)
EMERG	Emergency
END	End; stop-end (related to RVR)

ENE	East north east
ENG	Engine
ENR	En route
ENRC	En route chart
EOBT	Estimated off-block time
EQPT	Equipment
ER	Here… or herewith
ESE	East south east
EST	Estimated; estimate (message type designator)
ETA	Estimated time of arrival or estimating arrival
ETD	Estimated time of departure or estimating departure
ETO	Estimated time over significant point
EUX	St. Eustatius (IATA code)
EV	Every
EXC	Except
EXER	Exercise(s) or exercising; to exercise
EXP	Expect or expecting; to expect
EXT	Extend or extending

F

F	Fixed
F	Degrees Fahrenheit
FAA	Federal Aviation Administration
FAC	Facilities
FAF	Final approach fix
FAL	Facilitation of international air transport
FANS	Future air navigation systems
FAP	Final approach point
FATO	Final approach and take-off area
FBL	Light (used to indicate the intensity of weather phenomena, interference or static reports, e.g. FBL RA=light rain)
FC	Funnel cloud (tornado or water spout)
FCST	Forecast
FCT	Friction coefficient
FEB	February
FEW	Few
FG	Fog
FIC	Flight information centre
FIR	Flight information region
FIS	Flight information service
FISA	Automated flight Information service
FL	Flight level
FLG	Flashing
FLR	Flare(s)
FLT	Flight
FLTCK	Flight check
FLUC	Fluctuating; fluctuated or fluctuation
FLW	Follow(s) or following
FLY	Fly or flying
FM	From
FM...	From (followed by time weather change is forecast to begin)
FMU	Flow management unit
FNA	Final approach
FPL	Filed flight plan (message type designator)
FPM	Feet per minute
FR	Fuel remaining
FPR	flight plan route
FREQ	Frequency
FRI	Friday
FRNG	Firing
FRONT	Front (relating to weather)
FRQ	Frequent
FSL	Full stop landing

FSS	Flight service station
FST	First
FT	Feet (dimensional unit)
FU	Smoke
FZ	Freezing
FZDZ	Freezing drizzle
FZFG	Freezing fog
FZRA	Freezing rain

G

G	Green
GA	Go ahead
G/A	Ground-to-air
G/A/G	Ground-to-air and air-to-ground
GAMET	Area forecast for low-level flights
GCA	Ground controlled approach system or ground controlled approach
GEN	General
GEO	Geographic or true

H

H24	Continuous day and night service
HAPI	Helicopter approach path indicator
HBN	Hazard beacon
HDF	High frequency direction finding station
HDG	Heading
HEL	Helicopter
HF	High frequency (3 000 to 30 000 KHz)
HGT	Height or height above
HJ	Sunrise to sunset
HLDG	Holding
HN	Sunset to sunrise
HO	Service available to meet operational requirements
HOL	Holiday
HOSP	Hospital aircraft
HPA	Hectopascal
HR	Hours
HS	Service available during hours of scheduled operations
HURCN	Hurricane
HVDF	High and very high frequency direction finding stations (at the same location)
HVY	Heavy (used to indicate the intensity of weather phenomena, e.g. HVY RA = heavy rain)
HVY	Heavy
HX	No specific working hours
HZ	Haze
Hz	Hertz (cycle per second)

I

IAC	Instrument approach chart
IAF	Initial approach fix
IAO	In and out of clouds
IAR	Intersection of air routes
IAS	Indicated air speed
IBN	Identification beacon
IC	Ice crystals
ICE	Icing
ID	Identifier or identify
IDENT	Identification
IF	Intermediate approach fix
IFF	Identification friend or foe
IFR	Instrument flight rules
IGA	International General Aviation
ILS	Instrument landing system

IM	Inner marker
IMC	Instrument meteorological conditions
IMG	Immigration
IMPR	Improve or improving
IMT	immediate or immediately
INA	Initial approach
INBD	Inbound
INC	In cloud
INCERFA	Uncertainty phase
INFO	Information
INOP	Inoperative
INP	If not possible
INPR	In progress
INS	Inches
INS	Inertial navigation system
INSTL	Install or installed or installation
INSTR	Instrument
INT	Intersection
INTER	intermittent
INTL	International
INTRG	Interrogator
INTRP	Interrupt or interruption or interrupted
INTSF	Intensify or intensifying
INTST	Intensity
IR	Ice on runway
ISA	International standard atmosphere
ISB	Independent sideband
ISOL	Isolated
I/V	Instrument / visual

J

JAN	January
JTST	Jet stream
JUL	July
JUN	June

K

K	Invitation to transmit
KA	Start-of message signal
KBITS	Kilobits
KG	Kilograms
KHz	Kilohertz
KM	Kilomtres
KMH	Kilometres per hour
KPA	Kilopascal
KT	Knots
KW	Kilowatts

L

L	Left (runway identification)
L	Locator (see LM, LO)
LAM	Logical acknowledgement (message type designator)
LAN	Inland
LAT	Latitude
LB	Pounds
LCN	Load classification number
LDA	Landing distance available
LDAH	Landing distance available, helicopter
LDG	Landing
LDI	Landing direction indicator
LEFT	Left (direction of turn)
LEN	Length

LF	Low frequency (30 to 300 kHz)
LGT	Light or lighting
LGTD	Lighted
LIH	Light intensity high
LIL	Light intensity low
LIM	Light intensity medium
LLZ	Localizer
LM	Locator, middle
LMT	Local mean time
LNAV	Lateral navigation
LNG	Long (used to indicate the type of approach desired or required)
LO	Locator, outer
LO	Connect me to a perforator
LOC	Local or locally or location or located
LONG	Longitude
LORAN	LORAN (long range air navigation system)
LOS*	Line-of-sight
LR	The last message received by me was…(to be used in AFS as a
LRG	Long range
LS	The last message sent by me was…(to be used in AFS as a procedure signal)
LSQ	Line squall
LTD	Limited
LTT	Landline teletypewriter
LV	Light and variable (relating to wind)
LVE	Leave or leaving
LVL	Level
LYR	Layer or layered

M

M	Mach number (followed by figures)
M	Metres (preceded by figures)
MAA	Maximum authorized altitude
MAG	Magnetic
MAINT	Maintenance
MAP	Aeronautical maps and charts
MAPT	Missed approach point
MAR	At sea
MAR	March
MAS	Manual AI simplex
MAX	Maximum
MAY	May
MB	Millibars
MBST	Microburst
MCA	Minimum crossing altitude
MCW	Modulated continuous wave
MDA	Minimum descent altitude
MDF	Medium frequency direction finding station
MDH	Minimum descent height
MEA	Minimum en-route altitude
MEHT	Minimum eye height above threshold (for visual approach slope indicator systems)
MET	Meteorological or meteorology
METAR	Aviation routine weather report (in aeronautical meteorological code)
MF	Medium frequency (300 to 3 000 kHz)
MHDF	Medium and high frequency direction finding stations (at the same location)
MHVDF	Medium, high and very high frequency direction finding station (at the same location)
MHZ	Megahertz
MID	Mid-point (related to RVR)
MIFG	Shallow fog
MIL	Military
MIN	Minutes
MIS	Missing ….(transmission identification)
MKR	Marker radio beacon

MLS	Microwave landing system
MM	Middle marker
MMF	Middle marker fix
MNM	Minimum
MNPS	Minimum navigation performance specifications
MNT	Monitor; monitoring or monitored
MNTN	Maintain
MOA	Military operating area
MOC	Minimum obstacle clearance (required)
MOD	Moderate (used to indicate the intensity of weather phenomena, interference or static reports)
MON	Monday
MOPS	Minimum Operational Performance Standards
MOTNE	Meteorological Operational Telecommunications Network Europe
MOV	Move or moving or movement
MPH	Statue miles per hour
MPS	Metres per second
MRA	Minimum reception altitude
MRG	Medium range
MRP	ATS/MET reporting point
MS	Minus
MSA	Minimum sector altitude
MSG	Message
MSL	Mean sea level
MSR	Message… (transmission identification) has been misrouted (to be used in AFS as a procedure signal)
MSSR	Monopulse secondary surveillance radar
MT	Mountain
MTU	Metric units
MTW	Mountain waves
MVDF	Medium and very high frequency direction finding stations (at the same location)
MWO	Meteorological watch office
MX	Mixed type of ice information (white and clear)

N

N	North or northern latitude
N	No distinct tendency (in RVR during previous 10 minutes)
NASC	National AIS system centre
NAM	North American Area
NAT	North Atlantic
NAV	Navigation
NB	Northbound
NBFR	Not before
NC	No change
NDB	Non-directional radio beacon
NE	North-east
NEB	North-eastbound
NEG	No or negative or permission not granted or that is not correct
NEH	I am connecting you to a station which will accept traffic for the station you requested
NGT	Night
NIL	None or nothing to send to you
NINST	Non-instrument runway
NM	Nautical miles
NML	Normal
NNE	North north east
NNW	North north west
NOF	International NOTAM office
NOSIG	No significant change (used in trend-type landing forecasts)
NOTAM	A notice containing information concerning the establishment, condition or change in any aeronautical facility, service procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight operations
NOV	November
NPA	Non-precision approach
NR	Number
NRH	No reply heard

NS	Nimbostratus
NSC	Nil significant cloud
NSW	Nil significant weather
NTL	National
NTZ	No transgression zone
NW	North-west
NWB	North-west bound
NXT	Next

O

OAC	Oceanic area control centre
OAS	Obstacle assessment surface
OBS	Observe or observed or observation
OBSC	Obscure or obscured or obscuring
OBST	Obstacle
OCA	Obstacle clearance altitude
OCA	Oceanic control area
OCC	Occulting (light)
OCC	The line is engaged
OCH	Obstacle clearance height
OCL	Obstacle clearance limit
OCNL	Occasional or occasionally
OCS	Obstacle clearance surface
OCT	October
OFZ	Obstacle free zone
OGD	Originate (to be used in AFS as a procedure signal)
OHD	Overhead
OK	We agree or it is correct
OLDI	On-line data interchange
OM	Outer marker
OMF	Outer marker fix
OPA	Opaque, white type of ice formation
OPC	The control indicated is operational control
OPMET	Operational meteorological (information)
OPN	Open or opening or opened
OPR	Operator or operate or operative or operating or operational
OPS	Operations
O/R	On request
ORD	Indication of an order
OSV	Ocean station vessel
OTLK	Outlook (used in SIGMET messages for volcanic ash and tropical cyclones)
OTP	On top
OTS	Organized track system
OUBD	Outbound
OVC	Overcast

P

P...	Prohibited area (followed by identification)
PA1	Precision approach runway category I
PALS	Precision approach lighting system
PANS	Procedures for air navigation services
PAPI	Precision approach path indicator
PAR	Precision approach radar
PARL	Parallel
PAX	Passenger(s)
PCD	Proceed or proceeding
PDG	Procedure design gradient
PCN	Pavement classification number
PE	Ice pellets
PER	Performance
PERM	Permanent
PJE	Parachute jumping exercises

PLA	Practice low approach
PLN	Flight plan
PLVL	Present level
PN	Prior notice required
PNR	Point of no return
PO	Dust/sand whirls (dust devils)
POB	Persons on board
POS	Possible
PPI	Plan position indicator
PPR	Prior permission required
PPSN	Present position
PRFG	Aerodrome partially covered by fog
PRI	Primary
PRKG	Parking
PROB	Probability
PROC	Procedure
PROV	Provisional
PS	Plus
PSG	Passing
PSN	Position
PSP	Pierced steel plank
PTN	Procedure turn
PTS	Polar track structure
PWR	Power

Q

QBI	Compulsory IFR flight
QDM	Magnetic heading (zero wind)
QDR	Magnetic bearing
QFE	Atmospheric pressure at aerodrome elevation (or at runway threshold)
QFU	Magnetic orientation of runway
QNH	Altimeter sub-scale setting to obtain elevation when on the ground
QTE	True bearing
QUAD	Quadrant

R

R...	Restricted area (followed by identification)
R	Right (runway identification)
R	Red
RA	Rain
RAC	Rules of the air and air traffic services
RCC	Rescue co-ordination centre
RCF	Radio communication failure (message type designator)
RCL	Runway centre line
RCLL	Runway centre line light(s)
RDH	Reference datum height (for ILS)
RDO	Radio
RE....	Recent (used to qualify weather phenomena, e.g. RERA=recent rain)
REC	Receive or receiver
REDL	Runway edge light(s)
REF	Reference to .. or refer to ...
REG	Registration
RENL	Runway end light(s)
REP	Report or reporting or reporting point
REQ	Request or requested
RESA	Runway end safety area
RLCE	Request level change en-route
RMK	Remark
RNAV	(to be pronounced "AR-NAV") Area navigation
RNG	Radio range
RNP	Required navigation performance
ROC	Rate of climb

ROFOR	Route forecast (in aeronautical meteorological code)
RPL	Repetitive flight plan
RQP	Request flight plan (message type designator)
RQS	Request supplementary flight plan (message type designator)
RRA	(or RRB, RRC ... etc., in sequence) Delayed meteorological message (message type designator)
RSR	En-route surveillance radar
RSSR	En-route secondary surveillance radar
RTD	Delayed (used to indicate delayed meteorological message; message type designator)
RTE	Route
RTF	Radiotelephone
RV	Rescue vessel
RVR	Runway visual range
RWY	Runway

S

S	South or southern latitude
SA	Sand
SAB	Saba (IATA code)
SAR	Search and rescue
SARPS	Standards and Recommended Practices (ICAO)
SAT	Saturday
SATCOM	Satellite communication
SB	Southbound
SC	Stratocumulus
SCT	Scattered
SDBY	Stand by
SE	South-east
SEA*	South East Asia
SEB	South-eastbound
SEC	Seconds
SECT	Sector
SELCAL	Selective calling system
SEP	September
SER	Service or servicing or served
SEV	Severe (used e.g. to qualify icing and turbulence reports)
SFC	Surface
SG	Snow grains
SH...	Showers (followed by RA=rain, SN=snow, PE=ice pellets, GR=hail, GS=small hail and/or snow pellets or combinations thereof, e.g. SHRASN=showers of rain and snow)
SID	Standard Instrument Departure
SIGMET	Information concerning en-route weather phenomena which may affect the safety of aircraft operations
SIGWX	Significant weather
SKARA*	Shek Kong Aerodrome Reporting Area
SKC	Sky clear
SKED	Schedule or scheduled
SLA	Service Level Agreement
SMR	Surface movement radar
SN	Snow
SNOWTAM	A special series NOTAM notifying the presence or removal of hazardous conditions due to snow, ice, slush and ice on the movement area, by means of a special format
SPECI	Aviation selected special weather report (in aeronautical
SPECIAL	Special meteorological report (in abbreviated plain language)
SPL	Supplementary flight plan(message type designator)
SQ	Squall
SR	Sunrise
SRA	Surveillance radar approach
SRE	Surveillance radar element of precision approach radar system
SS	Sandstorm
SS	Sunset
SSB	Single sideband
SSE	South south east
SSR	Secondary surveillance radar

SST	Supersonic transport
SSW	South south west
ST	Stratus
STA	Straight in approach
STAR	Standard Arrival Route
STD	Standard
STF	Stratiform
STN	Station
STS	Status
STWL	Stopway light(s)
SUN	Sunday
SUP	Supplement (AIP Supplement)
SUPPS	Regional supplementary procedures
SVFR*	Special visual flight rules
SW	South-west
SWB	South-westbound
SWY	Stopway
SXM	St. Maarten (IATA code)

T

°T*	Degree(s) True
TA	Transition altitude
TAF	Aerodrome forecast
TAR	Terminal area surveillance radar
TAS	True airspeed
TC	Tropical cyclone
TCH*	Threshold crossing height
TCU	Towering cumulus
TDWR*	Terminal Doppler Weather Radar
TDZ	Touchdown zone
TEL	Telephone
TEMP*	Temperature
TEMPO	Temporary or temporarily
TEND	Trend forecast
TFC	Traffic
THR	Threshold
THRU	Through
THU	Thursday
TIL	Until
TL...	Till (followed by time by which weather change is forecast to end)
TMA	Terminal control area
TO	To ... (place)
TNCB	Bonaire International Airport - FLAMINGO
TNCC	Curaçao International Airport - HATO
TNCE	St. Eustatius F.D. Roosevelt Airport
TNCM	St. Maarten Princess Juliana International Airport
TNCS	Saba Juancho E. Yrausquin Airport
TODA	Take-off distance available
TORA	Take-off run available
TR	Track
TRA	Temporary reserved airspace
TRANS	Transmits or transmitter
TRL	Transition level
TROP	Tropopause
TS	Thunderstorm (in aerodrome reports and forecasts, TS used alone means thunder heard but no precipitation at the aerodrome) Thunderstorm (followed by RA=RAIN, SN=snow, PE=ice pellets, GR=hail, GS=small hail and/or snow pellets or combinations thereof, e.g. TSRASN=thunderstorm with rain and snow)
TS...	Terminal surveillance radar
TSR*	Terminal secondary surveillance radar
TSSR*	Teletypewriter
TT	Tuesday
TUE	Turbulence

TURB	Television
TV*	(to be pronounced “TEE-VASIS) T visual approach slope
T-VASIS	indicator system
TVOR	Terminal VOR
TWR	Aerodrome control tower or aerodrome control
TWY	Taxiway
TYP	Type of aircraft
TYPH	Typhoon

U

UAB	Until advised by…
UAC	Upper area control centre
UFN	Until further notice
ULR	Ultra long range
UNL	Unlimited
U/S	Unserviceable
US$*	American dollar(s)
UTC	Co-ordinated Universal Time

V

VA	Volcanic ash
VAC	Visual approach chart
VAL	In valleys
VAL	Visual approach and landing chart
VAN	Runway control van
VAR	Magnetic variation
VASIS	Visual approach slope indicator system
VC	Vicinity of the aerodrome (followed by FG=fog, FC=funnel cloud, SH=showers, PO=dust/sand whirls, BLDU=blowingdust, BLSA=blowing sand or BLSN=blowing snow, e.g. VCFG=vicinity fog)
VCP*	VOR check point
VCY	Vicinity
VDF	Very high frequency direction-finding station
VER	Vertical
VFR	Visual flight rules
VHF	Very high frequency (30 - 300 MHz)
VIA	By way of...
VIO	Heavy (used to qualify interference or static reports)
VIP	Very important person
VIS	Visibility
VLF	Very low frequency (3 to 30 kHz)
VLR	Very long range
VMC	Visual meteorological conditions
VOL*	Volume
VOLMET	Meteorological information for aircraft in flight
VOR	VHF omnidirectional radio range
VORTAC	VOR and TACAN combination
VOT	VOR airborne equipment test facility
VRB	Variable
VSA	By visual reference to the ground
VSP	Vertical speed
VTOL	Vertical take-off and landing
VVV	Retransmit this message to all addressees mentioned in the line following the heading, as though it had been filed locally at your center (group used in a diversion indicator)
VVV…	Marking or test transmission (sent in a series)

W

W	West or western longitude
W	White
WA	Word after
WAC	World aeronautical chart - ICAO 1:1 000 000
WAFC	World area forecast centre
WB	Westbound

WB	Word before
WBAR	Wing bar lights
WD	Words or groups
WDSPR	Widespread
WED	Wednesday
WEF	With effect from or effective from
WGS-84	World Geodetic System - 1984
WI	Within
WID	Width
WIE	With immediate effect or effective immediately
WILCO	Will comply
WINTEM	Forecast upper wind and temperature for aviation
WIP	Work in progress
WKN	Weak or weakening
WNW	West north west
WO	Without
WPT	Way-point
WRNG	Warning
WS	Wind shear
WSPD	Wind speed
WSW	West south west
WT	Weight
WTSPT	Waterspout
WTWS*	Windshear and Turbulence Warning System
WWW	World wide web
WX	Weather

X

X	Cross
XBAR	Crossbar (of approach lighting system)
XNG	Crossing
XS	Atmospherics
XX	Heavy (used to qualify weather phenomena such as rain, e.g. heavy rain= XXRA)

Y

Y	Yellow
YCZ	Yellow caution zone (runway lighting)
YD	Yards
YES	Yes; affirmative (to de used in AFS as a procedure signal
YR	Your

Z

Z	Zulu - Coordinated Universal Time (in meteorological messages)

GEN 2 TABLES AND CODES

GEN 2.3 CHART SYMBOLS

1 AERODROMES

1.1 Charts other than approach charts

Civil (land)	
Civil (water)	
Joint civil and military (land)	
Joint civil and military (water)	
Military (land)	
Military (water)	
Emergency aerodrome or aerodrome with no facilities	
Sheltered anchorage	
Heliport	

1.2 Approach charts

The aerodrome on which the procedure is based	
Aerodromes affecting the traffic pattern	
Final Approach Fix	

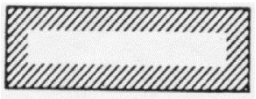
1.3 Aerodrome charts

Hard surface runway	
Unpaved runway	
Stopway	
Clearway	

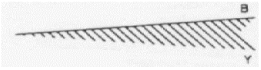
1.4 Aerodrome installations and lights

Aerodrome reference point (ARP)	
Taxiways and parking areas	
Control tower	
Point light	
Barrette	
VOR check-point	
Obstacle light	
Aeronautical ground light	
Wind direction indicator (lighted)	
Wind direction indicator (unlighted)	
Landing direction indicator (lighted)	
Landing direction indicator (unlighted)	
Taxi holding position	
PAPI	
Landing T	

2 AIR TRAFFIC SERVICES

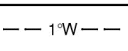
Flight information region (FIR)	
Aerodrome traffic zone (ATZ)	
Control zone (CTR)	
Restricted airspace (Prohibited, restricted or danger area)	
Reporting point (compulsory)	
Reporting point (on request)	
ATS/MET reporting point (compulsory)	
ATS/MET reporting point (on request)	
Way-point (fly-over WPT)	
Way-point (fly-by WPT)	

3 NAVIGATION AIDS

Non-directional radio beacon (NDB)	
VHF omnidirectional radio range (VOR)	
UHF tactical air navigation aid (TACAN)	
Distance measuring equipment (DME)	
Collocated VOR and DME (VOR/DME)	
Collocated VOR and TACAN (VORTAC)	
Instrument landing system (ILS plan view)	
Instrument landing system (ILS profile)	
Radio marker beacon (elliptical)	

Radio marker beacon (bone shape)	

4 MISCELLANEOUS

Highest elevation on chart	
Obstacle light	
Obstacles and group of obstacles, lighted	
Obstacles and group of obstacles, unlighted	
Common boundary between two areas	
Restricted airspace (prohibited, restricted, danger areas)	
Isogonal	
Transmission line or overhead cable	
Tank farms	
Coast guard station	
Race track or stadium	
Fort	

AREA, SID, APPROACH, VISUAL APPROACH, RADAR MINIMUM ALTITUDE CHARTS

- Non-compulsory reporting fix
- Compulsory reporting fix
- **Runway**
- Aerodrome
- Rotating beacon, hazard beacon
- **1978'** Spot elevation
- Highest elevation in charted area
- 3098' Man-made obstacle, MSL elevation at top
- NDB or locator, NDB or locator on airport
- VOR/DME, VOR
- PJM VOR rotated to reflect 12° W declination (mag var setting)
- ST MAARTEN D 113.0 PJM — VOR frequency, ID, morse code D = DME co-located with VOR
- JUL ANA CTR (C) SFC FL55 — Airspace name, class, applicable altitudes
- FIR boundary
- TMA boundary
- CTR boundary
- Restricted airspace
- 25.0 A632 3000' — Airway: segment distance, designator, minimum altitude
- R-180 — Procedure segment defined by VOR radial
- 330' — Terrain contour
- Ocean

AERODROME CHART

- 68' Hotel — Building (hotel) with hazard light, high point 68'
- **Heliport**
- **VOR**
- Locator
- **PAPI**
- Windsock
- TNCMC — Survey monument

TYPE A CHART

LEGEND	PLANVIEW	PROFILE
Identification number	①	INSIDE ① / OUTSIDE ②
Mobile obstacle	▬	
Pole, tower, antenna		
Hazard beacon	☆	
Spot elevation	•	
Building		

RNAV (GNSS) PROCEDURES

- Fly by non compulsory reporting waypoint
- Fly-by compulsory reporting waypoint
- Fly over non compulsory reporting waypoint
- Fly over compulsory reporting waypoint

414

- 126° — track, segment length
- 6.0 '66' 2500' — RNAV approach segment length, magnetic track, minimum altitude

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GEN 2 TABLES AND CODES

GEN 2.4 LOCATION INDICATORS

Encode	
Location	*Indication*
F.D. ROOSEVELT AIRPORT	TNCE*
FLAMINGO INTERNATIONAL AIRPORT	TNCB
HATO CURAÇAO INTERNATIONAL AIRPORT	TNCC
INTERNATIONAL REINA BEATRIX AIRPORT	TNCA*
JUANCHO E. YRAUSQUIN AIRPORT	TNCS*
PRINCESS JULIANA INTERNATIONAL AIRPORT	TNCM

Decode	
Indication	*Location*
TNCA*	INTERNATIONAL REINA BEATRIX AIRPORT
TNCB	FLAMINGO INTERNATIONAL AIRPORT
TNCC	HATO CURAÇAO INTERNATIONAL AIRPORT
TNCE*	F.D. ROOSEVELT AIRPORT
TNCM	PRINCESS JULIANA INTERNATIONAL AIRPORT
TNCS*	JUANCHO E. YRAUSQUIN AIRPORT

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GEN 2 TABLES AND CODES

GEN 2.5 LIST OF RADIO NAVIGATION AIDS

ID	*Station name*	*Facility*	*Purpose*	*Station name*	*Facility*	*ID*	*Purpose*
ABA	ARUBA	VOR/DME	E	ARUBA	VOR/DME	ABA	E
BEA	ARUBA	VOR/DME	AE	ARUBA	VOR/DME	BEA	AE
IATO	CURACAO	ILS/DME	A	CURACAO	ILS/DME	IATO	A
IBE	ARUBA	ILS/DME	A	ARUBA	ILS/DME	IBE	A
PJB	BONAIRE	VOR/DME	E	BONAIRE	VOR/DME	PJB	E
PJG	CURACAO	VOR/DME	E	CURACAO	VOR/DME	PJG	E
PJM	ST. MAARTEN	VOR/DME	AE	ST. MAARTEN	VOR/DME	PJM	AE
PRG	PARAGUANA	VOR/DME	E	PARAGUANA	VOR/DME	PRG	E

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GEN 2 TABLES AND CODES

GEN 2.6 CONVERSION TABLES

NM to KM		KM to NM		FT to M		M to FT	
1 NM = 1.852 KM		1 KM = 0.54		1 FT = 0.3408 M		1 M = 3.281 FT	
NM	KM	KM	NM	FT	M	M	FT
0.1	0.185	0.1	0.05	1	0.305	1	3.28
0.2	0.37	0.2	0.11	2	0.61	2	6.56
0.3	0.556	0.3	0.16	3	0.914	3	9.84
0.4	0.741	0.4	0.22	4	1.219	4	13.12
0.5	0.926	0.5	0.27	5	1.524	5	16.4
0.6	1.111	0.6	0.32	6	1.829	6	19.69
0.7	1.296	0.7	0.38	7	2.134	7	22.97
0.8	1.482	0.8	0.43	8	2.438	8	26.25
0.9	1.667	0.9	0.49	9	2.743	9	29.53
1	1.852	1	0.54	10	3.048	10	32.81
2	3.704	2	1.08	20	6.096	20	65.62
3	5.556	3	1.62	30	9.144	30	98.43
4	7.408	4	2.16	40	12.192	40	131.23
5	9.26	5	2.7	50	15.24	50	164.04
6	11.112	6	3.24	60	18.288	60	196.85
7	12.964	7	3.78	70	21.336	70	229.66
8	14.816	8	4.32	80	24.384	80	262.47
9	16.668	9	4.86	90	27.432	90	295.28
10	18.52	10	5.4	100	30.48	100	328.08
20	37.04	20	10.8	200	60.96	200	656.17
30	55.56	30	16.2	300	91.44	300	984.25
40	74.08	40	21.6	400	121.92	400	1 312.34
50	92.6	50	27	500	152.4	500	1 640.42
60	111.12	60	32.4	600	182.88	600	1 968.50
70	129.64	70	37.8	700	213.36	700	2 296.59
80	148.16	80	43.2	800	243.84	800	2 624.67
90	166.68	90	48.6	900	274.32	900	2 952.76
100	185.2	100	54	1 000	304.8	1 000	3 280.84
200	370.4	200	107.99	2 000	609.6	2 000	6 561.68
300	555.6	300	161.99	3 000	914.4	3 000	9 842.52
400	740.8	400	215.98	4 000	1 219.200	4 000	13 123.36
500	926	500	269.98	5 000	1 524.000	5 000	16 404.20
				6 000	1 828.800		
				7 000	2 133.600		
				8 000	2 438.400		
				9 000	2 743.200		
				10 000	3 048.000		

From decimal minutes of an arc to seconds of an arc

MIN	SEC	MIN	SEC	MIN	SEC	MIN	SEC
0.01	0.6	0.26	15.6	0.51	30.6	0.76	45.6
0.02	1.2	0.27	16.2	0.52	31.2	0.77	46.2
0.03	1.8	0.28	16.8	0.53	31.8	0.78	46.8
0.04	2.4	0.29	17.4	0.54	32.4	0.79	47.4
0.05	3	0.3	18	0.55	33	0.8	48
0.06	3.6	0.31	18.6	0.56	33.6	0.81	48.6
0.07	4.2	0.32	19.2	0.57	34.2	0.82	49.2
0.08	4.8	0.33	19.8	0.58	34.8	0.83	49.8
0.09	5.4	0.34	20.4	0.59	35.4	0.84	50.4
0.1	6	0.35	21	0.6	36	0.85	51
0.11	6.6	0.36	21.6	0.61	36.6	0.86	51.6
0.12	7.2	0.37	22.2	0.62	37.2	0.87	52.2
0.13	7.8	0.38	22.8	0.63	37.8	0.88	52.8
0.14	8.4	0.39	23.4	0.64	38.4	0.89	53.4
0.15	9	0.4	24	0.65	39	0.9	54
0.16	9.6	0.41	24.6	0.66	39.6	0.91	54.6
0.17	10.2	0.42	25.2	0.67	40.2	0.92	55.2
0.18	10.8	0.43	25.8	0.68	40.8	0.93	55.8
0.19	11.4	0.44	26.4	0.69	41.4	0.94	56.4
0.2	12	0.45	27	0.7	42	0.95	57
0.21	12.6	0.46	27.6	0.71	42.6	0.96	57.6
0.22	13.2	0.47	28.2	0.72	43.2	0.97	58.2
0.23	13.8	0.48	28.8	0.73	43.8	0.98	58.8
0.24	14.4	0.49	29.4	0.74	44.4	0.99	59.4
0.25	15	0.5	30	0.75	45		

From seconds of an arc to decimal minutes of an arc

SEC	MIN	SEC	MIN	SEC	MIN	SEC	MIN
1	0.02	16	0.27	31	0.52	46	0.77
2	0.03	17	0.28	32	0.53	47	0.78
3	0.05	18	0.3	33	0.55	48	0.8
4	0.07	19	0.32	34	0.57	49	0.82
5	0.08	20	0.33	35	0.58	50	0.83
6	0.1	21	0.35	36	0.6	51	0.85
7	0.12	22	0.37	37	0.62	52	0.87
8	0.13	23	0.38	38	0.63	53	0.88
9	0.15	24	0.4	39	0.65	54	0.9
10	0.17	25	0.42	40	0.67	55	0.92
11	0.18	26	0.43	41	0.68	56	0.93
12	0.2	27	0.45	42	0.7	57	0.95
13	0.22	28	0.47	43	0.72	58	0.97
14	0.23	29	0.48	44	0.73	59	0.98
15	0.25	30	0.5	45	0.75		

GEN 2.7 SUNRISE/SUNSET TABLES

1. The tables on the following pages have been prepared by the Meteorological Department Curaçao (MDC), Meteorological Departement St. Maarten and KNMI and are reproduced here with their permission. The tables include six (6) public airports and aerodromes in that part of the High Sea, which is being served by the Curaçao FIR and St. Maarten TMA its air traffic services.

1.1. The times in the tables are given in local time (hh:mm) for beginning of civil morning twilight (TWIL FROM), sunrise (SR) sunset (SS), and end of civil evening twilight (TWIL TO) for the year 2023. Four hours should be added in order to obtain the Co-ordinated Universal Time (UTC).

1.2. The times given for the beginning of civil morning twilight and end of civil evening twilight are calculated for an altitude of the Sun 6° below the horizon, as commonly used.

The following coordinates are used as reference measuring point:

Curaçao	Latitude 12 6’ 35’’	Longtitude -68 -55’ -48”
St. Maarten	Latitude 18 2’ 27”	Longtitude -63 -6’ -34”
Bonaire	Latitude 12 7’ 48’’	Longtitude -68 -16’ -32”
St. Eustatius	Latitude 17 29’ 43’’	Longtitude -62 -58’ -57”
Saba	Latitude 17 38’ 43’’	Longtitude -63 -13’ -14”
Aruba	Latitude 12 30’ 05’’	Longtitude -70 -00’ -43”

1.3. The tables are calculated for the year **2023**, and are divided in January to June, and July to December for each of the below listed Dutch Caribbean Territory islands.

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GEN 2 TABLES AND CODES

GEN 2.7 SUNRISE/SUNSET TABLES

TIMES OF SUNRISE AND SUNSET FOR **CURAÇAO** AT SEALEVEL IN **2025**

Day	January		February		March		April		May		June	
	Rise	Set	Rise	Set	Rise	Set	Rise	Set	Rise	Set	Rise	Set
1	06:57	18:22	07:01	18:38	06:51	18:45	06:32	18:47	06:16	18:50	06:10	18:58
2	06:57	18:23	07:01	18:38	06:51	18:45	06:32	18:47	06:16	18:50	06:10	18:58
3	06:58	18:24	07:01	18:39	06:50	18:45	06:31	18:47	06:15	18:50	06:10	18:58
4	06:58	18:24	07:00	18:39	06:49	18:46	06:30	18:47	06:15	18:51	06:10	18:59
5	06:58	18:25	07:00	18:40	06:49	18:46	06:30	18:47	06:14	18:51	06:10	18:59
6	06:59	18:25	07:00	18:40	06:48	18:46	06:29	18:47	06:14	18:51	06:10	18:59
7	06:59	18:26	07:00	18:40	06:48	18:46	06:28	18:47	06:14	18:51	06:10	18:59
8	06:59	18:26	07:00	18:41	06:47	18:46	06:28	18:48	06:13	18:51	06:10	19:00
9	06:59	18:27	06:59	18:41	06:47	18:46	06:27	18:48	06:13	18:52	06:10	19:00
10	07:00	18:27	06:59	18:41	06:46	18:46	06:27	18:48	06:13	18:52	06:11	19:00
11	07:00	18:28	06:59	18:41	06:45	18:46	06:26	18:48	06:13	18:52	06:11	19:01
12	07:00	18:29	06:58	18:42	06:45	18:46	06:25	18:48	06:12	18:52	06:11	19:01
13	07:00	18:29	06:58	18:42	06:44	18:46	06:25	18:48	06:12	18:53	06:11	19:01
14	07:01	18:30	06:58	18:42	06:44	18:46	06:24	18:48	06:12	18:53	06:11	19:01
15	07:01	18:30	06:57	18:43	06:43	18:46	06:24	18:48	06:12	18:53	06:11	19:02
16	07:01	18:31	06:57	18:43	06:42	18:47	06:23	18:48	06:11	18:53	06:11	19:02
17	07:01	18:31	06:57	18:43	06:42	18:47	06:23	18:48	06:11	18:54	06:12	19:02
18	07:01	18:32	06:56	18:43	06:41	18:47	06:22	18:48	06:11	18:54	06:12	19:02
19	07:01	18:32	06:56	18:43	06:40	18:47	06:22	18:48	06:11	18:54	06:12	19:03
20	07:01	18:33	06:55	18:44	06:40	18:47	06:21	18:49	06:11	18:54	06:12	19:03
21	07:01	18:33	06:55	18:44	06:39	18:47	06:20	18:49	06:11	18:55	06:12	19:03
22	07:01	18:34	06:55	18:44	06:39	18:47	06:20	18:49	06:10	18:55	06:13	19:03
23	07:01	18:34	06:54	18:44	06:38	18:47	06:19	18:49	06:10	18:55	06:13	19:03
24	07:01	18:35	06:54	18:44	06:37	18:47	06:19	18:49	06:10	18:55	06:13	19:04
25	07:01	18:35	06:53	18:45	06:37	18:47	06:19	18:49	06:10	18:56	06:13	19:04
26	07:01	18:36	06:53	18:45	06:36	18:47	06:18	18:49	06:10	18:56	06:14	19:04
27	07:01	18:36	06:52	18:45	06:35	18:47	06:18	18:49	06:10	18:56	06:14	19:04
28	07:01	18:36	06:52	18:45	06:35	18:47	06:17	18:50	06:10	18:57	06:14	19:04
29	07:01	18:37			06:34	18:47	06:17	18:50	06:10	18:57	06:14	19:04
30	07:01	18:37			06:33	18:47	06:16	18:50	06:10	18:57	06:15	19:05
31	07:01	18:38			06:33	18:47			06:10	18:57		

TIMES OF SUNRISE AND SUNSET FOR **CURAÇAO** AT SEALEVEL IN **2025**

July		August		September		October		November		December		Day
Rise	Set	Rise	Set	Rise	Set	Rise	Set	Rise	Set	Rise	Set	
06:15	19:05	06:23	19:02	06:25	18:46	06:25	18:26	06:29	18:10	06:41	18:09	***1***
06:15	19:05	06:23	19:01	06:25	18:45	06:25	18:25	06:29	18:10	06:42	18:09	***2***
06:15	19:05	06:23	19:01	06:25	18:45	06:25	18:24	06:29	18:09	06:42	18:09	***3***
06:16	19:05	06:23	19:01	06:25	18:44	06:25	18:24	06:30	18:09	06:43	18:10	***4***
06:16	19:05	06:23	19:00	06:25	18:43	06:25	18:23	06:30	18:09	06:43	18:10	***5***
06:16	19:05	06:23	19:00	06:25	18:43	06:25	18:22	06:30	18:09	06:44	18:10	***6***
06:17	19:05	06:24	18:59	06:25	18:42	06:25	18:22	06:31	18:08	06:44	18:11	***7***
06:17	19:05	06:24	18:59	06:25	18:41	06:25	18:21	06:31	18:08	06:45	18:11	***8***
06:17	19:05	06:24	18:59	06:25	18:41	06:25	18:21	06:31	18:08	06:45	18:11	***9***
06:17	19:05	06:24	18:58	06:25	18:40	06:25	18:20	06:32	18:08	06:46	18:12	***10***
06:18	19:05	06:24	18:58	06:25	18:39	06:25	18:19	06:32	18:08	06:47	18:12	***11***
06:18	19:05	06:24	18:57	06:25	18:39	06:25	18:19	06:32	18:08	06:47	18:12	***12***
06:18	19:05	06:24	18:57	06:25	18:38	06:26	18:18	06:33	18:08	06:48	18:13	***13***
06:18	19:05	06:24	18:56	06:25	18:37	06:26	18:18	06:33	18:07	06:48	18:13	***14***
06:19	19:05	06:25	18:56	06:25	18:37	06:26	18:17	06:34	18:07	06:49	18:14	***15***
06:19	19:05	06:25	18:55	06:25	18:36	06:26	18:17	06:34	18:07	06:49	18:14	***16***
06:19	19:05	06:25	18:55	06:25	18:35	06:26	18:16	06:34	18:07	06:50	18:15	***17***
06:20	19:05	06:25	18:54	06:25	18:34	06:26	18:16	06:35	18:07	06:50	18:15	***18***
06:20	19:05	06:25	18:54	06:25	18:34	06:26	18:15	06:35	18:07	06:51	18:16	***19***
06:20	19:04	06:25	18:53	06:25	18:33	06:26	18:15	06:36	18:07	06:51	18:16	***20***
06:20	19:04	06:25	18:53	06:25	18:32	06:26	18:14	06:36	18:07	06:52	18:16	***21***
06:20	19:04	06:25	18:52	06:25	18:32	06:27	18:14	06:37	18:07	06:52	18:17	***22***
06:21	19:04	06:25	18:51	06:25	18:31	06:27	18:13	06:37	18:08	06:53	18:17	***23***
06:21	19:04	06:25	18:51	06:25	18:30	06:27	18:13	06:38	18:08	06:53	18:18	***24***
06:21	19:04	06:25	18:50	06:25	18:30	06:27	18:12	06:38	18:08	06:54	18:19	***25***
06:21	19:03	06:25	18:50	06:25	18:29	06:27	18:12	06:39	18:08	06:54	18:19	***26***
06:22	19:03	06:25	18:49	06:25	18:28	06:28	18:12	06:39	18:08	06:55	18:20	***27***
06:22	19:03	06:25	18:48	06:25	18:28	06:28	18:11	06:40	18:08	06:55	18:20	***28***
06:22	19:03	06:25	18:48	06:25	18:27	06:28	18:11	06:40	18:08	06:55	18:21	***29***
06:22	19:02	06:25	18:47	06:25	18:26	06:28	18:11	06:41	18:09	06:56	18:21	***30***
06:22	19:02	06:25	18:47			06:29	18:10			06:56	18:22	***31***

GEN 2 TABLES AND CODES

GEN 2.7 SUNRISE/SUNSET TABLES

TIMES OF SUNRISE AND SUNSET FOR **ARUBA** AT SEALEVEL IN**2025**

Day	January		February		March		April		May		June	
	Rise	Set	Rise	Set	Rise	Set	Rise	Set	Rise	Set	Rise	Set
1	07:01	18:26	07:05	18:41	06:55	18:49	06:36	18:51	06:19	18:54	06:13	19:02
2	07:01	18:26	07:05	18:42	06:54	18:49	06:35	18:51	06:19	18:54	06:13	19:02
3	07:02	18:27	07:05	18:42	06:54	18:49	06:34	18:51	06:18	18:54	06:13	19:03
4	07:02	18:27	07:05	18:43	06:53	18:49	06:34	18:51	06:18	18:55	06:13	19:03
5	07:02	18:28	07:04	18:43	06:53	18:49	06:33	18:51	06:18	18:55	06:13	19:03
6	07:03	18:28	07:04	18:43	06:52	18:49	06:33	18:51	06:17	18:55	06:13	19:03
7	07:03	18:29	07:04	18:44	06:52	18:49	06:32	18:51	06:17	18:55	06:13	19:04
8	07:03	18:30	07:04	18:44	06:51	18:50	06:31	18:51	06:17	18:55	06:13	19:04
9	07:04	18:30	07:03	18:44	06:50	18:50	06:31	18:51	06:16	18:56	06:14	19:04
10	07:04	18:31	07:03	18:45	06:50	18:50	06:30	18:52	06:16	18:56	06:14	19:05
11	07:04	18:31	07:03	18:45	06:49	18:50	06:29	18:52	06:16	18:56	06:14	19:05
12	07:04	18:32	07:02	18:45	06:49	18:50	06:29	18:52	06:16	18:56	06:14	19:05
13	07:05	18:32	07:02	18:45	06:48	18:50	06:28	18:52	06:15	18:57	06:14	19:05
14	07:05	18:33	07:02	18:46	06:47	18:50	06:28	18:52	06:15	18:57	06:14	19:06
15	07:05	18:33	07:01	18:46	06:47	18:50	06:27	18:52	06:15	18:57	06:14	19:06
16	07:05	18:34	07:01	18:46	06:46	18:50	06:27	18:52	06:15	18:57	06:15	19:06
17	07:05	18:34	07:01	18:46	06:45	18:50	06:26	18:52	06:14	18:58	06:15	19:06
18	07:05	18:35	07:00	18:47	06:45	18:50	06:25	18:52	06:14	18:58	06:15	19:07
19	07:05	18:35	07:00	18:47	06:44	18:50	06:25	18:52	06:14	18:58	06:15	19:07
20	07:05	18:36	06:59	18:47	06:43	18:50	06:24	18:52	06:14	18:58	06:15	19:07
21	07:06	18:36	06:59	18:47	06:43	18:50	06:24	18:53	06:14	18:59	06:16	19:07
22	07:06	18:37	06:58	18:48	06:42	18:51	06:23	18:53	06:14	18:59	06:16	19:08
23	07:06	18:37	06:58	18:48	06:42	18:51	06:23	18:53	06:13	18:59	06:16	19:08
24	07:06	18:38	06:57	18:48	06:41	18:51	06:22	18:53	06:13	19:00	06:16	19:08
25	07:06	18:38	06:57	18:48	06:40	18:51	06:22	18:53	06:13	19:00	06:17	19:08
26	07:06	18:39	06:57	18:48	06:40	18:51	06:21	18:53	06:13	19:00	06:17	19:08
27	07:06	18:39	06:56	18:48	06:39	18:51	06:21	18:53	06:13	19:00	06:17	19:08
28	07:05	18:40	06:55	18:49	06:38	18:51	06:20	18:54	06:13	19:01	06:17	19:09
29	07:05	18:40			06:38	18:51	06:20	18:54	06:13	19:01	06:18	19:09
30	07:05	18:41			06:37	18:51	06:20	18:54	06:13	19:01	06:18	19:09
31	07:05	18:41			06:36	18:51			06:13	19:02		

TIMES OF SUNRISE AND SUNSET FOR **ARUBA** AT SEALEVEL IN **2025**

July		August		September		October		November		December		Day
Rise	Set	Rise	Set	Rise	Set	Rise	Set	Rise	Set	Rise	Set	
06:18	19:09	06:26	19:06	06:29	18:50	06:29	18:29	06:33	18:13	06:45	18:12	***1***
06:18	19:09	06:26	19:05	06:29	18:49	06:29	18:29	06:33	18:13	06:46	18:12	***2***
06:19	19:09	06:26	19:05	06:29	18:49	06:29	18:28	06:33	18:13	06:46	18:12	***3***
06:19	19:09	06:26	19:05	06:29	18:48	06:29	18:27	06:34	18:12	06:47	18:13	***4***
06:19	19:09	06:27	19:04	06:29	18:47	06:29	18:27	06:34	18:12	06:47	18:13	***5***
06:19	19:09	06:27	19:04	06:29	18:46	06:29	18:26	06:34	18:12	06:48	18:13	***6***
06:20	19:09	06:27	19:04	06:29	18:46	06:29	18:25	06:35	18:12	06:49	18:14	***7***
06:20	19:09	06:27	19:03	06:29	18:45	06:29	18:25	06:35	18:12	06:49	18:14	***8***
06:20	19:09	06:27	19:03	06:29	18:44	06:29	18:24	06:35	18:11	06:50	18:14	***9***
06:21	19:09	06:27	19:02	06:29	18:44	06:29	18:24	06:36	18:11	06:50	18:15	***10***
06:21	19:09	06:27	19:02	06:29	18:43	06:29	18:23	06:36	18:11	06:51	18:15	***11***
06:21	19:09	06:28	19:01	06:29	18:42	06:29	18:22	06:36	18:11	06:51	18:16	***12***
06:21	19:09	06:28	19:01	06:29	18:42	06:29	18:22	06:37	18:11	06:52	18:16	***13***
06:22	19:09	06:28	19:00	06:29	18:41	06:29	18:21	06:37	18:11	06:52	18:16	***14***
06:22	19:09	06:28	19:00	06:29	18:40	06:30	18:21	06:38	18:11	06:53	18:17	***15***
06:22	19:09	06:28	18:59	06:29	18:40	06:30	18:20	06:38	18:11	06:53	18:17	***16***
06:22	19:09	06:28	18:59	06:29	18:39	06:30	18:20	06:38	18:11	06:54	18:18	***17***
06:23	19:09	06:28	18:58	06:29	18:38	06:30	18:19	06:39	18:11	06:54	18:18	***18***
06:23	19:09	06:28	18:58	06:29	18:37	06:30	18:19	06:39	18:11	06:55	18:19	***19***
06:23	19:09	06:28	18:57	06:29	18:37	06:30	18:18	06:40	18:11	06:56	18:19	***20***
06:23	19:08	06:28	18:57	06:29	18:36	06:30	18:18	06:40	18:11	06:56	18:20	***21***
06:24	19:08	06:28	18:56	06:29	18:35	06:31	18:17	06:41	18:11	06:57	18:20	***22***
06:24	19:08	06:28	18:55	06:29	18:35	06:31	18:17	06:41	18:11	06:57	18:21	***23***
06:24	19:08	06:29	18:55	06:29	18:34	06:31	18:16	06:42	18:11	06:57	18:21	***24***
06:24	19:08	06:29	18:54	06:29	18:33	06:31	18:16	06:42	18:11	06:58	18:22	***25***
06:25	19:07	06:29	18:54	06:29	18:33	06:31	18:15	06:43	18:11	06:58	18:22	***26***
06:25	19:07	06:29	18:53	06:29	18:32	06:32	18:15	06:43	18:11	06:59	18:23	***27***
06:25	19:07	06:29	18:52	06:29	18:31	06:32	18:15	06:44	18:11	06:59	18:23	***28***
06:25	19:07	06:29	18:52	06:29	18:31	06:32	18:14	06:44	18:12	07:00	18:24	***29***
06:25	19:06	06:29	18:51	06:29	18:30	06:32	18:14	06:45	18:12	07:00	18:24	***30***
06:26	19:06	06:29	18:50			06:33	18:14			07:01	18:25	***31***

GEN 2 TABLES AND CODES

GEN 2.7 SUNRISE/SUNSET TABLES

TIMES OF SUNRISE AND SUNSET FOR **BONAIRE** AT SEALEVEL IN **2025**

Day	January		February		March		April		May		June	
	Rise	Set	Rise	Set	Rise	Set	Rise	Set	Rise	Set	Rise	Set
1	06:54	18:20	06:58	18:35	06:48	18:42	06:29	18:44	06:13	18:47	06:07	18:55
2	06:54	18:20	06:58	18:36	06:48	18:43	06:29	18:44	06:13	18:47	06:07	18:55
3	06:55	18:21	06:58	18:36	06:47	18:43	06:28	18:45	06:12	18:48	06:07	18:55
4	06:55	18:22	06:58	18:37	06:47	18:43	06:28	18:45	06:12	18:48	06:07	18:56
5	06:55	18:22	06:57	18:37	06:46	18:43	06:27	18:45	06:12	18:48	06:07	18:56
6	06:56	18:23	06:57	18:37	06:46	18:43	06:26	18:45	06:11	18:48	06:08	18:56
7	06:56	18:23	06:57	18:38	06:45	18:43	06:26	18:45	06:11	18:48	06:08	18:57
8	06:56	18:24	06:57	18:38	06:44	18:43	06:25	18:45	06:11	18:49	06:08	18:57
9	06:57	18:24	06:57	18:38	06:44	18:43	06:24	18:45	06:10	18:49	06:08	18:57
10	06:57	18:25	06:56	18:39	06:43	18:43	06:24	18:45	06:10	18:49	06:08	18:57
11	06:57	18:25	06:56	18:39	06:43	18:43	06:23	18:45	06:10	18:49	06:08	18:58
12	06:57	18:26	06:56	18:39	06:42	18:44	06:23	18:45	06:10	18:49	06:08	18:58
13	06:58	18:26	06:55	18:39	06:41	18:44	06:22	18:45	06:09	18:50	06:08	18:58
14	06:58	18:27	06:55	18:40	06:41	18:44	06:22	18:45	06:09	18:50	06:09	18:59
15	06:58	18:28	06:55	18:40	06:40	18:44	06:21	18:45	06:09	18:50	06:09	18:59
16	06:58	18:28	06:54	18:40	06:40	18:44	06:20	18:45	06:09	18:50	06:09	18:59
17	06:58	18:29	06:54	18:40	06:39	18:44	06:20	18:45	06:09	18:51	06:09	18:59
18	06:58	18:29	06:53	18:41	06:38	18:44	06:19	18:45	06:08	18:51	06:09	19:00
19	06:58	18:30	06:53	18:41	06:38	18:44	06:19	18:46	06:08	18:51	06:09	19:00
20	06:59	18:30	06:53	18:41	06:37	18:44	06:18	18:46	06:08	18:51	06:10	19:00
21	06:59	18:31	06:52	18:41	06:36	18:44	06:18	18:46	06:08	18:52	06:10	19:00
22	06:59	18:31	06:52	18:41	06:36	18:44	06:17	18:46	06:08	18:52	06:10	19:00
23	06:59	18:32	06:51	18:42	06:35	18:44	06:17	18:46	06:08	18:52	06:10	19:01
24	06:59	18:32	06:51	18:42	06:35	18:44	06:16	18:46	06:08	18:53	06:11	19:01
25	06:59	18:32	06:50	18:42	06:34	18:44	06:16	18:46	06:07	18:53	06:11	19:01
26	06:59	18:33	06:50	18:42	06:33	18:44	06:15	18:46	06:07	18:53	06:11	19:01
27	06:59	18:33	06:49	18:42	06:33	18:44	06:15	18:47	06:07	18:53	06:11	19:01
28	06:59	18:34	06:49	18:42	06:32	18:44	06:15	18:47	06:07	18:54	06:12	19:01
29	06:58	18:34			06:31	18:44	06:14	18:47	06:07	18:54	06:12	19:02
30	06:58	18:35			06:31	18:44	06:14	18:47	06:07	18:54	06:12	19:02
31	06:58	18:35			06:30	18:44			06:07	18:55		

TIMES OF SUNRISE AND SUNSET FOR **BONAIRE** AT SEALEVEL IN **2025**

July		August		September		October		November		December		Day
Rise	Set	Rise	Set	Rise	Set	Rise	Set	Rise	Set	Rise	Set	
06:12	19:02	06:20	18:59	06:23	18:43	06:22	18:23	06:26	18:07	06:38	18:06	***1***
06:13	19:02	06:20	18:58	06:23	18:43	06:22	18:22	06:26	18:07	06:39	18:06	***2***
06:13	19:02	06:20	18:58	06:23	18:42	06:22	18:22	06:27	18:07	06:39	18:07	***3***
06:13	19:02	06:21	18:58	06:23	18:41	06:22	18:21	06:27	18:06	06:40	18:07	***4***
06:13	19:02	06:21	18:57	06:23	18:41	06:22	18:20	06:27	18:06	06:40	18:07	***5***
06:14	19:02	06:21	18:57	06:23	18:40	06:22	18:20	06:27	18:06	06:41	18:08	***6***
06:14	19:02	06:21	18:57	06:23	18:39	06:22	18:19	06:28	18:06	06:42	18:08	***7***
06:14	19:02	06:21	18:56	06:23	18:39	06:22	18:19	06:28	18:06	06:42	18:08	***8***
06:15	19:02	06:21	18:56	06:23	18:38	06:22	18:18	06:28	18:05	06:43	18:09	***9***
06:15	19:02	06:21	18:55	06:23	18:37	06:23	18:17	06:29	18:05	06:43	18:09	***10***
06:15	19:02	06:21	18:55	06:23	18:37	06:23	18:17	06:29	18:05	06:44	18:09	***11***
06:15	19:02	06:22	18:54	06:23	18:36	06:23	18:16	06:30	18:05	06:44	18:10	***12***
06:16	19:02	06:22	18:54	06:22	18:35	06:23	18:16	06:30	18:05	06:45	18:10	***13***
06:16	19:02	06:22	18:54	06:22	18:34	06:23	18:15	06:30	18:05	06:45	18:11	***14***
06:16	19:02	06:22	18:53	06:22	18:34	06:23	18:15	06:31	18:05	06:46	18:11	***15***
06:16	19:02	06:22	18:53	06:22	18:33	06:23	18:14	06:31	18:05	06:46	18:11	***16***
06:17	19:02	06:22	18:52	06:22	18:32	06:23	18:13	06:32	18:05	06:47	18:12	***17***
06:17	19:02	06:22	18:51	06:22	18:32	06:23	18:13	06:32	18:05	06:47	18:12	***18***
06:17	19:02	06:22	18:51	06:22	18:31	06:23	18:12	06:32	18:05	06:48	18:13	***19***
06:17	19:02	06:22	18:50	06:22	18:30	06:24	18:12	06:33	18:05	06:48	18:13	***20***
06:18	19:01	06:22	18:50	06:22	18:30	06:24	18:12	06:33	18:05	06:49	18:14	***21***
06:18	19:01	06:22	18:49	06:22	18:29	06:24	18:11	06:34	18:05	06:49	18:14	***22***
06:18	19:01	06:22	18:49	06:22	18:28	06:24	18:11	06:34	18:05	06:50	18:15	***23***
06:18	19:01	06:22	18:48	06:22	18:28	06:24	18:10	06:35	18:05	06:50	18:15	***24***
06:19	19:01	06:23	18:48	06:22	18:27	06:24	18:10	06:35	18:05	06:51	18:16	***25***
06:19	19:00	06:23	18:47	06:22	18:26	06:25	18:09	06:36	18:05	06:51	18:16	***26***
06:19	19:00	06:23	18:46	06:22	18:26	06:25	18:09	06:36	18:05	06:52	18:17	***27***
06:19	19:00	06:23	18:46	06:22	18:25	06:25	18:09	06:37	18:06	06:52	18:18	***28***
06:19	19:00	06:23	18:45	06:22	18:24	06:25	18:08	06:37	18:06	06:53	18:18	***29***
06:20	18:59	06:23	18:44	06:22	18:24	06:25	18:08	06:38	18:06	06:53	18:19	***30***
06:20	18:59	06:23	18:44			06:26	18:08			06:53	18:19	***31***

GEN 2 TABLES AND CODES

GEN 2.7 SUNRISE/SUNSET TABLES

TIMES OF SUNRISE AND SUNSET FOR **ST. MAARTEN** AT SEALEVEL IN **2025**

Day	January		February		March		April		May		June	
	Rise	Set	Rise	Set	Rise	Set	Rise	Set	Rise	Set	Rise	Set
1	06:44	17:49	06:45	18:07	06:31	18:19	06:07	18:26	05:46	18:34	05:36	18:45
2	06:44	17:49	06:45	18:08	06:30	18:19	06:06	18:26	05:45	18:34	05:36	18:45
3	06:45	17:50	06:45	18:08	06:30	18:19	06:05	18:26	05:45	18:34	05:36	18:46
4	06:45	17:50	06:44	18:09	06:29	18:20	06:04	18:27	05:44	18:35	05:36	18:46
5	06:45	17:51	06:44	18:09	06:28	18:20	06:03	18:27	05:44	18:35	05:36	18:46
6	06:46	17:52	06:44	18:10	06:27	18:20	06:03	18:27	05:43	18:35	05:36	18:47
7	06:46	17:52	06:43	18:10	06:27	18:20	06:02	18:27	05:43	18:36	05:36	18:47
8	06:46	17:53	06:43	18:11	06:26	18:21	06:01	18:28	05:42	18:36	05:36	18:47
9	06:46	17:53	06:42	18:11	06:25	18:21	06:00	18:28	05:42	18:36	05:36	18:48
10	06:46	17:54	06:42	18:12	06:24	18:21	06:00	18:28	05:41	18:37	05:36	18:48
11	06:47	17:55	06:42	18:12	06:24	18:21	05:59	18:28	05:41	18:37	05:36	18:48
12	06:47	17:55	06:41	18:12	06:23	18:22	05:58	18:28	05:40	18:37	05:36	18:48
13	06:47	17:56	06:41	18:13	06:22	18:22	05:57	18:29	05:40	18:38	05:37	18:49
14	06:47	17:57	06:40	18:13	06:21	18:22	05:57	18:29	05:40	18:38	05:37	18:49
15	06:47	17:57	06:40	18:14	06:20	18:22	05:56	18:29	05:39	18:38	05:37	18:49
16	06:47	17:58	06:39	18:14	06:20	18:23	05:55	18:29	05:39	18:39	05:37	18:50
17	06:47	17:58	06:38	18:15	06:19	18:23	05:54	18:30	05:39	18:39	05:37	18:50
18	06:47	17:59	06:38	18:15	06:18	18:23	05:54	18:30	05:38	18:40	05:37	18:50
19	06:47	18:00	06:37	18:15	06:17	18:23	05:53	18:30	05:38	18:40	05:38	18:50
20	06:47	18:00	06:37	18:16	06:16	18:23	05:52	18:30	05:38	18:40	05:38	18:51
21	06:47	18:01	06:36	18:16	06:16	18:24	05:52	18:31	05:38	18:41	05:38	18:51
22	06:47	18:02	06:36	18:16	06:15	18:24	05:51	18:31	05:37	18:41	05:38	18:51
23	06:47	18:02	06:35	18:17	06:14	18:24	05:50	18:31	05:37	18:41	05:38	18:51
24	06:47	18:03	06:34	18:17	06:13	18:24	05:50	18:32	05:37	18:42	05:39	18:51
25	06:47	18:03	06:34	18:17	06:12	18:25	05:49	18:32	05:37	18:42	05:39	18:52
26	06:46	18:04	06:33	18:18	06:11	18:25	05:48	18:32	05:37	18:43	05:39	18:52
27	06:46	18:04	06:32	18:18	06:11	18:25	05:48	18:32	05:37	18:43	05:40	18:52
28	06:46	18:05	06:32	18:18	06:10	18:25	05:47	18:33	05:36	18:43	05:40	18:52
29	06:46	18:06			06:09	18:25	05:47	18:33	05:36	18:44	05:40	18:52
30	06:46	18:06			06:08	18:26	05:46	18:33	05:36	18:44	05:40	18:52
31	06:45	18:07			06:07	18:26			05:36	18:44		

TIMES OF SUNRISE AND SUNSET FOR **ST. MAARTEN**AT SEALEVEL IN **2025**

July		August		September		October		November		December		Day
Rise	Set	Rise	Set	Rise	Set	Rise	Set	Rise	Set	Rise	Set	
05:41	18:52	05:51	18:46	05:58	18:26	06:03	18:01	06:12	17:40	06:28	17:35	***1***
05:41	18:52	05:51	18:46	05:58	18:25	06:03	18:00	06:12	17:40	06:28	17:36	***2***
05:41	18:52	05:52	18:46	05:59	18:25	06:03	17:59	06:13	17:39	06:29	17:36	***3***
05:42	18:52	05:52	18:45	05:59	18:24	06:04	17:58	06:13	17:39	06:30	17:36	***4***
05:42	18:52	05:52	18:45	05:59	18:23	06:04	17:58	06:14	17:38	06:30	17:36	***5***
05:42	18:52	05:52	18:44	05:59	18:22	06:04	17:57	06:14	17:38	06:31	17:36	***6***
05:43	18:52	05:53	18:43	05:59	18:21	06:04	17:56	06:15	17:38	06:31	17:37	***7***
05:43	18:52	05:53	18:43	05:59	18:20	06:04	17:55	06:15	17:37	06:32	17:37	***8***
05:43	18:52	05:53	18:42	06:00	18:20	06:05	17:54	06:15	17:37	06:33	17:37	***9***
05:44	18:52	05:54	18:42	06:00	18:19	06:05	17:54	06:16	17:37	06:33	17:38	***10***
05:44	18:52	05:54	18:41	06:00	18:18	06:05	17:53	06:16	17:36	06:34	17:38	***11***
05:44	18:52	05:54	18:41	06:00	18:17	06:05	17:52	06:17	17:36	06:34	17:38	***12***
05:45	18:52	05:54	18:40	06:00	18:16	06:06	17:51	06:17	17:36	06:35	17:39	***13***
05:45	18:52	05:55	18:39	06:00	18:15	06:06	17:51	06:18	17:36	06:36	17:39	***14***
05:45	18:52	05:55	18:39	06:00	18:14	06:06	17:50	06:19	17:36	06:36	17:39	***15***
05:46	18:51	05:55	18:38	06:01	18:14	06:06	17:49	06:19	17:35	06:37	17:40	***16***
05:46	18:51	05:55	18:37	06:01	18:13	06:07	17:49	06:20	17:35	06:37	17:40	***17***
05:46	18:51	05:56	18:37	06:01	18:12	06:07	17:48	06:20	17:35	06:38	17:41	***18***
05:47	18:51	05:56	18:36	06:01	18:11	06:07	17:47	06:21	17:35	06:38	17:41	***19***
05:47	18:51	05:56	18:35	06:01	18:10	06:08	17:47	06:21	17:35	06:39	17:42	***20***
05:47	18:50	05:56	18:35	06:01	18:09	06:08	17:46	06:22	17:35	06:39	17:42	***21***
05:48	18:50	05:56	18:34	06:01	18:08	06:08	17:45	06:22	17:35	06:40	17:43	***22***
05:48	18:50	05:57	18:33	06:02	18:08	06:08	17:45	06:23	17:35	06:40	17:43	***23***
05:48	18:49	05:57	18:32	06:02	18:07	06:09	17:44	06:24	17:35	06:41	17:44	***24***
05:49	18:49	05:57	18:32	06:02	18:06	06:09	17:44	06:24	17:35	06:41	17:44	***25***
05:49	18:49	05:57	18:31	06:02	18:05	06:10	17:43	06:25	17:35	06:42	17:45	***26***
05:49	18:48	05:57	18:30	06:02	18:04	06:10	17:43	06:25	17:35	06:42	17:45	***27***
05:50	18:48	05:58	18:29	06:02	18:03	06:10	17:42	06:26	17:35	06:42	17:46	***28***
05:50	18:48	05:58	18:29	06:03	18:02	06:11	17:41	06:27	17:35	06:43	17:47	***29***
05:50	18:47	05:58	18:28	06:03	18:02	06:11	17:41	06:27	17:35	06:43	17:47	***30***
05:51	18:47	05:58	18:27			06:11	17:41			06:44	17:48	***31***

GEN 2 TABLES AND CODES

GEN 2.7 SUNRISE/SUNSET TABLES

TIMES OF SUNRISE AND SUNSET FOR **SABA**AT SEALEVEL IN **2025**

Day	January		February		March		April		May		June	
	Rise	Set	Rise	Set	Rise	Set	Rise	Set	Rise	Set	Rise	Set
1	6:44	17:50	6:45	18:08	6:31	18:19	6:07	18:26	5:46	18:34	5:37	18:44
2	6:44	17:50	6:45	18:09	6:30	18:20	6:06	18:27	5:46	18:34	5:37	18:45
3	6:44	17:51	6:45	18:09	6:30	18:20	6:06	18:27	5:45	18:34	5:37	18:45
4	6:45	17:52	6:44	18:10	6:29	18:20	6:05	18:27	5:45	18:35	5:37	18:46
5	6:45	17:52	6:44	18:10	6:28	18:20	6:04	18:27	5:44	18:35	5:37	18:46
6	6:45	17:53	6:44	18:11	6:28	18:21	6:03	18:27	5:44	18:35	5:37	18:46
7	6:45	17:53	6:43	18:11	6:27	18:21	6:02	18:28	5:44	18:35	5:37	18:47
8	6:46	17:54	6:43	18:12	6:26	18:21	6:02	18:28	5:43	18:36	5:37	18:47
9	6:46	17:55	6:42	18:12	6:25	18:21	6:01	18:28	5:43	18:36	5:37	18:47
10	6:46	17:55	6:42	18:12	6:25	18:22	6:00	18:28	5:42	18:36	5:37	18:47
11	6:46	17:56	6:41	18:13	6:24	18:22	5:59	18:28	5:42	18:37	5:38	18:48
12	6:46	17:56	6:41	18:13	6:23	18:22	5:59	18:29	5:41	18:37	5:38	18:48
13	6:46	17:57	6:41	18:14	6:22	18:22	5:58	18:29	5:41	18:38	5:38	18:48
14	6:47	17:58	6:40	18:14	6:21	18:23	5:57	18:29	5:41	18:38	5:38	18:49
15	6:47	17:58	6:40	18:15	6:21	18:23	5:57	18:29	5:40	18:38	5:38	18:49
16	6:47	17:59	6:39	18:15	6:20	18:23	5:56	18:30	5:40	18:39	5:38	18:49
17	6:47	18:00	6:39	18:15	6:19	18:23	5:55	18:30	5:40	18:39	5:38	18:49
18	6:47	18:00	6:38	18:16	6:18	18:23	5:54	18:30	5:40	18:39	5:39	18:50
19	6:47	18:01	6:37	18:16	6:18	18:24	5:54	18:30	5:39	18:40	5:39	18:50
20	6:47	18:01	6:37	18:16	6:17	18:24	5:53	18:31	5:39	18:40	5:39	18:50
21	6:47	18:02	6:36	18:17	6:16	18:24	5:52	18:31	5:39	18:40	5:39	18:50
22	6:47	18:03	6:36	18:17	6:15	18:24	5:52	18:31	5:39	18:41	5:39	18:51
23	6:47	18:03	6:35	18:17	6:14	18:25	5:51	18:31	5:38	18:41	5:40	18:51
24	6:47	18:04	6:34	18:18	6:14	18:25	5:51	18:32	5:38	18:42	5:40	18:51
25	6:46	18:04	6:34	18:18	6:13	18:25	5:50	18:32	5:38	18:42	5:40	18:51
26	6:46	18:05	6:33	18:18	6:12	18:25	5:49	18:32	5:38	18:42	5:40	18:51
27	6:46	18:05	6:32	18:19	6:11	18:25	5:49	18:32	5:38	18:43	5:41	18:51
28	6:46	18:06	6:32	18:19	6:10	18:26	5:48	18:33	5:38	18:43	5:41	18:52
29	6:46	18:07			6:10	18:26	5:48	18:33	5:37	18:43	5:41	18:52
30	6:46	18:07			6:09	18:26	5:47	18:33	5:37	18:44	5:42	18:52
31	6:45	18:08			6:08	18:26			5:37	18:44		

TIMES OF SUNRISE AND SUNSET FOR **SABA** AT SEALEVEL IN **2025**

July		August		September		October		November		December		Day
Rise	Set	Rise	Set	Rise	Set	Rise	Set	Rise	Set	Rise	Set	
5:42	18:52	5:52	18:46	5:59	18:26	6:03	18:01	6:12	17:41	6:28	17:37	**1**
5:42	18:52	5:52	18:46	5:59	18:26	6:03	18:00	6:12	17:40	6:28	17:37	**2**
5:42	18:52	5:53	18:45	5:59	18:25	6:04	18:00	6:13	17:40	6:29	17:37	**3**
5:43	18:52	5:53	18:45	5:59	18:24	6:04	17:59	6:13	17:40	6:29	17:37	**4**
5:43	18:52	5:53	18:44	6:00	18:23	6:04	17:58	6:14	17:39	6:30	17:37	**5**
5:43	18:52	5:53	18:44	6:00	18:22	6:04	17:57	6:14	17:39	6:31	17:38	**6**
5:44	18:52	5:54	18:43	6:00	18:21	6:04	17:57	6:14	17:39	6:31	17:38	**7**
5:44	18:52	5:54	18:43	6:00	18:21	6:05	17:56	6:15	17:38	6:32	17:38	**8**
5:44	18:52	5:54	18:42	6:00	18:20	6:05	17:55	6:15	17:38	6:32	17:38	**9**
5:45	18:52	5:54	18:42	6:00	18:19	6:05	17:54	6:16	17:38	6:33	17:39	**10**
5:45	18:52	5:55	18:41	6:00	18:18	6:05	17:54	6:16	17:37	6:33	17:39	**11**
5:45	18:52	5:55	18:41	6:01	18:17	6:05	17:53	6:17	17:37	6:34	17:39	**12**
5:46	18:52	5:55	18:40	6:01	18:16	6:06	17:52	6:17	17:37	6:35	17:40	**13**
5:46	18:51	5:55	18:39	6:01	18:16	6:06	17:51	6:18	17:37	6:35	17:40	**14**
5:46	18:51	5:56	18:39	6:01	18:15	6:06	17:51	6:18	17:37	6:36	17:41	**15**
5:47	18:51	5:56	18:38	6:01	18:14	6:06	17:50	6:19	17:36	6:36	17:41	**16**
5:47	18:51	5:56	18:37	6:01	18:13	6:07	17:49	6:19	17:36	6:37	17:42	**17**
5:47	18:51	5:56	18:37	6:01	18:12	6:07	17:49	6:20	17:36	6:37	17:42	**18**
5:48	18:51	5:57	18:36	6:01	18:11	6:07	17:48	6:21	17:36	6:38	17:42	**19**
5:48	18:50	5:57	18:35	6:02	18:10	6:08	17:47	6:21	17:36	6:38	17:43	**20**
5:48	18:50	5:57	18:35	6:02	18:10	6:08	17:47	6:22	17:36	6:39	17:43	**21**
5:49	18:50	5:57	18:34	6:02	18:09	6:08	17:46	6:22	17:36	6:39	17:44	**22**
5:49	18:50	5:57	18:33	6:02	18:08	6:09	17:46	6:23	17:36	6:40	17:44	**23**
5:49	18:49	5:58	18:32	6:02	18:07	6:09	17:45	6:23	17:36	6:40	17:45	**24**
5:50	18:49	5:58	18:32	6:02	18:06	6:09	17:44	6:24	17:36	6:41	17:46	**25**
5:50	18:49	5:58	18:31	6:02	18:05	6:10	17:44	6:25	17:36	6:41	17:46	**26**
5:50	18:48	5:58	18:30	6:03	18:05	6:10	17:43	6:25	17:36	6:42	17:47	**27**
5:51	18:48	5:58	18:29	6:03	18:04	6:10	17:43	6:26	17:36	6:42	17:47	**28**
5:51	18:48	5:58	18:29	6:03	18:03	6:11	17:42	6:26	17:36	6:43	17:48	**29**
5:51	18:47	5:59	18:28	6:03	18:02	6:11	17:42	6:27	17:36	6:43	17:48	**30**
5:52	18:47	5:59	18:27			6:11	17:41			6:43	17:49	**31**

GEN 2 TABLES AND CODES

GEN 2.7 SUNRISE/SUNSET TABLES

TIMES OF SUNRISE AND SUNSET FOR **ST. EUSTATIUS**AT SEALEVEL IN **2025**

Day	January		February		March		April		May		June	
	Rise	Set	Rise	Set	Rise	Set	Rise	Set	Rise	Set	Rise	Set
1	06:42	17:49	06:44	18:07	06:30	18:18	06:06	18:25	05:46	18:32	05:37	18:43
2	06:43	17:50	06:44	18:08	06:29	18:19	06:05	18:25	05:45	18:33	05:37	18:44
3	06:43	17:50	06:43	18:08	06:29	18:19	06:05	18:26	05:45	18:33	05:37	18:44
4	06:43	17:51	06:43	18:09	06:28	18:19	06:04	18:26	05:44	18:33	05:37	18:44
5	06:44	17:51	06:43	18:09	06:27	18:20	06:03	18:26	05:44	18:34	05:37	18:45
6	06:44	17:52	06:42	18:10	06:27	18:20	06:02	18:26	05:43	18:34	05:37	18:45
7	06:44	17:53	06:42	18:10	06:26	18:20	06:02	18:26	05:43	18:34	05:37	18:45
8	06:44	17:53	06:42	18:11	06:25	18:20	06:01	18:27	05:42	18:35	05:37	18:46
9	06:45	17:54	06:41	18:11	06:24	18:21	06:00	18:27	05:42	18:35	05:37	18:46
10	06:45	17:55	06:41	18:12	06:24	18:21	05:59	18:27	05:42	18:35	05:37	18:46
11	06:45	17:55	06:40	18:12	06:23	18:21	05:59	18:27	05:41	18:36	05:37	18:47
12	06:45	17:56	06:40	18:13	06:22	18:21	05:58	18:28	05:41	18:36	05:37	18:47
13	06:45	17:56	06:39	18:13	06:21	18:21	05:57	18:28	05:40	18:36	05:37	18:47
14	06:45	17:57	06:39	18:13	06:21	18:22	05:56	18:28	05:40	18:37	05:37	18:47
15	06:45	17:58	06:38	18:14	06:20	18:22	05:56	18:28	05:40	18:37	05:37	18:48
16	06:46	17:58	06:38	18:14	06:19	18:22	05:55	18:28	05:39	18:37	05:38	18:48
17	06:46	17:59	06:37	18:14	06:18	18:22	05:54	18:29	05:39	18:38	05:38	18:48
18	06:46	17:59	06:37	18:15	06:17	18:23	05:54	18:29	05:39	18:38	05:38	18:48
19	06:46	18:00	06:36	18:15	06:17	18:23	05:53	18:29	05:39	18:38	05:38	18:49
20	06:46	18:01	06:36	18:16	06:16	18:23	05:52	18:29	05:38	18:39	05:38	18:49
21	06:46	18:01	06:35	18:16	06:15	18:23	05:52	18:30	05:38	18:39	05:39	18:49
22	06:46	18:02	06:35	18:16	06:14	18:23	05:51	18:30	05:38	18:40	05:39	18:49
23	06:45	18:02	06:34	18:17	06:13	18:24	05:50	18:30	05:38	18:40	05:39	18:50
24	06:45	18:03	06:33	18:17	06:13	18:24	05:50	18:30	05:37	18:40	05:39	18:50
25	06:45	18:04	06:33	18:17	06:12	18:24	05:49	18:31	05:37	18:41	05:39	18:50
26	06:45	18:04	06:32	18:18	06:11	18:24	05:49	18:31	05:37	18:41	05:40	18:50
27	06:45	18:05	06:31	18:18	06:10	18:24	05:48	18:31	05:37	18:41	05:40	18:50
28	06:45	18:05	06:31	18:18	06:09	18:24	05:47	18:32	05:37	18:42	05:40	18:50
29	06:45	18:06			06:09	18:25	05:47	18:32	05:37	18:42	05:41	18:50
30	06:44	18:06			06:08	18:25	05:46	18:32	05:37	18:43	05:41	18:51
31	06:44	18:07			06:07	18:25			05:37	18:43		

TIMES OF SUNRISE AND SUNSET FOR **ST. EUSTATIUS** AT SEALEVEL IN **2025**

July		August		September		October		November		December		Day
Rise	**Set**	**Rise**	**Set**	**Rise**	**Set**	**Rise**	**Set**	**Rise**	**Set**	**Rise**	**Set**	
05:41	18:51	05:51	18:45	05:58	18:25	06:02	18:00	06:11	17:40	06:26	17:36	***1***
05:41	18:51	05:52	18:45	05:58	18:25	06:02	18:00	06:11	17:40	06:27	17:36	***2***
05:42	18:51	05:52	18:44	05:58	18:24	06:03	17:59	06:12	17:39	06:27	17:36	***3***
05:42	18:51	05:52	18:44	05:59	18:23	06:03	17:58	06:12	17:39	06:28	17:36	***4***
05:42	18:51	05:52	18:43	05:59	18:22	06:03	17:57	06:12	17:38	06:29	17:37	***5***
05:43	18:51	05:53	18:43	05:59	18:21	06:03	17:56	06:13	17:38	06:29	17:37	***6***
05:43	18:51	05:53	18:42	05:59	18:20	06:03	17:56	06:13	17:38	06:30	17:37	***7***
05:43	18:51	05:53	18:42	05:59	18:20	06:04	17:55	06:14	17:37	06:30	17:37	***8***
05:44	18:51	05:53	18:41	05:59	18:19	06:04	17:54	06:14	17:37	06:31	17:38	***9***
05:44	18:51	05:54	18:41	05:59	18:18	06:04	17:53	06:15	17:37	06:32	17:38	***10***
05:44	18:51	05:54	18:40	05:59	18:17	06:04	17:53	06:15	17:37	06:32	17:38	***11***
05:45	18:50	05:54	18:39	06:00	18:16	06:04	17:52	06:16	17:36	06:33	17:39	***12***
05:45	18:50	05:54	18:39	06:00	18:15	06:05	17:51	06:16	17:36	06:33	17:39	***13***
05:45	18:50	05:55	18:38	06:00	18:15	06:05	17:51	06:17	17:36	06:34	17:40	***14***
05:46	18:50	05:55	18:38	06:00	18:14	06:05	17:50	06:17	17:36	06:34	17:40	***15***
05:46	18:50	05:55	18:37	06:00	18:13	06:05	17:49	06:18	17:36	06:35	17:40	***16***
05:46	18:50	05:55	18:36	06:00	18:12	06:06	17:48	06:18	17:36	06:36	17:41	***17***
05:47	18:50	05:56	18:36	06:00	18:11	06:06	17:48	06:19	17:35	06:36	17:41	***18***
05:47	18:49	05:56	18:35	06:01	18:10	06:06	17:47	06:19	17:35	06:37	17:42	***19***
05:47	18:49	05:56	18:34	06:01	18:10	06:07	17:47	06:20	17:35	06:37	17:42	***20***
05:48	18:49	05:56	18:34	06:01	18:09	06:07	17:46	06:20	17:35	06:38	17:43	***21***
05:48	18:49	05:56	18:33	06:01	18:08	06:07	17:45	06:21	17:35	06:38	17:43	***22***
05:48	18:48	05:57	18:32	06:01	18:07	06:07	17:45	06:22	17:35	06:39	17:44	***23***
05:49	18:48	05:57	18:31	06:01	18:06	06:08	17:44	06:22	17:35	06:39	17:44	***24***
05:49	18:48	05:57	18:31	06:01	18:05	06:08	17:44	06:23	17:35	06:40	17:45	***25***
05:49	18:47	05:57	18:30	06:02	18:04	06:08	17:43	06:23	17:35	06:40	17:45	***26***
05:50	18:47	05:57	18:29	06:02	18:04	06:09	17:43	06:24	17:35	06:40	17:46	***27***
05:50	18:47	05:57	18:28	06:02	18:03	06:09	17:42	06:25	17:35	06:41	17:47	***28***
05:50	18:46	05:58	18:28	06:02	18:02	06:10	17:42	06:25	17:36	06:41	17:47	***29***
05:51	18:46	05:58	18:27	06:02	18:01	06:10	17:41	06:26	17:36	06:42	17:48	***30***
05:51	18:46	05:58	18:26			06:10	17:41			06:42	17:48	***31***

GEN 3 SERVICES

GEN 3.1 AERONAUTICAL INFORMATION SERVICES

1 AERONAUTICAL INFORMATION SERVICES

1.1 Responsible service

The Aeronautical Information Service, which subsides under Dutch Caribbean Air Navigation Service Provider (DC-ANSP), ensures the flow of information necessary for the safety, regularity and efficiency of international and national air navigation within the area of its responsibility as indicated under GEN 3.1.2. It consists of AIS Headquarters, International NOTAM Office (NOF) and AIS units established at certain aerodromes as listed under GEN 3.1.5. The AIS Unit is responsible for the collection of information for the Dutch Caribbean territory islands, the CUR FIR and SXM TMA for air traffic control purposes. The AIS Unit collects information for Aruba from ANSA N.V.

AIS Headquarters

Dutch Caribbean Air Navigation Service Provider
Aeronautical Information Service (AIS)
Kaya Afido z/n
Seru Mahuma
Curaçao
TEL: (+5999) 839-3550 ext. 514/510/523
Telefax: (+5999) 868-3012
AFS: TNCCYAYX
E-mail for AIP & Aero Library: aipaim@dc-ansp.org

The **Air Navigation Services Aruba N.V. (ANSA N.V.)** is responsible for the collection of information for the entire territory of ARUBA and the airspace over the high seas under the jurisdiction of ARUBA for air traffic control purposes.

ANSA N.V. Headquarters

Air Navigation Services Aruba N.V. (ANSA N.V.)
Aeronautical Information Affairs
L.G.Smith Boulevard 22
Oranjestad
Aruba
Tel: (297) 528-2700
Telefax: (297) 588-7015
AFS Address: TNCAZPZX

International NOF

International NOTAM Office DC-ANSP
Air Traffic Services Reporting Office (ARO)
Hato Airport
Porto Medico Building-Jet Centre (PMB-6)
Curacao
TEL: (+5999) 839-3550 ext. 552/553
Telefax: (+5999) 869-5030
AFS: TNCCYNYX
E-mail for Operational AIS (NOTAMs/Flight Plans): opsaim@dc-ansp.org

The service is provided in accordance with the provisions contained in ICAO Annex 15 - Aeronautical Information Services. Service hours of the International NOTAM office is H24.

1.2 Area of responsibility

The Aeronautical Information Service is responsible for the collection and dissemination of information for the entire Dutch Caribbean territory (***TNCC, TNCA, TNCM, TNCB, TNCE and TNCS***) and for the airspace over the high seas encompassed by the CURAÇAO Flight Information Region (FIR).

1.3 Aeronautical publications

The aeronautical information is provided in the form of the Aeronautical Information Publication Products consisting of the following elements:

a. Aeronautical Information Publication (AIP);

b. Amendment service to the AIP (AIP AMDT);

c. Supplement to the AIP (AIP SUP);

d. NOTAM and Pre-flight Information Bulletins (PIB);

e. Aeronautical Information Circulars (AIC); and

f. NOTAM Checklists and Summaries

NOTAM and the related monthly checklists are issued via the Aeronautical Fixed Service (AFS), while PIB are made available at aerodrome AIS units. All other elements of the package are distributed either by email (or if needed by airmail).

a. Aeronautical Information Publication (AIP)
The AIP is the basic aviation document intended primarily to satisfy international requirements for the exchange of permanent aeronautical information and long duration temporary changes essential for air navigation.

The AIP of Curaçao, Aruba, St. Maarten, Bonaire, St. Eustatius and Saba (i.o.w.: the Dutch Caribbean AIP) is published via the procedures stated in a Service Level Agreement (SLA) with each stakeholder, in one volume and according to the ICAO Doc 8126 SARPs and guidance.

Whether the flight is a commercial or a private one, the Dutch Caribbean AIP is published:

- in digital form (PDF and/or electronic);
- in English for use in international and domestic operations.

b. Amendment service to the AIP (AIP AMDT)

Amendments to the AIP are made by means of replacement sheets. Two types of AIP AMDT are produced:

- regular AIP Amendment (AIP AMDT), issued in accordance with the established regular interval (ref. GEN 3.1 #4.2) and identified by a light blue cover sheet, incorporates permanent changes into the AIP on the indicated publication date; and
- AIRAC AIP Amendment (AIRAC AIP AMDT), issued in accordance with the AIRAC system and identified by a pink cover sheet and the acronym - AIRAC, incorporates operationally significant permanent changes into the AIP on the indicated AIRAC effective date.

A brief description of the subjects affected by the amendment is given on the AIP Amendment cover sheet. New information included on the reprinted AIP pages is annotated or identified by a vertical line in the left margin (or immediately to the left) of the change/addition.

Each AIP page and each AIP replacement page introduced by an amendment, including the amendment cover sheet, are dated. The date consists of the day, month (by name) and year of the publication date (regular AIP AMDT) or of the AIRAC effective date (AIRAC AIP AMDT) of the information. Each AIP amendment cover sheet includes references to the serial number of those elements, if any, of the Aeronautical Information Publication Products which have been incorporated in the AIP by the amendment and are consequently cancelled.

Each AIP AMDT and each AIRAC AIP AMDT are allocated separate serial numbers which are consecutive and based on the calendar year. The year, indicated by two digits, is a part of the serial number of the amendment, e.g. AIP AMDT 01/13; AIRAC AIP AMDT 01/13.

A checklist of AIP pages containing page number/chart title and the publication or effective date (day, month by name and year) of the information is reissued with each amendment and is an integral part of the AIP.

c. Supplement to the AIP (AIP SUP)

Temporary changes of long duration (three months and longer) and information of short duration, which consists of extensive text and/or graphics, supplementing the permanent information contained in the AIP, are published as AIP Supplements (AIP SUP). Operationally significant temporary changes to the AIP are published in accordance with the AIRAC system and its established effective dates and are identified clearly by the acronym AIRAC AIP SUP.

AIP Supplements are separated by information subject (General - GEN, En-route - ENR and Aerodromes - AD) and are placed accordingly at the beginning of each AIP Part. Supplements are published on yellow paper to be conspicuous and to stand out from the rest of the AIP. Each AIP Supplement (regular or AIRAC) is allocated a serial number which is consecutive and based on the calendar year, i.e. AIP SUP 01/13; AIRAC AIP SUP 01/13.

An AIP Supplement is kept in the AIP as long as all or some of its contents remain valid. The period of validity of the information contained in the AIP Supplement will normally be given in the supplement itself. Alternatively, NOTAM may be used to indicate changes to the period of validity or cancellation of the supplement.

The checklist of AIP Supplements currently in force is issued in the monthly printed plainlanguage summary of NOTAM in force.

d. NOTAM and Pre-flight Information Bulletins (PIB)

NOTAM contain information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential for personnel concerned with flight operations. The text of each NOTAM contains the information in the order shown in the ICAO NOTAM Format and is composed of the significations/uniform abbreviated phraseology assigned to the ICAO NOTAM Code complemented by ICAO abbreviations, indicators, identifiers, designators, call signs, frequencies, figures and plain language. NOTAM are originated and issued for the Curacao FIR and for the St. Maarten Terminal Control Area and are distributed in one series identified by the letter A.

Series A contains information on:

General rules, en-route navigation and communication facilities, airspace restrictions and activities taking place above FL 245 and information concerning major international aerodromes.

Information on airspace restrictions, on activities taking place below FL 195 and on other international aerodromes at which IFR flights are permitted.

Information on other international aerodromes at which only VFR flights are permitted.

Information on national aerodromes

Information on heliports

Pre-flight Information Bulletins (PIB), which contains a recapitulation of current NOTAM and other information of urgent character for the operator/flight crews, are available at the aerodrome AIS units. The extent of the information contained in the PIB is indicated under 5. of this subsection.

e. Aeronautical Information Circulars (AIC)

The Aeronautical Information Circulars (AIC) contain information on the long-term forecast of any major change in legislation, regulations, procedures or facilities; information of a purely explanatory or advisory nature liable to affect flight safety; and information or notification of an explanatory or advisory nature concerning technical, legislative or purely administrative matters. AIC are divided by subject and are issued in one series (A).

AIC contains all information affecting international- and national civil aviation and is given international distribution.

Each AIC is numbered consecutively on a calendar year basis. The year, indicated by two digits, is a part of the number of the AIC, e.g. AIC A01/13; AIC A01/14. A checklist of AIC currently in force is issued as an AIC once a year.

f. Checklist and summary of NOTAM

A checklist of valid NOTAM is issued monthly via the AFS. The checklist is followed by a printed summary of NOTAM distributed by mail to all recipients of the Aeronautical Information Publication Products

It contains a plain language (in English) presentation of the valid NOTAM and information about the number of the latest issued AIP AMDT, AIRAC AIP AMDT, AIP SUP and AIC as well as the numbers of the elements issued under the AIRAC that will become effective or, if none, the NIL AIRAC notification.

1.4 AIRAC System

In order to control and regulate the operationally significant changes requiring amendments to charts, route- manuals etc., such changes, whenever possible, will be issued on predetermined dates according to the AIRAC System. This type of information will be published as an AIRAC AIP AMDT or an AIRAC AIP SUP. If an AIRAC AMDT or SUP cannot be produced due to lack of time, NOTAM clearly marked AIRAC will be issued. Such NOTAM will immediately be followed by an AMDT or SUP.

The table below indicates AIRAC effective dates for the coming years. AIRAC information will be issued so that the information will be received by the user not later than 28 days, and for major changes not later than 56 days, before the effective date. At AIRAC effective date, a trigger NOTAM will be issued giving a brief description of the contents, effective date and reference number of the AIRAC AIP AMDT or AIRAC AIP SUP that will become effective on that date. Trigger NOTAM will remain in force as a reminder in the PIB until the new checklist/summary is issued.

If no information was submitted for publication at the AIRAC date, a NIL notification will be issued by NOTAM not later than one AIRAC cycle before the AIRAC effective date concerned.

Schedule of AIRAC effective dates

#	2021	2022	2023	2024	2025	2026
01	28 Jan	27 Jan	26 Jan	25 Jan	23 Jan	22 Jan
***02**	**25 Feb**	**24 Feb**	**23 Feb**	**22 Feb**	**20 Feb**	**19 Feb**
03	25 Mar	24 Mar	23 Mar	21 Mar	20 Mar	19 Mar
***04**	**22 Apr**	**21 Apr**	**20 Apr**	**18 Apr**	**17 Apr**	**16 Apr**
05	20 May	19 May	18 May	16 May	15 May	14 May
***06**	**17 Jun**	**16 Jun**	**15 Jun**	**13 Jun**	**12 Jun**	**11 Jun**
07	15 Jul	14 Jul	13 Jul	11 Jul	10 Jul	09 Jul
***08**	**12 Aug**	**11 Aug**	**10 Aug**	**08 Aug**	**07 Aug**	**06 Aug**
09	09-Sep	08-Sep	07-Sep	05-Sep	04-Sep	03-Sep
***10**	**07 Oct**	**06 Oct**	**05 Oct**	**03 Oct**	**02 Oct**	**01 Oct**
11	04 Nov	03 Nov	02 Nov	31 Oct	30 Oct	29 Oct
***12**	**02 Dec**	**01 Dec**	**30 Nov**	**28 Nov**	**27 Nov**	**26 Nov**
13	30 Dec	29 Dec	28 Dec	26 Dec	25 Dec	24 Dec
***14**	**-**	**-**	**-**	**-**	**-**	**-**
Note: * = AIRAC Cycle applied by AIS DC-ANSP						

1.5 Pre-flight information service at aerodromes/heliport

Pre-flight information is available at all aerodromes of Curaçao, Aruba, St. Maarten and the BES Islands.

Daily Pre-flight Information Bulletins (PIB) - Route Bulletins, NOTAM Summaries, are available for distribution at all aerodromes and cover the CAR/SAM regions and the State of Florida in the U.S.A.

GEN 3 SERVICES

GEN 3.2 AERONAUTICAL CHARTS

1 Responsible services

The Dutch Caribbean Air Navigation Service Provider of the Curaçao FIR provides a wide range of aeronautical charts for use by all types of civil aviation.
The Aeronautical Information Service is responsible for the production the charts which are part of the AIP; all other aeronautical charts are produced by the Department of Surveys. Charts, suitable for pre-flight planning and briefing, selected from those listed in the **ICAO Aeronautical Chart Catalogue (Doc 7101)**, are available for reference at aerodrome AIS units. (Their addresses can be found under paragraph 3 below).
The charts are produced in accordance with the provisions contained in **ICAO Annex 4 - Aeronautical Charts**. Differences to these provisions are detailed in subsection GEN 1.7.

2 Maintenance of charts

2.1

The aeronautical charts included in the AIP are kept up to date by amendments to the AIP. Corrections to aeronautical charts not contained in the AIP are promulgated by AIP Amendments and are listed under 8. of this subsection. Information concerning the planning for or issuance of new maps and charts is notified by Aeronautical Information Circular.

2.2

If incorrect information detected on published charts is of operational significance, it is corrected by NOTAM

3 Purchase arrangements

The charts as listed under 5. of this subsection may be obtained either from the:

Aeronautical Information Service
Kaya Afido z/n
Seru Mahuma
Curaçao
TEL: (+5999) 839-3550ext. 510/523
Telefax: (+5999) 869-3012
AFS: TNCCYNYX E-mail for AIP & Aero Library: aipaim@dc-ansp.org

The Dutch Caribbean Air Navigation Service Provider, the Aeronautical Information Service have copies of the ICAO Aeronautical Chart Catalogue (Doc7101) where all aeronautical charts or chart series produced by this and other countries are listed, and known to be generally available to civil aviation.

4 Aeronautical chart series available

4.1

The following series of aeronautical charts are produced:

a. World Aeronautical Chart - ICAO 1:1 000 000;

b. Plotting Chart - ICAO;

c. Aerodrome/Heliport Chart - ICAO;

d. Aerodrome Ground Movement Chart - ICAO

e. Aircraft Parking/Docking Chart - ICAO;

f. Aerodrome Obstacle Chart - ICAO - Type A (for each runway);

g. Aerodrome Obstacle Chart - ICAO - Type C;

h. Precision Approach Terrain Chart - ICAO (precision approach Cat II and III runways);

i. En-route Chart - ICAO;

j. Area Chart - ICAO (arrival and transit routes);

k. Area Chart - ICAO (departure and transit routes);

l. Standard Departure Chart - Instrument (SID) - ICAO;

m. Standard Arrival Chart - Instrument (STAR) - ICAO;

n. Instrument Approach Chart - ICAO (for each runway and procedure type);

o. Visual Approach Chart - ICAO

The charts currently available are listed under #6. of this subsection.

4.2

General description of each series

a. **World Aeronautical Chart - ICAO 1:1 000 000.** This series is constructed on Lambert Conical Orthomorphic Projection up to 80°N and the Polar Stereographic Projection between 80°N and 90°N with the scales matching at 80°N. The aeronautical data shown have been kept to a minimum, consistent with the use of the chart for visual air navigation. It includes a selection of aerodromes, significant obstacles, elements of the ATS system, prohibited, restricted and danger areas, and radio navigation aids. The chart provides information to satisfy visual air navigation and is also used as a pre-flight planning chart.

b. **Plotting Chart - ICAO.** This series, covering the North Atlantic, Western Europe and North Africa, is designed for in-flight long-range navigation and is constructed on Mercator's projection with simple outline of land areas at a scale of 1:5 000 000. Aeronautical data consist of major international aerodromes, selected radio navigation aids, lattices of long-range electronic aids to navigation, FIR, CTA, CTR, reporting points, etc. The chart is designed to provide a means of maintaining a continuous flight record of the aircraft position.

c. **Aerodrome/Heliport Chart - ICAO.** This chart contains detailed aerodrome/heliport data to provide flight crews with information that will facilitate the ground movement of aircraft:

- from the aircraft stand to the runway; and
- from the runway to the aircraft stand;

and helicopter movement:

- from the helicopter stand to the touchdown and lift-off area and to the final approach and take- off area;
- from the final approach and take-off area to the touchdown and lift-off area and to the helicopter stand;
- along helicopter ground and air taxiways; and
- along air transit routes.

It also provides essential operational information at the aerodrome/heliport.

d. **Aerodrome Ground Movement Chart - ICAO**. This chart is produced for those aerodromes where, due to congestion of information, details necessary for the ground movement of aircraft along the taxiways to and from the aircraft stands and for the parking/ docking of aircraft cannot be shown with sufficient clarity on the Aerodrome/Heliport Chart - ICAO.

e. **Aircraft Parking/Docking Chart - ICAO**. This chart is produced for those aerodromes where, due to the complexity of the terminal facilities, the information to facilitate the ground movement of aircraft between the taxiways and the aircraft stands and the parking/docking of aircraft cannot be shown with sufficient clarity on the Aerodrome/Heliport Chart - ICAO or on the Aerodrome Ground Movement Chart - ICAO.

f. **Aerodrome Obstacle Chart - ICAO - Type A (operating limitations).** This chart contains detailed information on obstacles in the take-off flight path areas of aerodromes. It is shown in plan and profile view. This obstacle information, in combination with an Obstacle Chart - ICAO - Type C, provides the data necessary to enable an operator to comply with the operating limitations of ICAO Annex 6, Parts I and II, Chapter 5.

g. **Aerodrome Obstacle Chart - ICAO - Type C.** This chart contains obstacle data necessary to enable an operator to develop procedures to comply with the operating limitations of ICAO Annex 6, Parts I and II, Chapter 5, with particular reference to information on obstacles that limit the maximum permissible take-off mass.

This chart must provide certain obstacle data and topographical information covering a distance of 45 km (24 NM) from the aerodrome reference point.

Appropriate topographical charts which are available for the area around the airports, if supplemented with "overprint" obstacle data and other significant aeronautical information, should be suitable for use as the topographic base for the AOC - ICAO - Type C.

This chart is not produced if:

- the required obstacle data is included in the AIP; or
- no significant obstacles exist, and this fact is included in the AIP.

h. **Precision Approach Terrain Chart - ICAO.** This chart provides detailed terrain profile information within a defined portion of the final approach so as to enable aircraft operating agencies to assess the effect of the terrain on decision height determination by the use of radio altimeters. This chart is produced for all precision approach Cat II and III runways.

i. **En-route Chart - ICAO.** This chart is produced for the entire Curaçao FIR. The aeronautical data include all aerodromes, prohibited, restricted and danger areas and the air traffic services system in detail. The chart provides the flight crew with information that will facilitate navigation along ATS routes in compliance with air traffic services procedures.

j. **Area Chart - ICAO.** This chart is produced when the air traffic services routes or position reporting requirements are complex and cannot be shown on an En-route Chart - ICAO.

It shows, in more detail, those aerodromes that affect terminal routings, prohibited, restricted and danger areas and the air traffic services system. This chart provides the flight crew with information that will facilitate the following phases of instrument flight:

- the transition between the en-route phase and the approach to an aerodrome;
- the transition between the take-off/missed approach and the en-route phase of flight; and
- flights through areas of complex ATS routes or airspace structure.

k. **Standard Departure Chart - Instrument (SID) - ICAO.** This chart is produced whenever a standard departure route - instrument has been established and cannot be shown with sufficient clarity on the Area Chart - ICAO.

The aeronautical data shown include the aerodrome of departure, aerodrome(s) which affect the designated standard departure route - instrument, prohibited, restricted and danger areas and the air traffic services system. This chart provides the flight crew with information that will enable them to comply with the designated standard departure route - instrument from the take-off phase to the en route phase.

l. **Standard Arrival Chart - Instrument (STAR) - ICAO.** This chart is produced whenever a standard arrival route -instrument has been established and cannot be shown with sufficient clarity on the Area Chart - ICAO.

The aeronautical data shown include the aerodrome of landing, aerodrome(s) which affect the designated standard arrival route - instrument, prohibited, restricted and danger areas and the air traffic services system. This chart provides the flight crew with information that will enable them to comply with the designated standard arrival route - instrument from the en-route phase to the approach phase.

m. **Instrument Approach Chart - ICAO.** This chart is produced for all aerodromes used by civil aviation where instrument approach procedures have been established. A separate Instrument Approach Chart - ICAO has been provided for each approach procedure.

The aeronautical data shown include information on aerodromes, prohibited, restricted and danger areas, radio communication facilities and navigation aids, minimum sector altitude, procedure track portrayed in plan and profile view, aerodrome operating minima, etc.

This chart provides the flight crew with information that will enable them to perform an approved instrument approach procedure to the runway of intended landing including the missed approach procedure and where applicable, associated holding patterns.

n. **Visual Approach Chart - ICAO.** This chart is produced for aerodromes used by civil aviation where:

- only limited navigation facilities are available; or
- radio communication facilities are not available; or
- no adequate aeronautical charts of the aerodrome and its surroundings at 1:500000 or greater scale are available; or
- visual approach procedures have been established.

The aeronautical data shown include information on aerodromes, obstacles, designated airspace, visual approach information, radio navigation aids and communication facilities, as appropriate.

5 Topographical charts

To supplement the aeronautical charts, a wide range of topographical charts is available from:

Curaçao

Curaçao Land Registry Office and Public Registers
Department of Cadastral Measurements
Presidente Romulo Betancourt Blvd #4
Willemstad
Curaçao
TEL: (+5999) 461-1188 ext. 240
Telefax: (+5999) 465-6522
Email: info@kadaster.cw

Aruba

Dienst Landmeetkunde en Vastgoedregistratie (DLV)
Sabana Blanco 68
Oranjestad
Aruba
TEL: (297) 528-8359
Telefax: (297) 528-8352
Email: dlkahyp@setarnet.aw

St. Maarten

Stichting Kadaster & Hypotheekwezen
Backstreet # 118
Philipsburg
St. Maarten
TEL: (+1) 721 542-2282
Telefax: (+1) 721 542-2880
Email: registry@kadastersxm.org

Bonaire, St. Eustatius and Saba
Het Kadaster
Postbus 9046
7300 GH Apeldoorn
The Netherlands
TEL: (+31) (0)80 183-2200
Telefax: (+31) (0)80 183-2050
URL: http://www.kadaster.nl

6 List of aeronautical charts available

Title of series	Scale	Name and/or number	Price ($)	Date
Instrument Approach Chart (IAC)	*Distance rulers are provided on each AIP chart in lieu of chart scale*	***BONAIRE INTERNATIONAL AIRPORT FLAMINGO***		
		TNCB RNP RWY 10		23 Feb 23
		TNCB RNP RWY 28		23 Feb 23
		TNCB VOR W RWY 10		23 Feb 23
		TNCB VOR X RWY 10		23 Feb 23
		TNCB VOR Y RWY 10		23 Feb 23
		TNCB VOR Z RWY 10		23 Feb 23
		TNCB VOR X RWY 28		23 Feb 23
		TNCB VOR Y RWY 28		23 Feb 23
		TNCB VOR Z RWY 28		23 Feb 23
		HATO CURAÇAO INTERNATIONAL AIRPORT		
		TNCC VOR RWY 11		23 Feb 23
		TNCC VOR RWY 29		23 Feb 23
		TNCC ILS or LOC RWY 11		23 Feb 23
		TNCC RNP RWY 11		23 Feb 23
		TNCC RNP RWY 29		23 Feb 23
		ST. EUSTATIUS F.D. ROOSEVELT AIRPORT		
		TNCE RNAV (GNSS) RWY 06		07 Oct 21
		TNCE RNAV (GNSS) RWY 24		07 Oct 21
		TNCE NDB RWY 06		28 Mar 19
		SABA JUANCHO YRAUSQUIN AIRPORT		
-Continue-		TNCS RNAV (GNSS) RWY 12		07 Oct 21
		ST. MAARTEN PRINCESS JULIANA INTERNATIONAL AIRPORT		
		TNCM VOR Z RWY 10		20 Jul 17
		TNCM VOR Y RWY 10 (CAT AB)		10 Nov 16
		TNCM VOR X RWY 10 (CAT CD)		10 Nov 16
		TNCM LOCATER RWY 10		10 Nov 16
		TNCM RNAV (GNSS) RWY 10		31 Jan 19

Title of series	Scale	Name and/or number	Price ($)	Date
		ARUBA		
		TNCA ILS Y RWY 11		22 Feb 24
		TNCA ILS Z RWY 11		22 Feb 24
		TNCA VOR RWY 11		22 Feb 24
		TNCA VOR RWY 29		22 Feb 24
		TNCA RNP RWY 11		22 Feb 24
		TNCA RNP RWY 29		22 Feb 24
Visual Approach Chart	*Distance rulers are provided on each AIP chart in lieu of chart scale*	TNCA Reina Beatrix Int'l		28 Nov 24
		TNCB Flamingo Airport		23 Feb 23
		TNCC Aeropuerto Hato		23 Feb 23
Aerodrome Chart (AC)	*Distance rulers are provided on each AIP chart in lieu of chart scale*	TNCC Aeropuerto HATO		23 Feb 23
		TNCB Flamingo Airport		10 Aug 23
		TNCM Princess Juliana Int'l		23 Jul 15
		TNCA Reina Beatrix Int'l		22 Feb 24
		TNCE F D Roosevelt APT		30 Nov 23
		TNCS Juancho Yrausquin APT Saba		23 Feb 23
Aerodrome Obstacle Chart ICAO* TYPE A (AOC)	*Distance rulers are provided on each AIP chart in lieu of chart scale*	TNCC Aeropuerto HATO		23 Feb 23
		TNCB Flamingo Airport		23 Feb 23
		TNCM Princess Juliana Int'l		23 Jul 15
		TNCA Reina Beatrix Int'l		22 Feb 24
		TNCE F D Roosevelt APT		30 Nov 23
Visual Approach and Departure Chart	*Distance rulers are provided on each AIP chart in lieu of chart scale*	TNCM Princess Juliana Int'l - Juliana Tower		10 Nov 16
		TNCM Princess Juliana Int'l - EAST		10 Nov 16
Radar Minimum Altitude Chart	*Distance rulers are provided on each AIP chart in lieu of chart scale*	TNCM Philipsburg, St Maarten		23 Jul 15
Standard Departure Chart - Instrument (SID)	*Distance rulers are provided on each AIP chart in lieu of chart scale*	TNCC RNAV (GNSS) Departure RWY 11		23 Feb 23
		TNCC RNAV (GNSS) Departure RWY 29		23 Feb 23
		TNCB RNAV (GNSS) Departure RWY 10		23 Feb 23
		TNCB RNAV (GNSS) Departure RWY 28		23 Feb 23
		TNCM Princess Juliana Int'l Juliana Two Departure (JULNA2)		10 Nov 16
		TNCM Princess Juliana Int'l Pilican Two Departure (PELCN2)		10 Nov 16

Title of series	Scale	Name and/or number	Price ($)	Date
		TNCM Princess Juliana Int'l Mullet Two Departure (MULLT2) - Radar Required		02 Feb 17
		TNCM Princess Juliana Int'l Bopat Two RNAV (GNSS) Departure		10 Nov 16
		TNCM Princess Juliana Int'l Modor Two RNAV (GNSS) Departure		10 Nov 16
		TNCA RNAV (GNSS) DEPARTURES RWY11		22 Feb 24
		TNCA RNAV (GNSS) DEPARTURES RWY29		22 Feb 24
VOR Departure		TNCA VOR DEP RWY 11		22 Feb 24
		TNCA VOR DEP RWY 29		22 Feb 24
		TNCB VOR DEP RWY 10		23 Feb23
		TNCB VOR DEP RWY 28		23 Feb 23
Standard Arrival Chart - Instrument (STAR)	*Distance rulers are provided on each AIP chart in lieu of chart scale*	TNCC RNAV (GNSS) Arrival RWY 11		23 Feb 23
		TNCC RNAV (GNSS) Arrival RWY 29		23 Feb 23
		TNCB RNAV (GNSS) Arrival RWY 10		23 Feb 23
		TNCB RNAV (GNSS) Arrival RWY 28		23 Feb 23
		TNCM Princess Juliana Int'l Uluba One Arrival - Radar Required		10 Nov 16
		TNCA RNAV (GNSS) ARR RWY 11		22 Feb 24
		TNCA RNAV (GNSS) ARR RWY 29		22 Feb 24
Aircraft Parking/Docking Chart	*Distance rulers are provided on each AIP chart in lieu of chart scale*	TNCM Princess Juliana Int'l APRONS A, B, C, E, F		23 Jul 15
		TNCM Princess Juliana APRONS G, H		23 Jul 15
		TNCA Reina Beatrix Int'l		22 Feb 24
		TNCC Hato Curaçao Int'l		23 Feb 23
ICAO Type B Chart	*Distance rulers are provided on each AIP chart in lieu of chart scale*	TNCC Hato Curaçao Int'l		23 Feb 23
Aerodrome Ground Movement Chart	*Distance rulers are provided on each AIP chart in lieu of chart scale*	TNCC Hato Curaçao Int'l		23 Feb 23

GEN 3.3 AIR TRAFFIC SERVICES

1 Responsible service and area of responsibility

Dutch Caribbean Air Navigation Service Provider (DC-ANSP) is responsible for the provision of air traffic services within the Curaçao FIR, including its territorial waters as well as the airspace over the high seas (excluding Aruba's Airspace).

Curaçao airspace:

1. *Curaçao UIR/UTA:*
   The Curaçao UIR/UTA lateral limits check section ENR 2.1. The area is classified as airspace class A and has vertical limits from FL 195 to UNL.

2. *Curaçao FIR:*
   The Curaçao FIR lies underneath the Curaçao UIR and has the same lateral limits. The area is classified as airspace class E from 2500 ft to FL 195 and airspace class G from MSL to 2500 ft AMSL.

3. *Curaçao TMA:*
   The Curaçao TMA has its floor at the SFC and ceiling at FL 245. It is constructed from 100NM radii from the three islands, concentric with the CTR's (Aerodrome reference points). The area is airspace class E from 2500' to FL 195 and class A FL 195 to FL 245.

4. *Hato CTR:*
   The lateral limits of Hato CTR consist of a circle with a 25NM radius centered at the Aerodrome Reference Point (ARP), including that airspace within lines drawn tangent to both the Hato and Flamingo 25 NM CTR circles bounded to the east by longitude 068˚32', within the limits of the Curaçao CTA. The vertical limits are from SFC to FL 065. From surface to FL 065, the airspace class is C.

5. *Hato ATZ:*
   The lateral limits of Hato ATZ consist of a circle centered at the ARP with a radius of 6NM, airspace class B. The vertical limits are from SFC to 2000 ft AMSL

6. *Flamingo CTR:*
   The lateral limits of Flamingo CTR consist of a circle with a 25 NM radius centered at the ARP, including that airspace within lines drawn tangent to both Flamingo and Hato 25 NM CTR circles bounded to the west by longitude W068˚32'. The vertical limits are from SFC to FL 065, with airspace class D.

7. *Flamingo ATZ:*
   The lateral limits of Flamingo ATZ consist of a circle centered at the ARP with a radius of 6NM, airspace class B. The vertical limits are from SFC to 2000 ft AMSL

Dutch Caribbean Air Navigation Service Provider (DC-ANSP)
Kaya Afido z/n
Seru Mahuma
Curaçao
TEL: (+5999) 839-3550 ext. 518
Telefax: (+5999) 869-5041
Email: atcs@dc-ansp.org

AFS HATO TWR - TNCCZTZX
AFS CURAÇAO ACC - TNCFZQZX
AFS FLAMINGO TWR - TNCBZTZX

Aruba's airspace:

1. *The Beatrix Control Zone (CTR) It is a circle with a radius of 25 NM ARP within the limits of the Curaçao FIR with UPPER LIMIT FL65 and is classified as ATS Airspace class D.*

2. *The Beatrix Aerodrome Traffic Zone (ATZ) It is a circle with radius of 3 NM ARP and UPPER LIMIT 2000 ft and is classified as ATS Airspace class B.*

Division of Air Traffic Service
Air Navigation Services Aruba N.V.
L.G. Smith Boulevard 22
Oranjestad, Aruba

Tel: (297) 528-2700
Fax: (297) 588-7015
e-mail: management@ansa.aw

AFS BEATRIX TWR - TNCAZTZX

The provision of air traffic services within the terminal control area of St. Maarten falls under the responsibility of Princess Juliana International Airport Enterprise.

Princess Juliana International Airport Operating Company N.V (PJIAE)
Air Traffic Services
Airport Road 99, Simpson Bay
P.O. Box 2027
St. Maarten
Tel: +1 (721) 546-7501/5467502
Telefax: +1 (721) 546-7550
email: jyork@sxmairport.com / fbryson@sxmairport.com

The services are provided in accordance with the provisions contained in the following ICAO documents:

ICAO Annex 2 - Rules of the Air
ICAO Annex 11 - Air Traffic Services
ICAO Doc 4444 - Procedures for Air Navigation Services - Air Traffic Management (PANS-ATM)
ICAO Doc 8168 - Procedures for Air Navigation Services - Aircraft Operations (PANS-OPS)
ICAO Doc 7030 - Regional Supplementary Procedures

2 Types of services

The following types of services are provided by **DC-ANSP:**

- Flight Information Service (FIS) and Alerting Service (ALRS),
- Area Control (ACC); -Radar Surveillance;
- Approach Control Surveillance Service;
- Terminal Control Surveillance Service;
- Aerodrome Control (TWR);
- Aerodrome Flight Information Service (AFIS); and
- Automatic Terminal Information Service (ATIS), at certain aerodromes

The following types of services are provided by **ANSA N.V.:**

- Air Traffic Control (ATC) and Alerting (ALRS)
- Aerodrome Control (TWR)
- Automatic Terminal Information (ATIS)
- Flight Information Service
- Approach Control Surveillance Service

3 Coordination between the operator and ATS

Coordination between the operator and ATS is effected in accordance with 2.17 of ICAO Annex 11.

4 Minimum flight altitude

The minimum flight altitudes on the ATS routes, as presented in section ENR 3, have been determined so as to ensure a minimum vertical clearance above the controlling obstacle in the area concerned.

Aruba airspace:

The minimum flight altitudes have been determined so as to ensure at least 1000 ft. vertical clearance above the highest obstacle within 25 NM radius of ABA VOR.

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GEN 3.4 COMMUNICATION SERVICES

1 Responsible service

1.1 CURAÇAO, ARUBA AND BONAIRE

The organization responsible for the provision of telecommunication and navigation facility services in the **Curacao FIR (TNCF), Curaçao and Bonaire** is Dutch Caribbean Air Navigation Service Provider N.V.

Dutch Caribbean Air Navigation Service Provider (DC-ANSP)
Kaya Afido z/n
Seru Mahuma
Curaçao
TEL: (+5999) 839-3550
Telefax: (5999) 869-3012
Email: info@dc-ansp.org

The organization responsible for the provision of telecommunication and navigation facility services in Aruba is AIR NAVIGATION SERVICES ARUBA N.V

These responsibilities are carried out in according with International and National Regulations and with close coordination with the Telecommunication Authority of ARUBA (DTZ)

Air Navigation Services Aruba N.V. (ANSA N.V.)
L.G. Smith Boulevard 22
Tel: (297) 528-2700
Telefax: (297) 588-7015
Email: managment@ansa.aw

1.2 ST. MAARTEN, ST. EUSTATIUS & SABA

The organization responsible for the provision of telecommunication and navigation facility services in the St. Maarten Juliana TMA is Princess Juliana International Airport Operating Company.

Princess Juliana International Airport Operating Company (PJIAE)
P.O. Box 2027
Airport Road 99
Simpson Bay
St. Maarten
TEL: +1 (721) 546-7501/546-7502
Telefax: +1 (721) 546-7550
Email: jyork@sxmairport.com / fbryson@sxmairport.com
AFS JULIANA TWR: TNCMZPZX

These services are provided in accordance with the provisions contained in the following ICAO documents:

ICAO Annex 10 - Aeronautical Telecommunications
ICAO Doc 8400 - Procedures for Air Navigation Services-ICAO Abbreviations and Codes (PANS-ABC)
ICAO Doc 8585 - Designators for Aircraft Operating Agencies, Aeronautical Authorities and Services
ICAO Doc 7030 - Regional Supplementary Procedures
ICAO Doc 7910 - Location Indicators

2 Area of responsibility

2.1 CURAÇAO & BONAIRE

Communication services are provided for the part of the Curaçao FIR falling under the jurisdiction of Dutch Caribbean Air Navigation Service Provider.

Arrangements for such services on a continuing basis are made with the Curaçao Civil Aviation Authorities, who is also responsible for the application of the regulations concerning the design, type and installations of aircraft radio stations. Responsibility for the day-to-day operation of these services is vested in Station Communication Officers located at each international aerodrome. Inquiries, suggestions or complaints regarding any telecommunication service should be referred to the relevant Station Communication Officer or to the Director of Communication Services, as appropriate.

2.2 ST. MAARTEN, ST. EUSTATIUS & SABA

Communication services are provided for the part of the St. Maarten Juliana TMA falling under the jurisdiction of PJIAE.

Arrangements for such services on a continuing basis are made with the St. Maarten Civil Aviation Authorities for St. Maarten OR the Ministry of Infrastructure and the Environment in the Netherlands for St. Eustatius and Saba, who is also responsible for the application of the regulations concerning the design, type and installations of aircraft radio stations.

2.3 ARUBA

The Application of the regulation concerning the design, type and installation of aircraft radio system is the responsibility of the Director of the Department of Telecommunications. Responsibility for day-to-day operation of aeronautical telecommunication service is vested in the Manager CNS/ATM Systems at ANSA N.V.

3 Types of service

3.1 Radio navigation services

The following types of radio aids to navigation are available:

LF/MF non-directional beacon (NDB)	- TNCM, TNCE
Instrument landing system (ILS)	- TNCC
VHF omni directional radio range (VOR)	- TNCB, TNCC, TNCM, TNCA
Distance measuring equipment (DME)	- TNCC, TNCM
Multilateration (MLAT)	- TNCA

3.2 Mobile service

The aeronautical stations maintain a continuous watch on their stated frequencies during the published hours of service unless otherwise notified.

An aircraft should normally communicate with the air- ground control radio station that exercises control in the area in which the aircraft is flying. Aircraft should maintain a continuous watch on the appropriate frequency of the control station and should not abandon watch, except in an emergency, without informing the control radio station.

3.3 Fixed service

The messages to be transmitted over the Aeronautical Fixed Service (AFS) are accepted only if:

a. they satisfy the requirements of ICAO Annex 10, Vol. II, Chapter 3, 3.3;

b. they are prepared in the form specified in ICAO Annex 10;

c. the text of an individual message does not exceed 200 groups.

General aircraft operating agency messages are only accepted for transmission to countries that have agreed to accept Class "B" traffic

3.4 Broadcasting service

Sub-area meteorological broadcasts (VOLMET radio- telegraphy broadcasts) are available for the use of aircraft in flight. Full details are given in subsection GEN 3.5.

3.5 Language

Language used: English.

3.6 Where detailed information can be obtained

Details of the various facilities available for the en-route traffic can be found in Part 2, ENR 4.

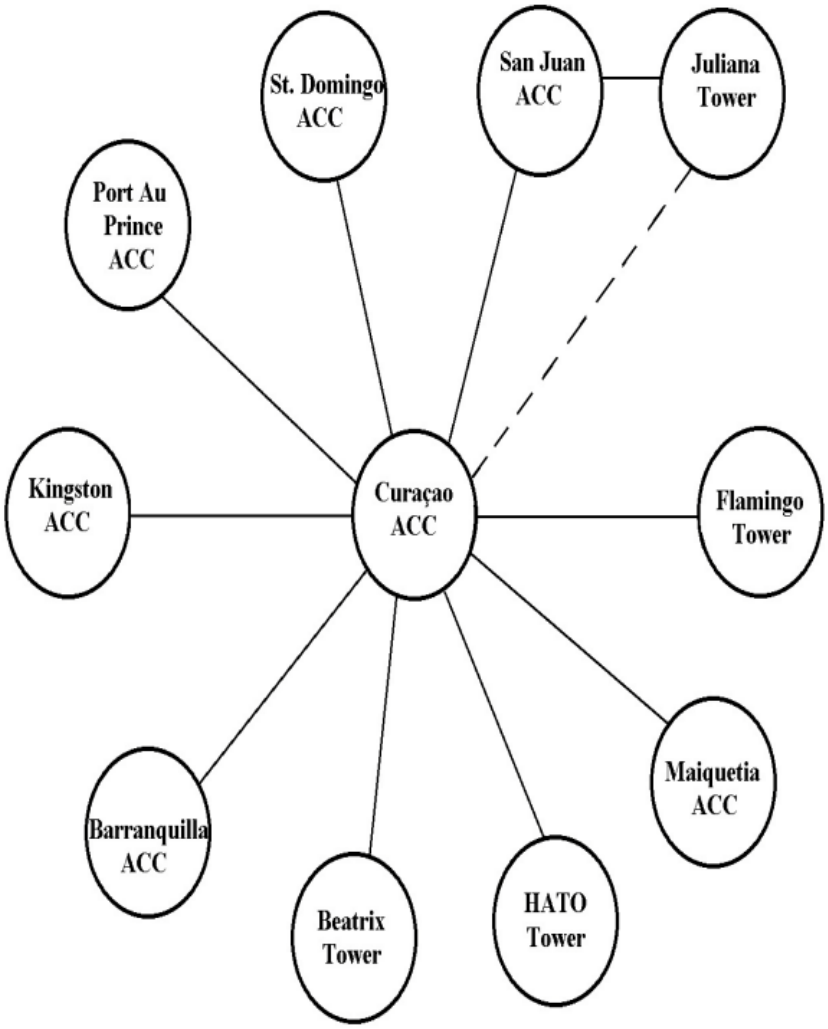
Details of the facilities available at the individual aerodromes can be found in the relevant sections of Part 3 (AD). In cases where a facility is serving both the en-route traffic and the aerodromes, details are given in the relevant sections of Part 2 (ENR) and Part 3 (AD).

4 Requirements and conditions

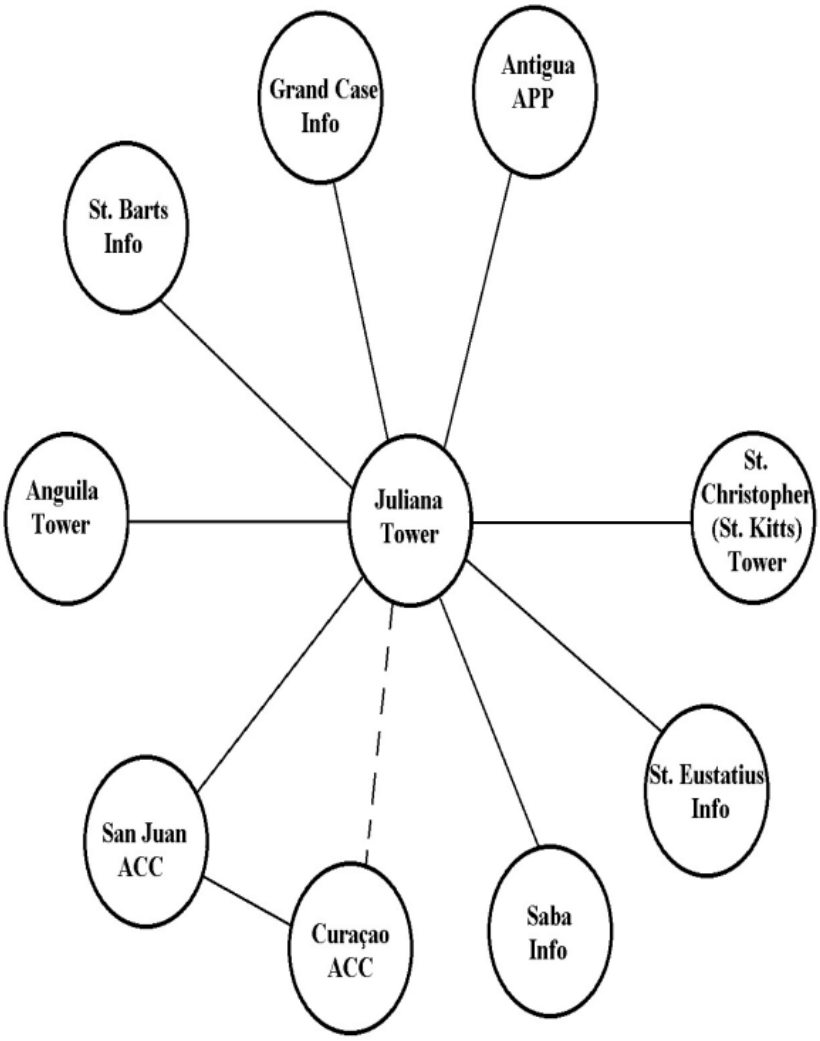
The requirements of the Directorate of Communication Services and the general conditions under which the communication services are available for international use, as well as the requirements for the carriage of radio equipment, are contained in the Air Navigation (Radio) Regulations of Curaçao and the Air Navigation (Radio) Regulations of Aruba and the Air Navigation (Radio) Regulations of St. Maarten Civil Aviation Authority.

The main provisions are briefly summarized below on pages GEN 3.4-5 to GEN 3.4-7.

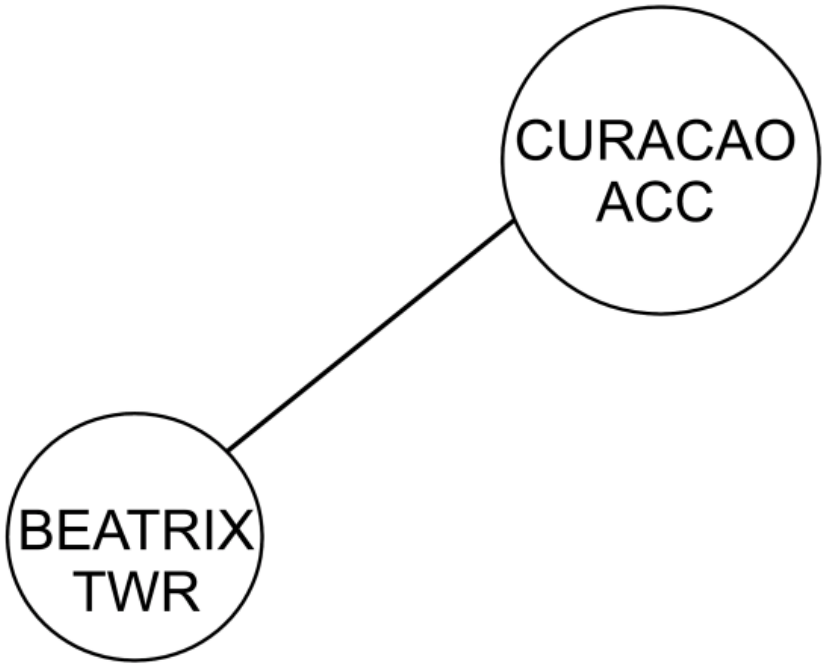
AERONAUTICAL FIXED SERVICES: MEVA - CURAÇAO



AERONAUTICAL FIXED SERVICES: TELEPHONE- SINT MAARTEN



AERONAUTICAL FIXED SERVICES: TELEPHONE- ARUBA



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GEN 3.5 METEOROLOGICAL SERVICES

1 Responsible service

METEOROLOGICAL DEPARTMENT CURAÇAO

The *Meteorological Department Curaçao (MDC)* is designated as the meteorological service provider for international air navigation in the Curaçao FIR and Curaçao.

Meteorological Department Curaçao
Kaya Afido z/n
Seru Mahuma
Curaçao
TEL: (+5999) 839-3360/839-3361
Telefax: (+5999) 868-2699
AFS: TNCCYMYX
e-mail: forecaster@meteo.cw

The service is provided by officers of MDC within:

Meteorological Watch Office (MWO) MWO maintains watch over meteorological conditions affecting flight operations in the Curaçao FIR, and prepares and disseminates SIGMET information in relation to this area.

Meteorological office (MO) providing a range of forecasting functions for international air navigation for Curaçao.

Aeronautical Meteorological Stations (AMS) designated to maintain the observations for Curaçao for use in international air navigation.

In accordance with the provisions contained in the following ICAO-documents:

ICAO Annex 3 - Meteorological Service for International Air Navigation;
ICAO Doc 7030 - Regional Supplementary Procedures, Part 3;
ICAO Doc 8733 - Regional Air Navigation Plan - Caribbean and South American Regions.

METEOROLOGICAL DEPARTMENT OF ARUBA

The Meteorologial Department Services for Civil Aviation in Aruba is provided by the *Meteorological Department of Aruba (Departamento Meteorological di Aruba (DMA))*.
The DMA can be contacted:

Meteorological Department of Aruba
Sabana Berde 73-B
Oranjestad
Aruba
Tel: (297) 582-6497
Telefax: (297) 583-7328
Email: info@meteo.aw (administration)
observer@meteo.aw (24hrs)

KONINKLIJK NEDERLANDS METEOROLOGISCH INSTITUUT

The *Royal Netherlands Meteorological Institute (KNMI)* is designated as the meteorological service provider for international air navigation for Bonaire, St. Eustatius and Saba.

KNMI Aviation Services is the subdivision of the Institute charged with the provision of meteorological information.

KNMI Aviation Services
P.O. Box 201
3730 AE De Bilt
The Netherlands
Tel: +31 (0) 30-220-6721
Telefax: +31 (0) 30-221-1371
AFS: EHDBYZYX
e-mail: aviation@knmi.nl
URL: http://www.knmi.nl

Note: consult paragraph 4 for requests by telephone about meteorological information.

The service is provided by officers of KNMI within:

- Meteorological office (MO) providing a range of forecasting functions for international air navigation for Bonaire.
- Aeronautical Meteorological Stations (AMS) designated to maintain the observations for Bonaire for use in international air navigation.

in accordance with the provisions contained in the following ICAO-documents:

- ICAO Annex 3 - Meteorological Service for International Air Navigation;
- ICAO Doc 7030 - Regional Supplementary Procedures, Part 3;
- ICAO Doc 8733 - Regional Air Navigation Plan - Caribbean and South American Regions

MWO San Juan FIR,
Aviation Weather Center
7720 NW 101st Terrace
Kansas City, MO 64154
United States of America

METEOROLOGICAL DEPARTMENT ST. MAARTEN

Furthermore, the *Meteorological Department St. Maarten (MDS)* is responsible for providing all meteorological information for air navigation for St. Maarten. The MDS can be contacted:

Meteorological Department St. Maarten
Airport Road #69
Simpson Bay
St. Maarten N.A
Tel: +1 (721) 545-4226/2024
Telefax:+1 (721) 5452998
Email: meteo@sintmaartengov.org

2 Area of responsibility

The area of responsibility of MDC covers the Curaçao FIR, including the specific territory of Curaçao.

The area of responsibility of KNMI covers the specific territories Bonaire and the territories St. Eustatius and Saba within other FIRs (San Juan FIR and the TMA of St. Maarten).

The area of responsibility of Meteorological Department of Aruba (MDA) covers the Beatrix Control Zone.

3 Meteorological observations and reports

Name of station/ Location Indicator	Type & frequency of observation/ automatic observing equipment	Types of MET reports & Supplementary Information included	Observation Systems & sites	Hours of operation	Climatological information
1	2	3	4	5	6
ARUBA/ Reina Beatrix TNCA	Routine (hourly) and special observations	METAR SPECI LOCAL SPECI	Psychrometer and cup anemometer 120 meters right of runway 11 and 300 meters from the threshold of runway 11.	24H	Climatological tables and summaries available
BONAIRE/ Flamingo Airport TNCB	Routine (hourly) and special observations	METAR SPECI	Cup anemometer and barometer 115 m from center line and 450 m from threshold RWY10. Thermometer, psychrometer, and rain gauge 165 m from centerline and 450 m from THR RWY10	1030-0130	Climatological tables and summaries available
CURAÇAO/ Aeropuerto Hato TNCC	Routine (hourly) and special observations/ Continuous automatic observations	METAR, METREPORT SPECI	Thermometer, Digital humidity sensor, digital barometer, acoustic 2 axis anemometer, tipping bucket rain gauge 120 m left from centerline of RWY 11 and 270 m from the center of threshold RWY11. Thermometer, Digital humidity sensor, digital barometer, acoustic 2 axis anemometer, tipping bucket rain gauge 100 m left from centerline of RWY 29 and 130 m from the center of threshold RWY 29.	H24	Climatological tables and summaries available
ST. EUSTATIUS/ F.D. Roosevelt Airport TNCE	Routine (hourly) and special observations/ NIL	NIL	Cup anemometer, wind vane and barometer 125 m from centerline RWY 06 and 325m from threshold RWY 06 Thermometer (1,5m and 0,1m) 100m from centerline Psychrometer and rain gauge 135 m from centerline and 325 m from threshold RWY06	NIL	Climatological tables and summaries available
ST. MAARTEN/ Princess Juliana Int'l Airport TNCM	Routine (hourly) and special observations/ NIL	METAR SPECI	Psychrometer, cup anemometer 150 m left of RWY 09and 1200 m from threshold RWY 09	H24	Climatological tables and summaries available
SABA/ Juancho Yrausquin Airport TNCS	Routine (hourly) and special observations/ NIL	NIL	NIL	NIL	New climatological tables will be buildup as from January1st 2016

4 Types of services provided

Personal briefing and consultation is available in **Curaçao** at the **Air Traffic Service Reporting Office (ARO)** located at Hato Curaçao International Airport and through telephone, e-mail, Internal information website, MDC website and FAX.

Briefing and consultation for **Bonaire, St. Eustatius and Saba** is provided by KNMI through telephone and internet (www.knmidc.org). See AD 2 chapters #2.11 for telephone number.

Personal briefing and consultation at Princess Juliana Airport, **St. Maarten** is provided by the MET office at the airport.

For **Aruba**, the consultation is available at the meteorological office, located at the Department of Civil Aviation (DCA) building, Sabana Berde 73-B

*For all available briefing and consultation of the Dutch Caribbean territory islands' aerodromes please see **AD 2 chapter, table #2.11** of the reffered to aerodrome, for the telephone numbers.*

Flight documentation
Flight documentation is normally not provided for flights between the Dutch Caribbean islands. For international flights within the Caribbean Area, this product is issued four times a day and comprises of a significant weather chart, upper wind and upper temperature chart and the latest available aerodrome forecast for the destination and if required, for its alternate aerodrome and is available on MDC's website under aviation and through email. To receive this product through email, a request should be send to forecaster@meteo.cw to be added on the list.

Flights to destinations outside the Caribbean Area will normally be provided with prognostic upper-air charts for several standard levels, significant weather chart and the latest available aerodrome forecasts for flights to Western Europe, North America, Brazil, Colombia and Suriname.

Flight documentation for Caribbean Netherlands is issued three times a day by KNMI and comprises of a significant weather, upper wind and upper temperature chart and the latest available aerodrome forecast for the destination and if required, for its alternate aerodrome and is available on KNMI's website under aviation (www.knmidc.org)

Flight documents for the Caribbean and European flights are also issued three times daily at the Meteorological Department St. Maarten (MDS) and can be found on the website at www.meteosxm.com

Routine and Special reports
Hourly routine reports (METAR) are available for **Hato Curaçao International Airport (Curaçao) and Princess Juliana Airport (St. Maarten)** 24 hours a day. If warranted, special reports (SPECI) will be issued for both Hato Curaçao International Airport and Princess Juliana Airport during these hours. Hourly routine reports ((AUTO) METAR) are available for **Flamingo Airport (Bonaire)** 24 hours a day. If warranted, special reports (SPECI) will be issued during opening hours of the airport.

General Aviation Forecast
For the CUR/FIR SE a daily General Aviation Forecast (GAF ABC) is produced and made available on the website www.meteo.cw under aviation and through email. To receive this product through email, a request should be sent to forecaster@meteo.cw to be added on the list. The validity period is 1100-2300 Z. (Levels of Coverage: MSL to FL100).

A General Aviation Forecast (GAF) is produced by the MDS for the St. Maarten TMA, and made available on the website www.meteosxm.com under aviation and through email. To receive this product through email, a request should be send to forecastersxm@gmail.com to be added on the list. The validity period is 1200-2400 Z. (Levels of Coverage: MSL to FL100).

Aerodrome Forecast (TAF)
Aerodrome forecasts are issued, for Curaçao with a validity of 24 hrs, starting from 00-06- 12-and 18 UTC.
Aerodrome forecasts are issued, for Bonaire, with a validity of 30 hrs, starting from 00-06-12 and 18 UTC.
Amendments thereto are issued as necessary, when changes are expected during the period of validity of a given forecast.
Aerodrome Forecasts for St. Maarten are issued by San Juan and are valid for 24 hrs and updated when necessary.

Trend Forecast
Trend forecasts are prepared and disseminated for Curaçao with a validity of 2 hrs.
Trend forecasts are prepared and disseminated for St. Maarten with a validity of 2 hrs.

SIGMET
SIGMETs for the Curaçao FIR are prepared by MDC and disseminated for thunderstorms (obscured, embedded, frequent, or squal lines, with or without hail) severe turbulence, volcanic ash and tropical cyclones, with a validity period of up to 4 hrs.

Note: SIGMET information at Queen Beatrix International Airport is distributed by the Aeronautical Meteorological Station ARUBA to the following ATS Units: ARO, TOWER and AMU via the FMC-8 system.

SIGMETs for the San Juan FIR are prepared and issued by the MWO San Juan.

Aerodrome warnings

Aerodrome warnings are issued by the MDC for Curacao and Aruba, for all aircraft, aerodrome facilities and services on that specific aerodrome for the following conditions:

- Tropical cyclone conditions (10 minutes mean surface winds are 34 kts or higher);
- Thunderstorms;
- Gusts reaching 35 kts or higher;
- Crosswinds making runway unusable;
- Heavy showers with rainfall amounts affecting ground operations adversely;
- Squall lines;
- Volcanic ash;
- Tsunami.

Dust storms or rising dust causing visibility of less than 5000 meters.

Wind shear warning

Aircraft reports of wind shear encountered during climb and descent are the primary means of detecting wind shear. The MO provides advice, when possible, on the likely duration of the event and forecast low level winds. Where wind shear has been observed and reported, or warning will be issued. A wind shear warning will be cancelled when wind shear is no longer expected.

5 Climatological information

Statistics of the observations made at the airports of Curaçao, Bonaire, St. Eustatius are issued annually. Climatological normals over a 30 year period are also available for Curaçao, Bonaire and St. Eustatius.

Climatological summaries of the observations made at the abovementioned airports may be requested at the following address:

Director Meteorological Department Curaçao
Meteorological Department
Kaya Afido z/n
Seru Mahuma
info@meteo.cw
Curaçao

For St. Maarten, climatological summaries are issued monthly and annually and can be requested by email to meteo@sintmaartengov.org

6 Observing systems and operating procedures

Surface wind is measured by acoustic 2-axis anemometer located at a lateral distance from the runway centre line as indicated in page GEN 3.5-2, Aerodrome meteorological observations and reports - AIP Dutch Caribbean. Wind indicators are located in the meteorological office and in the appropriate Air Traffic Service Units.

Distant reading thermometers and digital humidity sensors are used to measure the air temperature and relative humidity and are located on the aerodrome close to the anemometer site in conditions normally representative of the air temperature and relative humidity over the runway. A rain gauge and barometer are also available close to the anemometer site.

Radiosonde-balloons are launched daily at Aeropuerto Hato, Curacao at approximately 1115 and 2315 UTC and at Princess Juliana Airport daily at approximately 1130 UTC, and between 2300UTC and 0000UTC .

Diameter: approximate 10 ft.
Rate of ascend: 1000 ft/min

7 Notification required from operators

Operators requiring meteorological briefing and/or flight documentation for non-scheduled flights, should notify the meteorological service:

1. For flights in the Caribbean Area three (3) hrs before the expected time of departure.

2. For flights beyond the Caribbean Area up to 2000 NM distance, six (6) hrs before the expected time of departure.

3. For flights to Europe and elsewere at least 12 hrs before departure.

8 Aircraft reports

Pursuant to ICAO Annex 3, chapter 5, when air-ground data link is used and Automatic Dependent Surveillance (ADS) is being applied, ADS meteorological reports are required to be provided every 15 minutes. However, when voice communications are used and ADS reports are not available, routine aircraft observations (AIREPs) are required at the following ATS reporting points within or on the boundary of the CUR FIR:

BEROX;
KARUM;
VESKA;
LIDOL;
SCAPA.

ATS/MET reporting points in respect to routes crossing the Curacao FIR are indicated on pages ENR 3.1-1 through ENR 3.3-5

9 Differences from ICAO Standards and Recommended Practices and Procedures

Instrument observations of low-level vertical wind shear are not available.
Runway Visual Range is not issued.
Local routine reports and local special reports are issued to ATS units (TWR, Area Control, ARO/AIS). Local routine and local special reports are not issued for Bonaire.
METAR/SPECI and meteorological sensor information is available for aerodrome and ATC.

GEN 3 SERVICES

GEN 3.6 SEARCH AND RESCUE

1 Responsible service

The search and rescue service in Curaçao, Aruba, St. Maarten and the BES Islands is provided by the Civil Aviation Administration, in collaboration with the SAR-Mission Coordinator for that specific SAR-region, which has the responsibility for making the necessary facilities available. The postal and telegraphic addresses of the Civil Aviation Administration are given in page GEN 1.1.

The SAR-Mission Coordinator for Curaçao, Aruba and Bonaire is:

Service unit name:	Joint Rescue Co-ordination Centre Curaçao
Postal address:	JRCC Curaçao
	Naval Base Parera
	Nightingaleweg nr 22
	Curaçao
Telephone number:	913 (Emergency only) or (+5999) 463-7700 or (+5999) 463-7620
Mobile number:	(+5999) 510-0913 (also WhatsApp)
Fax number:	(+5999) 463-7950
Email address:	RCC.curacao@mindef.nl or Rcc.curacao@gmail.com

The SAR-Mission Coordinator for St. Maarten, St. Eustatius and Saba is:

Service unit name:	Martime Rescue Coordination Centre Fort de France
Postal address:	Martinique
Telephone:	+596 596 70 92 92 or +596 596 73 16 16
Fax number:	+596 596 63 24 50
Email address:	Antilles@mrccfr.eu

Applicable ICAO documents:

ICAO Annex 12	Search and Rescue
ICAO Annex 13	Aircraft Accident Investigation
ICAO Doc 7030	Regional Supplementary Procedures for Altering and Search and Rescue services applicable in the CAR Region

The service is provided in accordance with the provisions contained in ICAO Annex 12 - *Search and Rescue*.

2 Area of responsibility

The geographic boundaries of the Curaçao SAR-Region for Aeronautical SAR responsibility are i.a.w. ICAO agreements.
The JRCC Curaçao is SAR-Mission Coordinator (SMC) for Curacao, Aruba and Bonaire. It has leading and co-ordination responsibility for the promulgation of the SAR-plan in the area of responsibility: Curacao FIR/SAR region.
MRCC Fort de France, Martinique, SAR-Mission Coordinator (SMC) for St Maarten, Saba and St Eustatius. It has leading and co-ordination responsibility for the promulgation of the SAR-plan in the area of responsibility: French SSR

The designated SAR point of contact for the receipt of COSPAS-SARSAT, will be the Rescue and Coordination Center (RCC) within that area of responsibility.

3 Types of service

Details of related rescue units are below at “Search and Rescue Units”. In addition, various elements of the State Police organization, the merchant marine and the armed forces are also available for search and rescue missions, when required. The aeronautical, maritime and public telecommunication services are also available to the search and rescue organization.

All aircraft carry survival equipment, capable of being dropped, consisting of inflatable rubber dinghies equipped with medical supplies, emergency rations and survival radio equipment Aircraft and marine craft are equipped to communicate on the dedicated SAR emergency frequencies for VHF (156.800 MHz and 121.50 MHz), UHF (243.000 MHz), MF (2182 KHz).

Ground rescue teams are equipped to communicate on 121.500 MHz, 500 KHz and 8 364 KHz. SAR aircraft and marine craft are equipped with direction-finding equipment and radar. Coast Guard operations are executed by Coast Guard units from the 4 sub-stations: Curaçao (Hato and-Willemstad), Aruba and St. Maarten.

Search and Rescue units DCCG:

Sub-station Hato:	Dash-8 (2)	1.5 HR PN / Endurance 8HR

	AW 139(2) 1.0 HR PN / Endurance 2.5HR
Sub-station Willemstad:	Cutter (Jaguar)
	Metal Shark (4)
	Justice Boston whaler (1)
Bonaire:	Justice Boston whaler (2)
Sub-station Aruba:	Cutter (Panter)
	Metal Shark (4)
	Justice Boston whaler (1)
Citro Curaçao:	Rescue Boat (Dick Braakman)
	Fast rescue Craft (Citro 02)
	Super Rhib (Griend)
	Jetskis (2)

Search and Rescue units MRCC Fort the France at St. Maarten, Saba and St. Eustatius:

DCCG Sub-station St. Maarten:	Cutter (Poema)
	Metal Shark (4)
	Justice Boston whaler (1)

Other SAR services who are available for international cooperation will be co-ordinated by the RCC Curacao or MRCC Fort de France.

4 SAR agreements

An agreement has been concluded between the SAR service of and the SAR service of neighboring States concerning the provision of assistance upon receipt by the former of a request from the latter for aid. This agreement provides for facilitation of the overflight and landing of search and rescue aircraft without prior permission after dispatch of a flight plan, for similar facilitation of the entry of surface vessels of the SAR service and their operation in border areas, for notification of entry to the authorities controlling entry, for defraying the costs of stop-overs, accommodation and transportation of crew members, and for direct communication between the two SAR services on all common search and rescue matters. Copies of this agreement are available, upon request, from the Civil Aviation Administration.

Request for entry of aircraft, equipment and personnel from other States to engage in search for aircraft in distress or to rescue survivors of aircraft accidents should be transmitted to the Rescue Coordination Centre (TNCCYCYX). Instructions as to the control which will be exercised on entry of such aircraft and/or personnel will be given by the RCC.

5 Conditions of availabilty

The SAR service and facilities in Curaçao, Aruba. St. Maarten and the BES Islands are available without charge to neighboring States upon request to the Civil Aviation Administration at all times when they are not engaged in search and rescue operations in their home territory. All facilities are specialized in SAR techniques and functions.
Composed of elements of the State police and local volunteers trained for SAR work and is activated as necessary

6 Procedures and signals used

Procedures and signals used by aircraft
Procedures for pilots-in-command observing an accident or intercepting a distress call and/ or message are outlined in ICAO Annex 12, Chapter 5.

Communications
Transmission and reception of distress messages within the dedicated Search and Rescue Area are handled in accordance with ICAO Annex 10, Volume II, 5.3.
For communications during search and rescue operations, the codes and abbreviations published in ICAO Abbreviations and Codes (Doc 8400) are used.

The frequency 121.50 MHz is guarded continuously during the hours of service at all area control centres and flight information centres. It is also available at International approach control office. In addition, the aerodrome control towers serving international aerodromes and international alternate aerodromes will, on request, guard the frequency 121.50 MHz. All coast stations guard the international distress frequencies.
Rescue aircraft belonging to permanent Search and Rescue Units use both the call sign RESCUE and additional identification marks in order of presence 01,02, 03, 04,...etc.) during rescue operations. Fixed wing aircraft will use odd numbers (e.g. RESCUE 01, 03). Rotary wing aircraft will use even numbers (e.g. RESCUE 02,04).

Search and rescue signals
The search and rescue signals to be used are those prescribed in ICAO Annex 12, 5.10. Ground/air visual signal codes for use by survivors

Ground/air visual signal codes for use by survivors

No.	Message	Code symbol
1	Require assistance	
2	Require medical assistance	
3	No or Negative	
4	Yes or Affirmative	
5	Proceeding in this direction	

Instructions for use:

1. Make signals not less than 8 ft. (2.5 m).
2. Take care to lay out signals exactly as shown.
3. Provide as much color contrast as possible between signals and background.
4. Make every effort to attract attention by other means such as radio, flares, smoke, and reflected light.

GEN 4 CHARGES FOR AERODROMES/HELIPORTS AND AIR NAVIGATION SERVICES

1 AERODROME/HELIPORT CHARGES

1 Landing of aircraft

Maximum permissible take-off weight allowed as specified under the regulations of the State in which the aircraft is registered

At all aerodromes within the territory of the Dutch Caribbean, aircraft weighing less than 3000 kg are charged as follow:

TNCC: US$ 21.60 per landing;

TNCM: ANG 18.00 per landing;

TNCS: US$ 16.76 per landing;

TNCE: US$ 14.08 per landing.

TNCB: US$ 11.00 per landing.

TNCA: US$ 21.40 per landing

Aircraft weighing more than 3000 kg are charged as follow:

TNCC: US$ 8.97 per 1000 kg or part thereof;

TNCM: ANG 5.00 per 1000 kg or part thereof;

TNCS: US$ 3.95 per 1000 kg or part thereof;

TNCE: US$ 3.91 per 1000 kg or part thereof.

TNCB: US$ 2.80 per 1000 kg or part thereof.
Per 1 Jan 2016: USD 2.88
Per 1 Jan 2017: USD 2.97
Per 1 Jan 2018: USD 3.00
Per 1 Jan 2024: USD 3.35

TNCA:

Aircraft weight (KG)	*Charges ($)*
Up to 10 000	21.40
10 001 - 40 000	64.10
40 001 - 70 000	182.00
70 001 - 100 000	241.00
100 001 - 180 000	331.00
Any part over 180 000	965.60

In addition to the regular PFC, all departing passenger, from TNCC, should also pay the following charges:

- Advanced Passenger Information System Charge >> 2.74 US$ >>> ANG 4.93
- Safety Oversight Charge >> 1.73 US$ >>> ANG 3.11

HELICOPTER

TNCC and TNCE: The landing charge for helicopter is 20 percent of the charge that would be made for a fixed wing aircraft of equivalent weight

TNCM: Per ton or part thereof for fixed wing aircraft and helicopters: ANG 9.55 or USD 5.30

TNCS: Per ton or part thereof for helicopters:
USD 5.00

2 Parking, hangarage and long-term storage of aircraft

2.1 Parking of aircraft

The first 2 hours are free of charge. Thereafter a charge of:

TNCC: US$ 0.61 will be levied per 1000 kg or part thereof per 24 hours or part thereof;

TNCS: US$ 2.50 will be levied per 1000 kg or part thereof per 24 hours or part thereof;

TNCE: US$ 2.35 will be levied per 1000 kg or part thereof per 24 hours or part thereof

TNCB: US$ 0.60 for every 1000 kg of MTOW or part thereof minimum charge US$ 8.00

TNCA:

Aircraft weight (kg)	*Free parking period*	*Per hour after free parking ($)*
Up to 10 000	first 30 minutes	3.00
10 001 - 40 000	first 45 minutes	11.00
40 001 - 70 000	first 60 minutes	21.00
70 001 - 100 000	first 60 minutes	37.00
100 001 - 180 000	first 90 minutes	53.00
Any part over 180 000	first 90 minutes	68.00

TNCM: US$ 0.55 will be levied per 1000 kg or part thereof per 24 hours or part thereof;

2.2 Hangarage charges

NIL

2.3 Long-term storage

NIL

2.4 Pushback Fee

TNCB - Push back charges are provided by ground handlers

3 Passenger service

A charge is levied for each passenger departing from an international aerodrome within the territory of the Dutch Caribbean. The charges as set hereunder are collected by the Airport Authority on behalf of their respective Civil Aviation Administration and are payable by the passenger.

Per passenger with destination <u>outside</u> the territory of the Dutch Caribbean:
(except after a stopover of less than 24 hours):

BONAIRE	: Flamingo Airport	47.52 US$	ANG	85.50
CURAÇAO	: Hato Airport	60.00 US$	ANG	108.00
ST. EUSTATIUS	: F.D. Roosevelt Airport	18.00 US$	ANG	32.40
ST. MAARTEN	: Princess Juliana Airport (overnight)	36.00 US$	ANG	64.80
SABA	: Juancho Yrausquin Airport	10.00 US$	ANG	18.00
ARUBA	: Queen Beatrix International			

	Facility Charges	24.40 US$	AWG	43.68
	General Usage Charge	22.40 US$	AWG	40.10
	Passenger Travelling	6.10 US$	AWG	10.90

Per passenger with destination <u>within</u> the territory of the Dutch Caribbean:

BONAIRE	:Flamingo Airport	14.25 US$	ANG	25.65
CURAÇAO	:Hato Airport to Flamingo Airport	18.00 US$	ANG	32.40
	:Hato Airport to Princess Juliana Airport	35.00 US$	ANG	63.00
	:Hato Airport to Beatrix Airport (AUA)	35.00 US$	ANG	63.00
ST. EUSTATIUS	:F.D. Roosevelt Airport	10.00 US$	ANG	18.00
ST. MAARTEN	:Princess Juliana Airport	22.00 US$	ANG	39.60
SABA	:Juancho Yrausquin Airport	10.00 US$	ANG	18.00
ARUBA	:Queen Beatrix International Airport			
	TNCA - TNCB			
	Passenger Facility Charge	9.20 US$	AWG	16.47
	General Usage Charge	9.20 US$	AWG	16.47
	TNCA - TNCC/TNCM			
	Passenger Facility Charge	24.40 US$	AWG	40.10
	General Usage Charge	9.20 US$	AWG	16.47

<u>TRANSFERING PASSENGERS</u>

BONAIRE	: Flamingo Airport	9.55 US$	ANG	17.19
CURAÇAO	: Hato Airport	15.00 US$	ANG	27.00
ST. MAARTEN	: Princess Juliana Airport	5.00 US$	ANG	9.00
ARUBA	: Queen Beatrix International Airport			
	Passenger on US Bound flight	34.60 US$	AWG	61.93
	Passenger on NON-US flight	17.30 US$	AWG	30.97

4 Security

A charge of US$ 10.91 (ANG 19.64) per passenger payable by the carrier for aviation security is levied at HATO International Airport/Curaçao and Princess Juliana International Airport/St. Maarten.

A charge of US$ 2.00 per passenger payable by the carrier for aviation security is levied at Franklin D. Roosevelt Airport (TNCE), this charge also levied for passengers on Private/ Non Scheduled/ or general aviation flights departing TNCE.

A charge of US$ 3.10 per passenger to all destination per enplaned passenger at Queen Beatrix International Airport (TNCA).

A charge of US$ 1.32 per passenger to all destination per enplaned passenger at Hato International Airport (TNCC) for APIS (Border Security).

5 Noise-related items

NIL

6 Service charges

6.1 Charging policy Princess Juliana International Airport/St. Maarten

The general policy of Princess Juliana International Airport is based on a balance between costs and charges levied for services rendered.

A charge of US$ 5.00 (ANG 9.00) per passenger payable by the carrier for airport improvement fee is levied at Princess Juliana International Airport/St. Maarten.

6.2 ATC fees

Basis TNCB: Maximum take-off weight (MTOW).
per ton (MTOW) US$ 3.35

Basis TNCC: US$ 5.42 per ton (MTOW) as included in total landing fee of US$ 8.97 per MTOW.

Basis TNCM

Maximum take-off weight (MTOW) (above 3 tons); Per ton (MTOW) or part thereof. A NG 5.13 US$ 2.85

Aircraft weighing up to and including 3 tons of MTOW; Flat rate ANG 15.56 US$ 8.55

Above charges are per flight.

Princess Juliana International Airport Operating Company N.V or the respective FBO shall be responsible for the collection of terminal navigation fees for TNCM.

Commercial airlines will be invoiced directly or via IATA.

General Aviation aircraft registered owners will be invoiced directly based on the aircraft registration number.

6.3 Lighting charges

Basis: NO LIGHTING CHARGES for **TNCC**.

Basis: **TNCM -** Per landing and take-off.
After official sunset for each landing and take-off US$ 10.28 (ANG 18.50)

Basis: **TNCB -** After official sunset for each hour will charge US$ 3.50 (ANG 6.30)

Basis: **TNCE** - Per landing and take-off.
After official sunset for each landing and take-off US$ 10.33 (ANG 18.60)

6.4 Overtime charges

TNCC -
Basis: NO OVERTIME CHARGES for TNCC.
TNCM, TNCB -
Basis: After official closing time of airport.
After 01.00 UTC charges increase US$ 55.56 (ANG 100.00) per hour for every hour overtime, or part thereof.

TNCE -
Basis: After official closing time of airport.
After 01.00 UTC charges increase US$ 100.00 (ANG 180.00) per hour for every hour overtime, or part thereof.

6.5 Push back charges

Wide body aircraft	: US$ 50.00
Other aircraft	: US$ 35.00

TNCA:
No push back charges

TNCC:
NO PUSH BACK CHARGES for TNCC

6.6 General usage Charges

Passenger to all destination	US$ 8.25 per enplaned passenger.

6.7 Special Facility Charges

Passenger making use of the US pre-clearance facilities and/or services

US$ 3.25 per enplaned passenger.

6.8 Derelict or Non-Operational Charges

Aircraft parked on any part of the airport premises without a current Certificate of Airworthiness or current Maintenance Release granted by the Department of Civil Aviation (DCA)

US$ 100.00 per day that the derelict aircraft is parked in the Airport premises after 90 day notice of removal

6.9 Overstay Charges

Aircraft that are being overhauled and reconstructed and which is parked at a designated Location with the approval of Aruba Airport Authority N.V. (AAA)

US$ 0.25 per kilogram tons of MTOW per day

7 Exemptions and reductions

Exemptions

a. Diplomatic aircraft

b. Test flights

c. Emergency landings

8 Methods of payment

Landing charges and parking or hangar charges levied at daily rates are payable at the time the aerodrome is used or, in the case of regular users, on demand at the end of each calendar month in respect of charges accuring during the month. Hangar or parking charges levied at monthly or quarterly rates are payable in advance at the beginning of the period.

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GEN 4 CHARGES FOR AERODROMES/HELI-PORTS AND AIR NAVIGATION SERVICES

GEN 4.1 AERODROME/HELIPORT CHARGES

1 CURAÇAO

1.1 Landing of aircraft

Maximum permissible take-off weight allowed as specified under the regulations of the State in which the aircraft is registered.
At all aerodromes within the territory of the Dutch Caribbean, **aircraft weighing less than 3000 kg** are charged as follow:

- US$ 21.60 per landing.

Aircraft weighing more than 3000 kg are charged as follow**:**

- US$ 8.97 per 1000 kg or part thereof.

HELICOPTER

The landing charge for helicopter is 20 percent of the charge that would be made for a fixed wing aircraft of equivalent weight

1.2 Parking, hangarage and long-term storage of aircraft

1.2.1. **Parking of aircraft**
The first 2 hours are free of charge.
Thereafter a charge of **US$ 0.61 will be levied per 1000 kg** or part thereof, per 24 hours or part thereof.

1.2.2. **Hangarage charges**
NIL

1.2.3. **Long-term storage**
NIL

1.3 Passenger service

A charge is levied for each passenger departing from an international aerodrome within the territory of the Dutch Caribbean. The charges as set hereunder are collected by the Airport Authority on behalf of their respective Civil Aviation Administration and are payable by the passenger.
Per passenger with destination outside the territory of the Dutch Caribbean (except after a stopover of less than 24 hours):

- Hato Airport >> 60.00US$ >>> ANG 108

Per passenger with destination within the territory of the Dutch Caribbean:

- from HATO Airport to Flamingo Airport >> 18.00 US$ >>> ANG 32.40
- from HATO Airport to Princess Juliana Airport >> 35.00 US$ >>> ANG 63.00
- from HATO Airport to Beatrix Airport (AUA) >> 35.00 US$ >>> ANG 63.00

Transfering Passengers

- HATO Airport >> 15.00 US$ >>> ANG 27.00

In addition to the regular PFC, all departing passenger should also pay the following charges:

- Advanced Passenger Information System Charge >> 2.74 US$ >>> ANG 4.93
- Safety Oversight Charge >> 1.73 US$ >>> ANG 3.11

1.4 Security

A charge of US$ 10.91 (ANG 19.64) per passenger, payable by the carrier for aviation security is levied at HATO International Airport/Curaçao
A charge of US$ 1.32 per passenger to all destination per enplaned passenger at HATO International Airport (TNCC) for APIS (Border Security).

1.5 Noise-related items

NIL

1.6 Service charges

1.6.1. **ATC fees**

Basis: US$ 4.09 per ton (MTOW) as included in total landing fee of US$ 7.59 per MTOW.
Above charges are per flight.

1.6.2. **Lighting charges**

Basis: NO LIGHTING CHARGES for TNCC.

1.6.3. **Overtime charges**

Basis: NO OVERTIME CHARGES for TNCC.

1.6.4. **Push back charges**

NO PUSH BACK CHARGES for TNCC

1.6.5. **General usage Charges**

Passenger to all destination US$ 8.25 per enplaned passenger.

1.6.6. **Special Facility Charges**

Passenger making use of the US pre-clearance facilities and/or services US$ 3.25 per enplaned passenger.

1.6.7. **Derelict or Non-Operational Charges**

NIL

1.6.8. **Overstay Charges**

NIL

1.7 Exemptions and reductions

Exemptions

a. Diplomatic aircraft

b. Test flights

c. Emergency landings

1.8 Methods of payment

Landing charges and parking or hangar charges levied at daily rates are payable at the time the aerodrome is used or, in the case of regular users, on demand at the end of each calendar month in respect of charges accuring during the month. Hangar or parking charges levied at monthly or quarterly rates are payable in advance at the beginning of the period.

GEN 4 CHARGES FOR AERODROMES/HELI-PORTS AND AIR NAVIGATION SERVICES

GEN 4.1 AERODROME/HELIPORT CHARGES

1 ARUBA

1.1 Landing of aircraft

Maximum permissible take-off weight allowed as specified under the regulations of the State in which the aircraft is registered.
At all aerodromes within the territory of the Dutch Caribbean, **aircraft weighing less than 3000 kg** are charged as follow:

- US$ 21.40 per landing

Aircraft weighing more than 3000 kg are charged as follow:

Aircraft weight (KG)	*Charges ($)*
Up to 10 000	21.40
10 001 - 40 000	64.10
40 001 - 70 000	182.00
70 001 - 100 000	241.00
100 001 - 180 000	331.00
Any part over 180 000	965.60

HELICOPTER

NIL

1.2 Parking, hangarage and long-term storage of aircraft

1.2.1. **Parking of aircraft**

The first 2 hours are free of charge. Thereafter a charge of:

Aircraft weight (kg)	Free parking period	Per hour after free parking ($)
Up to 10 000	first 30 minutes	3.00
10 001 - 40 000	first 45 minutes	11.00
40 001 - 70 000	first 60 minutes	21.00
70 001 - 100 000	first 60 minutes	37.00
100 001 - 180 000	first 90 minutes	53.00
Any part over 180 000	first 90 minutes	68.00

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1.2.2. **Hangarage charges**

NIL

1.2.3. **Long-term storage**

NIL

1.3 Passenger service

A charge is levied for each passenger departing from an international aerodrome within the territory of the Dutch Caribbean. The charges as set hereunder are collected by the Airport Authority on behalf of their respective Civil Aviation Administration and are payable by the passenger.

Per passenger with destination outside the territory of the Dutch Caribbean (except after a stopover of less than 24 hours):

ARUBA	: Queen Beatrix Internation-al			
	Facility Charges	24.40 US$	AWG	43.68
	General Usage Charge	22.40 US$	AWG	40.10
	Passenger Travelling	6.10 US$	AWG	10.90

Per passenger with destination within the territory of the Dutch Caribbean:

ARUBA	:Queen Beatrix International Airport			
	TNCA - TNCB			
	Passenger Facility Charge	9.20 US$	AWG	16.47
	General Usage Charge	9.20 US$	AWG	16.47
	TNCA - TNCC/TNCM			
	Passenger Facility Charge	24.40 US$	AWG	40.10
	General Usage Charge	9.20 US$	AWG	16.47

Transfering Passengers

ARUBA	: Queen Beatrix International Airport			
	Passenger on US Bound flight	34.60 US$	AWG	61.93
	Passenger on NON-US flight	17.30 US$	AWG	30.97

1.4 Security

A charge of US$ 3.10 per passenger to all destination per enplaned passenger at Queen Beatrix International Airport (TNCA).

1.5 Noise-related items

NIL

1.6 Service charges

1.6.1. **ATC fees**

NIL

1.6.2. **Lighting charges**

NIL

1.6.3. **Overtime charges**

NIL

1.6.4. **Push back charges**

No push back charges

- MTOW up to 180 tons - (e.g. A300, A310, A320, B727, B737, B757, DC9, DH8, E110, HFB320, LI88, MD80, MD83, MD88) US$ 40.22 per movement
- MTOW 181 - 210 tons- (e.g. B76) US$ 45.25 per movement
- MTOW 211 - 240 tons- (e.g.LI011, A330) US$ 50.28 per movement
- MTOW 241 - 270 tons- (e.g. B777, DC10) US$ 55.31 per movement
- MTOW 271 - 300 tons-(e.g. MD11) US$ 60.34 per movement
- MTOW over 300 tons-(e.g. B747) US$ 65.36 per movement

1.6.5. **General usage Charges**

Passenger to all destination US$ 8.25 per enplaned passenger.

1.6.6. **Special Facility Charges**

Passenger making use of the US pre-clearance facilities and/or services US$ 3.25 per enplaned passenger.

1.6.7. **Derelict or Non-Operational Charges**

Aircraft parked on any part of the airport premises without a current Certificate of Airworthiness or current Maintenance Release granted by the Department of Civil Aviation (DCA)

US$ 100.00 per day that the derelict aircraft is parked in the Airport premises after 90 day notice of removal

1.6.8. **Overstay Charges**

Aircraft that are being overhauled and reconstructed and which is parked at a designated Location with the approval of Aruba Airport Authority N.V. (AAA)

US$ 0.25 per kilogram tons of MTOW per day

1.7 Exemptions and reductions

Exemptions

a. Diplomatic aircraft

b. Test flights

c. Emergency landings

1.8 Methods of payment

Landing charges and parking or hangar charges levied at daily rates are payable at the time the aerodrome is used or, in the case of regular users, on demand at the end of each calendar month in respect of charges accuring during the month. Hangar or parking charges levied at monthly or quarterly rates are payable in advance at the beginning of the period.

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GEN 4 CHARGES FOR AERODROMES/HELI-PORTS AND AIR NAVIGATION SERVICES

GEN 4.1 AERODROME/HELIPORT CHARGES

1 BONAIRE

1.1 Landing of aircraft

Maximum permissible take-off weight allowed as specified under the regulations of the State in which the aircraft is registered.
At all aerodromes within the territory of the Dutch Caribbean, **aircraft weighing less than 3000 kg** are charged as follow:

- US$ 11.00 per landing.

Aircraft weighing more than 3000 kg are charged as follow:

US$ 3.35 per 1000 kg or part thereof.
HELICOPTER

The landing charge for helicopter is 20 percent of the charge that would be made for a fixed wing aircraft of equivalent weight

1.2 Parking, hangarage and long-term storage of aircraft

1.2.1. **Parking of aircraft**
The first 2 hours are free of charge.

Thereafter a charge of US$ 0.60 for every per 1000 kg of MTOW or part thereof minimum charge US$ 8.00.

1.2.2. **Hangarage charges**
NIL

1.2.3. **Long-term storage**
NIL

1.3 Passenger service

A charge is levied for each passenger departing from an international aerodrome within the territory of the Dutch Caribbean. The charges as set hereunder are collected by the Airport Authority on behalf of their respective Civil Aviation Administration and are payable by the passenger.
Per passenger with destination outside the territory of the Dutch Caribbean (except after a stopover of less than 24 hours):

- Flamingo Airport >> 47.52 US$ >>> ANG 85.50

Per passenger with destination within the territory of the Dutch Caribbean:

- Flamingo Airport >> 14.25 US$ >>> ANG 25.65

Transfering Passengers

- Flamingo Airport >> 9.55 US$ >>> ANG 17.19

1.4 Security

NIL

1.5 Noise-related items

NIL

1.6 Service charges

1.6.1. **ATC fees**

Maximum take-off weight (MTOW) per ton (MTOW) US$ 3.35.

Above charges are per flight.

1.6.2. **Lighting charges**

Basis: Per landing and take-off.

After official sunset for each hour will charge US$ 3.50 (ANG 6.30)

1.6.3. **Overtime charges**

Basis: After official closing time of airport.

After 01.00 UTC charges increase US$ 55.56 (ANG 100.00) per hour for every hour overtime, or part thereof.

1.6.4. **Push back charges**

Pushback charges are provided by ground handlers.

1.6.5. **General usage Charges**

Passenger to all destination US$ 8.25 per enplaned passenger.

1.6.6. **Special Facility Charges**

Passenger making use of the US pre-clearance facilities and/or services US$ 3.25 per enplaned passenger.

1.6.7. **Derelict or Non-Operational Charges**

NIL

1.6.8. **Overstay Charges**

1.7 Exemptions and reductions

Exemptions

- Diplomatic aircraft
- Test flights
- Emergency landings

1.8 Methods of payment

Landing charges and parking or hangar charges levied at daily rates are payable at the time the aerodrome is used or, in the case of regular users, on demand at the end of each calendar month in respect of charges accuring during the month. Hangar or parking charges levied at monthly or quarterly rates are payable in advance at the beginning of the period.

GEN 4 CHARGES FOR AERODROMES/HELIPORTS AND AIR NAVIGATION SERVICES

GEN 4.1 AERODROME/HELIPORT CHARGES

1 SINT MAARTEN

1.1 Landing of aircraft

Maximum permissible take-off weight allowed as specified under the regulations of the State in which the aircraft is registered.
At all aerodromes within the territory of the Dutch Caribbean, **aircraft weighing less than 3000 kg** are charged as follow:

- US$ 15.90 >>> ANG 28.62 per landing.

Aircraft weighing more than 3000 kg are charged as follow:

- US$ 5.30 >>> ANG 9.54 per 1000 kg or part thereof.

HELICOPTER

Charges under Landing Aircraft are applicable to helicopters.

1.2 Parking, hangarage and long-term storage of aircraft

1.2.1. **Parking of aircraft**
The first 2 hours are free of charge.

Aircraft weighing less than 3 tons US$1.68 or ANG 3.00 per 24 hours or part thereof.

Thereafter a charge of US$ 0.56 or ANG 1.00 will be levied per 1000 kg or part thereof per 24 hours or part thereof.

1.2.2. **Hangarage charges**
NIL

1.2.3. **Long-term storage**
NIL

1.3 Passenger service charges

A charge is levied for each passenger departing from an international aerodrome within the territory of the Dutch Caribbean. The charges as set hereunder are collected by the carrier and are payable by the passenger. Per passenger with destination outside the territory of the Dutch Caribbean.

- Per passenger with destination within the territory of the Dutch Caribbean excluding Aruba >> 26.00 US$ >>> ANG 46.80
- All other destinations 42.00 US$ >>> ANG 75.60

Transferring Passengers

- 7.00 US$ >>> ANG 12.60 per passenger

1.4 Passenger screening fee

A charge of US$ 12.73 (ANG 22.91) per passenger payable by the carrier for aviation security is levied at Princess Juliana International Airport/Sint Maarten.

1.5 Noise-related items

NIL

1.6 Service charges

1.6.1. **ATC fees**

Maximum take-off weight (MTOW) (above 3 tons); Per ton (MTOW) or part thereof. ANG10.26 US$ 5.70

Aircraft weighing up to and including 3 tons of MTOW; Flat rate: ANG 30.78 US$ 17.10.

The above charges are per flight.

Princess Juliana International Airport Operating Company N.V or the respective FBO shall be responsible for the collection of terminal navigation fees for TNCM.

Commercial airlines will be invoiced directly or via IATA.

General Aviation aircraft registered owners will be invoiced directly based on the aircraft registration number.

1.6.2. **Runway lighting charges**

Per landing and take-off.

After official sunset for each landing and take-off US$ 10.28 (ANG 18.50)

1.6.3. **Overtime parking charges**

Basis: After official closing time of airport.

After 01.00 UTC charges increase US$ 55.56 (ANG 100.00) per hour for every hour overtime, or part thereof. Charged ANG 100.00 or US$ 55.56 on the hour of and every hour after 01:00 UTC or on the hour and every hour before 11 :00 UTC.

1.6.4. **Push back charges**

NIL

1.6.5. **Airport improvement charges**

Passenger to all destination US$ 12.50 or ANG 22.50 per enplaned passenger.

1.6.6. **Special Facility Charges**

NIL.

1.6.7. **Derelict or Non-Operational Charges**

NIL

1.6.8. **Overstay Charges**

NIL

1.7 Exemptions and reductions

Exemptions

- Diplomatic aircraft
- Test flights
- Emergency landings

1.8 Methods of payment

Landing charges and parking or hangar charges levied at daily rates are payable at the time the aerodrome is used or, in the case of regular users, on demand at the end of each calendar month in respect of charges occurring during the month. Hangar or parking charges levied at monthly or quarterly rates are payable in advance at the beginning of the period.

GEN 4 CHARGES FOR AERODROMES/HELIPORTS AND AIR NAVIGATION SERVICES

GEN 4.1 AERODROME/HELIPORT CHARGES

1 SABA

1.1 Landing of aircraft

Maximum permissible take-off weight allowed as specified under the regulations of the State in which the aircraft is registered.
At all aerodromes within the territory of the Dutch Caribbean, **aircraft weighing less than 3000 kg** are charged as follow:

- US$ 16.76 per landing.

Aircraft weighing more than 3000 kg are charged as follow:

- US$ 3.95 per 1000 kg or part thereof.

HELICOPTER

Per ton or part thereof for helicopters: USD 5.00

1.2 Parking, hangarage and long-term storage of aircraft

1.2.1. **Parking of aircraft**
The first 2 hours are free of charge.

Thereafter a charge of **US$ 2.50 will be levied per 1000 kg** or part thereof per 24 hours or part thereof

.

1.2.2. **Hangarage charges**
NIL

1.2.3. **Long-term storage**
NIL

1.3 Passenger service

A charge is levied for each passenger departing from an international aerodrome within the territory of the Dutch Caribbean. The charges as set hereunder are collected by the Airport Authority on behalf of their respective Civil Aviation Administration and are payable by the passenger.
Per passenger with destination outside the territory of the Dutch Caribbean (except after a stopover of less than 24 hours):

- Juancho Yrausquin Airport >> 10.00 US$ >>> ANG 18.00

Per passenger with destination within the territory of the Dutch Caribbean:

- Juancho Yrausquin Airport >> 10.00 US$ >>> ANG 18.00

Transfering Passengers

NIL

1.4 Security

NIL

1.5 Noise-related items

NIL

1.6 Service charges

1.6.1. **ATC fees**
NIL

1.6.2. **Lighting charges**
NIL

1.6.3. **Overtime charges**
NIL

1.6.4. **Push back charges**
NIL

1.6.5. **General usage Charges**
Passenger to all destination US$ 8.25 per enplaned passenger.

1.6.6. **Special Facility Charges**
Passenger making use of the US pre-clearance facilities and/or services US$ 3.25 per enplaned passenger.

1.6.7. **Derelict or Non-Operational Charges**
NIL

1.6.8. **Overstay Charges**
NIL

1.7 Exemptions and reductions

Exemptions

- Diplomatic aircraft
- Test flights
- Emergency landings

1.8 Methods of payment

Landing charges and parking or hangar charges levied at daily rates are payable at the time the aerodrome is used or, in the case of regular users, on demand at the end of each calendar month in respect of charges accuring during the month. Hangar or parking charges levied at monthly or quarterly rates are payable in advance at the beginning of the period.

GEN 4 CHARGES FOR AERODROMES/HELIPORTS AND AIR NAVIGATION SERVICES

GEN 4.1 AERODROME/HELIPORT CHARGES

1 SINT EUSTATIUS

1.1 Landing of aircraft

Maximum permissible take-off weight allowed as specified under the regulations of the State in which the aircraft is registered.
At all aerodromes within the territory of the Dutch Caribbean, aircraft weighing less than 3000 kg are charged as follow:

- US$ 14.08 per landing.

Aircraft weighing more than 3000 kg are charged as follow:

- US$ 3.91 per 1000 kg or part thereof.

HELICOPTER

The landing charge for helicopter is 20 percent of the charge that would be made for a fixed wing aircraft of equivalent weight

1.2 Parking, hangarage and long-term storage of aircraft

1.2.1. **Parking of aircraft**
The first 2 hours are free of charge.

Thereafter a charge of **US$ 2.35 will be levied per 1000 kg** or part thereof per 24 hours or part thereof.

1.2.2. **Hangarage charges**
NIL

1.2.3. **Long-term storage**
NIL

1.3 Passenger service

A charge is levied for each passenger departing from an international aerodrome within the territory of the Dutch Caribbean. The charges as set hereunder are collected by the Airport Authority on behalf of their respective Civil Aviation Administration and are payable by the passenger.
Per passenger with destination outside the territory of the Dutch Caribbean (except after a stopover of less than 24 hours):

- F.D. Roosevelt Airport >> 18.00 US$ >>> ANG 32.40

Per passenger with destination within the territory of the Dutch Caribbean:

- F.D. Roosevelt Airport >> 10.00 US$ >>> ANG 18.00

Transfering Passengers

NIL

1.4 Security

NIL

1.5 Noise-related items

NIL

1.6 Service charges

1.6.1. **ATC fees**
NIL

1.6.2. **Lighting charges**
Basis: Per landing and take-off. After official sunset for each landing and take-off US$ 10.33 (ANG 18.60)

1.6.3. **Overtime charges**
Basis: After official closing time of airport.

After 01.00 UTC charges increase US$ 100.00 (ANG 180.00) per hour for every hour overtime, or part thereof.

1.6.4. **Push back charges**
NIL

1.6.5. **General usage Charges**
NIL

1.6.6. **Special Facility Charges**
NIL

1.6.7. **Derelict or Non-Operational Charges**
NIL

1.6.8. **Overstay Charges**
NIL

1.7 Exemptions and reductions

Exemptions

- Diplomatic aircraft
- Test flights
- Emergency landings

1.8 Methods of payment

Landing charges and parking or hangar charges levied at daily rates are payable at the time the aerodrome is used or, in the case of regular users, on demand at the end of each calendar month in respect of charges accuring during the month. Hangar or parking charges levied at monthly or quarterly rates are payable in advance at the beginning of the period.

GEN 4.2 AIR NAVIGATION SERVICES CHARGES

1 Route air navigation services Curaçao Flight Information Region

A charge for the use of navigational aids and facilities including communications, under the jurisdiction of the Curaçao Control Centre, is levied on aircraft with a MTOW exceeding 5.700 kg, operating within the Curaçao Flight Information Region.

The charge per flight will be calculated in accordance with the formula: **r = ti × N**

in which r is the charge, ti is the service unit rate and N is the number of service units

The number of service units designated as N, shall be obtained as follows **N = d x P** in which d is the distance factor of the flight and P the weight factor for the aircraft concerned.

Distance Factor
The distance factor is the distance, expressed in hundreds of kilometers, between:

- The aerodrome of departure or the point of entry into the Curaçao FIR
- And the Aerodrome of first (intended) landing or the point of exit from the Curaçao FIR

The distance factor (d) has a value of one for a flight of 100 KM. In the formula it is expressed as a figure taken to 2 decimal places.

However, the distance to be taken into account shall be reduced by 20 KM for each take-off or landing, considering that a separate charge is paid for the air navigation services and facilities at aerodromes. The distances to be taken into account are published in an average distance catalogue; in case a distance is not shown in the catalogue, the charge will be based on the actual flown distance.

Weight Factor

Formula:

$$P = \sqrt{\frac{\text{Maximum certificated take - off weight}}{50}}$$

The certificated take-off weight of the aircraft as set out in the Certificate of Airworthiness, the Flight Manual or any other equivalent official document expressed in tons

Service Unit
The service unit corresponds to an aircraft weighing 50 metric tons and covering a distance of 100 KM

Service unit rate
The service unit is the cost per service unit expressed in **ANG 47.08** (US$ 1.00 = 1.78 ANG)

Charge
The charge is the total cost for each category of aircraft along the route concerned.

In those cases where an operator has informed the Dutch Caribbean Air Navigation Service Provider.

that two or more aircraft, which are different versions of the same type, are in operation, the average of the maximum take-off mass of all aircraft of that type shall be used for the calculation of the weight factor for each aircraft of that type. The calculation of this factor per aircraft type and per operator will be effected at least once a year. If the operator has given no such indication, the weight factor for an aircraft of any type shall be calculated by taking the mass of the heaviest aircraft of that type.

Application

The maximum certificated take-off weight is subdivided into 8 categories, whereby an average weight factor is calculated, using the average maximum certificated take-off weight for each category as follows:

Maximum Category	Certificated take-off weight (tons)	Average weight factor	Charge in US$ for each 100 KM
1	0 - 2	0.14	6.59
2	2 - 5.7	0.26	12.24
3	5.7 - 25	0.55	25.89
4	25 - 50	0.87	40.96
5	50 - 100	1.22	57.44
6	100 - 150	1.58	74.39
7	150 - 250	2.00	94.16
8	250 - UP	2.45	115.35

1.1 Approach and Aerodrome Control Charge for Bonaire International Airport

As of January 1st , 2023 the new approach and aerodrome control charge will become effective for all aircraft landing in or departing from Bonaire.

The charge per flight is based on service unit rate of **NAFIs 2,003.39 (US$ 1,119.21)** and is calculated using the formula: **r = ti x d x p** in which:

- **The distance flown (d)** is expressed in kilometers. For flights arriving at or departing from the airport in the FIR, 20 km is deducted from the distance flown, for the use by the airport.
- **The weight factor (p)** is derived from the airplane's MTOW and is given by the following table.
- **The Unit Service Rate (ti)** is calculated from the DC-ANSP's actual expenses to provide the service in order to obtain a fair cost recovery.

Application

The maximum certificated take-off weight or the maximum take-off mass is the heaviest take-off weight of the aircraft as certified by the manufacturer, at which the aircraft has shown to meet all the airworthiness requirements applicable to it.

The average weight factor is derived from the following formula:

$$P = \sqrt{\frac{\text{Maximum certificated take - off weight}}{50}}$$

Application

The maximum certificated take-off weight is subdivided into 8 categories, whereby an average weight factor is calculated, using the average maximum certificated take-off weight for each category as follows:

Maximum Category	Certificated take-off weight (tons)	Average weight factor	Charge in US$ for each 40 KM
1	0 - 2	0.14	62.68
2	2 - 5.7	0.26	116.40
3	5.7 - 25	0.55	246.23
4	25 - 50	0.87	389.49
5	50 - 100	1.22	546.17
6	100 - 150	1.58	707.34
7	150 - 250	2.00	895.37
8	250 - UP	2.45	1,096.83

1.2 Air navigation Services Aruba - Beatrix International Airport

Introduction

On January 1st 2015, the ANS charge paid to Air Navigation Services Aruba N.V (DBA ANSA) was introduced.

Effective January 1st 2021, the ANS charge will be increased with ten percent (10%)
The charge is for the provision of Air Navigation Services within the Beatrix Control Zone.

New Charge Formula

Charge= US$ 10.45 + 0.0057475*M, whereby M is the maximum takeoff weight (MTOW) in kg of the aircraft.

The charge is applicable for each landing and takeoff cycle and will be applied with a minimum of US$ 73.15. Aircraft with a MTOW less than 10909 KG will be charged the minimum rate of US$ 73.15

Charge is in US$ dollars. (US$ 1.00 is AWG 1.79)

Air Navigation Services
Approach and aerodrome control service within the Beatrix Control Zone.

2 Example calculation formula

In order to illustrate the effect of the rules, some examples are given below on how the charge is calculated for flights conducted in the Curaçao FIR. A standard deduction of 20 KM is made for each take-off or landing, to allow for the services provided by the Airport Approach facilities.

The service unit rate, ti, is fixed at ANG 47.08 (US$ 1.00=1.78ANG)

a. A MD83 transiting the Curaçao FIR on the route A315 from Avelo to Veska.
The distance is 598 KM. The distance factor, d = 598/100 = 5.98

A MD83 falls in the category (5) of aircraft weighing between 50 and 100 tonnes according to the table above. The average weight factor would thus be: (50 + 100)/2 = 75 tonnes. So the weight factor would be:

$$P = \sqrt{\frac{75}{50}} = 1.22$$

The number of service units, (N = d x P) = 5.98 x 1.22 = 7.2956
The charge, (r = ti x N) = 31.33 x 7.2956 = ANG 228.57

b.
A DC9-41 departing from Curaçao to Puerto Rico on the route G431 up to Scapa.
The distance is 434 KM minus the 20 KM deduction for approach facility service.
The distance factor, d = (434 - 20)/100 = 4.14

A DC9-41 falls in the category (4) of aircraft weighing between 25 and 50 tonnes according to the table above. The average weight factor would thus be: (25 + 50)/2 = 37.5 tonnes So the weight factor would be:

$$P = \sqrt{\frac{37.5}{50}} = 0.87$$

The number of service units, (N = d x P) = 4.14 x 0.87 = 3.6018
The charge, (r = ti x N) = 31.33 x 3.6018 = ANG 112.84

3 Cost basis for air navigation services and exemptions/reductions

3.1 Cost basis for Air Navigation Services

The cost basis for Air Navigation Services is available on request from Dutch Caribbean Air Navigation Service Provider (for address, see GEN 1.1-1).

3.2 Exemptions/reductions

The following categories of flights shall be exempted from payment of air navigation facility charges:

a. Test flights made at the request of the Civil Aviation Administration;

b. Technical check flights made by aircraft engaged in commercial aviation, with no remuneration being received for passengers and goods, if such be on board;

c. Flights made for search and rescue purposes

d. Technical return flights, i.e. take-off with forced return to the aerodrome of departure due to technical disturbances, adverse weather conditions, and the like;

e. Aircraft owned by the Civil Aviation Administration;

f. Aircraft of the Kingdom of the Netherlands (Military or Coastguard);

g. foreign military aircraft and aircraft used solely for the transportation of the representatives of foreign States or of United Nations personnel; and

h. aircraft owned by foreign States assigned to Police and Customs Authorities and navigation aid inspection

It is a condition for obtaining the exemption mentioned under a), b) and c) that special prior notification be made to the Directors of the respective Civil Aviation Authorities.

3.3 Exemption of the ANS charge:

a. Humanitarian flights;

b. Military aircraft;

c. State aircraft and diplomatic flights;

d. Local flights;

e. Navigation aid inspection (calibration);

f. Technical returns flights;

g. Ferry flights for technical reason approved by the Department of Civil Aviation Aruba.

4 Methods of payment

The owner and user of an aircraft are jointly and severally responsible for payment of the charge. Notification of the charge will be made monthly by the DC-ANSP through the International Air Transport Association, which is in charge of the billing and collection of air navigation facility charges on behalf of DC-ANSP.

Payments shall be made in US dollars (US$) and are due 30 days after the date of the invoice.

If payments are not made,

a. collection can be done by distress,

b. permission to fly into or across the territory of the Dutch Caribbean can be denied, and

c. permission already granted can be withdrawn.

4.1 Methods of payment Aruba

Under the authority of the government of Aruba, air navigation services within the Beatrix Control Zone will be administratively invoiced and collected by Air Navigation Services Aruba N.V

a. Commercial schedule and non-schedule that have been granted credit, invoiced and collected on a monthly basis by Air Navigation Services Aruba N.V

b. Commercial scheduled and non-scheduled airlines that have not been granted credit (on cash basis), are to pay weekly directly to Air Navigation Services Aruba N.V. thru wire transfer or by way of check delivered to the Air Navigation Services Aruba N.V. premises, unless otherwise agreed with the airline.

c. General aviation, invoiced and collected per flight before departure by JET-TNCA on behalf of Air Navigation Services Aruba N.V.

GEN 4.2 AIR NAVIGATION SERVICES CHARGES

1 CURAÇAO, ARUBA & BONAIRE

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ENR 0.1 TABLE OF CONTENTS TO PART 2

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ENR 1 GENERAL RULES AND PROCEDURES

ENR 1.1 GENERAL RULES

The air traffic rules and procedures applicable to air traffic in the territory of the Dutch Caribbean conform to ICAO Annexes 2 and 11 to the Convention on International Civil Aviation and to those portions of the Procedures for Air Navigation Services - Air Traffic Management applicable to aircraft and of the Regional Supplementary Procedures applicable to the CAR/SAM Region, except for the differences listed in GEN 1.7.

1 Minimum safe height

Aircraft shall not be flown below the minimum safe height except when necessary for takeoff and landing. The minimum safe height is the height at which neither an unnecessary noise disturbance nor unnecessary hazards to persons and property in the event of an emergency landing are to be feared; however, over cities, other densely populated areas and assemblies of persons, this height shall be at least 300 m (1 000 ft) above the highest obstacle within a radius of 600 m, and elsewhere at least 150 m (500 ft) above ground or water. Gliders and balloons may be operated below a height of 150 m if necessary for the kind of operation and if danger to persons and property is not to be feared. Aircraft shall not be flown below bridges and similar constructions nor below overhead lines and antennas. For flights conducted for special purposes, the local aeronautical authority may grant exemptions.

2 Dropping of objects

The dropping or spraying of objects or other substances out of or from aircraft is prohibited. This does not apply to ballast in the form of water or fine sand, fuel, tow ropes, tow banners and similar objects if dropped or discharged at places where no danger to persons or property exists. The local aeronautical authority may grant exemptions to the interdiction if no danger to persons or property exists.

3 Acrobatic flying

Acrobatic flights are not permitted, unless a permission is granted by the designated Civil Aviation Authority

4 Towing and advertising flights

Assigned banner pick up and dropping area is situated north of the RWY at HATO Curaçao International Airport between intersection Delta and Alpha east. Banner flights shall only be executed between sunrise and sunset times under VFR flight rules. A direct pick-up is not allowed, after take off the aircraft should fly circuit at 500ft. A NOTAM shall be issued for every Banner Flight.

The above does not apply to the towing of objects for other than advertising purposes. Aerial work of rotorcraft and Towing of gliders is not permitted, for reasons of public safety or order, and in particular for noise abatement. The authority granting permission may impose conditions. This authority may assign higher minimum safe heights and impose time limitations.

5 Times and units of measurement

Co-ordinated Universal Time (UTC) and the prescribed units of measurement shall be applied to flight operations. The Minister of Transport will establish the units of measurement to be used and they will be published in the Aeronautical Information Publication (AIP).

6 Airspace structure

For the performance of the flight information service and the alerting service, the Minister of Traffic, Transport and Urban Planning establishes flight information regions which are published in the AIP. Within the flight information regions, the Minister of Traffic, Transport and Urban Planning establishes the controlled and uncontrolled airspace according to the extent of the air traffic services maintained there, on the basis of the classification described in Chapter ENR 1.4. Within controlled airspace, VFR flights may be prohibited completely or partly by the air traffic services with regard to limitation of space and time if urgently required by the degree of intensity of air traffic subject to air traffic control.

7 Prohibited areas and flight restrictions

The Minister of Transport and Communications establishes prohibited and restricted areas, if necessary, for the prevention of danger to public safety or order, especially for the safety of air traffic. The areas are published in the AIP. Ref AIP page ENR 5.1 and ENR 5.2.

8 Cloud flights with gliders

Cloud flights with gliders may be permitted by the air traffic services if the safety of air traffic can be maintained by appropriate measures. Conditions may be attached to the permission. An IFR rating is required.

9 Take-offs and landings of aeroplanes, rotorcraft, airships, powered gliders, gliders and parachutists outside aerodromes admitted for them

Take-offs and landings of aeroplanes are only permitted at an aerodrome. Rotorcraft are permitted to take off and land only at an aerodrome and/or a state approved exemption for outside the aerodrome. Operations of Airships, powered gliders and gliders on and off the aerodrome is not permitted.

10 Ascents of balloons, kites, self-propelled flying models and flying bodies

It is prohibited under Article 1, paragraph b, of the Aviation Ordinance to operate designated devices that are no aircraft in Curaçao Airspace.

Rules are set for the following devices by the Minister of Traffic, Transport and Urban Planning:

- Model aircraft
- Hanggliders
- Parachute gliders
- Kites

- Small balloons
- Target airplanes

The provisions in the first paragraph shall not apply if an exemption has been granted by the Minister of Traffic, Transport and Urban Planning. An exemption may be granted subject to restrictions.

11 Special Flights

MEDICAL FLIGHTS

General

The following medical flights (also called Ambulance flight) are handled at Hato Airport:

- Emergency Medical flights Departing / Arriving
- Non-Emergency Medical flights Departing / Arriving
- Local Helicopter Emergency Flights

Medical Flight Urgency Categories

Medical Flights are subdivided in the following three categories:

1. **Simple life support:** for patients with somewhat mild medical conditions, possibly needing breathable air or for supplementing.
2. **Advanced life support:** patients in need of this category of treatment require higher amounts of consideration. There may be need for multiplied checking of the issue on a continual schedule together with the means to access arterial amenities and medicine dispensaries.
3. **Critical care support:** a injured or ill person in need of this kind of specific assistance will need continuous inspection, typical drug maintenance, utilization of highly specialized equipment and various specialized instruments that help to preserve life in a crisis.

Note: It should be taken into account that a Medical Flights should receive a higher priority by ATC for Departure and/or landing. Depending on the urgency category the controller determines the priority

Medical Flight Operators

Operators should file a flight plan with the relevant authorities or agencies depending on the type of flight (VFR or IFR) as prescribed in the:

- At the ARO, or
- ACC units

Note: To enable proper handling based on URGENCY Levels air traffic controller may request the urgency condition.

Medical Flights

General

The following medical flights (also called Ambulance flight) are handled at Hato Airport:

- Emergency Medical flights Departing / Arriving;
- Non-Emergency Medical flights Departing / Arriving;
- Local Helicopter Emergency Flights .

Medical Flights are classified as follow:

1. HOSP: for a medical flight declared by medical authorities;
2. MEDEVAC: for a life critical emergency evacuation.

To declare the status of the medical flight, the standard abbreviation STS/HOSP or MEDEVAC should be used in field 18 of the flight plan (FPL).

It should be taken into account that a Medical Flight should receive a higher priority by ATC for Departure and/or landing. The "Medevac status" should only be assumed, when a flight requires extra expeditious handling from ATC. The Medevac status is only intended for those missions of an urgent medical nature and to be utilized only for that portion of the flight requiring expeditious handling.

Request for additional handling for medical flights:

Operators handling the flight have the responsibility to notify the airport authorities in advance, for special handling and /or discharging of the patient. If not possible, the pilot may request the ATCO to coordinate with the airport authorities.

Depending on the condition of the patient the pilot may request to fly at lower levels or execute approaches or departure manoeuvres to minimize inconvenience to the patient. The Hato Tower in coordination with Curaçao ACC shall allow the pilot to fly the requested level and to take course with no or little restrictions.

Medical Flight execution and – handling:

Flights should adhere to the published ICAO Document 4444 - Procedures. Air Navigation Services, Depending on the condition of the patient the pilot may require to fly at lower levels. The Hato Tower shall allow the pilot to fly the requested level and to take course with no or little restrictions.

SPECIAL VFR

Special VFR flights are only authorized subject to the approval of the unit providing approach control service (Curaçao ACC) to enter the control zone for the purpose of landing or to take off and depart directly from the control zone provided that:

1. The ground visibility is not less 1500 m;
2. Separation shall be effected between all IFR flights and special VFR flights;
3. Separation shall be effective between special VFR flights.

Note: Special VFR Flights are not allowed between Sunset or Sunrise. (See table Times of sunrise and sunset for Curaçao at sea level - GEN 2.7)

CALIBRATION FLIGHTS

The ILS and VOR / DME equipment are checked periodically by measurement flights. They may be performed below the VFR minimum altitude and outside the aerodrome control zone. During ILS calibration flights no airplanes should be flying between the measurement plane and the LOC antenna. The Air traffic Controller should cancel all requests for training fights during test periods.

SURVEY FLIGHTS

The term survey flights is used as a collective name for photographic, topographical, and film laser scan flights. There are two types of survey flights distinguished:

1. Manned;
2. Unmanned

The air traffic controller may at any time decide to postpone, cancel or abort the survey flight when the traffic situation so warrant.

POLICE FLIGHTS

Police Flights are performed to detect suspects of crimes. The Air Traffic Controller should give these types of flights as much priority as possible. There are two types of police flights:

1. Manned;
2. Unmanned.

ad 1. Manned Police Flight:

The police flight can originate on the movement area at the airport or at a heliport situated elsewhere on the island. The flight plan can be provided via phone or RTF during flight preparations.

Flight execution and –handling

Police flights are mainly executed with helicopters and under VFR flight rules at altitudes below 1000ft. The controller shall instruct the pilot to report when approaching the aerodrome traffic zone for proper traffic information and separation.

ad 2. Unmanned Police Flight:

To Be Developed.

SAR FLIGHTS

Is a flight executed to search for and provision of aid to people who are in distress or imminent danger. These flights are executed over land and water.

General

Applicable ICAO documents:

- ICAO Annex 12 Search and Rescue
- ICAO Annex 13 Aircraft Accident Investigation
- ICAO Doc 7030 Regional Supplementary Procedures for Altering and Search and Rescue services applicable in the CAR Region

AIP sections:

- GEN 3.6.4
- ENR 1.2 - Paragraphs 10, 11, 12

MILITARY & COAST GUARD FLIGHTS

Military air traffic shall adhere to rules and regulations for general aviation traffic as laid down in this AIP however, due to operational necessity exceptions have been made for Operational military Air Traffic. Since coast guard operations is mainly executed by military, the same ATS shall apply to them.

AIP section:

- ENR 1.2 - Paragraphs 10, 11, 12

HELICOPTER OPERATIONS

Helicopter Military Flights, SAM Flights, Police Flights and Medical flights can operate (depart or land) directly from the Platform or Taxiway. The aerodrome Tower shall separate these flights from all aerodrome traffic (Traffic on the maneuvering area of the aerodrome and all aircraft flying in the vicinity of the aerodrome). In addition the aerodrome Tower will provide traffic information for operations outside the aerodrome traffic zone. When air taxiing is required the aerodrome Tower provides clearance and provides separation from all traffic on the maneuvering area.

Helicopter private or civil flights shall maintain to the ICAO Annex 2 – Rules of the air and ICAO SARP's. These flights shall be cleared for landing on or departure from the RWY in use and cleared for air taxiing via the taxiways to the parking positions assigned.

UNAUTORIZED FLIGHTS

Unauthorized flights

A flight with a destination in the Curaçao FIR or St. Maarten TMA, politically or otherwise undesirable, may be rejected at governmental level. Meaning, that the aircraft must get permission to land on Dutch Caribbean territory.

Decision-making

An aircraft shall, exclusively by order of the Director of the Civil Aviation Authority of Curaçao, St. Maarten or the BES islands, or an authorised representative, be refused landing in the event that the Minister of Traffic, Transportation and Urban Planning deems it so necessary.

SECURITY FLIGHTS

Definitions

A security flight is a flight operated by one or more aircraft of the Royal Air Force to guarantee national safety and/or to maintain national airspace integrity.

VIP FLIGHTS

As the Head of State or Government on board a flight, a number safety measures and procedures apply. These measures are usually pre- arranged by state security and Civil Aviation Authorities.

Formation flights

No aircraft shall be flown in formation except by pre-arrangement among the pilots-incommand of the aircraft taking part in the flight and, for formation flight in controlled airspace, in accordance with the conditions prescribed by the appropriate ATS authority. These conditions shall include the following:

- the formation operates as a single aircraft with regard to navigation and position reporting;
- separation between aircraft in the flight shall be the responsibility of the flight leader and the pilots-in-command of the other aircraft in the flight and shall include periods of transition when aircraft are manoeuvring to attain their own separation within the formation and during join-up and breakaway; and
- a distance not exceeding 1 km (0.5 NM) laterally and longitudinally and 30 m (100 ft) vertically from the flight leader shall be maintained by each aircraft.

Formation flights along ATS routes within the Curaçao FIR, will be accepted, provided that:

- Aircraft are not carrying passengers for compensation or for hire.
- Prior to the execution of such formation flights pilots have received permission from all the ATS unit(s) concerned.
- The formation leader shall squawk the assigned transponder code.
- A proper ICAO flight plan has been submitted.
- A formation flight must be coordinated at least 24 hours in advance with the ATS unit(s) concerned.

A formation flight will be handled by the ATS unit(s) as a single aircraft, with increased radar separation (1 NM). When individual control is requested, advisory information will be issued to assist pilots in attaining standard ATC separation.

Note 1:separation responsibility between the aircraft within the formation during the formation flight and during transition to individual flight rests with the pilots concerned until standard separation has been obtained.

Note 2:formation join-up and breakaway will only be conducted when authorization has been obtained from ATC.

12 MILITARY & COAST GUARD FLIGHTS

Helicopter Military Flights, SAM Flights, Police Flights and Medical flights shall be cleared for landing on or departure from the RWY in use and cleared for (air) taxiing via the taxiways to the assigned parking positions. No landing or departure is allowed on the taxiway. All helicopter flights shall land on or depart from the runway in use.

The aerodrome Tower shall separate these flights from all traffic on the maneuvering area of the aerodrome and all aircraft flying in the vicinity of the aerodrome.

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ENR 1 GENERAL RULES AND PROCEDURES

ENR 1.2 VISUAL FLIGHT RULES

1. Except when operating as a special VFR flight, VFR flights shall be conducted so that the aircraft is flown in conditions of visibility and distance from clouds equal to or greater than those specified in Table 1.

2. Except when a clearance is obtained from an air traffic control unit, VFR flights shall not take off or land at an aerodrome within a control zone, or enter the aerodrome traffic zone or traffic pattern:

a. when the ceiling is less than 450 m (1 500 ft); or

b. when the ground visibility is less than 5 km.

3. VFR flights between sunset and sunrise, or such other period between sunset and sunrise as may be prescribed by the appropriate ATS authority, shall be operated only by military flights in accordance with the conditions prescribed by such authority

4. Unless authorized by the appropriate ATS authority, VFR flights shall not be operated:

a. above FL 200;

b. at transonic and supersonic speeds.

5. Except when necessary for take-off or landing, or except by permission from the appropriate authority, a VFR flight shall not be flown:

a. over the congested areas of cities, towns or settlements or over an openair assembly of persons at a height less than 300 m (*1000* ft) [*for TNCM 600 m (2000 ft*)] above the highest obstacle within a radius of 600 m from the aircraft;

b. elsewhere than as specified in 5 a), at a height less than 150 m (500 ft) above the ground or water

6. Except where otherwise indicated in air traffic control clearances or specified by the appropriate ATS authority, VFR flights in level cruising flight when operated above 900 m (3 000 ft) from the ground or water, or a higher datum as specified by the appropriate ATS authority, shall be conducted at a flight level appropriate to the track as specified in the tables of cruising levels.

7. VFR flights shall comply with the provisions of 3.6 of ICAO Annex 2:

a. when operated within Classes B, C and D airspace;

b. when forming part of aerodrome traffic at controlled aerodromes; or

c. when operated as special VFR flights.

8. An aircraft operated in accordance with the visual flight rules which wishes to change to compliance with the instrument flight rules shall:

a. if a flight plan was submitted, communicate the necessary changes to be effected to its current flight plan, or

b. when so required by 3.3 of ICAO Annex 2, submit a flight plan to the appropriate air traffic services unit and obtain a clearance prior to proceeding IFR when in controlled airspace.

Table 1

Airspace class	**B**	**C D E**	**F**	**G**
			ABOVE 900 m (3000 ft) AMSL or above 300 m (1000 ft) above terrain, whichever is the higher	At and below 900 m (3000 ft) AMSL or 300 m (1 000 ft) above terrain, whichever is the higher
Distance from cloud	Clear of cloud	1 500 m horizontally 300 m (1 000 ft) vertically		Clear of cloud and in sight of the surface
Flight visibility	8 km at and above 3 050 m (10000 ft) AMSL 5 km below 3 050 m (10000 ft) AMSL			5 km**

* When the height of the transition altitude is lower than 3050 M (10000 ft) AMSL, FL 100 should be used in lieu of 10000 ft
** When so prescribed by the appropriate ATS authority

a. Lower flight visibilities to 1500 m may be permitted for flights operating

1. At speeds that, in the prevailing visibility, will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision; or

2. In circumstances in which the probability of encounters with other traffic would normally be low, e.g. in areas of low volume traffic and for aerial work at low levels.

b. HELICOPTERS may be permitted to operate in less than 1 500 m flight visibility, if manoeuvred at a speed that will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision.

9. Special VFR flights may be authorized subject to the approval of the unit providing approach control service to enter the control zone for the purpose of landing or to take off and depart directly from the control zone provided that:

a. The ground visibility is not less 1500 m;

b. Separation shall be effected between all IFR flights and special VFR flights;

c. Separation shall be effective between special VFR flights.

10. Special rules and procedures for military and coastguard operations

Military air traffic shall adhere to rules and regulations for general aviation traffic as laid down in this AIP However, due to operational necessity the following exceptions have been made for Operational Air Traffic.

10.1. *Minimum altitudes for military and coastguard air traffic*

10.1.1. General

Except for take-off and landing the following minima apply for VFR flights:

c. Elsewhere: for fixed wing aircraft at least 500 ft above ground or water, for helicopters at least 150 ft above ground or water.

10.2. *Authorized low flying*

For authorized low flying the minima as mentioned in 10.1.1. may be lowered as follows:

10.2.1. Minimum low flying altitude over water

Over territorial waters the minima are For fixed wing aircraft at least 100 ft above water and for helicopters at least 50 ft above water, provided the following conditions are met:

a. A distance of 1 NM from the coastline has to be maintained;

b. Obstacles have to be avoided

10.2.2. When operational necessity so requires fixed wing aircraft may descent for short duration to at least 50 ft above water, provided the following conditions are met:

a. A distance of 1 NM from the coastline has to be maintained;

b. Obstacles have to be avoided

10.2.3. Only when operational necessity so requires fixed wing aircraft and helicopters during flight within a distance of 1 NM from the coastline, may descent below 50 ft above water or as much lower as required to fulfill their missions or complete essential operational training flights.

10.2.4. Minimum low flying over land

For fixed wing aircraft at least 250 ft above ground or water and for helicopters at least 100 ft above ground or water

Only when operational necessity so requires helicopters, may descent below 100 ft above ground or water or as much lower as required to fulfill their missions or complete essential operational training flights.

11. VFR Night flying

For operational reasons military flights between SS and SR may be carried out as VFR flights. The following conditions have to be met:

11.1. *Minimum altitude*

Except for take-off or landing the following minima apply for VFR night flying:

11.1.1. Over built-up areas, industrial areas (petrochemical industries excluded), harbour areas and gatherings of people: for fixed wing aircraft at least 1000 ft and for helicopters at least 700 ft above the highest obstacle within 2000 ft distance from the aircraft.

11.1.2. Above petrochemical industries at least 2500 ft above ground or water.

11.1.3. Elsewhere:

a. for fixed wing aircraft:

1. over land and over sea till a distance of 1 NM form the coastline: at least 1000 ft above ground or water

2. over sea more than a distance of 1 NM from the coastline: at least 300 ft above water.

b. for helicopters:

1. over land and over sea till a distance of 1 NM form the coastline: at least 300 ft above ground or water;

2. over sea more than a distance of 1 NM from the coastline: at least 150 ft above water.

11.2. *Weather conditions*

For VFR nightflying the following meteorological conditions have to be met:

11.2.1. Flight visibility has to be 5 km or more.

11.2.2. Horizontal distance to clouds has to be 600 m or more.

11.2.3. Vertical distance to clouds has to be 150 m or more

11.3. *Routes and areas*

VFR night flights must be executed either:

11.3.1. Along approved routes and altitudes or flight levels or;

11.3.2. Within approved areas.

12. Flightplanning

Rules as laid down in this AIP about filing of flightplans will be adhered to according to ENR 1.10, except:

12.1. *For SAM and SAR flights*, it is permitted to make a flight notification by R/T or telephone if unable to comply with the submission of a flightplan as indicated in this AIP or if the filing of a flightplan would cause unacceptable delays

12.2. *For military flights*, when operating as a hospital or ambulance flight, it is permitted to make a flight notification by R/T or telephone if unable to comply with the submission of a flightplan as indicated in this AIP or if the filing of a flightplan would cause unacceptable delays.

12.3. *For reservation of military exercise airspace* a notification shall be given at least 14 working days in advance to the appropriate ATS authority, in order to facilitate adequate NOTAM action.

13. Special Procedure for the Beatrix Control Zone

14. Authorization for incidental flights.

Flights of a specific characters, requiring special handling by ATC, e.g. a photo flight for which structural change such as removal of doors etc. have been made the aircraft involved, may be carried out provided prior permission has been obtained from the Appropriate ATS authority at least one working day before the intended day of operation at:

Department of Civil Aviation
Air Traffic Safety Division
Sabana Berde 73-B
Oranjestad
Aruba
Tel: (297) 523-2665
Telefax: (297) 582-3038

ENR 1 GENERAL RULES AND PROCEDURES

ENR 1.3 INSTRUMENT FLIGHT RULES

1 Rules applicable to all IFR flights

1.1 Aircraft equipment

Aircraft shall be equipped with suitable instruments and with navigation equipment appropriate to the route to be flown.

1.2 Minimum levels

Except when necessary for take-off or landing or when specifically authorized by the appropriate authority, an IFR flight shall be flown at a level that is not below the minimum flight altitude established by the State whose territory is overflown, or, where no such minimum flight altitude has been established:

a. over high terrain or in mountainous areas, at a level which is at least 600 m (2 000 ft) above the highest obstacle located within 8 km of the estimated position of the aircraft;

b. elsewhere than as specified in a), at a level which is at least 300 m (1 000 ft) above the highest obstacle located within 8 km of the estimated position of the aircraft

Note.- The estimated position of the aircraft will take account of the navigational accuracy which can be achieved on the relevant route segment, having regard to the navigational facilities available on the ground and in the aircraft.

1.3 Change from IFR flight to VFR flight

1.3.1. An aircraft electing to change the conduct of its flight from compliance with the instrument flight rules to compliance with the visual flight rules shall, if a flight plan was submitted, notify the appropriate air traffic services unit specifically that the IFR flight is cancelled and communicate thereto the changes to be made to its current flight plan

1.3.2. When an aircraft operating under the instrument flight rules is flown in or encounters visual meteorological conditions, it shall not cancel its IFR flight unless it is anticipated, and intended, that the flight will be continued for a reasonable period of time in uninterrupted visual meteorological conditions (VMC).

2 Rules applicable to IFR flights within controlled airspace

IFR flights shall comply with the provisions of 3.6 of ICAO Annex 2 to the Convention on International Civil Aviation when operated in controlled airspace

An IFR flight operating in cruising flight in controlled airspace shall be flown at a cruising level, or, if authorized to employ cruise climb techniques, between two levels or above a level, selected from:

a. the tables of cruising levels in Appendix 3 of ICAO Annex 2, or

b. a modified table of cruising levels, when so prescribed in accordance with Appendix 3 of ICAO Annex 2 for flight above FL 410, except that the correlation of levels to track prescribed therein shall not apply whenever otherwise indicated in air traffic control clearances or specified by the appropriate ATS authority in the Aeronautical Information Publication (AIP).

3 Rules applicable to IFR flights outside controlled airspace

3.1 Cruising levels

An IFR flight operating in level cruising flight outside of controlled airspace shall be flown at a cruising level appropriate to its track as specified in:

a. the tables of cruising levels in Appendix 3 of ICAO Annex 2, except when otherwise specified by the appropriate ATS authority for flight at or below 900 m (3 000 ft) above mean sea level; or

b. a modified table of cruising levels, when so prescribed in accordance with Appendix 3 of ICAO Annex 2 for flight above FL 410.

Note.- This provision does not preclude the use of cruise climb techniques by aircraft in supersonic flight.

3.2 Communications

An IFR flight operating outside controlled airspace but within or into areas, or along routes, designated by the appropriate ATS authority in accordance with 3.3.1.2 c) or d) of ICAO Annex 2 shall maintain a listening watch on the appropriate radio frequency and establish two-way communication, as necessary, with the air traffic services unit providing flight information service

3.3 Position reports

An IFR flight operating outside controlled airspace and required by the appropriate ATS authority to:

- submit a flight plan, and
- maintain a listening watch on the appropriate radio frequency and establish twoway communication, as necessary, with the air traffic services unit providing flight information service shall report position as specified in 3.6.3 of ICAO Annex 2 for controlled flights.

Note.- Aircraft electing to use the air traffic advisory service whilst operating IFR within specified advisory airspace are expected to comply with the provisions of 3.6 of ICAO Annex 2, except that the flight plan and changes thereto are not subjected to clearances and that two-way communication will be maintained with the unit providing the air traffic advisory service.

ENR 1 GENERAL RULES AND PROCEDURES

ENR 1.4 ATS AIRSPACE CLASSIFICATION

1 Classification of airspaces

ATS airspaces are classified and designated in accordance with the following:

Class A. IFR flights only are permitted, all flights are subject to air traffic control service and are separated from each other.

Class B. IFR and VFR flights are permitted, all flights are subject to air traffic control service and are separated from each other.

Class C. IFR and VFR flights are permitted, all flights are subject to air traffic control service and IFR flights are separated from other IFR flights and from VFR flights. VFR flights are separated from IFR flights and receive traffic information in respect of other VFR flights.

Class D. IFR and VFR flights are permitted and all flights are subject to air traffic control service, IFR flights are separated from other IFR flights and receive traffic information in respect of VFR flights, VFR flights receive traffic information in respect of all other flights.

Class E. IFR and VFR flights are permitted, IFR flights are subject to air traffic control service and are separated from other IFR flights. All flights receive traffic information as far as is practical.

Class F. IFR and VFR flights are permitted, all participating IFR flights receive an air traffic advisory service and all flights receive flight information service if requested

Class G. IFR and VFR flights are permitted and receive flight information service if requested.

The Beatrix Control Zone (CTR) is a Circle with radius of 25 NM ARP within the limits of the Curaçao FIR with UPPER LIMIT FL065 and is classified as ATS
Airspace class D.
The Beatrix Aerodrome Traffic Zone (ATZ), a circle with radius of 3 NM ARP and UPPER LIMIT 2000ft.
The requirements for the flights within each class of airspace are as shown in table 2, ENR 1.4-2 and ENR 1.4-3.

2 ATS Airspace Classifications

TABLE 2

Class	Type of flight	Separation provided	Service provided	VMC visibility and distance from cloud minima	Speed limitation	Radio communication requirement	Subject to an ATC clearance
A	IFR only	All aircraft	Air traffic control service	Not applicable	Not applicable	Continuous two-way	Yes
B	IFR	All aircraft	Air traffic control service	Not applicable	Not applicable	Continuous two-way	Yes
	VFR	All aircraft	Air traffic control service	8 km at and above 3 050 m (10 000 ft) AMSL5 km below 3 050 m (10 000 ft) AMSL-Clear of clouds	Not applicable	Continuous two-way	Yes
C	IFR	IFR from IFR IFR from VFR Air traffic control service	Air traffic control service	Not applicable	Not applicable	Continuous two-way	Yes
	VFR	VFR from IFR	1) Air traffic control service for separation from IFR; 2) VFR/VFR traffic information (and traffic avoidance advice on request)	8 km at and above 3 050 m (10 000 ft) AMSL5 km below 3 050 m (10 000 ft) AMSL1 500 m horizontal; 300 m vertical distance from cloud	250 KT IAS below 3050 m (10 000 ft) AMSL	Continuous two-way	Yes
D	IFR	IFR from IFR	Air traffic control service including traffic information about VFR flights (and traffic avoidance advice on request)	Not applicable	250 KT IAS below 3050 M (10 000 FT) AMSL	Continuous two-way	Yes
	VFR	Nil	Traffic information between VFR and IFR flights (and traffic avoidance advice on request)	8 km at and above 3 050 m (10 000 ft) AMSL5 km below 3 050 m (10 000 ft) AMSL 1 500 m horizontal; 300 m vertical distance from cloud	250 KT IAS below 3050 m (10 000 ft) AMSL	Continuous two-way	Yes
E	IFR	IFR from IFR	Air traffic control service and traffic information about VFR flights as far as practical	Not applicable	250 KT IAS below 3050 m (10 000 ft) AMSL	250 KT IAS below 3050 m (10 000 ft) AMSL	Yes
	VFR	Nil	Traffic information as far as practical	8 km at and above 3 050 m (10 000 ft) AMSL5 km below 3 050 m (10 000 ft) AMSL1 500 m horizontal; 300 m vertical distance from cloud	250 KT IAS below 3050 m (10 000 ft) AMSL	Continuous two-way	No
F	IFR	IFR from IFR as far as practical	Air traffic advisory service; flight information service	Not applicable	250 KT IAS below 3050 m (10 000 ft) AMSL	Continuous two-way	No

	VFR	Nil	Flight information service	8 km at and above 3 050 m (10 000 ft) AMSL 5 km below 3 050 m (10 000 ft) AMSL1 500 m horizontal; 300 m vertical distance from cloud At and below 900 m AMSL or 300 m above terrain whichever is higher 5 km***, clear of cloud and in sight of ground or water	250 KT IAS below 3050 m (10 000 ft) AMSL	Continuous two-way	No
G	IFR	Nil	Flight information service	Not applicable		Continuous two-way	No
	VFR	Nil	Flight information service	8 km at and above 3 050 m (10 000 ft) AMSL 5 km below 3 050 m (10 000 ft) AMSL 1 500 m horizontal; 300 m vertical distance from cloud At and below 900 m AMSL or 300 m above terrain whichever is higher 5 km***, clear of cloud and in sight of ground or water	250 KT IAS below 3050 m (10 000 ft) AMSL	Continuous two-way	No

***When so prescribed by the appropriate ATS authority:

a.) lower flight visibilities to 1 500 m may be permitted for flights operating:

1. at speeds that will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision; or

2. in circumstances in which the probability of encounters with other traffic would normally be low, e.g. in areas of low traffic volume and for aerial work at low levels;

b.) helicopters may be permitted to operate in less than 1 500 m flight visibility, if manoeuvred at a speed that will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision.

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ENR 1 GENERAL RULES AND PROCEDURES

ENR 1.5 HOLDING, APPROACH AND DEPARTURE PROCEDURES

1 General

The holding, arrival, approach and departure procedures in use throughout the Curaçao FIR are developed in accordance with the criteria contained in ICAO DOC 8168-OPS/611: Procedures for Air Navigation Services - Operations (PANS-OPS).

To ensure conformity with associated procedures, this section should be read in conjunction with section TNCC AD 2.22 FLIGHT PROCEDURES.

An aircraft approaching an aerodrome under IFR for the purpose of making a landing shall conform to the holding, arrival and instrument approach procedures for the radio navigational aid employed as prescribed in the appropriate Instrument Approach / Arrival charts: See Table below.

TNCC ARRIVAL AND INSTRUMENT APPROACH CHARTS		
Approach	**Navigational Aid Used**	**Section**
Instrument Approach Chart ICAO	RNAV (GNSS) RWY 11 Aeropuerto HATO (TNCC)	AD 2 TNCC
Instrument Approach Chart ICAO	TNCC RNAV STAR RWY 11	
Instrument Approach Chart ICAO	RNAV (GNSS) RWY 29 Aeropuerto HATO (TNCC)	
Instrument Approach Chart ICAO	TNCC RNAV STAR RWY 29	
Instrument Approach Chart ICAO	VOR RWY 11 Aeropuerto HATO (TNCC)	
Instrument Approach Chart ICAO	ILS OR LOC RWY 11 Aeropuerto HATO (TNCC)	
Instrument Approach Chart ICAO	VOR RWY 29 Aeropuerto HATO (TNCC)	

Table: TNCC ARRIVAL AND INSTRUMENT APPROACH CHARTS

Note: Pilots will be expected to know the correct holding, approach and departure procedures.

2 Arriving flights

2.1 INSTRUMENT APPROACH PROCEDURES

Pilots making instrument approaches to HATO Airport should refer to the procedures in the chart shown in table TNCC ARRIVAL AND INSTRUMENT APPROACH CHARTS The execution of an instrument approach is aided by Curaçao Control / Curaçao Terminal providing monitoring service or when flight crew has the runway visual, whichever is earlier.

2.2 CATEGORY I ILS APPROACHES

Category I ILS approach is only available for RWY 11at the HATO airport. Pilots making Category I ILS approaches to HATO Curaçao International Airport should refer to the procedures described in AD 2 TNCC-71 chart .

2.3 VISUAL APPROACH PROCEDURES

An IFR flight operating into HATO Airport may be cleared for a visual approach subject to the following conditions:

- The pilot has the aerodrome in sight and can conduct his approach with visual reference to terrain;
- The flight will not cause delay to other traffic;
- VMC Condition exists at HATO Airport:
  - When below 3,000 ft. or 1,000 ft. above terrain, whichever is higher:
    - Clear of cloud and in sight of the surface;
    - Flight visibility 5km.
  - The cloud ceiling at the aerodrome is 4,000ft or more for landing on RWY 11 and RWY 29
  - Visibility at the aerodrome is 5km or more.

Notwithstanding paragraph 2.3, if the pilot reports that he has the aerodrome in sight and can conduct his approach with visual reference to terrain, the flight may be cleared for a visual approach.

Pilots may expect radar vectoring for separation and sequencing with other traffic prior to be cleared for a visual approach when provided surveillance control service.

Surveillance approach operational hours are between 11:00 – 03:00 UTC

3 Departing flights

3.1. IFR flights departing from Hato Curaçao International Airport will receive initial ATC clearance from HATO tower. The clearance limit will normally be the aerodrome of destination. Detailed instructions will be issued with regard to routes, turns, etc. after take off unless SID Procedures are in force, for the RWY in use.

3.2. The instrument departure procedures are laid down in standard instrument departures (SIDs) (SIDs are published for RWY 11 and 29 - Charts AD 2 TNCC-51 RWY 11 and AD 2 TNCC-53 RWY 29). SIDs are designated in accordance with ICAO Annex 11.

3.3. Instructions containing deviations from the standard instrument departure may be added to the en-route or take-off clearance. These instructions may comprise an opposite turn after take-off, maintaining a specified heading or temporary altitude restrictions; these additional instructions amend the relevant part of the SID only

Note: if not able to comply with the crossing conditions prescribed in the SID's inform Hato Tower.

Flight level (FL)	**Category A and B aircraft**	**Jet aircraft**	
		Normal conditions	**Turbulence conditions**
Up to FL 140 (4250 m) inclusive	170 kts	230 kts (425 km/h)	280 kts (520 km/h) or Mach 0.8, whichever is less
Above FL 140 (4 250 m) to FL 200 (6 100 m) inclusive	240 kts (445 km/h)		
Above FL 200 (6 100 m) to FL 340 (10 350 m) inclusive	265 kts (490 km/h)		
Above FL 340 (10 350 m)	Mach 0.83		Mach 0.83

ENR 1 GENERAL RULES AND PROCEDURES

ENR 1.6 RADAR SERVICE AND PROCEDURES

ATC UNIT	RADAR TYPE(S)	REMARKS
Curaçao ACC	LRR-SSR (monopulse) . PSR	Co-located at Seru Mahuma SSR range 250 NM PSR range 120 NM
Curaçao ACC	ADS-B	ADS-B covers the entire TNCF FIR
Hato TWR	LRR-SSR (monopulse) PSR	No radar control provided, tower radar provided for information purpose
Juliana APP	TAR-SSR (monopulse) PSR	Co-located at Airport SSR range 250 NM PSR range 60 NM
Juliana TWR	TAR-SSR (monopulse) PSR	No radar control provided, tower radar provided for information purpose
BEATRIX APP	MLAT/ ADS-B	MLAT range 50 NM till FL160 ADS-B range 250 NM
BEATRIX TWR	MLAT/ ADS-B	No surveillance service provided, Tower surveillance used for situational awareness and information purpose

1 CURAÇAO ACC ADS-B

Pursuant to article 178, paragraph 2, second sentence of the “Landsbesluit Toezicht Luchtvaart (P.B. 2003, no. 56)” as amended, this information, of a permanent nature, is being issued by the Director General of the Curaçao Civil Aviation Authority.

Effective 1 July 2024, all aircraft operators that use or plan to use the Curaçao Flight Information Region (TNCF FIR) shall comply with the following ADS-B requirements.

1. Aircraft operating in the Curaçao Flight Information Region (TNCF FIR) shall carry a serviceable 1090 MHz Extended Squitter (1090ES) ADS-B transmitting equipment equivalent to Version 2 (DO-260B) or later that is in compliance and has been certified as meeting the standards of:

   a. The Federal Aviation Administration – Advisory Circular No: 20-165A (or later versions) Airworthiness Approval of Automatic Dependent Surveillance – Broadcast (ADS-B) Out Systems.

2. An aircraft carrying 1090 MHz Extended Squitter (1090ES) ADS-B Equipment shall disable ADS-B transmission unless:

   a. The aircraft emits position information of an accuracy and integrity consistent with the transmitted value of the position quality indicator; or

   b. The aircraft always transmits a value of 0 (zero) for one or more of the position quality indicators (NUC_p, NIC, NAC_p or SIL); or

   c. The operator has received an exemption granted by the appropriate ATS authority.

Compliance

The information, of a permanent nature, is effective on 1 July 2024. All aircraft operators operating in the area mentioned under point (1) above are required to be in compliance.

2 BEATRIX APPROACH MLAT/ADS-B

2.1 Supplementary services

The approach control surveillance service unit operates as an integral part of the ATS system within the Curaçao FIR and provides surveillance service to aircraft, to the maximum extent practicable, to meet the operational requirements. Many factors, such as surveillance coverage, controller workload and equipment capabilities, may affect these services, and the surveillance controller shall determine the practicability of providing or continuing to provide surveillance services in any specific case.

Aircraft equipped with Mode S and or ADS-B shall transmit the aircraft identification as specified in Item 7 of the ICAO flight plan.

Beatrix Approach control surveillance service is provided at Reina Beatrix International Airport by the means of MLAT/ADS-B.
The Aerodrome Reference Point (ARP) is used as the MLAT/ADS-B coverage center.

MLAT has a coverage of 50NM up to Flight Level 160

ADS-B has a coverage of 250 NM

2.2 The application of approach control surveillance service

Surveillance identification is achieved according to the provisions specified by ICAO.

Approach control surveillance service is provided within the Beatrix Control Zone (CTR). This service includes:

separation of arriving and departing traffic;
vectoring of aircraft for the purpose of resolving potential conflicts:
vectoring of aircraft to the final approach track or to a point from which a visual approach can be conducted;
monitoring of air traffic to provide information on any significant deviation from the normal flight path;
assistance to aircraft in emergency;
warnings and position information on other aircraft considered to constitute a hazard;
The minimum horizontal MLAT/ADS-B separation is 5NM.

Levels assigned by the approach control surveillance controller to pilots will provide a minimum terrain clearance according to the phase of flight.

Vectoring and speed restrictions may be necessary to establish and maintain MLAT/ADS-B separation

2.3 MLAT/ADS-B and air-ground communication failure procedures

ATS Surveillance service failure

In the event of surveillance failure or loss of identification, instructions will be issued to restore procedural separation.

An aircraft which has been informed that it is provided with approach control surveillance service shall be informed immediately when, for any reason, approach control surveillance service is interrupted or terminated.

Air-ground communication failure

The approach control surveillance controller will establish whether the aircraft radio receiver is working by instructing the pilot to carry out a turn or turns. If the turns are observed, the approach control surveillance controller will continue to provide approach control surveillance service to the aircraft.

If the aircraft's radio is completely unserviceable, the pilot should carry out the procedures for radio failure in accordance with ICAO provisions. If MLAT/ADS-B identification has already been established, the approach control surveillance controller will vector other identified aircraft clear of its track until such time as the aircraft leaves ATS surveillance service coverage.

2.4 Graphic portrayal of area of ATS surveillance coverage

To be developed.

2.5 Emergency procedures MLAT/ADS-B

a) Emergency procedures

Pilots must operate transponders in accordance with ATC instructions and must acknowledge by reading back code setting instructions.

Pilots must not operate the “IDENT” feature unless instructed by ATC.

Except when encountering a state of emergency, pilots shall operate transponders and select modes and codes in accordance with ATC instructions. In particular, when entering Beatrix CTR, pilots who have already received specific instructions from ATC concerning the setting of the transponder shall maintain that setting until otherwise instructed.

In all other circumstances, the transponder shall be to Mode C, Code 7700. Notwithstanding the procedure mentioned above, a pilot may select Mode C, Code 7700 whenever the nature of the emergency is such that this appears to be most suitable course of action.

Note: Continuous monitoring of responses on Mode C. Code 7700 is provided.

b) Radio communication failure and unlawful interference procedures

Radio communication failure procedure
In the event of an aircraft radio receiver failure, a pilot shall select Mode C, Code 7600 and follow radio communication failure procedures of Annex 10 Volume II. Subsequent control of the aircraft will be based on those procedures.

Unlawful interference procedures
Pilots of an aircraft in flight subjected to unlawful interference shall endeavor to set the transponder to Mode C, Code 7500 to make the situation known, unless circumstances warrant the use of Mode C, Code 7700.

c) System of SSR Code assignment

The following functional codes are assigned by Beatrix Approach Control:

For International flight codes: 3301 – 3377

For Domestic flight: these are coordinated with Curaçao ACC

Emergency: code 7700

Radio communication failure: code 7600

Unlawful interference: code 7500.

3 Mode S in the Juliana Terminal Control Area

All mode S equipped aircraft shall select and transmit their callsign while operating within the Juliana Terminal Control Area and Juliana Control Zone.

Flight plans shall include code/ aircraft/mode S address in hex (e.g., A519D9) and REG/ registration (e.g., N123A) in field 18.

The callsign selected shall be identical to the flight planned callsign.

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ENR 1 GENERAL RULES AND PROCEDURES

ENR 1.7 ALTIMETER SETTING PROCEDURES

1 Introduction

The altimeter setting procedures in use generally conform to those contained in ICAO Doc 8168, Vol. I, Part 6 and are given in full below. Differences are shown in quotation marks.

Transition altitudes for all aerodromes are given on the instrument approach charts.

QNH reports and temperature information for use in determining adequate terrain clearance are provided in MET broadcasts and are available on request from the air traffic services units. QNH values are given in hectopascals.

2 Basic altimeter setting procedures

General

1. The transition altitudes in the Curacao FIR are for operational purposes 2500 ft

   For St. Maarten and St. Eustatius the transition altitude in the Juliana TMA is 5000 ft

   The following transition levels apply for the Airports in the Dutch Caribbean territory:

Aeropuerto Hato	FL 40
Beatrix Airport	FL 40
Flamingo Airport	FL 40
Princess Juliana Airport	FL 65
F.D. Roosevelt Airport	FL 65

2. Vertical positioning of aircraft when at or below the transition altitude is expressed in Terms of altitude, whereas such positioning at or above the transition level is expressed in terms of flight levels. While passing through the transition layer, vertical positioning is expressed in terms of altitude when descending and in terms of flight levels when ascending.

3. Flight level zero is located at the atmospheric pressure level of 1 013.2 hPa (29.92 in).
   Consecutive flight levels are separated by a pressure interval corresponding to 500 ft (152.4 m) in the standard atmosphere.
   Note.- Examples of the relationship between flight levels and altimeter indications are given in the following table, the metric equivalents being approximate:

Flight level number	Altimeter indicator Feet	Metres
10	1 000	300
15	1500	450
50	5000	1500
100	10000	3050
150	15000	4550
200	20000	6100

3 Take-off and climb

A QNH altimeter setting is made available to aircraft in taxi clearance prior to takeoff.

Vertical positioning of aircraft during climb is expressed in terms of altitudes until reaching the transition altitude above which vertical positioning is expressed in terms of flight levels.

4 Vertical separation - en route

Vertical separation during en-route flight shall be expressed in terms of flight levels at all times during an IFR flight and at night.

IFR flights, and VFR flights above 900 m (3 000 ft), when in level cruising flight, shall be flown at such flight levels, corresponding to the magnetic tracks shown in the following table, so as to provide the required terrain clearance:

	000° - 179°			180° - 359°	
	IFR	**VFR**		**IFR**	**VFR**
	10			20	
	30	35		40	45
	50	55		60	65
	70	75		80	85
	90	95		100	105
	...	etc.		**...**	etc.
Flight level number	270			280	
	290			300	
	310			320	
	330			340	
	350			360	
	370			370	
	...	etc.		...	etc.

Note.-Some of the lower levels in the above table may not be usable due to terrain clearance requirements.

5 Approach and landing

5.1 QNH

A QNH altimeter setting is made available in approach clearance and in clearance to enter the traffic circuit

5.2 QFE

QFE altimeter settings are available (excluding Saba).

5.3 Vertical positioning of aircraft during approach

Vertical positioning of aircraft during approach is controlled by reference to flight levels until reaching the transition level below which vertical positioning is controlled by reference to altitudes.

6 Missed approach

The relevant portions of 2.1.2, 3 and 5 shall be applied in the event of a missed approach.

7 Procedures applicable to operators (including pilots)

Flight planning

The levels at which a flight is to be conducted shall be specified in a flight plan

a. in terms of flight levels if the flight is to be conducted at or above the transition level, and

b. in terms of altitudes if the flight is to be conducted in the vicinity of an aerodrome and at or below the transition altitude.

Note 1.- Short flights in the vicinity of an aerodrome may often be conducted only at altitudes below the transition altitude.
Note 2.- Flight levels are specified in a plan by number and not in terms of feet or metres as is the case with altitudes.

8 Tables of cruising levels

The cruising levels to be observed when so required are as follows:

a. in areas where, on the basis of regional air navigation agreement and in accordance with conditions specified therein, a vertical separation minimum (VSM) of 300 m (1000 ft) is applied between FL 290 and FL 410 inclusive:*

TRACK**

From 000 degrees to 179 degrees						From 180 degrees to 359 degrees					
IFR Flight			VFR Flights			IFR Flight			VFR Flights		
Altitude			Altitude			Altitude			Altitude		
FL	Metres	Feet	FL	Metres	Feet	FL	Metres	Feet	FL	Metres	Feet
-90						0					
10	300	1000				20	600	2 000			
30	900	3000	35	1 050	3 500	40	1 200	4 000	45	1 350	4 500
50	1500	5000	55	1 700	5 500	60	1 850	6 000	65	2 000	6 500
70	2150	7000	75	2 300	7 500	80	2 450	8 000	85	2 260	8 500
90	2750	9000	95	2 900	9 500	100	3 050	10 000	105	3 200	10 500
110	3350	11000	115	3 500	11 500	120	3 650	12 000	125	3 800	12 500
130	3950	13000	135	4 100	13 500	140	4 250	14 000	145	4 400	14 500
150	4550	15000	155	4 700	15 500	160	4 900	16 000	165	5 050	16 500
170	5200	17000	175	5 350	17 500	180	5 500	18 000	185	5 650	18 500
190	5800	19000	195	5 950	19 500	200	6 100	20 000			

TRACK**

From 000 degrees to 179 degrees						From 180 degrees to 359 degrees					
IFR Flight			VFR Flights			IFR Flight			VFR Flights		
Altitude			Altitude			Altitude			Altitude		
FL	Metres	Feet	FL	Metres	Feet	FL	Metres	Feet	FL	Metres	Feet
210	6 400	21 000				220	6 700	22 000			
230	7 000	23 000				240	7 300	24 000			
250	7 600	25 000				260	7 900	26 000			
270	8 250	27 000				280	8 550	28 000			
290	8 850	29 000				300	9 150	30 000			
310	9 450	31 000				320	9 750	32 000			
330	10 050	33 000				340	10 350	34 000			
350	10 650	35 000				360	10 950	36 000			
370	11 300	37 000				380	11 600	38 000			
390	11 900	39 000				400	12 200	40 000			
410	12 500	41 000				430	13 100	43 000			
450	13 700	45 000				470	14 350	47 000			
490	14 950	49 000				510	15 550	51 000			
etc	etc.	etc.				etc.	etc.	etc.			

*Except when, on the basis of regional air navigation agreements, a modified table of cruising levels based on a nominal vertical separation minimum of 300 m (1 000 ft) is prescribed for use, under specified conditions, by aircraft operating above FL 410 within designated portions of the airspace.

** Magnetic track, or in polar areas at latitudes higher than 70 degrees and within such extensions to those areas as may be prescribed by the appropriate ATS authorities, grid tracks as determined by a network of lines parallel to the Greenwich Meridian superimposed on a polar stereographic chart in which the direction towards the North Pole is employed as the Grid North

b. in other areas:

From 000 degrees to 179 degrees						From 180 degrees to 359 degrees					
IFR Flight			VFR Flights			IFR Flight			VFR Flights		
Altitude			Altitude			Altitude			Altitude		
FL	Metres	Feet	FL	Metres	Feet	FL	Metres	Feet	FL	Metres	Feet
-90						0					
10	300	1000				20	600	2 000			
30	900	3000	35	1 050	3 500	40	1 200	4 000	45	1 350	4 500
50	1500	5000	55	1 700	5 500	60	1 850	6 000	65	2 000	6 500
70	2150	7000	75	2 300	7 500	80	2 450	8 000	85	2 260	8 500
90	2750	9000	95	2 900	9 500	100	3 050	10 000	105	3 200	10 500
110	3350	11000	115	3 500	11 500	120	3 650	12 000	125	3 800	12 500
130	3950	13000	135	4 100	13 500	140	4 250	14 000	145	4 400	14 500
150	4550	15000	155	4 700	15 500	160	4 900	16 000	165	5 050	16 500
170	5200	17000	175	5 350	17 500	180	5 500	18 000	185	5 650	18 500
190	5800	19000	195	5 950	19 500	200	6 100	20 000			
210	6 400	21 000				220	6 700	22 000			
230	7 000	23 000				240	7 300	24 000			
250	7 600	25 000				260	7 900	26 000			
270	8 250	27 000				280	8 550	28 000			

TRACK*

From 000 degrees to 179 degrees						From 180 degrees to 359 degrees					
IFR Flight			VFR Flights			IFR Flight			VFR Flights		
Altitude			Altitude			Altitude			Altitude		
FL	Metres	Feet	FL	Metres	Feet	FL	Metres	Feet	FL	Metres	Feet
290	8 850	29 000				310	9 450	31 000			
330	10 050	33 000				350	10 650	35 000			
370	11 300	37 000				390	11 900	39 000			
410	12 500	41 000				430	13 100	43 000			
450	13 700	45 000				470	14 350	47 000			
490	14 950	49 000				510	15 550	51 000			
etc	etc.	etc.				etc.	etc.	etc.			

* Magnetic track, or in polar areas at latitudes higher than 70 degrees and within such extensions to those areas as may be prescribed by the appropriate ATS authorities, grid tracks as determined by a network of lines parallel to the Greenwich Meridian superimposed on a polar stereographic chart in which the direction towards the North Pole is employed as the Grid North.

ENR 1 GENERAL RULES AND PROCEDURES

ENR 1.8 REGIONAL SUPPLEMENTARY PROCEDURES (DOC 7030)

The supplementary procedures in force are given in their entirety. Differences are shown in quotation marks.

1 Visual flights rules (VFR)

(ICAO Annex 2, 4.8)

VFR flights to be operated within a control zone established at an aerodrome serving international flights and in specified portions of the associated terminal control area shall:

a. Have two-way radio communications;

b. Obtain permission from the appropriate air traffic control unit; and

c. Report positions, as required.

Note.- The phrase "specified portions of the associated terminal control area" is intended to signify at least those portions of the TMA used by international IFR flights in association with approach, holding, departure and noise abatement procedures.

2 Special application of instrument flight rules

Flights shall be conducted in accordance with the instrument flight rules even when not operating in instrument meteorological conditions, when operated more than 90 km seaward from the shoreline.

3 Air traffic advisory service

(PANS-ATM, 9.1.4)

All IFR flights shall comply with the procedures for air traffic advisory service when operating in advisory airspace.

4 Adherence to ATC approved route

(ICAO Annex 2, 3.6.2.2)

If an aircraft has inadvertently deviated from the route specified in its ATC clearance, it shall forthwith take action to regain such route within "one hundred (100)" Nautical Miles from the position at which the deviation was observed.

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ENR 1 GENERAL RULES AND PROCEDURES

ENR 1.9 AIR TRAFFIC FLOW MANAGEMENT (ATFM)

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ENR 1 GENERAL RULES AND PROCEDURES

ENR 1.10 FLIGHT PLANNING

(Restriction, limitation or advisory information)

1 Procedures for the submission of a flight plan

A flight plan shall be submitted in accordance with ICAO Annex 2, 3.3.1, prior to operating:

a. any IFR flight;

b. any VFR flight:

- departing from or destined for an aerodrome within a HATO control zone;
- crossing HATO CTR;
- operated along the designated VFR routes in the .Curaçao TMA;
- across the Curaçao FIR boundary, i.e. international flights;
- departing from or destined for an aerodrome within a control zone
- crossing Beatrix CTR

1.1 Time of submission

Except for repetitive flight plans, a flight plan shall be submitted at least 60 minutes prior to departure, taking into account the requirements of ATS units in the airspace along the route to be flown for timely information, including requirements for early submission for Air Traffic Flow Management (ATFM) purposes.

1.2 Place of submission

a. Flight plans shall be submitted at the Air Traffic Services Reporting Office (ARO) at the departure aerodrome;

b. In the absence of such an office at the departure aerodrome, a flight plan shall be submitted by telephone or teletype to the nearest ARO as listed below (except as indicated under c. and d.).

TNCB FIO(ARO) TEL: (+5999) 839-3552 or TNCBZPZX / TNCCZPZX
TNCC ARO TEL: 839-3552 or TNCCZPZX
TNCM ARO TEL:+1 (721) 545-7534/546-7535 or TNCMZPZX
TNCE ARO TEL: (+599) 318-2887
TNCS ARO TEL: (+11 599) 416-2860
TNCA ARO TEL: (+297) 528 2711 or TNCAZPZX

Note: Alerting service is, in principle, provided to flights for which a flight plan has been submitted

1.3 Contents and form of a flight plan (ICAO Annex 2, 3.3.2)

a. ICAO flight plan forms are available at the ARO's and airport offices at the aerodromes. The instructions for completing those forms shall be followed.

b. Flight plans concerning IFR flights along ATS routes need not include FIRboundary estimates. Inclusion of FIR-boundary estimates is, however, required

c. For off-route IFR flights and international VFR flights. When a flight plan is submitted by telephone, teletype or telefax, the sequence of items in the flight plan form shall be strictly followed.

1.4 Changes to flight plan (ICAO Annex 2, 3.3.4)

a. Any changes which may occur after the flight plan has been filed, e.g. changes in P.O.B., fuel endurance etc., shall be reported as soon as possible to the ATS units

b. For drastic changes like routes and/or destinations new flight plan shall be submitted after the old flight plan has been canceled.

c. In addition a changes from flight rules, from VFR to IFR before the flight has departed, a new flight plan for such operation shall be submitted

d. In event of a delay of 30 minutes in excess of the EOBT, the flight plan shall be amended or a new flight plan submitted and the old flight plan cancelled, whichever is applicable.

Note: If a delay in departure of controlled flight is not properly reported (on time), this will result in cancellation of the flight plan

e. Whenever a flight, for which a flight plan has been submitted, is cancelled, the appropriate ATS unit shall be informed immediately

1.5 Adherence to ATS route structure

No flight plans shall be filed for routes deviating from the published ATS route structure unless prior permission has been obtained from the DC-ANSP ATC authorities.

1.6 Authorization for special flights

Flights of a specific character, such as survey flights, scientific research flights, etc., may be exempted from the restriction specified above. A request for exemption shall be mailed so as to be received at least one week before the intended day of operation to ARO Department serving the aerodromes of departure.

2 Repetitive flight plan system

2.1 General

The procedures concerning the use of Repetitive Flight Plans (RPL) conform to ICAO Doc 7030 and the PANS RAC 13th edition

RPL lists relating to flights in and to flights overflying the Curaçao FIR shall be submitted at least two weeks in advance, in duplicate, to the following address:

a. **CURAÇAO**
Dutch Caribbean – Air Navigation Service Provider
ARO Department
Attn: Mr. J. Nicolaas
HATO Curaçao International Airport
Franklin D. Rooseveltweg
Willemstad, Curaçao
Via: Telephone: (+5999) 839-3552
AFS CUR: TNCCZPZX

b. **ARUBA**
ARO Department
Air Navigation Services Aruba N.V.
L.G. Smith Blvd 22
Oranjestad, Aruba
Via: Telephone (297) 528 2711
AFS ARUBA: TNCAZPZX

c. **BONAIRE**
Dutch Caribbean – Air Navigation Service Provider
ARO Department
Attn: Mr. J. Nicolaas.
Flamingo Airport
Bonaire (BES Islands)
Via: Telephone: (+5999) 839-3552
AFS BON: TNCBZPZX / TNCCZPZX

d. **ST. MAARTEN, ST. EUSTATIUS, SABA**
Princess Juliana International Airport Company
Air Traffic Services Department
P.O. Box
Airport Road, Simpson Bay
St. Maarten
Via: Telephone: (+1) 721-546-7542
AFS BON: TNCMZPZX

Changes Of permanent Nature involving the inclusion of new flights and the deletion of or modification of currently listed flights shall be submitted in the form of amendment listings at least 4 (four) days prior to the change becoming effective, making use of the RPL listing form.

Changes of a temporary non-recurring nature relating to RPL concerning aircraft type and wake turbulence category, speed and/or cruising level shall be submitted for each individual flight as early as possible and not later than 60 minutes before EOBT to the ARO offices.

2.2 Incidental changes and cancellations of RPL

In case of an incidental change in aircraft identification, the departure aerodrome, the rout and/or the destination aerodrome, the RPL shall be cancelled for that day concerned and an individual flight plan shall be submitted at least 60 minutes prior the EOBT

The operator shall submit a cancelation message to the ARO responsible for the departure aerodrome to any flight that is cancelled and for which a RPL has been submitted.

2.3 Incidental changes and cancellations of RPL

When a specific flight is likely to encounter a delay of 30 minutes or more but less than 6 (six) hours in excess of the Estimated Off Block Time (EOBT) stated in that RPL, a delay message (expressed in UTC, including date and time) shall be submitted immediately to the ATS Reporting Office (ARO) responsible for the departure aerodrome. If the delay exceeds 6 (six) hours the RPL shall be cancelled for that day and an individual flight plan shall be submitted (at least 60 minutes prior the new EOBT).

Delays relating to departures from Curaçao shall be notified to the Air Traffic Service Reporting Office (ARO), TEL: (+5999) 839-3552

Delays relating to departures from Aruba shall be notified to the Air Traffic Service Reporting Office (ARO), TEL: (297) 528-2711

Delays relating to departures from Bonaire shall be notified to the Air Traffic Service Reporting Office (ARO), TEL: (+5999) 839-3552 . In case of emergency please call the Airport Operations on duty on TEL: (+599) 785-0477

Note.- Be advised that all FLT Plan not active within the limits of the ETD as prescribed by ICAO ATM Doc. 4444 will be deleted and ejected from the AFTN system. Timely revision of the ETD will keep the FLT plan active.

2.4 ATS messages

For a flight operated on an RPL, no flight plan message (FPL) will be transmitted. Departure messages (DEP) or delay messages (DLA) relating to such flights will not be transmitted to ATS units outside the Curaçao FIR.

3 Changes to the submitted flight plan

All changes to a flight plan submitted for an IFR flight or a controlled VFR flight and significant changes to a flight plan submitted for an uncontrolled VFR flight shall be reported as soon as possible to the appropriate ATS unit. In the event of a delay in departure of 30 minutes or more for a flight for which a flight plan has been submitted, the flight plan shall be amended or a new flight plan shall be submitted after the old plan has been cancelled.

Note 1.- If a delay in departure of a controlled flight is not properly reported, the relevant flight plan data may no longer be readily available to the appropriate ATS unit when a clearance is ultimately requested, which will consequently result in extra delay for the flight.
Note 2.- If a delay in departure (or cancellation) of an uncontrolled VFR flight is not properly reported, alerting or search and rescue action may be unnecessarily initiated when the flight fails to arrive at the destination aerodrome within 30 minutes after its current ETA

Whenever a flight, for which a flight plan has been submitted, is cancelled, the appropriate ATS unit shall be informed immediately.
Changes to a current flight plan for a controlled flight during flight shall be reported or requested, subject to the provisions in ICAO Annex 2, 3.6.2. (Adherence to flight plan). Significant changes to a flight plan for a VFR flight include changes in endurance or in the total number of persons on board and changes in time estimates of 30 minutes or more.

Arrival report (closing a flight plan)

Generally arrivals are acknowledged by (a Dutch Caribbean's) aerodrome Tower. In case of absence of the ATS unit a report of arrival shall be made at the earliest possible moment after landing to the airport office of the arrival aerodrome by any flight for which a flight plan has been submitted.

After landing at an aerodrome which is not one of the Dutch Caribbean aerodromes (diversionary landing), the designated aerodrome Tower shall be specifically informed accordingly. In the absence of a local ATS unit at the aerodrome of diversionary landing, the pilot is responsible for passing the arrival report to the destination aerodrome.

Arrival reports shall contain the following elements of information:

- Aircraft identification
- Departure aerodrome
- Destination aerodrome
- Time of arrival.

In the case of diversion, insert the "arrival aerodrome" between "destination aerodrome" and "time of arrival".

ARO Offices serving Curaçao and Bonaire:

- **Curaçao** shall be notified to the Air Traffic Service Reporting Office (ARO),
  TEL: (+5999) 839-3552.
- **Bonaire** shall be notified to the Air Traffic Service Reporting Office (ARO),
  TEL: (+5999) 839-3552.

  *In case of emergency please call the Airport Operations on duty on TEL: (+599) 785-0477 (or Curaçao ARO).

ARO Offices serving St. Maarten, St. Eustatius and Saba:

- **St. Maarten, St. Eustatius and Saba** shall be notified to the Air Traffic Services, TEL: (+1) 721-546-7542
- **Aruba** shall be notified to Air Traffic Service Reporting Office (ARO), TEL: (297) 528-2711

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ENR 1 GENERAL RULES AND PROCEDURES

ENR 1.11 ADDRESSING OF FLIGHT PLAN MESSAGES

Flight movement messages relating to traffic into or via the CUR FIR shall be addressed as stated below in order to warrant correct relay and delivery.

Note.- Flight movement messages in this context comprise flight plan messages, amendment messages relating thereto and flight plan cancellation messages (PANS-ATM refers)

Category of flight (IFR, VFR or both)	Route (into or via FIR and/or TMA)	Message address
1	2	3
IFR flights	into or via CURAÇAO FIR and, in addition, for flights:	TNCFZQZX, TNCCZPZX
	• within the CURAÇAO FIR above FL 195	TNCFZQZX, TNCCZPZX
	• into CURAÇAO TMA	TNCFZQZX, TNCCZPZX
	• via CURAÇAO TMA	TNCFZQZX, TNCCZPZX
	into or via ST. MAARTEN TMA	TNCMZPZX, TNCMZTZX
VFR flights	into or via the Curaçao FIR	TNCFZFZX, TNCCZPZX
		TNCAZTZX, TNCAZPZX
	into or via ST. MAARTEN TMA	TNCMZPZX, TNCMZTZX
All flights	into; Aeropuerto Reina Beatrix Flamingo Airport;	TNCAZTZX, TNCAZPZX
		TNCBZTZX, TNCBZPZX
	Aeropuerto Hato	TNCCZTZX, TNCCZPZX
	to and from TNCM, TFFG, TQPF, TFFJ, TNCS and TNCE	TNCMZPZX

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ENR 1 GENERAL RULES AND PROCEDURES

ENR 1.12 INTERCEPTION OF CIVIL AIRCRAFT - IDENTIFICATION AND INTERCEPTION PRO

1 Interception procedures

.1 The following procedures and visual signals apply over the territory and territorial waters of the Dutch Caribbean territory in the event of interception of an aircraft. An aircraft which is intercepted by another aircraft shall immediately:

a. follow the instructions given by the intercepting aircraft, interpreting and responding to visual signals in accordance with the specifications in Appendix 1 of ICAO Annex 2;

b. notify, if possible, the appropriate air traffic services unit;

c. attempt to establish radio communication with the intercepting aircraft or with the appropriate intercept control unit, by making a general call on the emergency frequency 121.5 MHz, giving the identity of the intercepted aircraft and the nature of the flight; if no contact has been established and if practicable, repeat this call on the emergency frequency 243 MHz;

d. if equipped with SSR transponder, select Mode A, Code 7700, unless otherwise instructed by the appropriate air traffic services unit.

.2 If radio contact is established during interception but communication in a common language is not possible, attempts shall be made to convey instructions, acknowledgement of instructions and essential information by using the phrases and pronunciations in the following table, transmitting each phrase twice:

Phrase	Pronunciation1	Meaning
CALL SIGN (call sign)[2]	**KOL** SA-IN (call sign)	My call sign is (call sign)
WILCO	**VILL**-KO	Understood. Will comply
CAN NOT	**KANN** NOTT	Unable to comply
REPEAT	REE-**PEET**	Repeat your instruction
AM LOST	**AM LOSST**	Position unknown
MAYDAY	**MAYDAY**	I am in distress
HIJACK[3]	**HI-JACK**	I have been hijacked
LAND	**LAAND**	I request to land at
(place name)	(place name)	(place name)
DESCEND	DEE-**SEND**	I require descent
Syllables to be emphasized are printed in bold letters.		

1. The word “interception in this context does not include intercept and escort service provided, on request, to an aircraft in distress, in accordance with the Search and Rescue Manual (DOC 7333)

2. The call sign required to be given is that used in radiotelephony communications with air traffic services units and corresponding to the aircraft identification in the flight plan.

3. Circumstances may not always permit, nor make desirable, the use of the phrase “HIJACK”.

.3 The phrases shown in the table below shall be used by the intercepting aircraft and transmitted twice in the circumstances described in the preceding paragraph. **.4** If any instructions received by radio from any sources conflict with those given by the intercepting aircraft by visual signals, the intercepted aircraft shall request immediate clarification while continuing to comply with the visual instructions given by the intercepting aircraft. **.5** If instructions received by radio from any sources conflict with those given by the intercepting aircraft by radio, the intercepted aircraft shall request immediate clarification while continuing to comply with the radio instructions given by the intercepting aircraft. **.6** The visual signals for use in the event of interception are detailed on page ENR 1.12-3.

Phrase	Pronunciation1	Meaning
CALL SIGN (call sign)[2]	**KOL** SA-IN (call sign)	What is your call sign?
FOLLOW	**FOL**-LO	Follow me
DESCEND	DEE-**SEND**	Descend for landing
YOU LAND	**YOU LAAND**	Land at this aerodrome
PROCEED	PRO-**SEED**	You may proceed
Syllables to be emphasized are printed in bold letters.		

2 SIGNALS FOR USE IN THE EVENT OF INTERCEPTION

Signals initiated by intercepting aircraft and responses by intercepted aircraft

Series	*INTERCEPTING Aircraft Signals*	*Meaning*	*INTERCEPTED Aircraft Responds*	*Meaning*
1	DAY or NIGHT Rocking aircraft and flashing navigational lights at irregular intervals (and landing lights in the case of a helicopter) from a position slightly above and ahead of, and normally to the left of, the intercepted aircraft (or to the right if the intercepted aircraft is a helicopter) and, after acknowledgement, a slow level turn, normally to the left, (or to the right in the case of a helicopter) on the desired heading. *Note 1. Meteorological conditions or terrain may require the intercepting aircraft to reverse the positions and direction of turn given above in Series1. Note 2. If the intercepted aircraft is not able to keep pace with the intercepting aircraft, the latter is expected to fly a series of racetrack patterns and to rock the aircraft each time it passes the intercepted aircraft*	You have been intercepted. Follow me.	DAY or NIGHT Rocking aircraft, flashing navigational lights at irregular intervals and following. *Note. Additional action required to be taken by intercepted aircraft is prescribed in ICAO Annex 2, Chapter 3, 3.8.*	Understood, will comply
2	DAY or NIGHT An abrupt breakaway manoeuvre from the intercepted aircraft consisting of a climbing turn of 90 degrees or more without crossing the line of flight of the intercepted aircraft.	You may proceed	DAY or NIGHT Rocking the aircraft.	Understood, will comply
3	DAY or NIGHT Lowering landing gear (if fitted), showing steady landing lights and overflying runway in use or, if the intercepted aircraft is a helicopter, overflying the helicopter landing area. In the case of helicopters, the intercepting helicopter makes a landing approach, coming to hover near to the landing area	Land at this aerodrome.	DAY or NIGHT Lowering landing gear, (if fitted), showing steady landing lights and following the intercepting aircraft and, if, after overflying the runway in use or helicopter landing area, landing is considered safe, proceeding to land.	Understood, will comply

Signals initiated by intercepting aircraft and responses by intercepted aircraft

Series	***INTERCEPTING Aircraft Signals***	***Meaning***	***INTERCEPTED Aircraft Responds***	***Meaning***
4	DAY or NIGHT Raising landing gear (if fitted) and flashing landing lights while passing over runway in use or helicopter landing area at a height exceeding 300 m (1000 ft) but not exceeding 600 m (2000 ft) (in the case of a helicopter, at a height exceeding 50 m (170 ft) but not exceeding 100 m (330 ft) above the aerodrome level, and continuing to circle runway in use or helicopter landing area. If unable to flash landing lights, flash any other lights available.	Aerodrome you have designated is inadequate	DAY or NIGHT If it is desired that the intercepted aircraft follow the intercepting aircraft to an alternate aerodrome, the intercepting aircraft raises its landing gear (if fitted) and uses the Series 1 signals prescribed for intercepting aircraft.	Understood, follow me.
5	DAY or NIGHT Regular switching on and off of all available lights but in such a manner as to be distinct from flashing lights.	Cannot comply	DAY or NIGHT Use Series 2 signals prescribed for intercepting aircraft.	Understood.
6	DAY or NIGHT Irregular flashing of all available lights.	In distress.	DAY or NIGHT Use Series 2 signals prescribed for intercepting aircraft.	Understood.

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ENR 1 GENERAL RULES AND PROCEDURES

ENR 1.13 UNLAWFUL INTERFERENCE

1 General

The following procedures are intended for use by aircraft when unlawful interference occurs and the aircraft is unable to notify an ATS unit of this fact.

2 Procedures

1. Unless considerations aboard the aircraft dictate otherwise, the pilot-in-command should attempt to continue flying on the assigned track and at the assigned cruising level at least until notification to an ATS unit is possible or the aircraft is within radar coverage.

2. When an aircraft subjected to an act of unlawful interference must depart from its assigned track or its assigned cruising level without being able to make radiotelephony contact with ATS, the pilot-in-command should, whenever possible:

   a. attempt to broadcast warnings on the VHF emergency frequency and other appropriate frequencies, unless considerations aboard the aircraft dictate otherwise. Other equipment such as on-board transponders, data links, etc. should also be used when it is advantageous to do so and circumstances permit; and

   b. proceed in accordance with applicable special procedures for in-flight contingencies, where such procedures have been established and promulgated in ICAO Doc 7030 -Regional Supplementary Procedures; or

   c. f no applicable regional procedures have been established, proceed at a level which differs from the cruising levels normally used for IFR flight in the area by 300 m (1 000 ft) if above FL 290 or by 150 m (500 ft) if below FL 290.

3 Sabotage and Bomb Treats

To ensure that the services and agencies with responsibilities during unlawful interference work as a team in the interests of passengers, crew, and the aircraft, it should be borne in mind that those in charge must act as circumstances warrant.

For the safety of passengers and crew, it is very important that everyone involved remain calm and closely follow the instructions of the AVSEC Manager or alternate. The entire situation should be kept as secret as possible so as not to attract curiosity-seekers who may obstruct access roads. A report should be submitted to the ATC Unit manager.

Priority is given to the movement of the aircraft involved and , if possible, recommend to the pilot to take his aircraft to the aerodrome isolation to which access shall be prohibited .

4 Hijacking

In the case of hijacking, the pilot will communicate to air traffic control that his aircraft is being hijacked, a pilot under pressure should squawk 7500 or vocally, by radio communication transmitting "(Aircraft call sign); Transponder seven five zero zero."

Priority is given to the aircraft movement to the aircraft involved and, if possible, recommend to the pilot to take his aircraft to the aerodrome isolation area.

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ENR 1 GENERAL RULES AND PROCEDURES

ENR 1.14 AIR TRAFFIC INCIDENTS

1 Definition of air traffic incidents

1.1. "Air traffic incident" is used to mean a serious occurrence related to the provision of air traffic services, such as:

a. aircraft proximity (AIRPROX);

b. serious difficulty resulting in a hazard to aircraft caused, for example, by:

1. faulty procedures;

2. non-compliance with procedures; or

3. failure of ground facilities.

1.2 Definitions for aircraft proximity and AIRPROX.

Aircraft proximity. A situation in which, in the opinion of the pilot or the air traffic services personnel, the distance between aircraft, as well as their relative positions and speed, has been such that the safety of the aircraft involved may have been compromised. Aircraft proximity is classified as follows:

Risk of collision. The risk classification of aircraft proximity in which serious risk of collision has existed. Safety not assured. The risk classification of aircraft proximity in which the safety of the aircraft may have been compromised.

No risk of collision. The risk classification of aircraft proximity in which no risk of collision has existed.

Risk not determined. The risk classification of aircraft proximity in which insufficient information was available to determine the risk involved, or inconclusive or conflicting evidence precluded such determination.

AIRPROX. The code word used in an air traffic incident report to designate aircraft proximity.

1.3. Air traffic incidents are designated and identified in reports as follows:

Type	***Designation***
Air traffic incident	Incident
as a) above	AIRPROX (aircraft proximity)
as b) 1) and 2) above	Procedure
as b) 3) above	Facility

2 Use of the Air Traffic Incident Report Form (See model on pages ENR 1.14-4 to 1.14-8)

The Air Traffic Incident Report Form is intended for use:

a. by a pilot for filing a report on an air traffic incident after arrival or for confirming a report made initially by radio during flight.
Note.- The form, if available on board, may also be of use in providing a pattern for making the initial report in flight.

b. by an ATS unit for recording an air traffic incident report received by radio, telephone or teleprinter.
Note.- The form may be used as the format for the text of a message to be transmitted over the AFS network

3 Reporting procedures (including in-flight procedures)

3.1. The following are the procedures to be followed by a pilot who is or has been involved in an incident:

a. during flight, use the appropriate air/ground frequency for reporting an incident of major significance, particularly if it involves other aircraft, so as to permit the facts to be ascertained immediately;

b. as promptly as possible after landing, submit a completed Air Traffic Incident Report Form

1. for confirming a report of an incident made initially as in a) above, or for making the initial report on such an incident if it had not been possible to report it by radio;

2. for reporting an incident which did not require immediate notification at the time of occurrence.

3.2. An initial report made by radio should contain the following information:

a. aircraft identification;

b. type of incident, e.g. aircraft proximity;

c. the incident; 1. a) and b); 2. a), b), c), d), n); 3. a), b), c), i); 4. a), b);

d. miscellaneous: 1. e).

3.3. The confirmatory report on an incident of major significance initially reported by radio or the initial report on any other incident should be submitted to The Aviation Safety Board, or to the ATS Reporting Office of the aerodrome of first landing for submission to The Aviation Safety Board. The pilot should complete the Air Traffic Incident Report Form, supplementing the details of the initial reports as necessary.

Note.- Where there is no ATS Reporting Office, the report may be submitted to another ATS unit.

4 Purpose of reporting and handling of the form

4.1. The purpose of the reporting of aircraft proximity incidents and their investigation is to promote the safety of aircraft. The degree of risk involved in an aircraft proximity incident should be determined in the incident investigation and classified as "risk of collision", "safety not assured", "no risk of collision" or "risk not determined"

4.2. The purpose of the form is to provide investigatory authorities with as complete information on an air traffic incident as possible and to enable them to report back, with the least possible delay to the pilot or operator concerned, the result of the investigation of the incident and, if appropriate, the remedial action taken.

5 AIR TRAFFIC INCIDENT REPORT FORM

For use when submitting and receiving reports on air traffic incidents. In an initial report by radio, shaded items should be included.

A AIRCRAFT IDENTIFICATION

B TYPE OF INCIDENT
AIRPROX / PROCEDURE / FACILITY*

C THE INCIDENT

1. General
a) Date / time of incident UTC
b) Position

2. Own aircraft
a) Heading and route
b) True airspeed _____ measured in ( ) kt _____ ( ) km/h _____
c) Level and altimeter setting
d) Aircraft climbing or descending
( ) Level flight ( ) Climbing ( ) Descending
e) Aircraft bank angle
( ) Wings level ( ) Slight bank ( ) Moderate bank
( ) Steep bank ( ) Inverted ( ) Unknown
f) Aircraft direction of bank
( ) Left ( ) Right ( ) Unknown
g) Restrictions to visibility (select as many as required)
( ) Sunglare ( ) Windscreen pillar ( ) Dirty windscreen
( ) Other cockpit structure ( ) None
h) Use of aircraft lighting (select as many as required)
( ) Navigation lights ( ) Strobe lights ( ) Cabin lights
( ) Red anti-collision lights ( ) Landing / taxi lights ( ) Logo (tail fin) lights
( ) Other ( ) None
i) Traffic avoidance advice issued by ATS
( ) Yes, based on radar ( ) Yes, based on visual sighting ( ) Yes, based on other information
( ) No
j) Traffic information issued
( ) Yes, based on radar ( ) Yes, based on visual sighting ( ) Yes, based on other information
( ) No
k) Airborne collision avoidance system ACAS
( ) Not carried ( ) Type ( ) Traffic advisory issued
( ) Resolution advisory issued ( ) Traffic advisory or resolution advisory not issued
l) Radar identification
( ) No radar available ( ) Radar identification ( ) No radar identification
m) Other aircraft sighted
( ) Yes ( ) No ( ) Wrong aircraft sighted
n) Avoiding action taken
( ) Yes ( ) No
o) Type of flight plan IFR / VFR / none*

3. Other aircraft
a) Type and call sign / registration (if known)
b) If a) above not known, describe below
( ) High wing ( ) Mid wing ( ) Low wing
( ) Rotorcraft
( ) 1 engine ( ) 2 engines ( ) 3 engines
( ) 4 engines ( ) More than 4 engines
Marking, colour or other available details

c) Aircraft climbing or descending
( ) Level flight ( ) Climbing ( ) Descending
( ) Unknown

d) Aircraft bank angle
( ) Wings level ( ) Slight bank ( ) Moderate bank

( ) Steep bank	( ) Inverted	( ) Unknown
e) Aircraft direction of bank		
( ) Left	( ) Right	( ) Unknown
f) Lights displayed		
( ) Navigation lights	( ) Strobe lights	( ) Cabin lights
( ) Red anti-collision lights	( ) Landing / taxi lights	( )Logo (tail fin) lights
( ) Other	( ) None	( ) Unknown
g) Traffic avoidance advice issued by ATS		
( ) Yes, based on radar	( ) Yes, based on visual sighting	( ) Yes, based on other information
( ) No	( ) Unknown	
h) Traffic information issued		
( ) Yes, based on radar	( ) Yes, based on visual sighting	( ) Yes, based on other information
( ) No	( ) Unknown	
i) Avoiding action taken		
( ) Yes	( ) No	( ) Unknown
4. Distance		
a) Closest horizontal distance		
b) Closest vertical distance		
5. Flight weather conditions		
a) IMC / VMC*		
b) Above / below* clouds / fog / haze or between layers*		
c) Distance vertically from cloud _____ m / ft* below _____ m / ft* above		
d) In cloud / rain / snow / sleet / fog / haze*		
e) Flying into / out of* sun		
f) Flight visibility _____ m /km*		
6. Any other information considered important by the pilot-in-command		

D MISCELLANEOUS

1. Information regarding reporting aircraft

a. Aircraft registration

b. Aircraft type

c. Operator

d. Aerodrome of departure

e. Aerodrome of first landing destination _____

f. Reported by radio or other means to _____ (name of ATS unit) at time UTC

g. Date / time / place of completion of form

2. Function, address and signature of person submitting report

a. Function

b. Address

c. Signature

d. Telephone number

3. Function and signature of person receiving report

a) Function _____

b) Signature _____

E SUPPLEMENTARY INFORMATION BY ATS UNIT CONCERNED

1. Receipt of report

a) Report received via AFTN / radio / telephone / other (specify)*

_____

b) Report received by _____ (name of ATS unit)

2. Details of ATS action

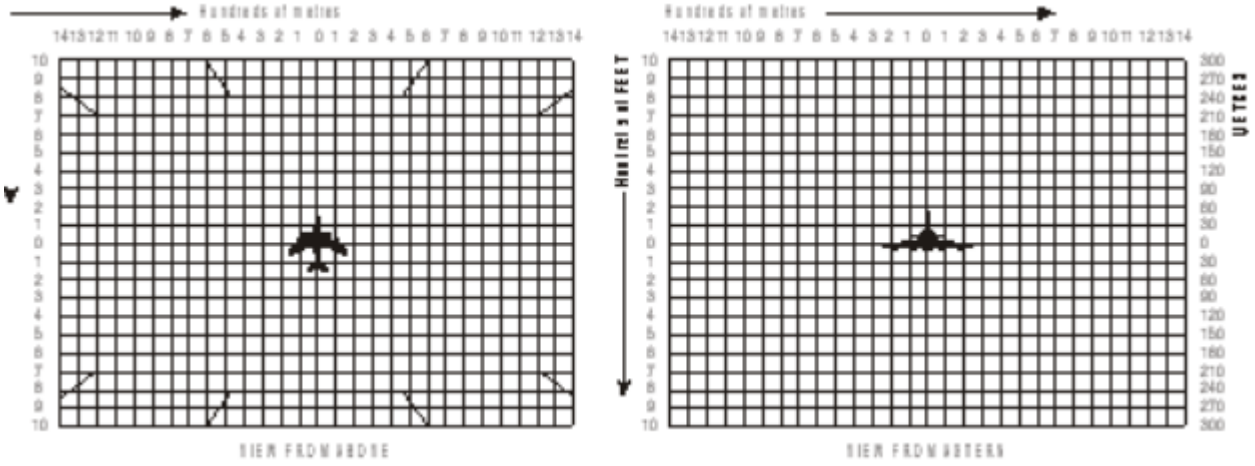
Clearance, incident seen (radar/visually, warning given, result of local enquiry, etc.)

_____
_____ _____

_____

DIAGRAMS OF AIRPROX

Mark passage of other aircraft relative to you, in plan on the left and in elevation on the right, assuming YOU are at the centre of each diagram. Include first sighting and passing distance.



6 Instructions for the completion of the Air Traffic Incident Report Form

Item

A Aircraft identification of the aircraft filing the report.

B An AIRPROX report should be filed immediately by radio.

C1 Date/time UTC and position in bearing and distance from a navigation aid or in LAT/LONG.

C2 Information regarding aircraft filing the report, tick as necessary.

C2c) E.g. FL 350/1 013 hPa or 2 500 ft/QNH 1 007 hPa or 1 200 ft/QFE 998 hPa.

C3 Information regarding the other aircraft involved.

C4 Passing distance - state units used.

C6 Attach additional papers as required. The diagrams may be used to show aircraft's positions.

D1 f) State name of ATS unit and date/time in UTC.

D1 g) Date and time in UTC.

E2 Include details of ATS unit such as service provided, radiotelephony frequency, SSR Codes assigned and altimeter setting. Use diagram to show the aircraft's position and attach additional papers as required.

ENR 2 AIR TRAFFIC SERVICES AIRSPACE

ENR 2.1 FIR, UTA, CTA AND TMA

Name Lateral limits Vertical limits Class of Airspace	*Unit providing service*	*Call sign languages area and conditions of use hours of service*	*Frequency and Purpose*	*Remarks*
1	*2*	*3*	*4*	*5*
FIR CURAÇAO FIR Area bounded by lines joining points 123000N 0703000W - 123000N 0712500W - 142000N 0740000W - 160000N 0740000W - 170000N 0730000W - 170000N 0714000W - 160000N 0714000W - 160000N 0680000W - 154100N 0670400W - 112400N 0675800W to point of origin. AIRSPACE CLASS: E: Between FL195 and 2500 FT STD G: Between 2500 FT AGL and GND	CURACAO ACC	CURACAO CONTROL Spanish / English H24	127.10 MHZ PRIMARY 124.10 MHZ SECONDARY 121.50 MHZ EMERG	RVSM AIRSPACE: FL290/ FL410 inclusive AREA RDR Service will be between 1100 - 0300 UTC Outside these hrs procedure control will be provided assisted by RDR
UIR CURACAO UIR Area bounded by lines joining points 123000N 0703000W - 123000N 0712500W - 142000N 0740000W - 160000N 0740000W - 170000N 0730000W - 170000N 0714000W - 160000N 0714000W - 160000N 0680000W - 154100N 0670400W - 112400N 0675800W to point of origin. UNL FL195 AIRSPACE CLASS: A	CURACAO ACC	CURACAO CONTROL Spanish / English H24	127.10 MHZ PRIMARY 124.10 MHZ SECONDARY 121.50 MHZ EMERG	RVSM AIRSPACE: FL290/ FL410 inclusive AREA RDR Service will be between 1100 - 0300 UTC Outside these hrs procedure control will be provided assisted by RDR
UTA CURACAO UTA Area bounded by lines joining points 123000N 0703000W - 123000N 0712500W - 142000N 0740000W - 160000N 0740000W - 170000N 0730000W - 170000N 0714000W - 160000N 0714000W - 160000N 0680000W - 154100N 0670400W - 112400N 0675800W to point of origin.	CURACAO ACC	CURACAO CONTROL Spanish / English H24	127.10 MHZ PRIMARY 124.10 MHZ SECONDARY 121.50 MHZ EMERG	RVSM AIRSPACE: FL290/ FL410 inclusive AREA RDR Service will be between 1100 - 0300 UTC Outside these hrs procedure control will be provided assisted by RDR

Name Lateral limits Vertical limits Class of Airspace	*Unit providing service*	*Call sign languages area and conditions of use hours of service*	*Frequency and Purpose*	*Remarks*
1	*2*	*3*	*4*	*5*
UNL FL195 AIRSPACE CLASS: A				
TMA CURAÇAO LOWER TERMINAL CONTROL AREA (TMA) Area bounded by lines joining points 134035N 0672932W - 140835N 0694004W then along the counter clockwise arc of a circle of 100 NM radius centred on 123006N 0700115W (VOR BEA) to 124240N 0714237W - 123000N 0712500W - 123000N 0703000W - 112400N 0675800W to point of origin. FL195 GND AIRSPACE CLASS: E: Between FL195 and 2500 FT AGL G: Between 2500 FT AGL and GND	CURAÇAO ACC	CURACAO TERMINAL Spanish / English	119.80 MHZ PRIMARY 124.70 MHZ SECONDARY	(within the limits of the Curacao FIR.) AREA RDR Service will be between 1100 - 0300 UTC Outside these hours procedure control will be provided assisted by RDR
	CURA-CAO ACC	CURACAO CONTROL Spanish / English H24	127.10 MHZ PRIMARY 124.10 MHZ SECONDARY 121.50 MHZ EMERG	
TMA CURAÇAO UPPER TERMINAL CONTROL AREA (TMA) Area bounded by lines joining points 134035N 0672932W - 140835N 0694004W then along the counter clockwise arc of a circle of 100 NM radius centred on 123006N 0700115W (VOR BEA) to 124240N 0714237W - 123000N 0712500W - 123000N 0703000W - 112400N 0675800W to point of origin. FL245 FL195 AIRSPACE CLASS: A	CURAÇAO ACC	CURACAO TERMINAL Spanish / English	119.80 MHZ PRIMARY 124.70 MHZ SECONDARY	(within the limits of the Curacao FIR.) AREA RDR Service will be between 1100 - 0300 UTC Outside these hours procedure control will be provided assisted by RDR
	CURA-CAO ACC	CURACAO CONTROL Spanish / English H24	127.10 MHZ PRIMARY 124.10 MHZ SECONDARY 121.50 MHZ EMERG	
TMA JULIANA TERMINAL CONTROL AREA Area bounded by lines joining points 182500N 0625200W - 174700N 0622300W - 172600N 0625400W - 173600N 0634000W - 182500N 0634000W - 182500N 0625200W to point of origin.	JULIANA APP	JULIANA APPROACH English 1100 -0100 UTC	128.95 MHZ PRIMARY	NIL

Name *Lateral limits* *Vertical limits* *Class of Airspace*	*Unit providing service*	*Call sign languages area and conditions of use hours of service*	*Frequency and Purpose*	*Remarks*
1	*2*	*3*	*4*	*5*
FL150 2600 FT AGL AIRSPACE CLASS: D: Between FL150 and 2600 FT AGL G: Between 2600 FT AGL and GND				

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ENR 3 ATS ROUTES

ENR 3.1 CONVENTIONAL ROUTES

Route designator Name of significant points Coordinates	*Track MAG Rev Track MAG Length*	*Upper limit Lower limit MEA Airspace class*	*Lateral limits (NM) MOCA*	*Direction of cruising levels*		*Remarks*
				Odd	*Even*	
1	*2*	*3*	*4*	*5*		*6*
A315						**FOR CONTINUATION SEE AIP DOMINICAN REPUBLIC**
▲VESKA 160000N 0704500W						
	166° 347° 60.2 NM	FL195 2500 FT AMSL FL 30 CLASS E	10	↓	↑	NIL
▲PENKO 150503N 0701905W						
	167° 348° 44.8 NM	FL195 2500 FT AMSL FL 30 CLASS E	10	↓	↑	NIL
▲DUSAN 142349N 0700034W						
	167° 347° 88.7 NM	FL195 2500 FT AMSL FL 30 CLASS E	10	↓	↑	CURACAO ACC FREQ: 127.1 MHZ (Prim. Freq.) 124.1MHZ
∆ ONDAS 130229N 0692325W						
	167° 348° 31.9 NM	FL195 2500 FT AMSL FL 30 CLASS E	10	↓	↑	NIL
∆ AGLIS 123311N 0691010W						

Route designator Name of significant points Coordinates	*Track MAG Rev Track MAG Length*	*Upper limit Lower limit MEA Airspace class*	*Lateral limits (NM) MOCA*	*Direction of cruising levels*		*Remarks*
				Odd	*Even*	
1	*2*	*3*	*4*	*5*		*6*
	168° 348° 23.2 NM	FL195 2500 FT AMSL FL 30 CLASS E	10	↓	↑	NIL
▲CURACAO VOR/DME 'PJG' 121149N 0690043W						
	- 320° 45.8 NM	FL195 2500 FT AMSL FL 30 CLASS E	10		↑	NIL
∆ OVILA 114319N 0682359W						
	- 320° 29.2 NM	FL195 2500 FT AMSL FL 30 CLASS E	10		↑	NIL
▲AVELO 112505N 0680037W						
NIL						

ENR 3 ATS ROUTES

ENR 3.1 CONVENTIONAL ROUTES

Route designator Name of significant points Coordinates	*Track MAG Rev Track MAG Length*	*Upper limit Lower limit MEA Airspace class*	*Lateral limits (NM) MOCA*	*Direction of cruising levels*		*Remarks*
				Odd	*Even*	
1	*2*	*3*	*4*	*5*		*6*
A511						**FOR CONTINUATION SEE AIP VENEZUELA**
▲VODIN 143339N 0671816W						
	293° 113° 40.2 NM	FL195 2500 FT AMSL FL 30 CLASS E	10	↑	↓	NIL
Δ BOSCO 144057N 0675903W						
	293° 112° 18.7 NM	FL195 2500 FT AMSL FL 30 CLASS E	10	↑	↓	CURACAO ACC FREQ: 127.1 MHZ (Prim. Freq.) 124.1 MHZ
Δ AFTON 144419N 0681805W						
	292° 112° 58.2 NM	FL195 2500 FT AMSL FL 30 CLASS E	10	↑	↓	NIL
Δ PERSO 145436N 0691715W						
	291° 111° 43.9 NM	FL195 2500 FT AMSL FL 30 CLASS E	10	↑	↓	NIL
Δ MOLOC 150203N 0700159W						
	291° 111°	FL195 2500 FT AMSL	10	↑	↓	NIL

Route designator Name of significant points Coordinates	*Track MAG Rev Track MAG Length*	*Upper limit Lower limit MEA Airspace class*	*Lateral limits (NM) MOCA*	*Direction of cruising levels*		*Remarks*
				Odd	*Even*	
1	*2*	*3*	*4*	*5*		*6*
	16.8 NM	FL 30 CLASS E				
▲PENKO 150503N 0701905W						
	307° 125° 126.2 NM	FL195 2500 FT AMSL FL 30 CLASS E	10	↑	↓	CURACAO ACC FREQ: 127.1 MHZ (Prim. Freq.) 124.1 MHZ
∆ MASEN 155903N 0721721W						
	305° 124° 75.9 NM	FL195 2500 FT AMSL FL 30 CLASS E	10	↑	↓	FOR CONTINUATION SEE AIP JAMAICA
▲TARBA 163100N 0732900W						
NIL						

ENR 3 ATS ROUTES

ENR 3.1 CONVENTIONAL ROUTES

Route designator Name of significant points Coordinates	*Track MAG Rev Track MAG Length*	*Upper limit Lower limit MEA Airspace class*	*Lateral limits (NM) MOCA*	*Direction of cruising levels*		*Remarks*
				Odd	*Even*	
1	*2*	*3*	*4*	*5*		*6*
A516						**FOR CONTINUATION SEE AIP VENEZUELA**
▲ACORA 133927N 0672958W						
	238° 058° 31.0 NM	FL195 2500 FT AMSL FL 30 CLASS E	10	↑	↓	NIL
▲LUCAS 131742N 0675240W						
	238° 057° 40.8 NM	FL195 2500 FT AMSL FL 30 CLASS E	10	↑	↓	CURACAO ACC FREQ: 127.1 MHZ (Prim. Freq.) 124.1 MHZ
∆ SINDA 124859N 0682226W						
	238° 058° 20.3 NM	FL195 2500 FT AMSL FL 30 CLASS E	10	↑	↓	NIL
∆ NOXAD 123451N 0683721W						
	237° 056° 32.4 NM	FL195 2500 FT AMSL FL 30 CLASS E	10	↑	↓	RDL 056 PJG
▲CURACAO VOR/DME 'PJG' 121149N 0690043W						
NIL						

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ENR 3 ATS ROUTES

ENR 3.1 CONVENTIONAL ROUTES

Route designator Name of significant points Coordinates	*Track MAG Rev Track MAG Length*	*Upper limit Lower limit MEA Airspace class*	*Lateral limits (NM) MOCA*	*Direction of cruising levels*		*Remarks*
				Odd	*Even*	
1	*2*	*3*	*4*	*5*		*6*
A554						**FOR CONTINUATION SEE AIP OF THE DOMINICAN REPUBLIC**
▲POKAK 160000N 0683400W						
	180° 001° 76.9 NM	FL195 2500 FT AMSL FL 40 CLASS E	10	↓	↑	NIL
∆ AFTON 144419N 0681805W						
	181° 001° 33.2 NM	FL195 2500 FT AMSL FL 40 CLASS E	10	↓	↑	NIL
▲BEXER 141139N 0681116W						
	173° 354° 56.7 NM	FL195 2500 FT AMSL FL 40 CLASS E	10	↓	↑	CURACAO ACC FREQ: 127.1 MHZ (Prim. Freq.) 124.1 MHZ
▲LUCAS 131742N 0675240W						
	174° 354° 34.6 NM	FL195 2500 FT AMSL FL 40 CLASS E	10	↓	↑	FOR CONTINUATION SEE AIP VENEZUELA
▲KABON 124445N 0674122W						
NIL						

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ENR 3 ATS ROUTES

ENR 3.1 CONVENTIONAL ROUTES

Route designator *Name of significant points* *Coordinates*	*Track MAG* *Rev Track MAG* *Length*	*Upper limit* *Lower limit* *MEA* *Airspace class*	*Lateral limits (NM)* *MOCA*	*Direction of cruising levels*		*Remarks*
				Odd	*Even*	
1	*2*	*3*	*4*	*5*		*6*
A563						
▲CURACAO VOR/DME 'PJG' 121149N 0690043W						
	106° 287° 45.0 NM	FL195 2500 FT AMSL FL 30 CLASS E	10	↓	↑	CURACAO ACC FREQ: 127.1 MHZ (Prim. Freq.) 124.1 MHZ
▲BONAIRE VOR/DME 'PJB' 120754N 0681458W						
	109° 290° 24.8 NM	FL195 2500 FT AMSL FL 30 CLASS E	10	↓	↑	NIL
▲BONAX 120441N 0674949W						
	110° 291° 22.6 NM	FL195 2500 FT AMSL FL 30 CLASS E	10	↓	↑	FOR CONTINUATION SEE AIP VENEZUELA
▲BELLO 120126N 0672657W						
NIL						

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ENR 3 ATS ROUTES

ENR 3.1 CONVENTIONAL ROUTES

Route designator Name of significant points Coordinates	*Track MAG Rev Track MAG Length*	*Upper limit Lower limit MEA Airspace class*	*Lateral limits (NM) MOCA*	*Direction of cruising levels*		*Remarks*
				Odd	*Even*	
1	*2*	*3*	*4*	*5*		*6*
A567						**FOR CONTINUATION SEE AIP DOMINICAN REPUBLIC**
▲BEROX 160000N 0700400W						
	189° 009° 57.7 NM	FL195 2500 FT AMSL FL 30 CLASS E	10	↑	↓	FOR CONTINUATION SEE AIP DOMINICAN REPUBLIC
∆ MOLOC 150203N 0700159W						
	189° 009° 38.1 NM	FL195 2500 FT AGL FL 30 CLASS E	10	↑	↓	NIL
▲DUSAN 142349N 0700034W						
	189° 009° 88.5 NM	FL195 2500 FT AMSL FL 30 CLASS E	10	↑	↓	CURACAO ACC FREQ: 127.1 MHZ (Freq.) 124.1 MHZ
∆ MOBAM 125457N 0695720W						
	189° 009° 24.5 NM	FL195 2500 FT AMSL FL 30 CLASS E	10	↑	↓	NIL
▲ARUBA VOR/DME 'ABA' 123020N 0695635W						

Route designator Name of significant points Coordinates	*Track MAG Rev Track MAG Length*	*Upper limit Lower limit MEA Airspace class*	*Lateral limits (NM) MOCA*	*Direction of cruising levels*		*Remarks*
				Odd	*Even*	
1	*2*	*3*	*4*	*5*		*6*
	222° 042° 13.5 NM	FL195 2500 FT AMSL FL 30 CLASS E	10	↑	↓	FOR CONTINUATION SEE AIP VENEZUELA
▲NOREX 121841N 0700343W						
NIL						

ENR 3 ATS ROUTES

ENR 3.1 CONVENTIONAL ROUTES

Route designator Name of significant points Coordinates	*Track MAG Rev Track MAG Length*	*Upper limit Lower limit MEA Airspace class*	*Lateral limits (NM) MOCA*	*Direction of cruising levels*		*Remarks*
				Odd	*Even*	
1	*2*	*3*	*4*	*5*		*6*
A574						**FOR CONTINUATION SEE AIP COLOMBIA**
▲GILGA 120744N 0710623W						
	081° 262° 51.9 NM	FL195 2500 FT AMSL FL 30 CLASS E	10	↓	↑	CURACAO ACC FREQ: 127.1 MHZ (Prim. Freq.) 124.1 MHZ
Δ DATOR 122435N 0701613W						
	084° 264° 20.0 NM	FL195 2500 FT AMSL FL 30 CLASS E	10	↓	↑	NIL
▲ARUBA VOR/DME 'ABA' 123020N 0695635W						
	119° 300° 21.0 NM	FL195 2500 FT AMSL FL 30 CLASS E	10	↓	↑	NIL
Δ ADRIV 122342N 0693612W						
	120° 300° 14.8 NM	FL195 2500 FT AMSL FL 30 CLASS E	10	↓	↑	NIL
Δ IRLEP 121853N 0692156W						
	120° 300°	FL195 2500 FT AMSL	10	↓	↑	NIL

Route designator Name of significant points Coordinates	*Track MAG Rev Track MAG Length*	*Upper limit Lower limit MEA Airspace class*	*Lateral limits (NM) MOCA*	*Direction of cruising levels*		*Remarks*
				Odd	*Even*	
1	*2*	*3*	*4*	*5*		*6*
	21.9 NM	FL 30 CLASS E				
▲CURACAO VOR/DME 'PJG' 121149N 0690043W						
NIL						

ENR 3 ATS ROUTES

ENR 3.1 CONVENTIONAL ROUTES

Route designator Name of significant points Coordinates	*Track MAG Rev Track MAG Length*	*Upper limit Lower limit MEA Airspace class*	*Lateral limits (NM) MOCA*	*Direction of cruising levels*		*Remarks*
				Odd	*Even*	
1	*2*	*3*	*4*	*5*		*6*
G431						**FOR CONTINUATION SEE AIP OF THE SAN JUAN AREA**
▲SCAPA 155003N 0673000W						
	215° 034° 74.3 NM	FL195 2500 FT AMSL FL 30 CLASS E	10	↑	↓	NIL
∆ BOSCO 144057N 0675903W						
	214° 034° 31.5 NM	FL195 2500 FT AMSL FL 30 CLASS E	10	↑	↓	NIL
▲BEXER 141139N 0681116W						
	214° 034° 102.8 NM	FL195 2500 FT AMSL FL 30 CLASS E	10	↑	↓	CURACAO ACC FREQ: 127.1 MHZ (Prim. Freq.) 124.1 MHZ
∆ URNOT 123559N 0685049W						
	214° 033° 25.9 NM	FL195 2500 FT AMSL FL 30 CLASS E	10	↑	↓	NIL
▲CURACAO VOR/DME 'PJG' 121149N 0690043W						

Route designator Name of significant points Coordinates	*Track MAG Rev Track MAG Length*	*Upper limit Lower limit MEA Airspace class*	*Lateral limits (NM) MOCA*	*Direction of cruising levels*		*Remarks*
				Odd	*Even*	
1	*2*	*3*	*4*	*5*		*6*
	232° 052° 19.4 NM	FL195 2500 FT AMSL FL 30 CLASS E	10	↑	↓	NIL
∆ EMAPA 115703N 0691334W						
	232° 052° 3.1 NM	FL195 2500 FT AMSL FL 30 CLASS E	10	↑	↓	FOR CONTINUATION SEE AIP VENEZUELA
▲ALCOT 115441N 0691537W						
NIL						

ENR 3 ATS ROUTES

ENR 3.1 CONVENTIONAL ROUTES

Route designator Name of significant points Coordinates	*Track MAG Rev Track MAG Length*	*Upper limit Lower limit MEA Airspace class*	*Lateral limits (NM) MOCA*	*Direction of cruising levels*		*Remarks*
				Odd	*Even*	
1	*2*	*3*	*4*	*5*		*6*
G442						**FOR CONTINUATION SEE AIP JAMAICA**
▲AMBIN 154103N 0740000W						
	137° 318° 57.9 NM	FL195 2500 FT AMSL FL 30 CLASS G	10	↓	↑	
∆ LIDOL 150458N 0731259W						
	138° 319° 72.0 NM	FL195 2500 FT AMSL FL 30 CLASS E	10	↓	↑	NIL
▲BIBIP 141958N 0721448W						
	140° 320° 145.4 NM	FL195 2500 FT AMSL FL 30 CLASS E	10	↓	↑	NIL
∆ TETUM 124807N 0701843W						
	140° 320° 27.9 NM	FL195 2500 FT AGL FL 30 CLASS E	10	↓	↑	NIL
▲ARUBA VOR/DME 'ABA' 123020N 0695635W						
	142° -	FL195 2500 FT AGL	10	↓		NORTHWEST BOUND

Route designator Name of significant points Coordinates	*Track MAG Rev Track MAG Length*	*Upper limit Lower limit MEA Airspace class*	*Lateral limits (NM) MOCA*	*Direction of cruising levels*		*Remarks*
				Odd	*Even*	
1	*2*	*3*	*4*	*5*		*6*
	53.6 NM	FL 30 CLASS E				TRAFFIC NOT AUTHORIZED FOR CONTINUATION SEE AIP VENEZUELA
▲ALCOT 115441N 0691537W						
NIL						

ENR 3 ATS ROUTES

ENR 3.1 CONVENTIONAL ROUTES

Route designator Name of significant points Coordinates	*Track MAG Rev Track MAG Length*	*Upper limit Lower limit MEA Airspace class*	*Lateral limits (NM) MOCA*	*Direction of cruising levels*		*Remarks*
				Odd	*Even*	
1	*2*	*3*	*4*	*5*		*6*
G446						**FOR CONTINUATION SEE AIP OF THE DOMINICAN REPUBLIC**
▲KARUM 160000N 0692400W						
	186° 006° 65.5 NM	FL195 2500 FT AGL FL 30 CLASS E	10	↑	↓	NIL
∆ PERSO 145436N 0691715W						
	186° 006° 96.7 NM	FL195 2500 FT AGL FL 30 CLASS E	10	↑	↓	NIL
∆ KERLI 131757N 0690723W						
	186° 006° 42.1 NM	FL195 2500 FT AGL FL 30 CLASS E	10	↑	↓	CURACAO ACC FREQ: 127.1 MHZ (Prim. Freq.) 124.1 MHZ
∆ MUNBA 123551N 0690308W						
	186° 006° 24.0 NM	FL195 2500 FT AGL FL 30 CLASS E	10	↑	↓	NIL
▲CURACAO VOR/DME 'PJG' 121149N 0690043W						

Route designator Name of significant points Coordinates	*Track MAG Rev Track MAG Length*	*Upper limit Lower limit MEA Airspace class*	*Lateral limits (NM) MOCA*	*Direction of cruising levels*		*Remarks*
				Odd	*Even*	
1	*2*	*3*	*4*	*5*		*6*
	162° - 31.4 NM	FL195 2500 FT AGL FL 30 CLASS E	10	↓		NORTHWEST BOUND TRAFFIC NOT AUTHORIZED
▲REPIS 114429N 0684443W						
	162° - 39.3 NM	FL195 2500 FT AGL FL 30 CLASS E	10	↓		NIL
▲VUNUM 111003N 0682503W						
NIL						

ENR 3 ATS ROUTES

ENR 3.1 CONVENTIONAL ROUTES

Route designator Name of significant points Coordinates	*Track MAG Rev Track MAG Length*	*Upper limit Lower limit MEA Airspace class*	*Lateral limits (NM) MOCA*	*Direction of cruising levels*		*Remarks*
				Odd	*Even*	
1	*2*	*3*	*4*	*5*		*6*
G885						**CURACAO ACC FREQ: 127.1 MHZ (Prim. Freq.) 124.1MHZ**
▲ARUBA VOR/DME 'ABA' 123020N 0695635W						
	056° 237° 21.7 NM	FL195 2500 FT AGL FL 30 CLASS E	10	↓	↑	NIL
∆ APNUT 124538N 0694050W						
	057° 237° 23.9 NM	FL195 2500 FT AGL FL 30 CLASS E	10	↓	↑	NIL
∆ ONDAS 130229N 0692325W						
	057° 237° 21.9 NM	FL195 2500 FT AGL FL 30 CLASS E	10	↓	↑	NIL
∆ KERLI 131757N 0690723W						
	057° 238° 76.4 NM	FL195 2500 FT AGL FL 30 CLASS E	10	↓	↑	NIL
▲BEXER 141139N 0681116W						
NIL						

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ENR 3 ATS ROUTES

ENR 3.1 CONVENTIONAL ROUTES

Route designator *Name of significant points* *Coordinates*	*Track MAG* *Rev Track MAG* *Length*	*Upper limit* *Lower limit* *MEA* *Airspace class*	*Lateral limits (NM)* *MOCA*	*Direction of cruising levels*		*Remarks*
				Odd	*Even*	
1	*2*	*3*	*4*	*5*		*6*
M597						**FOR CONTINUATION SEE AIP COLOMBIA**
▲OROSA 141842N 0740000W						
	053° 234° 64.8 NM	FL195 2500 FT AGL FL 30 CLASS G	10	↓	↑	NIL
∆ LIDOL 150458N 0731259W						
	054° 235° 76.1 NM	FL195 2500 FT AGL FL 30 CLASS G	10	↓	↑	CURACAO ACC FREQ: 127.1 MHZ (Prim. Freq.) 124.1 MHZ
∆ MASEN 155903N 0721721W						
	055° 236° 49.3 NM	FL195 2500 FT AGL FL 30 CLASS G	10	↓	↑	FOR CONTINUATION SEE AIP HAITI
▲PALAS 163400N 0714100W						
NIL						

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ENR 3 ATS ROUTES

ENR 3.1 CONVENTIONAL ROUTES

Route designator Name of significant points Coordinates	*Track MAG Rev Track MAG Length*	*Upper limit Lower limit MEA Airspace class*	*Lateral limits (NM) MOCA*	*Direction of cruising levels*		*Remarks*
				Odd	*Even*	
1	*2*	*3*	*4*	*5*		*6*
R568						
▲ARUBA VOR/DME 'ABA' 123020N 0695635W						
	205° 025° 13.7 NM	FL195 2500 FT AGL FL 50 CLASS E	10	↑	↓	CURACAO ACC FREQ: 127.1 MHZ (Prim. Freq.) 124.1 MHZ
∆ ITSEL 121659N 0700000W						
	206° 026° 31.0 NM	FL195 FL070	10	↑	↓	NIL
▲PARAGUANA VOR/DME 'PRG' 114653N 0700806W						
NIL						

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ENR 3 ATS ROUTES

ENR 3.1 CONVENTIONAL ROUTES

Route designator Name of significant points Coordinates	*Track MAG Rev Track MAG Length*	*Upper limit Lower limit MEA Airspace class*	*Lateral limits (NM) MOCA*	*Direction of cruising levels*		*Remarks*
				Odd	*Even*	
1	*2*	*3*	*4*	*5*		*6*
UA315						**FOR CONTINUATION SEE AIP DOMINICAN REPUBLIC**
▲VESKA 160000N 0704500W						
	166° 347° 60.2 NM	UNL FL195 CLASS A	10	↓	↑	NIL
▲PENKO 150503N 0701905W						
	167° 348° 44.8 NM	UNL FL195 CLASS A	10	↓	↑	NIL
▲DUSAN 142349N 0700034W						
	169° 349° 14.6 NM	UNL FL195 CLASS A	10	↓	↑	CURACAO ACC FREQ: 127.1 MHZ (Prim. Freq.) 124.1 MHZ
∆ ELTES 141012N 0695452W						
	167° 347° 74.1 NM	UNL FL195 CLASS A	10	↓	↑	NIL
∆ ONDAS 130229N 0692325W						
	168° 348° 55.1 NM	UNL FL195 CLASS A	10	↓	↑	NIL

Route designator Name of significant points Coordinates	*Track MAG Rev Track MAG Length*	*Upper limit Lower limit MEA Airspace class*	*Lateral limits (NM) MOCA*	*Direction of cruising levels*		*Remarks*
				Odd	*Even*	
1	*2*	*3*	*4*	*5*		*6*
▲CURACAO VOR/DME 'PJG' 121149N 0690043W						
	- 320° 75.1 NM	UNL FL195 CLASS A	10		↑	SOUTHEAST BOUND TRAFFIC NOT AUTHORIZED FOR CONTINUATION SEE AIP VENEZUELA
▲AVELO 112505N 0680037W						
NIL						

ENR 3 ATS ROUTES

ENR 3.1 CONVENTIONAL ROUTES

Route designator Name of significant points Coordinates	*Track MAG Rev Track MAG Length*	*Upper limit Lower limit MEA Airspace class*	*Lateral limits (NM) MOCA*	*Direction of cruising levels*		*Remarks*
				Odd	*Even*	
1	*2*	*3*	*4*	*5*		*6*
UA511						**FOR CONTINUATION SEE AIP VENEZUELA**
▲VODIN 143339N 0671816W						
	293° 113° 40.2 NM	UNL FL290 CLASS A	10	↑	↓	NIL
∆ BOSCO 144057N 0675903W						
	293° 112° 18.7 NM	UNL FL290 CLASS A	10	↑	↓	NIL
∆ AFTON 144419N 0681805W						
	292° 112° 31.8 NM	UNL FL290 CLASS A	10	↑	↓	NIL
∆ UKITO 145000N 0685024W						
	292° 112° 5.2 NM	UNL FL290 CLASS A	10	↑	↓	NIL
∆ ROLMA 145054N 0685544W						
	292° 112° 9.8 NM	UNL FL290 CLASS A	10	↑	↓	NIL
∆ EBKUT						

Route designator Name of significant points Coordinates	*Track MAG Rev Track MAG Length*	*Upper limit Lower limit MEA Airspace class*	*Lateral limits (NM) MOCA*	*Direction of cruising levels*		*Remarks*
				Odd	*Even*	
1	*2*	*3*	*4*	*5*		*6*
145236N 0690542W						
	292° 112° 11.4 NM	UNL FL290 CLASS A	10	↑	↓	NIL
∆ PERSO 145436N 0691715W						
	291° 111° 28.3 NM	UNL FL290 CLASS A	10	↑	↓	NIL
∆ HAMSU 145925N 0694605W						
	291° 111° 15.6 NM	UNL FL290 CLASS A	10	↑	↓	NIL
∆ MOLOC 150203N 0700159W						
	291° 111° 16.8 NM	UNL FL290 CLASS A	10	↑	↓	NIL
▲PENKO 150503N 0701905W						
	306° 126° 39.9 NM	UNL FL290 CLASS A	10	↑	↓	NIL
∆ LEPEL 152212N 0705623W						
	305° 125° 23.9 NM	UNL FL290 CLASS A	10	↑	↓	NIL
∆ LETEX 153212N						

Route designator Name of significant points Coordinates	*Track MAG Rev Track MAG Length*	*Upper limit Lower limit MEA Airspace class*	*Lateral limits (NM) MOCA*	*Direction of cruising levels*		*Remarks*
				Odd	*Even*	
1	*2*	*3*	*4*	*5*		*6*
0711854W						
	306° 125° 62.4 NM	UNL FL290 CLASS A	10	↑	↓	CURACAO ACC FREQ: 127.1 MHZ (Prim. Freq.) 124.1 MHZ
∆ MASEN 155903N 0721721W						
	305° 125° 37.9 NM	UNL FL290 CLASS A	10	↑	↓	NIL
∆ IKMAG 161506N 0725306W						
	304° 124° 38.0 NM	UNL FL290 CLASS A	10	↑	↓	FOR CONTINUATION SEE AIP JAMAICA
▲TARBA 163100N 0732900W						
NIL						

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ENR 3 ATS ROUTES

ENR 3.1 CONVENTIONAL ROUTES

Route designator Name of significant points Coordinates	*Track MAG Rev Track MAG Length*	*Upper limit Lower limit MEA Airspace class*	*Lateral limits (NM) MOCA*	*Direction of cruising levels*		*Remarks*
				Odd	*Even*	
1	*2*	*3*	*4*	*5*		*6*
UG444						**FOR CONTINUATION SEE AIP HAITI**
▲LENOM 170000N 0724012W						
	205° 025° 46.4 NM	UNL FL195 CLASS A	10	↑	↓	NIL
∆ IKMAG 161506N 0725306W						
	205° 025° 43.3 NM	UNL FL195 CLASS A	10	↑	↓	NIL
∆ MAXIN 153312N 0730500W						
	205° 025° 29.2 NM	UNL FL195 CLASS A	10	↑	↓	NIL
∆ LIDOL 150458N 0731259W						
	195° 015° 19.5 NM	UNL FL195 CLASS A	10	↑	↓	CURACAO ACC FREQ: 127.1 MHZ (Prim. Freq.) 124.1 MHZ
∆ VITAT 144530N 0731454W						
	195° 015° 52.5 NM	UNL FL195 CLASS A	10	↑	↓	FOR CONTINUATION SEE AIP COLOMBIA
▲SELAN 135303N 0732000W						

Route designator Name of significant points Coordinates	*Track MAG Rev Track MAG Length*	*Upper limit Lower limit MEA Airspace class*	*Lateral limits (NM) MOCA*	*Direction of cruising levels*		*Remarks*
				Odd	*Even*	
1	*2*	*3*	*4*	*5*		*6*
NIL						

ENR 3 ATS ROUTES

ENR 3.1 CONVENTIONAL ROUTES

Route designator Name of significant points Coordinates	*Track MAG Rev Track MAG Length*	*Upper limit Lower limit MEA Airspace class*	*Lateral limits (NM) MOCA*	*Direction of cruising levels*		*Remarks*
				Odd	*Even*	
1	*2*	*3*	*4*	*5*		*6*
UG885						**CURACAO ACC FREQ: 127.1 MHZ (Prim. Freq.) 124.1 MHZ**
▲ARUBA VOR/DME 'ABA' 123020N 0695635W						
	056° / 237° 45.5 NM	UNL / FL195 CLASS A	10	↓	↑	NIL
Δ ONDAS 130229N 0692325W						
	057° / 237° 21.9 NM	UNL / FL195 CLASS A	10	↓	↑	NIL
Δ KERLI 131757N 0690723W						
	057° / 237° 42.7 NM	UNL / FL195 CLASS A	10	↓	↑	NIL
Δ GUDEL 134800N 0683606W						
	058° / 238° 13.7 NM	UNL / FL195 CLASS A	10	↓	↑	NIL
Δ PITOS 135736N 0682600W						
	058° / 238° 20.0 NM	UNL / FL195 CLASS A	10	↓	↑	NIL
▲BEXER						

Route designator Name of significant points Coordinates	*Track MAG Rev Track MAG Length*	*Upper limit Lower limit MEA Airspace class*	*Lateral limits (NM) MOCA*	*Direction of cruising levels*		*Remarks*
				Odd	*Even*	
1	*2*	*3*	*4*	*5*		*6*
141139N 0681116W						
NIL						

ENR 3 ATS ROUTES

ENR 3.2 AREA NAVIGATION (RNAV) ROUTES

Route designator *Name of significant points* *Coordinates*	*Waypoint Formation (Angle and Distance Indication)* *Elevation of DME antenna*	*Reference Track MAG* *Rev Track MAG* *Length*	*Upper limit* *Lower limit* *Airspace class*	*Direction of cruising levels*		*RNP/ RNAV Type & Accuracy*	*Remarks*
				Odd	*Even*		
1	*2*	*3*	*4*	*5*		*6*	*7*
UL216							**FOR CONTINUATION SEE AIP DOMINICAN REPUBLIC**
▲POKAK 160000N 0683400W							
		180° 360° 48.2 NM	UNL FL195 CLASS A	↓	↑	RNAV 5	NIL
∆ GADIR 151235N 0682357W							
		181° 001° 28.7 NM	UNL FL195 CLASS A	↓	↑	RNAV 5	NIL
∆ AFTON 144419N 0681805W							
		181° 001° 33.2 NM	UNL FL195 CLASS A	↓	↑	RNAV 5	NIL
▲BEXER 141139N 0681116W							
		173° 354° 56.7 NM	UNL FL195 CLASS A	↓	↑	RNAV 5	CURACAO ACC FREQ: 127.1 MHZ (Prim. Freq.) 124.1 MHZ
▲LUCAS 131742N 0675240W							
		173° 354°	UNL FL195	↓	↑	RNAV 5	NIL

Route designator *Name of significant points* *Coordinates*	*Waypoint Formation (Angle and Distance Indication)* *Elevation of DME antenna*	*Reference Track MAG* *Rev Track MAG* *Length*	*Upper limit* *Lower limit* *Airspace class*	*Direction of cruising levels*		*RNP/ RNAV Type & Accuracy*	*Remarks*
				Odd	*Even*		
1	*2*	*3*	*4*	*5*		*6*	*7*
		13.9 NM	CLASS A				
∆ AGMEX 130430N 0674806W							
		174° 354° 20.7 NM	UNL FL195 CLASS A	↓	↑	RNAV 5	FOR CONTINUATION SEE AIP VENEZUELA
▲KABON 124445N 0674122W							
NIL							

ENR 3 ATS ROUTES

ENR 3.2 AREA NAVIGATION (RNAV) ROUTES

Route designator *Name of significant points* *Coordinates*	*Waypoint Formation (Angle and Distance Indication)* *Elevation of DME antenna*	*Reference Track MAG* *Rev Track MAG* *Length*	*Upper limit* *Lower limit* *Airspace class*	*Direction of cruising levels*		*RNP/ RNAV Type & Accuracy*	*Remarks*
				Odd	*Even*		
1	*2*	*3*	*4*	*5*		*6*	*7*
UL219							
▲CURACAO VOR/DME 'PJG' 121149N 0690043W							
		107° 288° 47.2 NM	UNL FL195 CLASS A	↓	↑	RNAV 5	NIL
∆ BINLI 120700N 0681248W							
		108° 288° 22.6 NM	UNL FL195 CLASS A	↓	↑	RNAV 5	CURACAO ACC FREQ: 127.1 MHZ (Prim. Freq.) 124.1 MHZ
▲BONAX 120441N 0674949W							
NIL							

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ENR 3 ATS ROUTES

ENR 3.2 AREA NAVIGATION (RNAV) ROUTES

Route designator *Name of significant points* *Coordinates*	*Waypoint Formation (Angle and Distance Indication)* *Elevation of DME antenna*	*Reference Track MAG* *Rev Track MAG* *Length*	*Upper limit* *Lower limit* *Airspace class*	*Direction of cruising levels*		*RNP/ RNAV Type & Accuracy*	*Remarks*
				Odd	*Even*		
1	*2*	*3*	*4*	*5*		*6*	*7*
UL220							**FOR CONTINUATION SEE AIP COLOMBIA**
▲GILGA 120744N 0710623W							
		081° 262° 51.9 NM	UNL FL195 CLASS A	↓	↑	RNAV 5	CURACAO ACC FREQ: 127.1 MHZ (Prim. Freq.) 124.1 MHZ
∆ DATOR 122435N 0701613W							
		084° 264° 20.0 NM	UNL FL195 CLASS A	↓	↑	RNAV 5	NIL
▲ARUBA VOR/DME 'ABA' 123020N 0695635W							
		120° 300° 57.7 NM	UNL FL195 CLASS A	↓	↑	RNAV 5	NIL
▲CURACAO VOR/DME 'PJG' 121149N 0690043W							
NIL							

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ENR 3 ATS ROUTES

ENR 3.2 AREA NAVIGATION (RNAV) ROUTES

Route designator *Name of significant points* *Coordinates*	*Waypoint Formation (Angle and Distance Indication)* *Elevation of DME antenna*	*Reference Track MAG* *Rev Track MAG* *Length*	*Upper limit* *Lower limit* *Airspace class*	*Direction of cruising levels*		*RNP/ RNAV Type & Accuracy*	*Remarks*
				Odd	*Even*		
1	*2*	*3*	*4*	*5*		*6*	*7*
UL304							**FOR CONTINUATION SEE AIP DOMINICAN REPUBLIC**
▲BEROX 160000N 0700400W							
		145° 326° 40.0 NM	UNL FL290 CLASS A	↓	↑	RNAV 5	FOR CONTINUATION SEE AIP DOMINICAN REPUBLIC
∆ GONNE 153208N 0693411W							
		157° 337° 25.9 NM	UNL FL290 CLASS A	↓	↑	RNAV 5	NIL
∆ IMIMA 151048N 0691854W							
		156° 337° 22.2 NM	UNL FL290 CLASS A	↓	↑	RNAV 5	CURACAO ACC FREQ: 127.1 MHZ (Prim. Freq.) 124.1 MHZ
∆ EBKUT 145236N 0690542W							
		156° 337° 6.9 NM	UNL FL290 CLASS A	↓	↑	RNAV 5	NIL
∆ MIRAR 144654N 0690134W							
		157° 337°	UNL FL290	↓	↑	RNAV 5	NIL

Route designator *Name of significant points* *Coordinates*	*Waypoint Formation (Angle and Distance Indication)* *Elevation of DME antenna*	*Reference Track MAG* *Rev Track MAG* *Length*	*Upper limit* *Lower limit* *Airspace class*	*Direction of cruising levels*		*RNP/ RNAV Type & Accuracy*	*Remarks*
				Odd	*Even*		
1	*2*	*3*	*4*	*5*		*6*	*7*
		29.5 NM	CLASS A				
∆ ALIMI 142242N 0684406W							
		157° 337° 30.6 NM	UNL FL290 CLASS A	↓	↑	RNAV 5	NIL
∆ PITOS 135736N 0682600W							
		157° 337° 9.6 NM	UNL FL290 CLASS A	↓	↑	RNAV 5	NIL
∆ OLAXA 134942N 0682024W							
		157° 337° 42.3 NM	UNL FL290 CLASS A	↓	↑	RNAV 5	NIL
∆ REVOK 131454N 0675530W							
		157° 337° 12.6 NM	UNL FL290 CLASS A	↓	↑	RNAV 5	NIL
∆ AGMEX 130430N 0674806W							
		157° 337° 14.3 NM	UNL FL290 CLASS A	↓	↑	RNAV 5	FOR CONTINUATION SEE AIP VENEZUELA
▲ILKIT 125240N 0673943W							
NIL							

ENR 3 ATS ROUTES

ENR 3.2 AREA NAVIGATION (RNAV) ROUTES

Route designator *Name of significant points* *Coordinates*	*Waypoint Formation (Angle and Distance Indication)* *Elevation of DME antenna*	*Reference Track MAG* *Rev Track MAG* *Length*	*Upper limit* *Lower limit* *Airspace class*	*Direction of cruising levels*		*RNP/ RNAV Type & Accuracy*	*Remarks*
				Odd	*Even*		
1	*2*	*3*	*4*	*5*		*6*	*7*
UL325							**FOR CONTINUATION SEE AIP OF THE SAN JUAN AREA**
▲SCAPA 155003N 0673000W							
		215° 034° 74.3 NM	UNL FL195 CLASS A	↑	↓	RNAV 5	NIL
Δ BOSCO 144057N 0675903W							
		214° 034° 31.5 NM	UNL FL195 CLASS A	↑	↓	RNAV 5	NIL
▲BEXER 141139N 0681116W							
		214° 034° 23.6 NM	UNL FL195 CLASS A	↑	↓	RNAV 5	CURACAO ACC FREQ: 127.1 MHZ (Prim. Freq.) 124.1 MHZ
Δ OLAXA 134942N 0682024W							
		214° 034° 26.7 NM	UNL FL195 CLASS A	↑	↓	RNAV 5	NIL
Δ TAKEK 132448N 0683042W							
		214° 033°	UNL FL195	↑	↓	RNAV 5	NIL

Route designator *Name of significant points* *Coordinates*	*Waypoint Formation (Angle and Distance Indication)* *Elevation of DME antenna*	*Reference Track MAG* *Rev Track MAG* *Length*	*Upper limit* *Lower limit* *Airspace class*	*Direction of cruising levels*		*RNP/ RNAV Type & Accuracy*	*Remarks*
				Odd	*Even*		
1	*2*	*3*	*4*	*5*		*6*	*7*
		78.3 NM	CLASS A				
▲CURACAO VOR/DME 'PJG' 121149N 0690043W							
		232° 052° 22.5 NM	UNL FL195 CLASS A	↑	↓	RNAV 5	FOR CONTINUATION SEE AIP VENEZUELA
▲ALCOT 115441N 0691537W							
NIL							

ENR 3 ATS ROUTES

ENR 3.2 AREA NAVIGATION (RNAV) ROUTES

Route designator Name of significant points Coordinates	*Waypoint Formation (Angle and Distance Indication) Elevation of DME antenna*	*Reference Track MAG Rev Track MAG Length*	*Upper limit Lower limit Airspace class*	*Direction of cruising levels*		*RNP/ RNAV Type & Accuracy*	*Remarks*
				Odd	*Even*		
1	*2*	*3*	*4*	*5*		*6*	*7*
UL332							**FOR CONTINUATION SEE AIP JAMAICA**
▲AMBIN 154103N 0740000W							
		137° 318° 57.9 NM	UNL FL195 CLASS A	↓	↑	RNAV 5	NIL
∆ LIDOL 150458N 0731259W							
		138° 318° 51.0 NM	UNL FL195 CLASS A	↓	↑	RNAV 5	NIL
∆ KELDU 143300N 0723148W							
		138° 318° 21.0 NM	UNL FL195 CLASS A	↓	↑	RNAV 5	CURACAO ACC FREQ: 127.1 MHZ (Prim. Freq.) 124.1 MHZ
▲BIBIP 141958N 0721448W							
		139° 319° 90.3 NM	UNL FL195 CLASS A	↓	↑	RNAV 5	NIL
∆ GADAN 132308N 0710228W							
		140° 320°	UNL FL195	↓	↑	RNAV 5	NIL

Route designator *Name of significant points* *Coordinates*	*Waypoint Formation (Angle and Distance Indication)* *Elevation of DME antenna*	*Reference Track MAG* *Rev Track MAG* *Length*	*Upper limit* *Lower limit* *Airspace class*	*Direction of cruising levels*		*RNP/ RNAV Type & Accuracy*	*Remarks*
				Odd	*Even*		
1	*2*	*3*	*4*	*5*		*6*	*7*
		36.4 NM	CLASS A				
∆ GADGO 130002N 0703331W							
		140° 320° 46.7 NM	UNL FL195 CLASS A	↓	↑	RNAV 5	NIL
▲ARUBA VOR/DME 'ABA' 123020N 0695635W							
		142° - 53.6 NM	UNL FL195 CLASS A	↓		RNAV 5	NORTHWEST BOUND TRAFFIC NOT AUTHORIZED FOR CONTINUATION SEE AIP VENEZUELA
▲ALCOT 115441N 0691537W							
NIL							

ENR 3 ATS ROUTES

ENR 3.2 AREA NAVIGATION (RNAV) ROUTES

Route designator *Name of significant points* *Coordinates*	*Waypoint Formation (Angle and Distance Indication)* *Elevation of DME antenna*	*Reference Track MAG* *Rev Track MAG* *Length*	*Upper limit* *Lower limit* *Airspace class*	*Direction of cruising levels*		*RNP/ RNAV Type & Accuracy*	*Remarks*
				Odd	*Even*		
1	*2*	*3*	*4*	*5*		*6*	*7*
UL335							**FOR CONTINUATION SEE AIP COLOMBIA**
▲AMBAS 124900N 0715100W							
		064° 245° 30.5 NM	UNL FL290 CLASS A	↓	↑	RNAV 5	NIL
∆ AVANI 130652N 0712538W							
		065° 245° 21.3 NM	UNL FL290 CLASS A	↓	↑	RNAV 5	NIL
∆ EXXIT 131920N 0710754W							
		065° 245° 6.5 NM	UNL FL290 CLASS A	↓	↑	RNAV 5	NIL
∆ GADAN 132308N 0710228W							
		065° 245° 45.9 NM	UNL FL290 CLASS A	↓	↑	RNAV 5	NIL
∆ KEMSU 134956N 0702404W							
		065° 246°	UNL FL290	↓	↑	RNAV 5	NIL

Route designator *Name of significant points* *Coordinates*	*Waypoint Formation (Angle and Distance Indication)* *Elevation of DME antenna*	*Reference Track MAG* *Rev Track MAG* *Length*	*Upper limit* *Lower limit* *Airspace class*	*Direction of cruising levels*		*RNP/ RNAV Type & Accuracy*	*Remarks*
				Odd	*Even*		
1	*2*	*3*	*4*	*5*		*6*	*7*
		18.7 NM	CLASS A				
Δ GREEV 140050N 0700823W							
		066° 246° 10.5 NM	UNL FL290 CLASS A	↓	↑	RNAV 5	NIL
Δ ATUBI 140658N 0695933W							
		066° 246° 5.6 NM	UNL FL290 CLASS A	↓	↑	RNAV 5	NIL
Δ ELTES 141012N 0695452W							
		066° 246° 46.6 NM	UNL FL290 CLASS A	↓	↑	RNAV 5	NIL
Δ DANEN 143715N 0691538W							
		066° 247° 16.7 NM	UNL FL290 CLASS A	↓	↑	RNAV 5	NIL
Δ MIRAR 144654N 0690134W							
		067° 247° 6.9 NM	UNL FL290 CLASS A	↓	↑	RNAV 5	NIL
Δ ROLMA 145054N 0685544W							
		067° 247°	UNL FL290	↓	↑	RNAV 5	NIL

Route designator *Name of significant points* *Coordinates*	*Waypoint Formation (Angle and Distance Indication)* *Elevation of DME antenna*	*Reference Track MAG* *Rev Track MAG* *Length*	*Upper limit* *Lower limit* *Airspace class*	*Direction of cruising levels*		*RNP/ RNAV Type & Accuracy*	*Remarks*
				Odd	*Even*		
1	*2*	*3*	*4*	*5*		*6*	*7*
		5.2 NM	CLASS A				
Δ HENSE 145356N 0685119W							
		067° 247° 32.3 NM	UNL FL290 CLASS A	↓	↑	RNAV 5	NIL
Δ GADIR 151235N 0682357W							
		066° 247° 64.1 NM	UNL FL290 CLASS A	↓	↑	RNAV 5	FOR CONTINUATION SEE AIP OF THE SAN JUAN AREA
▲SCAPA 155003N 0673000W							
NIL							

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ENR 3 ATS ROUTES

ENR 3.2 AREA NAVIGATION (RNAV) ROUTES

Route designator *Name of significant points* *Coordinates*	*Waypoint Formation (Angle and Distance Indication)* *Elevation of DME antenna*	*Reference Track MAG* *Rev Track MAG* *Length*	*Upper limit* *Lower limit* *Airspace class*	*Direction of cruising levels*		*RNP/ RNAV Type & Accuracy*	*Remarks*
				Odd	*Even*		
1	*2*	*3*	*4*	*5*		*6*	*7*
UL339							**FOR CONTINUATION SEE AIP OF THE DOMINICAN REPUBLIC**
▲KARUM 160000N 0692400W							
		186° 006° 49.2 NM	UNL FL290 CLASS A	↑	↓	RNAV 5	NIL
Δ IMIMA 151048N 0691854W							
		186° 006° 16.2 NM	UNL FL290 CLASS A	↑	↓	RNAV 5	NIL
Δ PERSO 145436N 0691715W							
		186° 006° 17.3 NM	UNL FL290 CLASS A	↑	↓	RNAV 5	NIL
Δ DANEN 143715N 0691538W							
		186° 006° 79.4 NM	UNL FL290 CLASS A	↑	↓	RNAV 5	NIL
Δ KERLI 131757N 0690723W							
		186° 006°	UNL FL290	↑	↓	RNAV 5	NIL

Route designator *Name of significant points* *Coordinates*	*Waypoint Formation (Angle and Distance Indication)* *Elevation of DME antenna*	*Reference Track MAG* *Rev Track MAG* *Length*	*Upper limit* *Lower limit* *Airspace class*	*Direction of cruising levels*		*RNP/ RNAV Type & Accuracy*	*Remarks*
				Odd	*Even*		
1	*2*	*3*	*4*	*5*		*6*	*7*
		66.1 NM	CLASS A				
▲CURACAO VOR/DME 'PJG' 121149N 0690043W							
		162° - 31.4 NM	UNL FL290 CLASS A	↓		RNAV 5	NORTHWEST BOUND TRAFFIC NOT AUTHORIZED
∆ REPIS 114429N 0684443W							
NIL							

ENR 3 ATS ROUTES

ENR 3.2 AREA NAVIGATION (RNAV) ROUTES

Route designator *Name of significant points* *Coordinates*	*Waypoint Formation (Angle and Distance Indication)* *Elevation of DME antenna*	*Reference Track MAG* *Rev Track MAG* *Length*	*Upper limit* *Lower limit* *Airspace class*	*Direction of cruising levels*		*RNP/ RNAV Type & Accuracy*	*Remarks*
				Odd	*Even*		
1	*2*	*3*	*4*	*5*		*6*	*7*
UL342							**FOR CONTINUATION SEE AIP DOMINICAN REPUBLIC**
▲KARUM 160000N 0692400W							
		211° 031° 29.4 NM	UNL FL290 CLASS A	↑	↓	RNAV 5	NIL
∆ GONNE 153208N 0693411W							
		211° 031° 34.5 NM	UNL FL290 CLASS A	↑	↓	RNAV 5	NIL
∆ HAMSU 145925N 0694605W							
		213° 033° 38.1 NM	UNL FL290 CLASS A	↑	↓	RNAV 5	NIL
▲DUSAN 142349N 0700034W							
		210° 029° 24.1 NM	UNL FL290 CLASS A	↑	↓	RNAV 5	NIL
∆ GREEV 140050N 0700823W							
		213° 033°	UNL FL290	↑	↓	RNAV 5	NIL

Route designator *Name of significant points* *Coordinates*	*Waypoint Formation (Angle and Distance Indication)* *Elevation of DME antenna*	*Reference Track MAG* *Rev Track MAG* *Length*	*Upper limit* *Lower limit* *Airspace class*	*Direction of cruising levels*		*RNP/ RNAV Type & Accuracy*	*Remarks*
				Odd	*Even*		
1	*2*	*3*	*4*	*5*		*6*	*7*
		27.5 NM	CLASS A				
∆ FARBS 133516N 0701859W							
		213° 033° 37.8 NM	UNL FL290 CLASS A	↑	↓	RNAV 5	NIL
∆ GADGO 130002N 0703331W							
		213° 033° 3.5 NM	UNL FL290 CLASS A	↑	↓	RNAV 5	NIL
∆ DENSU 125644N 0703453W							
		213° 032° 28.5 NM	UNL FL290 CLASS A	↑	↓	RNAV 5	FOR CONTINUATION SEE AIP VENEZUELA
▲CHAVE 123008N 0704546W							
NIL							

ENR 3 ATS ROUTES

ENR 3.2 AREA NAVIGATION (RNAV) ROUTES

Route designator *Name of significant points* *Coordinates*	*Waypoint Formation (Angle and Distance Indication)* *Elevation of DME antenna*	*Reference Track MAG* *Rev Track MAG* *Length*	*Upper limit* *Lower limit* *Airspace class*	*Direction of cruising levels*		*RNP/ RNAV Type & Accuracy*	*Remarks*
				Odd	*Even*		
1	*2*	*3*	*4*	*5*		*6*	*7*
UL450							**FOR CONTINUATION SEE AIP DOMINICAN REPUBLIC**
▲BEROX 160000N 0700400W							
		189° 009° 57.7 NM	UNL FL195 CLASS A	↑	↓	RNAV 5	NIL
∆ MOLOC 150203N 0700159W							
		189° 009° 38.1 NM	UNL FL195 CLASS A	↑	↓	RNAV 5	NIL
▲DUSAN 142349N 0700034W							
		188° 008° 16.8 NM	UNL FL195 CLASS A	↑	↓	RNAV 5	CURACAO ACC FREQ: 127.1 MHZ (Prim. Freq.) 124.1 MHZ
∆ ATUBI 140658N 0695933W							
		189° 009° 96.2 NM	UNL FL195 CLASS A	↑	↓	RNAV 5	NIL
▲ARUBA VOR/DME 'ABA' 123020N 0695635W							

Route designator *Name of significant points* *Coordinates*	*Waypoint Formation (Angle and Distance Indication)* *Elevation of DME antenna*	*Reference Track MAG* *Rev Track MAG* *Length*	*Upper limit* *Lower limit* *Airspace class*	*Direction of cruising levels*		*RNP/ RNAV Type & Accuracy*	*Remarks*
				Odd	*Even*		
1	*2*	*3*	*4*	*5*		*6*	*7*
		222° 042° 13.5 NM	UNL FL195 CLASS A	↑	↓	RNAV 5	FOR CONTINUATION SEE AIP VENEZUELA
▲NOREX 121841N 0700343W							
NIL							

ENR 3 ATS ROUTES

ENR 3.2 AREA NAVIGATION (RNAV) ROUTES

Route designator *Name of significant points* *Coordinates*	*Waypoint Formation (Angle and Distance Indication)* *Elevation of DME antenna*	*Reference Track MAG* *Rev Track MAG* *Length*	*Upper limit* *Lower limit* *Airspace class*	*Direction of cruising levels*		*RNP/ RNAV Type & Accuracy*	*Remarks*
				Odd	*Even*		
1	*2*	*3*	*4*	*5*		*6*	*7*
UL468							**FOR CONTINUATION SEE AIP DOMINICAN REPUBLIC**
▲KISAS 160000N 0710946W							
		172° 352° 16.4 NM	UNL FL290 CLASS A	↓	↑	RNAV 5	NIL
Δ SINKU 154425N 0710414W							
		172° 352° 23.4 NM	UNL FL290 CLASS A	↓	↑	RNAV 5	NIL
Δ LEPEL 152212N 0705623W							
		172° 352° 97.1 NM	UNL FL290 CLASS A	↓	↑	RNAV 5	NIL
Δ KEMSU 134956N 0702404W							
		172° 352° 15.4 NM	UNL FL290 CLASS A	↓	↑	RNAV 5	NIL
Δ FARBS 133516N 0701859W							
		172° 352°	UNL FL290	↓	↑	RNAV 5	NIL

Route designator *Name of significant points* *Coordinates*	*Waypoint Formation (Angle and Distance Indication)* *Elevation of DME antenna*	*Reference Track MAG* *Rev Track MAG* *Length*	*Upper limit* *Lower limit* *Airspace class*	*Direction of cruising levels*		*RNP/ RNAV Type & Accuracy*	*Remarks*
				Odd	*Even*		
1	*2*	*3*	*4*	*5*		*6*	*7*
		68.2 NM	CLASS A				
▲ARUBA VOR/DME 'ABA' 123020N 0695635W							
NIL							

ENR 3 ATS ROUTES

ENR 3.2 AREA NAVIGATION (RNAV) ROUTES

Route designator *Name of significant points* *Coordinates*	*Waypoint Formation (Angle and Distance Indication)* *Elevation of DME antenna*	*Reference Track MAG* *Rev Track MAG* *Length*	*Upper limit* *Lower limit* *Airspace class*	*Direction of cruising levels*		*RNP/ RNAV Type & Accuracy*	*Remarks*
				Odd	*Even*		
1	*2*	*3*	*4*	*5*		*6*	*7*
UL674							**FOR CONTINUATION SEE AIP JAMAICA**
▲ELASO 151534N 0740000W							
		134° 314° 40.8 NM	UNL FL290 CLASS A	↓	↑	RNAV 5	NIL
∆ IRBAR 145200N 0732530W							
		132° 312° 12.4 NM	UNL FL290 CLASS A	↓	↑	RNAV 5	NIL
∆ VITAT 144530N 0731454W							
		134° 314° 37.9 NM	UNL FL290 CLASS A	↓	↑	RNAV 5	NIL
∆ KAROB 142354N 0724242W							
		134° 315° 54.6 NM	UNL FL290 CLASS A	↓	↑	RNAV 5	CURACAO ACC FREQ: 127.1 MHZ (Prim. Freq.) 124.1 MHZ
▲SENSO 135243N 0715628W							
		135° 316°	UNL FL290	↓	↑	RNAV 5	NIL

Route designator *Name of significant points* *Coordinates*	*Waypoint Formation (Angle and Distance Indication)* *Elevation of DME antenna*	*Reference Track MAG* *Rev Track MAG* *Length*	*Upper limit* *Lower limit* *Airspace class*	*Direction of cruising levels*		*RNP/ RNAV Type & Accuracy*	*Remarks*
				Odd	*Even*		
1	*2*	*3*	*4*	*5*		*6*	*7*
		57.8 NM	CLASS A				
∆ EXXIT 131920N 0710754W							
		135° 316° 39.3 NM	UNL FL290 CLASS A	↓	↑	RNAV 5	NIL
∆ DENSU 125644N 0703453W							
		136° 316° 45.7 NM	UNL FL290 CLASS A	↓	↑	RNAV 5	NIL
▲ARUBA VOR/DME 'ABA' 123020N 0695635W							
NIL							

ENR 3 ATS ROUTES

ENR 3.2 AREA NAVIGATION (RNAV) ROUTES

Route designator *Name of significant points* *Coordinates*	*Waypoint Formation (Angle and Distance Indication)* *Elevation of DME antenna*	*Reference Track MAG* *Rev Track MAG* *Length*	*Upper limit* *Lower limit* *Airspace class*	*Direction of cruising levels*		*RNP/ RNAV Type & Accuracy*	*Remarks*
				Odd	*Even*		
1	*2*	*3*	*4*	*5*		*6*	*7*
UL793							**FOR CONTINUATION SEE AIP ST. DOMINGO**
▲TEKOL 160000N 0690654W							
		179° 359° 67.5 NM	UNL FL290 CLASS A	↓	↑	RNAV 5	CURACAO ACC
Δ HENSE 145356N 0685119W							
		179° 359° 4.0 NM	UNL FL290 CLASS A	↓	↑	RNAV 5	NIL
Δ UKITO 145000N 0685024W							
		179° 359° 27.9 NM	UNL FL290 CLASS A	↓	↑	RNAV 5	NIL
Δ ALIMI 142242N 0684406W							
		179° 359° 35.4 NM	UNL FL290 CLASS A	↓	↑	RNAV 5	NIL
Δ GUDEL 134800N 0683606W							
		179° 359°	UNL FL290	↓	↑	RNAV 5	NIL

Route designator *Name of significant points* *Coordinates*	*Waypoint Formation (Angle and Distance Indication)* *Elevation of DME antenna*	*Reference Track MAG* *Rev Track MAG* *Length*	*Upper limit* *Lower limit* *Airspace class*	*Direction of cruising levels*		*RNP/ RNAV Type & Accuracy*	*Remarks*
				Odd	*Even*		
1	*2*	*3*	*4*	*5*		*6*	*7*
		23.7 NM	CLASS A				
∆ TAKEK 132448N 0683042W							
		179° 359° 36.6 NM	UNL FL290 CLASS A	↓	↑	RNAV 5	NIL
∆ SINDA 124859N 0682226W							
		179° 359° 42.8 NM	UNL FL290 CLASS A	↓	↑	RNAV 5	NIL
∆ BINLI 120700N 0681248W							
		179° 359° 41.3 NM	UNL FL290 CLASS A	↓	↑	RNAV 5	FOR CONTINUATION SEE AIP VENEZUELA
▲PAGAK 112630N 0680336W							
NIL							

ENR 3 ATS ROUTES

ENR 3.2 AREA NAVIGATION (RNAV) ROUTES

Route designator *Name of significant points* *Coordinates*	*Waypoint Formation (Angle and Distance Indication)* *Elevation of DME antenna*	*Reference Track MAG* *Rev Track MAG* *Length*	*Upper limit* *Lower limit* *Airspace class*	*Direction of cruising levels*		*RNP/ RNAV Type & Accuracy*	*Remarks*
				Odd	*Even*		
1	*2*	*3*	*4*	*5*		*6*	*7*
UL795							**FOR CONTINUATION SEE AIP JAMAICA**
▲DIBOK 162142N 0733830W							
		156° 336° 58.1 NM	UNL FL290 CLASS A	↓	↑	RNAV 5	NIL
∆ MAXIN 153312N 0730500W							
		156° 336° 14.6 NM	UNL FL290 CLASS A	↓	↑	RNAV 5	NIL
∆ PUTAR 152100N 0725636W							
		156° 336° 52.3 NM	UNL FL290 CLASS A	↓	↑	RNAV 5	NIL
∆ ONDER 143712N 0722636W							
		156° 336° 20.8 NM	UNL FL290 CLASS A	↓	↑	RNAV 5	CURACAO ACC FREQ: 127.1 MHZ (Prim. Freq.) 124.1 MHZ
▲BIBIP 141958N 0721448W							
		157° 337°	UNL FL290	↓	↑	RNAV 5	NIL

Route designator *Name of significant points* *Coordinates*	*Waypoint Formation (Angle and Distance Indication)* *Elevation of DME antenna*	*Reference Track MAG* *Rev Track MAG* *Length*	*Upper limit* *Lower limit* *Airspace class*	*Direction of cruising levels*		*RNP/ RNAV Type & Accuracy*	*Remarks*
				Odd	*Even*		
1	*2*	*3*	*4*	*5*		*6*	*7*
		32.5 NM	CLASS A				
▲SENSO 135243N 0715628W							
		157° 337° 54.6 NM	UNL FL290 CLASS A	↓	↑	RNAV 5	NIL
∆ AVANI 130652N 0712538W							
		157° 337° 44.0 NM	UNL FL290 CLASS A	↓	↑	RNAV 5	FOR CONTINUATION SEE AIP VENEZUELA
▲ESIPO 122953N 0710055W							
NIL							

ENR 3 ATS ROUTES

ENR 3.2 AREA NAVIGATION (RNAV) ROUTES

Route designator *Name of significant points* *Coordinates*	*Waypoint Formation (Angle and Distance Indication)* *Elevation of DME antenna*	*Reference Track MAG* *Rev Track MAG* *Length*	*Upper limit* *Lower limit* *Airspace class*	*Direction of cruising levels*		*RNP/ RNAV Type & Accuracy*	*Remarks*
				Odd	*Even*		
1	*2*	*3*	*4*	*5*		*6*	*7*
UM525							**FOR CONTINUATION SEE AIP COLOMBIA**
▲SELAN 135303N 0732000W							
		059° 239° 47.5 NM	UNL FL290 CLASS A	↓	↑	RNAV 5	NIL
∆ KAROB 142354N 0724242W							
		059° 239° 13.9 NM	UNL FL290 CLASS A	↓	↑	RNAV 5	NIL
∆ KELDU 143300N 0723148W							
		060° 240° 6.6 NM	UNL FL290 CLASS A	↓	↑	RNAV 5	CURACAO ACC FREQ: 127.1 MHZ (Prim. Freq.) 124.1 MHZ
∆ ONDER 143712N 0722636W							
		060° 241° 85.4 NM	UNL FL290 CLASS A	↓	↑	RNAV 5	NIL
∆ LETEX 153212N 0711854W							
		060° 240°	UNL FL290	↓	↑	RNAV 5	NIL

Route designator *Name of significant points* *Coordinates*	*Waypoint Formation (Angle and Distance Indication)* *Elevation of DME antenna*	*Reference Track MAG* *Rev Track MAG* *Length*	*Upper limit* *Lower limit* *Airspace class*	*Direction of cruising levels*		*RNP/ RNAV Type & Accuracy*	*Remarks*
				Odd	*Even*		
1	*2*	*3*	*4*	*5*		*6*	*7*
		18.7 NM	CLASS A				
∆ SINKU 154425N 0710414W							
		061° 241° 24.2 NM	UNL FL290 CLASS A	↓	↑	RNAV 5	FOR CONTINUATION SEE AIP DOMINICAN REPUBLIC
▲VESKA 160000N 0704500W							
NIL							

ENR 3 ATS ROUTES

ENR 3.2 AREA NAVIGATION (RNAV) ROUTES

Route designator *Name of significant points* *Coordinates*	*Waypoint Formation (Angle and Distance Indication)* *Elevation of DME antenna*	*Reference Track MAG* *Rev Track MAG* *Length*	*Upper limit* *Lower limit* *Airspace class*	*Direction of cruising levels*		*RNP/ RNAV Type & Accuracy*	*Remarks*
				Odd	*Even*		
1	*2*	*3*	*4*	*5*		*6*	*7*
UM576							**FOR CONTINUATION SEE AIP VENEZUELA**
▲ACORA 133927N 0672958W							
		238° 058° 31.0 NM	UNL FL195 CLASS A	↑	↓	RNAV 5	CURACAO ACC FREQ: 127.1 MHZ (Prim. Freq.) 124.1 MHZ
▲LUCAS 131742N 0675240W							
		237° 057° 3.9 NM	UNL FL195 CLASS A	↑	↓	RNAV 5	NIL
∆ REVOK 131454N 0675530W							
		238° 057° 36.8 NM	UNL FL195 CLASS A	↑	↓	RNAV 5	NIL
∆ SINDA 124859N 0682226W							
		237° 057° 52.6 NM	UNL FL195 CLASS A	↑	↓	RNAV 5	NIL
∆ CURACAO VOR/DME 'PJG' 121149N 0690043W							
NIL							

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ENR 3 ATS ROUTES

ENR 3.2 AREA NAVIGATION (RNAV) ROUTES

Route designator *Name of significant points* *Coordinates*	*Waypoint Formation (Angle and Distance Indication)* *Elevation of DME antenna*	*Reference Track MAG* *Rev Track MAG* *Length*	*Upper limit* *Lower limit* *Airspace class*	*Direction of cruising levels*		*RNP/ RNAV Type & Accuracy*	*Remarks*
				Odd	*Even*		
1	*2*	*3*	*4*	*5*		*6*	*7*
UM597							**FOR CONTINUATION SEE AIP COLOMBIA**
▲OROSA 141842N 0740000W							
		054° 235° 47.1 NM	UNL FL290 CLASS A	↓	↑	RNAV 5	NIL
∆ IRBAR 145200N 0732530W							
		052° 233° 17.7 NM	UNL FL290 CLASS A	↓	↑	RNAV 5	NIL
∆ LIDOL 150458N 0731259W							
		054° 234° 22.5 NM	UNL FL290 CLASS A	↓	↑	RNAV 5	NIL
∆ PUTAR 152100N 0725636W							
		055° 235° 53.6 NM	UNL FL290 CLASS A	↓	↑	RNAV 5	CURACAO ACC FREQ: 127.1 MHZ (Prim. Freq.) 124.1 MHZ
∆ MASEN 155903N 0721721W							
		055° 236°	UNL FL290	↓	↑	RNAV 5	FOR CONTINUATION SEE AIP HAITI

Route designator *Name of significant points* *Coordinates*	*Waypoint Formation (Angle and Distance Indication)* *Elevation of DME antenna*	*Reference Track MAG* *Rev Track MAG* *Length*	*Upper limit* *Lower limit* *Airspace class*	*Direction of cruising levels*		*RNP/ RNAV Type & Accuracy*	*Remarks*
				Odd	*Even*		
1	*2*	*3*	*4*	*5*		*6*	*7*
		49.3 NM	CLASS A				
▲PALAS 163400N 0714100W							
NIL							

ENR 4 RADIO NAVIGATION AIDS/SYSTEMS

ENR 4.1 RADIO NAVIGATION AIDS - EN-ROUTE

Name of station (VAR) (VOR declination)	*Ident*	*Frequency (CH)*	*Hours of operation*	*Coordinates*	*Elevation DME Antenna*	*Coverage Remarks*
1	*2*	*3*	*4*	*5*	*6*	*7*
ARUBA VOR/DME (11° W/2020)	ABA	112.50 MHZ CH 72X	H24	123020N 0695635W	640 FT (195 M)	4.2 NM ARP/ enroute VOR Designated Operational coverage of APRX 140 NM DME
ARUBA VOR/DME (11° W/2020)	BEA	113.80 MHZ CH 85X	H24	123006N 0700115W	39 FT (12 M)	Commissions up to 40 NM, operating without remote control status.
BONAIRE VOR/DME (12° W/2020)	PJB	115.00 MHZ CH 97X	H24	120754N 0681458W	20 FT (6.1 M)	Coverage 200 NM
CURACAO VOR/DME (12° W/2020)	PJG	116.70 MHZ CH 114X	H24	121149N 0690043W	98 FT (30 M)	Coverage 200 NM
PARAGUANA VOR/DME (12° W/2014)	PRG	113.60 MHZ	H24	114653N 0700806W	98 FT (30 M)	
ST. MAARTEN VOR/DME (14° W/2014)	PJM	113.00 MHZ CH 77X	H24	180217N 0630706W	NIL	Coverage 200 NM

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ENR 4 RADIO NAVIGATION AIDS/SYSTEMS

ENR 4.4 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS

Name-code Designator	*Coordinates*	*ATS Route or other route*	*Remarks*
1	*2*	*3*	*4*
ACORA	133927N 0672958W	A516 , UM576	
ADRIV	122342N 0693612W	A574	
AFTON	144419N 0681805W	A511, A554, UA511, UL216	
AGLIS	123311N 0691010W	A315	
AGMEX	130430N 0674806W	UL216, UL304	
ALCOT	115441N 0691537W	G431, G442, UL325, UL332	
ALIMI	142242N 0684406W	UL304, UL793	
AMBAS	124900N 0715100W	UL335	
AMBIN	154103N 0740000W	G442, UL332	
APNUT	124538N 0694050W	G885	
ATUBI	140658N 0695933W	UL335, UL450	
AVANI	130652N 0712538W	UL335, UL795	
AVELO	112505N 0680037W	A315, UA315	
BELLO	120126N 0672657W	A563	
BEROX	160000N 0700400W	A567, UL304, UL450	
BEXER	141139N 0681116W	A554, G431, G885, UG885, UL216, UL325	
BIBIP	141958N 0721448W	G442, UL332, UL795	
BINLI	120700N 0681248W	UL219, UL793	
BONAX	120441N 0674949W	A563, UL219	
BOSCO	144057N 0675903W	A511, G431, UA511, UL325	
CHAVE	123008N 0704546W	UL342	
DANEN	143715N 0691538W	UL335, UL339	
DATOR	122435N 0701613W	A574, UL220	
DENSU	125644N 0703453W	UL342, UL674	
DIBOK	162142N 0733830W	UL795	
DUSAN	142349N 0700034W	A315, A567, UA315, UL342, UL450	
EBKUT	145236N 0690542W	UA511, UL304	
ELASO	151534N 0740000W	UL674	
ELTES	141012N 0695452W	UA315, UL335	
EMAPA	115703N 0691334W	G431	
ESIPO	122953N 0710055W	UL795	
EXXIT	131920N 0710754W	UL335, UL674	
FARBS	133516N 0701859W	UL342, UL468	
GADAN	132308N 0710228W	UL332, UL335	
GADGO	130002N 0703331W	UL332, UL342	
GADIR	151235N 0682357W	UL216, UL335	
GILGA	120744N 0710623W	A574, UL220	
GONNE	153208N 0693411W	UL304, UL342	
GREEV	140050N 0700823W	UL335, UL342	
GUDEL	134800N 0683606W	UG885, UL793	
HAMSU	145925N 0694605W	UA511, UL342	
HENSE	145356N 0685119W	UL335, UL793	
IKMAG	161506N 0725306W	UA511, UG444	

Name-code Designator	*Coordinates*	*ATS Route or other route*	*Remarks*
1	*2*	*3*	*4*
ILKIT	125240N 0673943W	UL304	
IMIMA	151048N 0691854W	UL304, UL339	
IRBAR	145200N 0732530W	UL674, UM597	
IRLEP	121853N 0692156W	A574	
ITSEL	121659N 0700000W	R568	
KABON	124445N 0674122W	A554, UL216	
KAROB	142354N 0724242W	UL674, UM525	
KARUM	160000N 0692400W	G446, UL339, UL342	
KELDU	143300N 0723148W	UL332, UM525	
KEMSU	134956N 0702404W	UL335, UL468	
KERLI	131757N 0690723W	G446, G885, UG885, UL339	
KISAS	160000N 0710946W	UL468	
LENOM	170000N 0724012W	UG444	
LEPEL	152212N 0705623W	UA511, UL468	
LETEX	153212N 0711854W	UA511, UM525	
LIDOL	150458N 0731259W	G442, M597, UG444, UL332, UM597	
LUCAS	131742N 0675240W	A516 , A554, UL216, UM576	
MASEN	155903N 0721721W	A511, M597, UA511, UM597	
MAXIN	153312N 0730500W	UG444, UL795	
MIRAR	144654N 0690134W	UL304, UL335	
MOBAM	125457N 0695720W	A567	
MOLOC	150203N 0700159W	A511, A567, UA511, UL450	
MUNBA	123551N 0690308W	G446	
NOREX	121841N 0700343W	A567, UL450	
NOXAD	123451N 0683721W	A516	
OLAXA	134942N 0682024W	UL304, UL325	
ONDAS	130229N 0692325W	A315, G885, UA315, UG885	
ONDER	143712N 0722636W	UL795, UM525	
OROSA	141842N 0740000W	M597, UM597	
OVILA	114319N 0682359W	A315	
PAGAK	112630N 0680336W	UL793	
PALAS	163400N 0714100W	M597, UM597	
PENKO	150503N 0701905W	A315, A511, UA315, UA511	
PERSO	145436N 0691715W	A511, G446, UA511, UL339	
PITOS	135736N 0682600W	UG885, UL304	
POKAK	160000N 0683400W	A554, UL216	
PUTAR	152100N 0725636W	UL795, UM597	
REPIS	114429N 0684443W	G446, UL339	
REVOK	131454N 0675530W	UL304, UM576	
ROLMA	145054N 0685544W	UA511, UL335	
SCAPA	155003N 0673000W	G431, UL325, UL335	
SELAN	135303N 0732000W	UG444, UM525	
SENSO	135243N 0715628W	UL674, UL795	

Name-code Designator	*Coordinates*	*ATS Route or other route*	*Remarks*
1	*2*	*3*	*4*
SINDA	124859N 0682226W	A516 , UL793, UM576	
SINKU	154425N 0710414W	UL468, UM525	
TAKEK	132448N 0683042W	UL325, UL793	
TARBA	163100N 0732900W	A511, UA511	
TEKOL	160000N 0690654W	UL793	
TETUM	124807N 0701843W	G442	
UKITO	145000N 0685024W	UA511, UL793	
URNOT	123559N 0685049W	G431	
VESKA	160000N 0704500W	A315, UA315, UM525	
VITAT	144530N 0731454W	UG444, UL674	
VODIN	143339N 0671816W	A511, UA511	
VUNUM	111003N 0682503W	G446	

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ENR 5 NAVIGATION WARNINGS

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS

PROHIBITED AREAS		
Identification, Name & Lateral Limits	***Upper Limit Lower Limit***	***Remarks (Time of activity, type of restriction, nature of hazard, risk of interception)***
1	***2***	***3***
TNP-7 **ARUBA** Area bounded by lines joining points 122557N 0695310W - 122638N 0695533W then along the counter clockwise arc of a circle of 0.4 NM radius centred on 122614N 0695540W to 122551N 0695547W - 122510N 0695324W then along the counter clockwise arc of a circle of 0.4 NM radius centred on 122533N 0695317W to point of origin.	2500 FT AGL GND	Fuel tanks
TNP-20 **ARUBA** Circular area centered on 122841N 0695840W within a 0.27 NM radius.	2500 FT AGL GND	Utility plant
TNP-1 **BONAIRE** Area bounded by lines joining points 120940N 0681800W - 121716N 0681800W - 121821N 0681925W - 121940N 0682006W - 122051N 0682255W - 122030N 0682431W - 121850N 0682619W - 121726N 0682701W - 121511N 0682717W - 121254N 0682641W - 121117N 0682500W - 121117N 0682146W to point of origin.	6000 FT AGL GND	Protection of flamingos
TNP-2 **BONAIRE** Area bounded by lines joining points 120711N 0680946W - 120712N 0681942W - 120249N 0681849W - 115955N 0681632W - 115917N 0681435W - 120013N 0681248W - 120244N 0681121W - 120442N 0681138W - 120602N 0681020W to point of origin.	6000 FT AGL GND	Protection of flamingos
TNP-11 **BONAIRE** Area bounded by lines joining points 121340N 0682337W - 121304N 0682337W - 121303N 0682223W - 121340N 0682224W to point of origin.	2500 FT AGL GND	Fuel tanks
TNP-8 **CURACAO** Area bounded by lines joining points 121152N 0690201W - 121031N 0690106W - 121058N 0690025W - 121220N 0690120W to point of origin.	400 FT AGL GND	Fuel tanks
TNP-12 **CURACAO** Circular area centered on 120546N 0685319W within a 1 NM radius.	2500 FT AGL GND	State Penitentiary and protection of flamingos.

PROHIBITED AREAS		
Identification, Name & Lateral Limits	***Upper Limit Lower Limit***	***Remarks (Time of activity, type of restriction, nature of hazard, risk of interception)***
1	***2***	***3***
TNP-13 CURACAO Circular area centered on 120918N 0685926W within a 0.25 NM radius.	2500 FT AGL GND	Protection of flamingos
TNP-14 CURACAO Circular area centered on 121240N 0690323W within a 0.25 NM radius.	900 FT AGL GND	Protection of flamingos
TNP-15 CURACAO Circular area centered on 120729N 0684925W within a 1 NM radius.	2500 FT AGL GND	Bird Sanctuary and Ostrich farm
TNP-16 CURACAO Area bounded by lines joining points 122420N 0690840W - 121854N 0690840W - 121854N 0690309W then along the counter clockwise arc of a circle of 5.4 NM radius centred on 121854N 0690840W to point of origin.	2500 FT AGL GND	Wildlife sanctuary
TNP-17 CURACAO Circular area centered on 120638N 0685710W within a 0.19 NM radius.	2500 FT AGL GND	Utility plant
TNP-9 CURACAO Circular area centered on 120724N 0685543W within a 1 NM radius.	2500 FT AGL GND	Oil Refinery
TNP-19 CURACAO Circular area centered on 120733N 0685442W within a 0.17 NM radius.	2500 FT AGL GND	Utility plant
RESTRICTED AREAS		
Identification, Name & Lateral Limits	***Upper Limit Lower Limit***	***Remarks (Time of activity, type of restriction, nature of hazard, risk of interception)***
1	***2***	***3***
TNR-4 ARUBA Area bounded by lines joining points 123718N 0695103W - 122833N 0695321W - 122248N 0694614W then along the counter clockwise arc of a circle of 9 radius centred on 122833N 0695321W to point of origin.	 GND	Gun firing ground/air firing; For IFR flights not familiar with the area, ATC personnel will give info to pilots to circum navigate the area when active using laterals parameters, radials 066 and 128 BEA VOR. Safe unless otherwise notified by NOTAM. Area will not be active when RWY 29 is in use.
TNR-3 CURACAO	 GND	Gun firing ground/air firing For IFR flights not familiar with the area, ATC personnel will give info to pilots to circum

RESTRICTED AREAS		
Identification, Name & Lateral Limits	***Upper Limit Lower Limit***	***Remarks (Time of activity, type of restriction, nature of hazard, risk of interception)***
1	***2***	***3***
Area bounded by lines joining points 122601N 0690519W - 121859N 0690518W - 121859N 0685809W then along the counter clockwise arc of a circle of 7 radius centred on 121859N 0690518W to point of origin.		navigate the area when active. Safe unless otherwise notified by NOTAM.
DANGER AREAS		
Identification, Name & Lateral Limits	***Upper Limit Lower Limit***	***Remarks (Time of activity, type of restriction, nature of hazard, risk of interception)***
1	***2***	***3***
TND-5 Area bounded by lines joining points 115904N 0691458W - 114704N 0691458W - 114704N 0685958W - 115904N 0685958W to point of origin.	10000 FT AGL GND	Active by NOTAM; Naval and air exercises. Gun firing surface/air firing
TND-6 Area bounded by lines joining points 122804N 0682758W - 121904N 0681258W - 121704N 0675358W - 124004N 0675158W - 125703N 0675658W to point of origin.	27000 FT AGL GND	Active by NOTAM; Naval and air exercises. Gun firing surface/air firing

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ENR 5 NAVIGATION WARNINGS

ENR 5.2 MILITARY EXERCISE AND TRAINING AREAS AND AIR DEFENCE IDENTIFICATION ZONE (ADIZ)

Name & Lateral Limits	***Upper/lower limits and system/means of activation announcement INFO for CIV FLT***	***Remarks Time of ACT Risk of interception (ADIZ)***
1	***2***	***3***
NIL	NIL	NIL

Name & Lateral Limits	*Upper/lower limits and system/means of activation announcement INFO for CIV FLT*	*Remarks Time of ACT Risk of interception (ADIZ)*
1	*2*	*3*
NIL	NIL	NIL

Name & Lateral Limits	*Upper/lower limits and system/means of activation announcement INFO for CIV FLT*	*Remarks Time of ACT Risk of interception (ADIZ)*
1	*2*	*3*
NIL	NIL	NIL

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ENR 5 NAVIGATION WARNINGS

ENR 5.3 OTHER ACTIVITIES OF A DANGEROUS NATURE AND OTHER POTENTIAL HAZARDS

Name Lateral Limits	*Vertical Limits*	*Advisory measures*	*Authority responsi-ble for INFO*	*Remarks Time of ACT*
1	**2**	**3**	**4**	**5**
NIL	NIL	NIL	NIL	NIL

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ENR 5 NAVIGATION WARNINGS

ENR 5.4 AIR NAVIGATION OBSTACLES — AREA 1

OBST ID or designation	*OBST type*	*OBST position*	*HGT (AGL) in M ELEV (AMSL) in Ft*	*OBST LGT Type/Colour*	*Remarks*
NIL	NIL	NIL	NIL	NIL	NIL

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ENR 5 NAVIGATION WARNINGS

ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES

Designation and lateral limits	***Vertical limits***	***Operator/User Tel Nr.***	***Remarks and time of ACT***
1	***2***	***3***	***4***
NIL	NIL	NIL	NIL

Designation and lateral limits	*Vertical limits*	*Operator/User Tel Nr.*	*Remarks and time of ACT*
1	*2*	*3*	*4*
NIL	NIL	NIL	NIL

Designation and lateral limits	*Vertical limits*	*Operator/User Tel Nr.*	*Remarks and time of ACT*
1	*2*	*3*	*4*
NIL	NIL	NIL	NIL

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ENR 5 NAVIGATION WARNINGS

ENR 5.6 BIRD MIGRATION AND AREAS WITH SENSITIVE FAUNA

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ENR 6 EN-ROUTE CHARTS

INTRODUCTION

The following En-route charts are included in this part of the AIP:

Chart:

HIGH ALTITUDE ENROUTE CHART - ICAO CURACAO FIR
LOW ALTITUDE ENROUTE CHART - ICAO CURACAO
AREA CHART CURACAO_BONAIRE
AREA CHART - ICAO TNCM
CONTROL ZONES AND AERODROME TRAFFIC ZONES
PROHIBITED_RESTRICTED AREAS CURACAO
PROHIBITED_RESTRICTED_DANGER AREAS
VFR ROUTE CURACAO FIR OVERVIEW EFF

← Please refer to AD 2 TNCB for more detailed information on the PJB VOR/DME.

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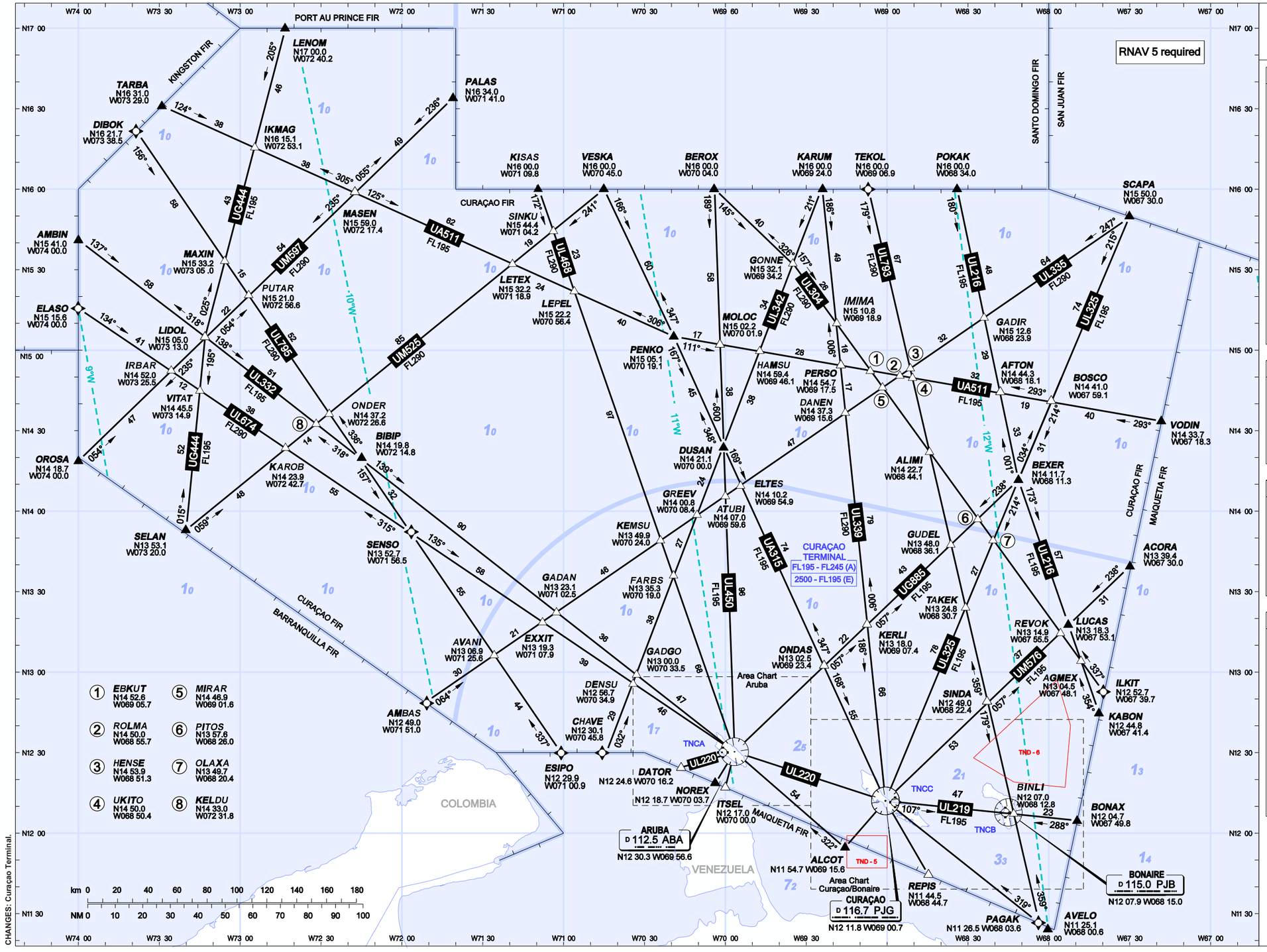


AERO INFO DATE 23 FEB 23

HIGH ALTITUDE ENROUTE CHART - ICAO CURAÇAO FIR

COMMUNICATION

Curaçao Control	124.1/127.1
Curaçao Terminal	119.8
Hato Curaçao International Airport (TNCC):	
TWR	118.3
ATIS	132.6
Flamingo International Airport (TNCB):	
TWR	118.7
ATIS	132.3
International Reina Beatrix Airport (TNCA):	
APP	120.9
TWR	118.0
ATIS	132.1

SPECIAL USE AIRSPACE

TND - 5	SFC - 10000*	Naval air exercises
TND - 6	SFC - 27000*	Gunnery/missile firing

* by NOTAM

All other special use airspace is identified on the Area Charts for Curaçao/Bonaire and Aruba

NOTES

- ABA VOR declination 11°W
- PJB VOR declination 12° W
- PJG VOR declination 12° W
- Altitudes, elevations in feet, distances in nautical miles, bearings are magnetic.

LEGEND

- 11°W — Isogonic line
- Area Chart — Area chart boundary
- On-demand reporting fix
- Compulsory reporting fix
- Fly-by on-demand reporting wpt
- Fly-over on-demand reporting wpt
- Fly-by compulsory reporting wpt
- Fly-over compulsory reporting wpt

LOW ALTITUDE ENROUTE CHART - ICAO CURAÇAO FIR

COMMUNICATION

Curaçao Control	124.1/127.1
Curaçao Terminal	119.8
Hato Curaçao International Airport (TNCC):	
TWR	118.3
ATIS	132.6
Flamingo International Airport (TNCB):	
TWR	118.7
ATIS	132.3
International Reina Beatrix Airport (TNCA):	
APP	120.9
TWR	118.0
ATIS	132.1

SPECIAL USE AIRSPACE

TND - 5	SFC - 10000*	Naval air exercises
TND - 6	SFC - 27000*	Gunnery/missile firing

* by NOTAM

All other special use airspace is identified on the Area Charts for Curaçao/Bonaire and Aruba

NOTES

- ABA VOR declination 11° W
- PJB VOR declination 12° W
- PJG VOR declination 12° W
- Altitudes, elevations in feet, distances in nautical miles, bearings are magnetic.

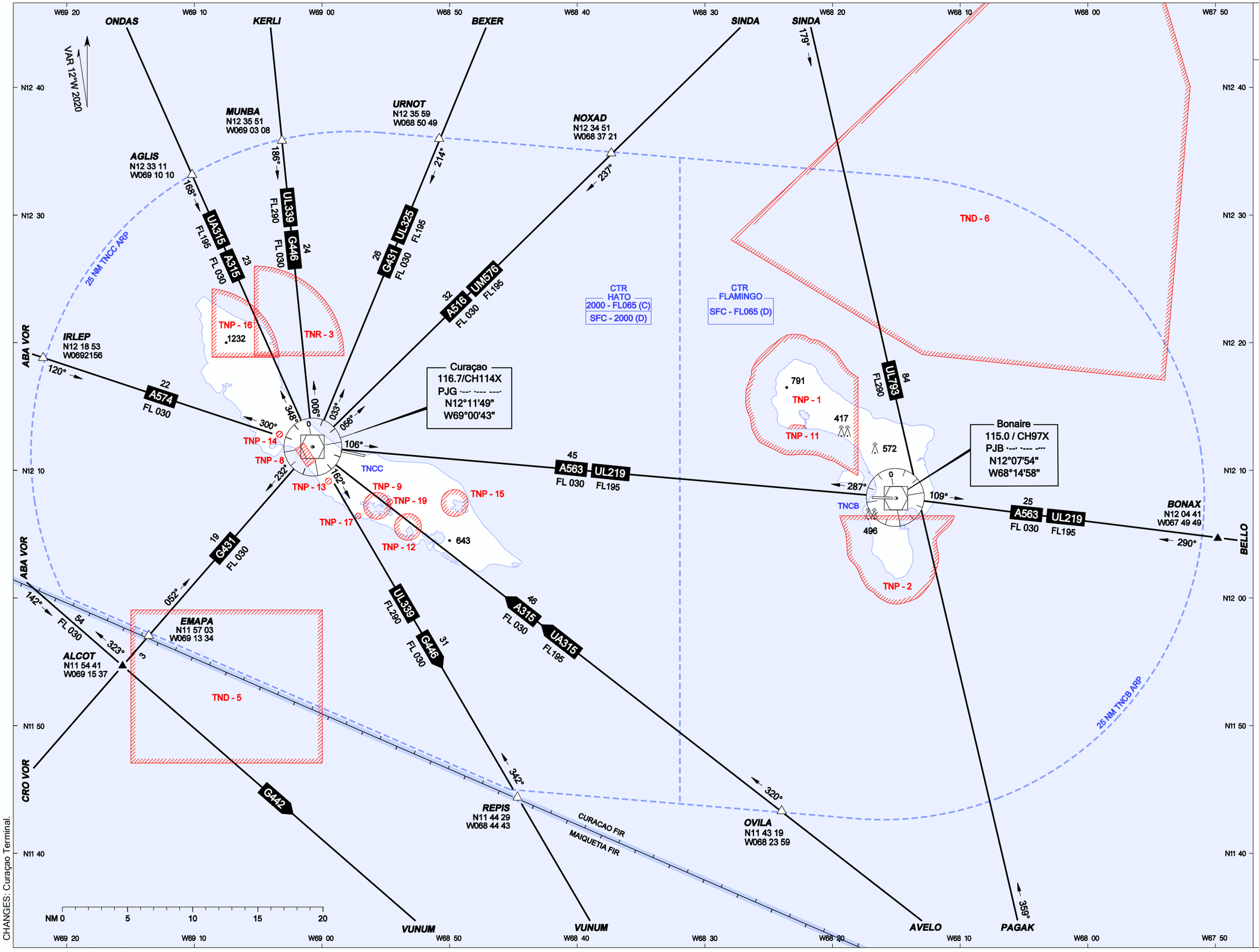
LEGEND

- 11°W Isogonic line
- Area Chart — Area chart boundary
- On-demand reporting fix
- Compulsory reporting fix
- Fly-by on-demand reporting wpt
- Fly-over on-demand reporting wpt
- Fly-by compulsory reporting wpt
- Fly-over compulsory reporting wpt

CHANGES: Curaçao Terminal.

AERO INFO DATE 23 FEB 23

AREA CHART CURAÇAO/BONAIRE



COMMUNICATION

Curaçao Control	124.1/127.1
Curaçao Terminal	119.8
Hato Curaçao International Airport (TNCC):	
TWR	118.3
ATIS	132.6
Flamingo International Airport (TNCB):	
TWR	118.7
ATIS	132.3

NOTES

- PJG VOR declination 12° W
- PJB VOR declination 12° W
- Altitudes and elevations in feet, distances in NM, bearings are magnetic.
- RNAV 5 required for UA315, UL339, UL325, UM576, UL219 and UL793.

SPECIAL USE AIRSPACE

TNP-1	SFC - 6000	Flamingo sanctuary
TNP-2	SFC - 6000	Flamingo sanctuary
TNP-8	SFC - 400	Bullenbay oil terminal
TNP-9	SFC - 2500	Isla oil refinery
TNP-11	SFC - 2500	Oil terminal
TNP-12	SFC - 2500	Penitentiary
TNP-13	SFC - 2500	Flamingo sanctuary
TNP-14	SFC - 900	Flamingo Sanctuary
TNP-15	SFC - 2500	Bird sanctuary
TNP-16	SFC - 2500	Wildlife sanctuary
TNP-17	SFC - 2500	Utility plant
TNP-19	SFC - 2500	Utility plant
TNR-3	SFC - NOTAM	Ground/air firing
TND-5	SFC - 10000*	Naval air exercises
TND-6	SFC - 27000*	Gunnery/missile firing

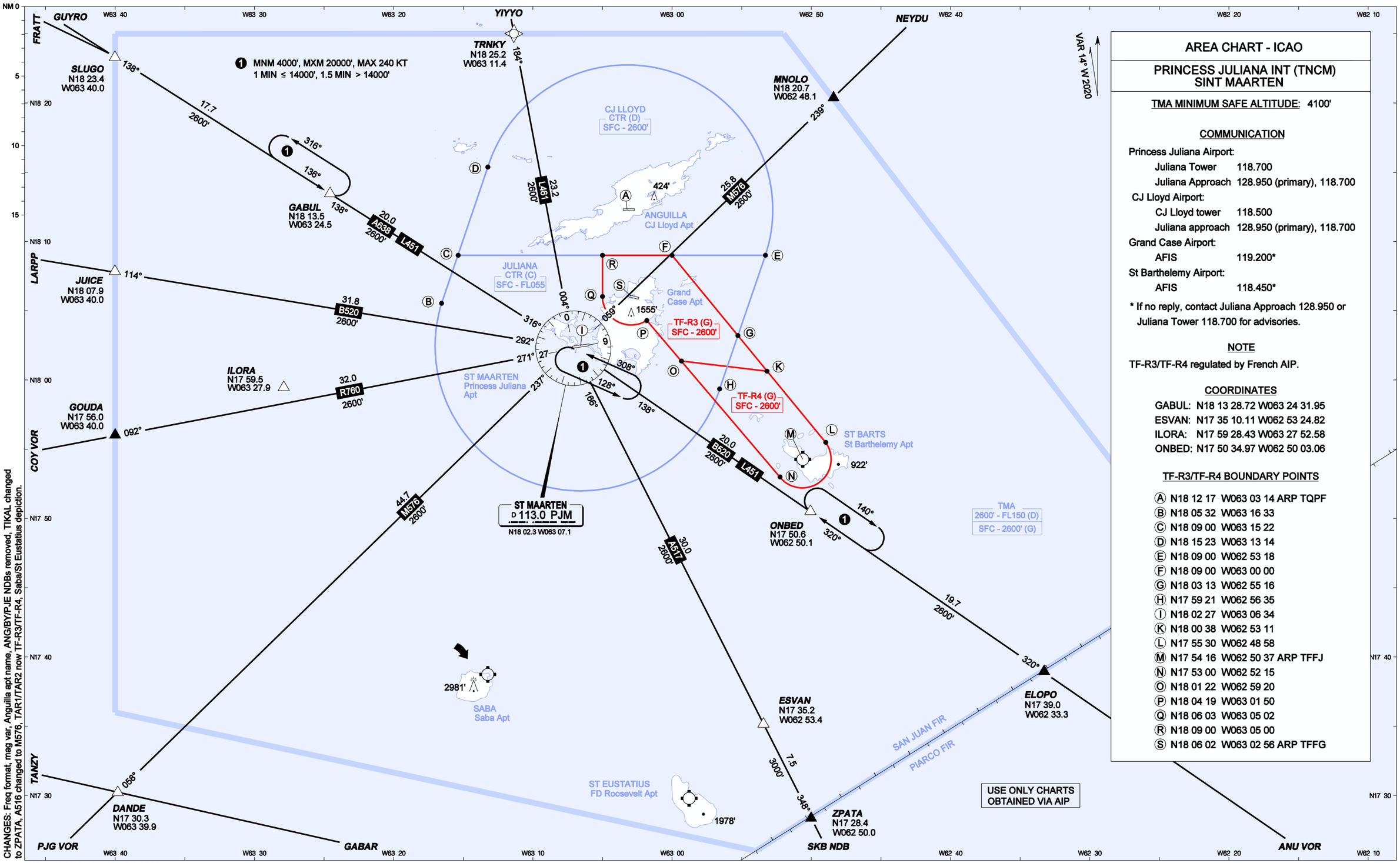
*by NOTAM

LEGEND

- Isogonic line
- Area chart boundary
- On-demand reporting fix
- Compulsory reporting fix
- Fly-by on-demand reporting wpt
- Fly-over on-demand reporting wpt
- Fly-by compulsory reporting wpt
- Fly-over compulsory reporting wpt

CHANGES: Curaçao Terminal.

AERO INFO DATE 23 FEB 23



AREA CHART - ICAO

PRINCESS JULIANA INT (TNCM)
SINT MAARTEN

TMA MINIMUM SAFE ALTITUDE: 4100'

COMMUNICATION

Princess Juliana Airport:	
Juliana Tower	118.700
Juliana Approach	128.950 (primary), 118.700
CJ Lloyd Airport:	
CJ Lloyd tower	118.500
Juliana approach	128.950 (primary), 118.700
Grand Case Airport:	
AFIS	119.200*
St Barthelemy Airport:	
AFIS	118.450*

* If no reply, contact Juliana Approach 128.950 or Juliana Tower 118.700 for advisories.

NOTE

TF-R3/TF-R4 regulated by French AIP.

COORDINATES

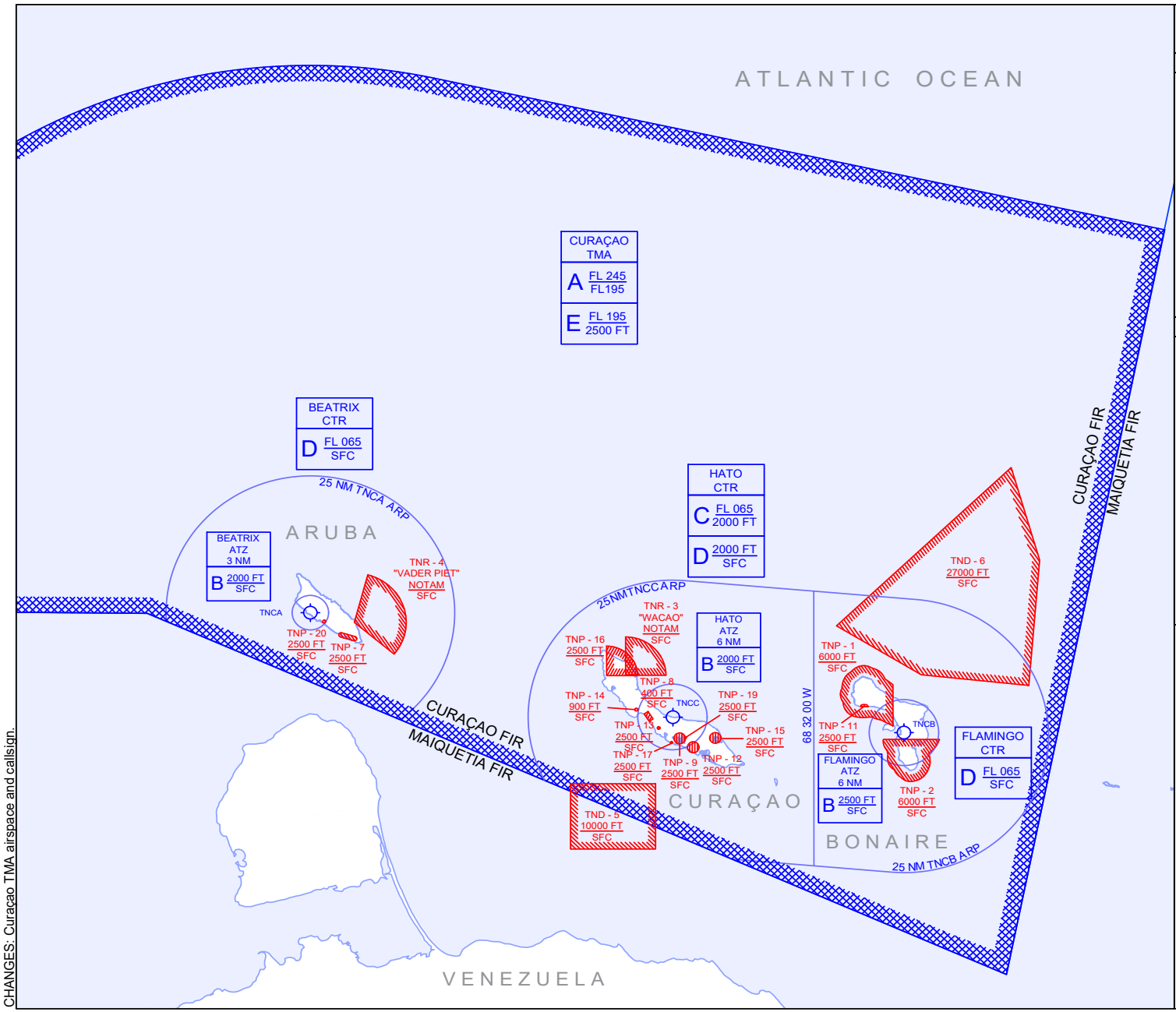
GABUL:	N18 13 28.72 W063 24 31.95
ESVAN:	N17 35 10.11 W062 53 24.82
ILORA:	N17 59 28.43 W063 27 52.58
ONBED:	N17 50 34.97 W062 50 03.06

TF-R3/TF-R4 BOUNDARY POINTS

Ⓐ	N18 12 17 W063 03 14 ARP TQPF
Ⓑ	N18 05 32 W063 16 33
Ⓒ	N18 09 00 W063 15 22
Ⓓ	N18 15 23 W063 13 14
Ⓔ	N18 09 00 W062 53 18
Ⓕ	N18 09 00 W063 00 00
Ⓖ	N18 03 13 W062 55 16
Ⓗ	N17 59 21 W062 56 35
Ⓘ	N18 02 27 W063 06 34
Ⓚ	N18 00 38 W062 53 11
Ⓛ	N17 55 30 W062 48 58
Ⓜ	N17 54 16 W062 50 37 ARP TFFJ
Ⓝ	N17 53 00 W062 52 15
Ⓞ	N18 01 22 W062 59 20
Ⓟ	N18 04 19 W063 01 50
Ⓠ	N18 06 03 W063 05 02
Ⓡ	N18 09 00 W063 05 00
Ⓢ	N18 06 02 W063 02 56 ARP TFFG

CHANGES: Freq format, mag var, Anguilla apt name, ANG/BY/PJE NDBs removed, TIKAL changed to ZPATA, A516 changed to M576, TAR1/TAR2 now TF-R3/TF-R4, Saba/St Eustatius depiction.

AERO INFO DATE 17 APR 2025



CHANGES: Curaçao TMA airspace and callsign.

AERO INFO DATE 23 FEB 23

CONTROL ZONES AND AERODROME TRAFFIC ZONES

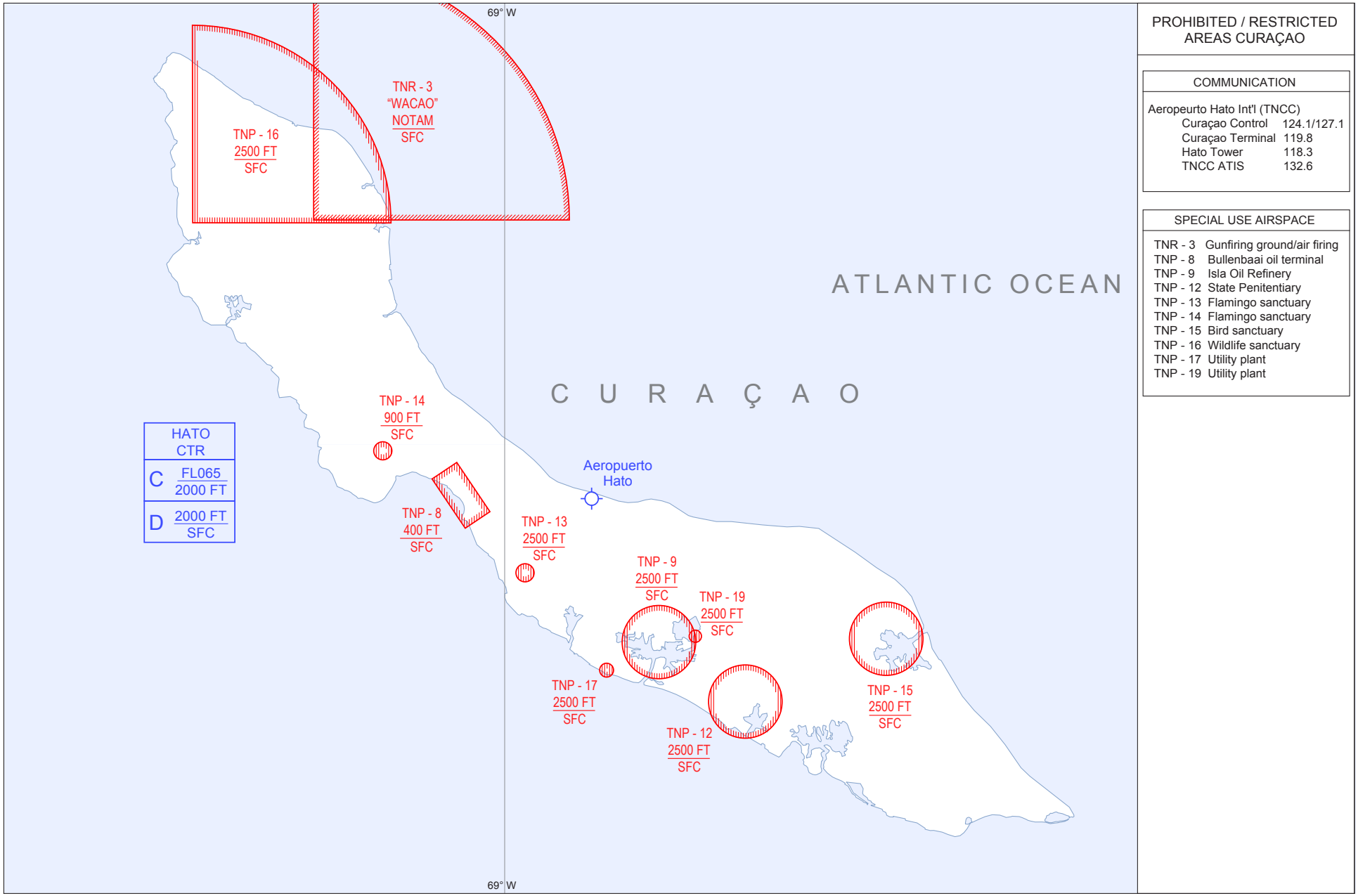
COMMUNICATION

Curaçao Control	124.1/127.1
Curaçao Terminal	119.8
Hato Curaçao International Airport (TNCC):	
TWR	118.3
ATIS	132.6
Flamingo International Airport (TNCB):	
TWR	118.7
ATIS	132.3
International Reina Beatrix Airport (TNCA):	
APP	120.9
TWR	118.0
ATIS	132.1

SPECIAL USE AIRSPACE

TND-5	Naval air exercises*
TND-6	Naval air exercises*
TNP-1	Protection of flamingos
TNP-2	Protection of flamingos
TNP-7	Fuel tanks
TNP-8	Fuel tanks
TNP-9	Isla Oil Refinery
TNP-11	Fuel tanks
TNP-12	State Penitentiary
TNP-13	Flamingo sanctuary
TNP-14	Flamingo sanctuary
TNP-15	Bird sanctuary
TNP-16	Wildlife sanctuary
TNP-17	Utility plant
TNP-19	Utility plant
TNP-20	Water/energy plant
TNR-3	Gunfiring ground/air firing*
TNR-4	Gunfiring ground/air firing*

* active by NOTAM



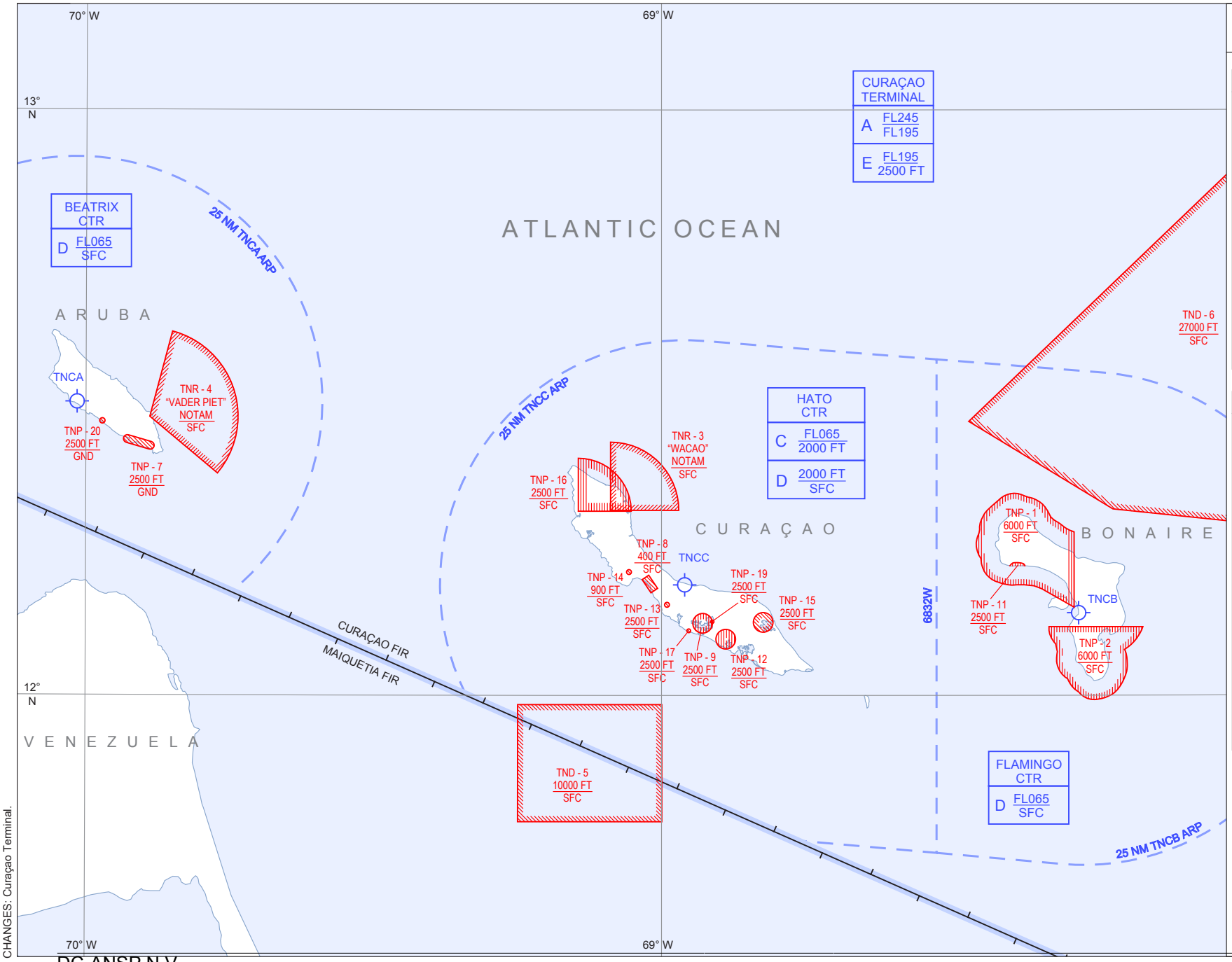
PROHIBITED / RESTRICTED
AREAS CURAÇAO

COMMUNICATION	
Aeropeurto Hato Int'l (TNCC)	
Curaçao Control	124.1/127.1
Curaçao Terminal	119.8
Hato Tower	118.3
TNCC ATIS	132.6

SPECIAL USE AIRSPACE	
TNR - 3	Gunfiring ground/air firing
TNP - 8	Bullenbaai oil terminal
TNP - 9	Isla Oil Refinery
TNP - 12	State Penitentiary
TNP - 13	Flamingo sanctuary
TNP - 14	Flamingo sanctuary
TNP - 15	Bird sanctuary
TNP - 16	Wildlife sanctuary
TNP - 17	Utility plant
TNP - 19	Utility plant

CHANGES: Curaçao Terminal.

AERO INFO DATE 23 FEB 23



PROHIBITED / RESTRICTED / DANGER AREAS

COMMUNICATION

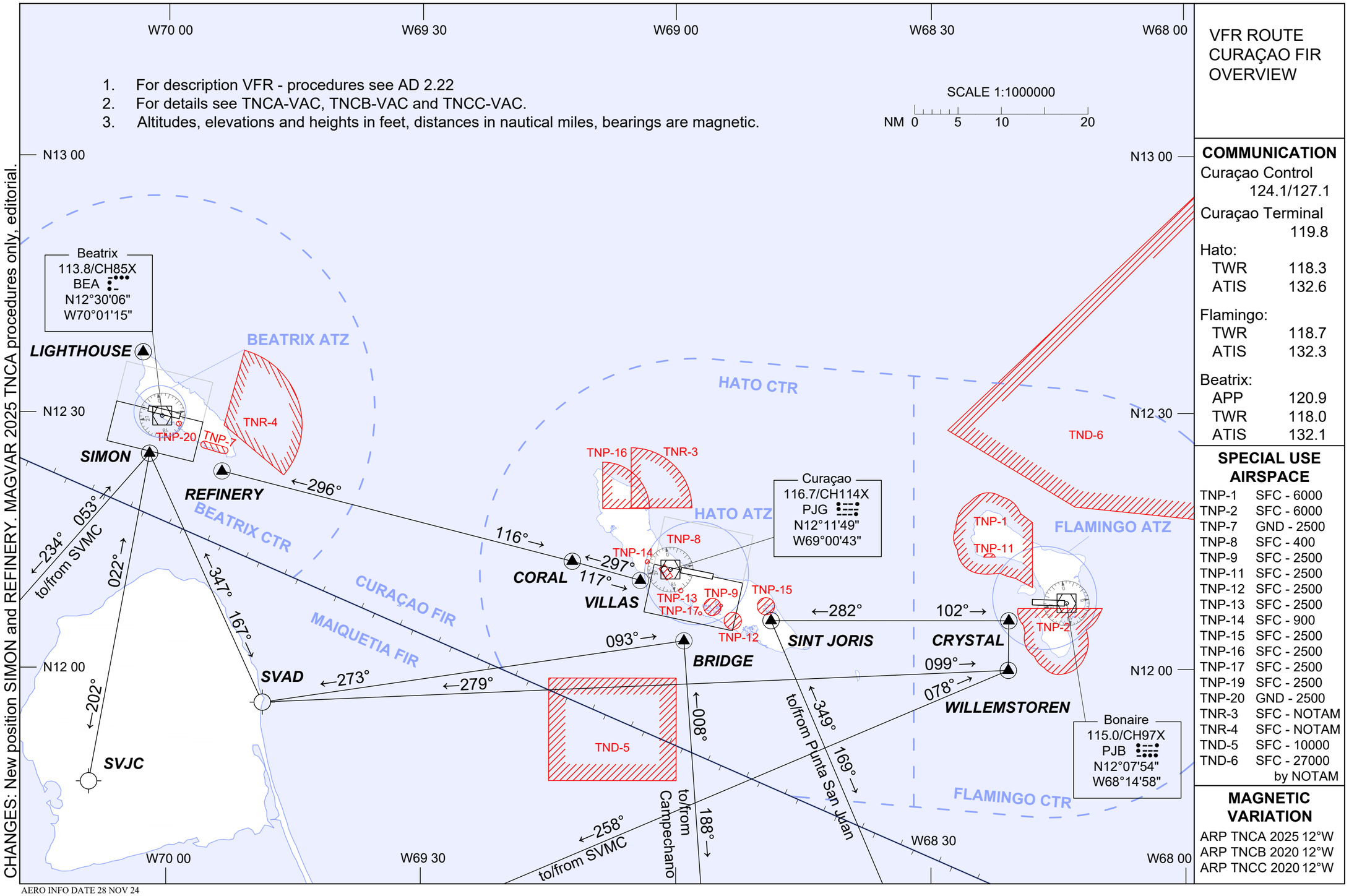
Curaçao Control	124.1/127.1
Curaçao Terminal	119.8
Hato Curaçao International Airport (TNCC):	
TWR	118.3
ATIS	132.6
Flamingo International Airport (TNCB):	
TWR	118.7
ATIS	132.3
International Reina Beatrix Airport (TNCA):	
APP	120.9
TWR	118.0
ATIS	132.1

SPECIAL USE AIRSPACE

TND - 5	Naval air exercises*
TND - 6	Naval air exercises*
TNP - 1	Protection of flamingos
TNP - 2	Protection of flamingos
TNP - 7	Fuel tanks
TNP - 8	Bullenbaai oil terminal
TNP - 9	Isla Oil Refinery
TNP - 11	Fuel tanks
TNP - 12	State Penitentiary
TNP - 13	Flamingo sanctuary
TNP - 14	Flamingo sanctuary
TNP - 15	Bird sanctuary
TNP - 16	Wildlife sanctuary
TNP - 17	Utility plant
TNP - 19	Utility plant
TNP - 20	Utility plant
TNR - 3	Gunfiring ground/air firing*
TNR - 4	Gunfiring ground/air firing*

* active by NOTAM

CHANGES: Curaçao Terminal.



AERO INFO DATE 28 NOV 24

VFR ROUTE CURAÇAO FIR OVERVIEW

COMMUNICATION

Curaçao Control	124.1/127.1
Curaçao Terminal	119.8
Hato:	
TWR	118.3
ATIS	132.6
Flamingo:	
TWR	118.7
ATIS	132.3
Beatrix:	
APP	120.9
TWR	118.0
ATIS	132.1

SPECIAL USE AIRSPACE

TNP-1	SFC - 6000
TNP-2	SFC - 6000
TNP-7	GND - 2500
TNP-8	SFC - 400
TNP-9	SFC - 2500
TNP-11	SFC - 2500
TNP-12	SFC - 2500
TNP-13	SFC - 2500
TNP-14	SFC - 900
TNP-15	SFC - 2500
TNP-16	SFC - 2500
TNP-17	SFC - 2500
TNP-19	SFC - 2500
TNP-20	GND - 2500
TNR-3	SFC - NOTAM
TNR-4	SFC - NOTAM
TND-5	SFC - 10000
TND-6	SFC - 27000 by NOTAM

MAGNETIC VARIATION

ARP TNCA 2025 12°W
ARP TNCB 2020 12°W
ARP TNCC 2020 12°W

AD 1 AERODROMES/HELIPORTS — INTRODUCTION

AD 1.1 AERODROMES/HELIPORT AVAILABILITY AND CONDITIONS OF USE

1 General conditions under which aerodromes/heliports and associated facilities are available for use

Commercial flights are not permitted to take off from or land at any aerodrome/heliport not listed in this AIP except in cases of real emergency or when special permission has been obtained from the Civil Aviation Administration.
In addition to the aerodromes available for public use listed in this AIP, there is another airfield located in St. Maarten.
Landings at other than at an international aerodrome or a designated alternate aerodrome is not permitted, unless permission has been granted by the designated Civil Aviation Authority.

More information of this airfield can be obtained at the Aero Club. In addition other Aero Clubs of the Dutch Caribbean territory are listed below as well:

ST. MAARTEN (FRENCH SIDE):

Aéroclub Saint Martin SFG
Address : Aéroport de Grand Case
BP 874
97150 Saint Martin
Telephone: 06 90 67 56 38
Telefax: 05 90 29 53 18
Email: club@aeroclubsaintmartin.org

CURAÇAO :

Aero Club Curaçao
Address : Hato 23
Curaçao
Telephone:
Clubhouse (voice/fax): (+5999) 869 5989
Chairman; Mr. Errol: (+5999) 565 3066
URL: http://www.aeroclubcuracao.org
Email:info@aeroclubcuracao.org

BONAIRE:

BonAeroClub
Address: Flamingo Airport
Bonaire
Telephone:
Clubhouse (voice/fax): (+599) 786-7720
Mr. Hoogerkamp: (+599) 785-0955
E-mail: gijs@bonaeroclub.com
Mr. Koopman: (+599) 786-2437
E-mail: wietze@bonaeroclub.com
URL: http://www.bonaeroclub.com

Landings made other than at an international aerodrome/heliport or a designated alternate aerodrome/heliport

If a landing is made other than at an international aerodrome/heliport or a designated alternate aerodrome, the pilot-in-command shall report the landing as soon as practicable to the health, customs and immigration authorities at the international aerodrome/heliport at which the landing was scheduled to take place. This notification may be made through any available communication link.

The pilot-in-command shall be responsible for ensuring that:

a. If pratique has not been granted to the aircraft at the previous landing, contact between other persons on the one hand and passengers and crew on the other is avoided;

b. Cargo, baggage and mail are not removed from the aircraft except as provided below;

c. Any foodstuff of overseas origin or any plant material is not removed from the aircraft except where local food is unobtainable. All food refuse including peelings, cores, stones of fruit, etc. must be collected and returned to the galley refuse container, the contents of which should not be removed from the aircraft except for hygiene reasons; in that circumstance the contents must be destroyed either by burning or by deep burial.

Traffic of persons and vehicles on aerodromes

DEMARCATION OF ZONES

The grounds of each aerodrome are divided into two zones:

a. A public zone comprising the part of the aerodrome open to the public; and

b. A restricted zone comprising the rest of the aerodrome/heliport.

MOVEMENT OF PERSONS

Access to the restricted zone is authorized only under the conditions prescribed by the special rules governing the aerodrome/heliport. The customs, police, and health inspection offices and the premises assigned to transit traffic are normally accessible only to passengers, to staff of the public authorities and airlines and to authorized persons in pursuit of their duty. The movement of persons having access to the restricted zone of the aerodrome is subject to the conditions prescribed by the air navigation regulations and by the special rules laid down by the aerodrome administration.

MOVEMENT OF VEHICLES

The movement of vehicles in the restricted zone is strictly limited to vehicles driven or used by persons carrying a traffic permit or an official card of admittance. Drivers of vehicles, of whatever type, operating within the confines of the aerodrome/heliport must respect the direction of the traffic, the traffic signs and the posted speed limits and generally comply with the provisions of the highway code and with the instructions given by the competent authorities.

Policing

Care and protection of aircraft, vehicles, equipment and goods used at the aerodromes are not the responsibility of the State or any concessionaire; they cannot be held responsible for loss or damage which is not incurred through action by them or their agents.

Landing, parking and storage of aircraft on aerodromes/heliports under the control of the Civil Aviation Administration

The conditions under which aircraft may land and be parked, housed or otherwise dealt with at any of the aerodromes/heliports under the control of the Civil Aviation Administration are as follows:

a. The fees and charges for the landing, parking or housing of aircraft shall be those published from time to time by the Civil Aviation Administration (hereinafter referred to as “CAA”) in the AIP or AIC.

   The fees or charges for any supplies or services which may be furnished to aircraft by or on behalf of the CAA at any aerodrome/heliport under the control of the CAA shall, unless otherwise agreed before such fees or charges are incurred, be such reasonable fees and charges as may from time to time be determined by the CAA for that aerodrome. The fees and charges referred to shall accrue from day to day and shall be payable to the CAA on demand.

b. The CAA shall have a lien on the aircraft, its parts and accessories, for such fees and charges as aforesaid.

c. If payment of such fees and charges is not made to the CAA within 14 days after a letter demanding payment thereof has been sent by post addressed to the registered owner of the aircraft, the CAA shall be entitled to sell, destroy or otherwise dispose of the aircraft and any of its parts and accessories and to apply the proceeds from so doing to the payment of such fees and charges.

d. Neither the CAA nor any servant or agent of the government shall be liable for loss or damage to the aircraft, its parts or accessories or any property contained in the aircraft, howsoever such loss and damage may arise, occurring while the aircraft is on any aerodrome/heliport under the control of the CAA or is in the course of landing at or taking off from any such aerodrome.

SPECIFIC DUTCH CARIBBEAN TERRITORY AERODROME CHARGES CAN BE REVIEWED IN GEN 4.

2 Applicable ICAO documents

The Standards and Recommended Practices of ICAO Annex 14, Volumes I and II, are applied without differences.

3 CAT II/III operations at aerodromes

Promulgation of an aerodrome as available for Category II or Category III operations means that it is suitably equipped and that procedures, appropriate to such operations, have been determined and are applied when relevant.

Promulgation implies that at least the following facilities are available:

-ILS — certificated to relevant performance category.

-Lighting — suitable for category promulgated.

-RVR system — may be automatic or manned system for Category II; will be automatic system for Category III. Special procedures and safeguards will be applied during Category II and III operations. In general, these are intended to provide protection for aircraft operating in low visibilities and to avoid disturbance of the ILS signals.

Special procedures and safeguards will be applied during Category II and III operations. In general, these are intended to provide protection for aircraft operating in low visibilities and to avoid disturbance of the ILS signals.

Protection of ILS signals during Category II or III operations may dictate that pre-take-off holding positions be more distant from the runway than the holding positions used in good weather. Such holding positions will be appropriately marked and will display signs conforming to the specifications in ICAO Annex 14, Volume I, on one or both sides of the taxiway; there may also be a stop bar of red lights. For aircraft taxiing off the runway during Category III operations, exit taxiway center line lights are color-coded to facilitate notification of runway vacation; the color coding ends at the boundary of the ILS critical/sensitive area. Pilots are required to make a “Runway Vacated” call on RTF when the aircraft has reached the color code of part of the exit taxiway center line lights, due allowance being made for aircraft size to ensure that the entire aircraft is clear of the ILS critical/sensitive area.

In actual Category II or III weather conditions, pilots will be informed by ATC of any unserviceabilities in the promulgated facilities so that they can amend their minima, if necessary, according to their operations manual. Pilots who wish to carry out a practice Category II or Category III approach are to request Practice Category II (or Category III) Approach on initial contact with Approach Control. For practice approaches there is no guarantee that the full safeguarding procedures will be applied and pilots should anticipate the possibility of a resultant ILS signal disturbance.

4 Friction measuring device used and friction level below which the runway is declared slippery when it is wet

For the friction measuring devices used, see AD 1.2. Where only water is present on a runway and periodic measurements indicate that the runway will not become slippery when wet, no measuring will take place, and the runway will be reported as being “WET”.

5 Other information

5.1 ARUBA

TNCA new GRF & RCR procedures information

TNCA, in order to comply with the ICAO GRF requirements, will use the following procedure to report the surface condition whenever there is a contaminant on the movement area.

Surveillance of movement area
The primary means of surveillance of the movement area is through visual inspection. The aerodrome personnel will frequently monitor the surface condition of the movement area.

Assessment methods
Assessment of the condition of the movement area is done visually and reported according to the RCAM by means of the Skyware RWX GRF software. Depth of contaminant is assessed by visual means and the use of depth measuring tools. Friction measurements, when carried out, are used for verification only. Friction measurements are not reported.

SNOWTAM dissemination
A SNOWTAM for the Runway Condition Report (**RCR**) will be issued immediately to notify conditions associated with water or standing water on the movement area at the following aerodrome:
ARUBA - TNCA – QUEEN BEATRIX INTERNATIONAL AIRPORT

The primary means of reporting the condition of the movement area is through the issuance of a SNOWTAM, which the AD OPS submits to the AIS for publication. The maximum validity of a SNOWTAM is 8 hours. A SNOWTAM will be issued when conditions have changed significantly. When a SNOWTAM has not been published, it can be concluded that there are NO contaminants present on the movement area.

During the 8 hours of validity if the conditions in the existing SNOWTAM change (upgrade or downgrade), a new SNOWTAM will be issued. Therefore, if the change is to DRY conditions, a SNOWTAM indicating the change to DRY (RWYCC 6) will be issued. If after 8 hours, no new SNOWTAM has been issued, it can be concluded that the conditions in the previous expired SNOWTAM have ceased to exist. The new condition is to be considered as DRY (RWYCC 6). No new SNOWTAM will be issued in this case.

When a SNOWTAM is issued, this will be broadcasted via ATIS, except when it indicates DRY (RWYCC 6).

5.2 BONAIRE

TNCB new GRF & RCR procedures information

TNCB, in order to comply with the ICAO GRF requirements, will use the following procedure to report the surface condition whenever there is a contaminant on the movement area.

Surveillance of movement area
The primary means of surveillance of the movement area is through visual inspection and life monitoring of the RCR-TOOL. The RCR-TOOL consist of three rain gauges which are installed along the runway to measure rainfall in real-time, one on each runway 1/3. The TOOL also alert aerodrome operators to the risk of standing water / excessive water on the pavement. The aerodrome personnel will frequently monitor the surface condition of the movement area.

Assessment methods
Assessment of the condition of the movement area is done visually and through life monitoring of the RCR-TOOL in according to the RCAM. Depth of contaminant is assessed Sowell by visual means and the use of depth measuring tools. Friction measurements, when carried out, are used for verification only. Friction measurements are not reported.

SNOWTAM dissemination

A SNOWTAM for the Runway Condition Report (**RCR**) will be issued immediately to notify circumstances like water or standing water associated with these conditions on the movement area at the following aerodrome:
BONAIRE - TNCB - FLAMINGO INTERNATIONAL AIRPORT

The primary means of reporting the condition of the movement area is through the issuance of a SNOWTAM, which the AD OPS submits to the AIS for publication. The maximum validity of a SNOWTAM is 8 hours. A SNOWTAM will be issued when conditions have changed significantly. When a SNOWTAM has not been published, it can be concluded that there are NO contaminants present on the movement area.

During the 8 hours of validity if the conditions in the existing SNOWTAM change (upgrade or downgrade), a new SNOWTAM will be issued. Therefore, if the change is to DRY conditions, a SNOWTAM indicating the change to DRY (RWYCC 6) will be issued. If after 8 hours, no new SNOWTAM has been issued, it can be concluded that the conditions in the previous expired SNOWTAM have ceased to exist. The new condition is to be considered as DRY (RWYCC 6). No new SNOWTAM will be issued in this case.

5.3 CURAÇAO

TNCC new GRF & RCR procedures information

TNCC, in order to comply with the ICAO GRF requirements, will use the following procedure to report the surface condition whenever there is a contaminant on the movement area

Surveillance of movement area
The primary means of surveillance of the movement area is through visual inspection and monitoring of advisories of Metrological Department Curacao. The Metrological Department Curacao alerts the aerodrome operator to the probability and severity of thundershowers and lightning. The aerodrome personnel will frequently monitor the surface condition of the movement area.

Assessment methods
Assessment of the condition of the movement area is done visually and through live visual monitoring in according to the RCAM. Depth of contaminant is assessed both by visual means and the use of depth measuring tools. Friction measurements, when carried out, are used for verification only. Friction measurements are not reported.

SNOWTAM dissemination
A SNOWTAM for the Runway Condition Report (**RCR**) will be issued immediately to notify circumstances like water or standing water associated with these conditions on the movement area at the following aerodrome:
CURAÇAO – TNCC – HATO INTERNATIONAL AIRPORT

The primary means of reporting the condition of the movement area is through the issuance of a SNOWTAM, which the AD OPS submits to the AIS for publication. The maximum validity of a SNOWTAM is 8 hours. A SNOWTAM will be issued when conditions have changed significantly. When a SNOWTAM has not been published, it can be concluded that there are NO contaminants present on the movement area.

During the 8 hours of validity if the conditions in the existing SNOWTAM change (upgrade or downgrade), a new SNOWTAM will be issued. Therefore, if the change is to DRY conditions, a SNOWTAM indicating the change to DRY (RWYCC 6) will be issued. If after 8 hours, no new SNOWTAM has been issued, it can be concluded that the conditions in the previous expired SNOWTAM have ceased to exist. The new condition is to be considered as DRY (RWYCC 6). No new SNOWTAM will be issued in this case.

5.4 ST. EUSTATIUS

TNCE new GRF & RCR procedures information

TNCE, in order to comply with the ICAO GRF requirements, will use the following procedure to report the surface condition whenever there is a contaminant on the movement area.

Surveillance of movement area
The primary means of surveillance of the movement area is through visual inspection and life monitoring of the RCR-TOOL. The RCR-TOOL consist of three rain gauges which are installed along the runway to measure rainfall in real-time, one on each runway 1/3. The TOOL also alert aerodrome operators to the risk of standing water / excessive water on the pavement. The aerodrome personnel will frequently monitor the surface condition of the movement area.

Assessment methods
Assessment of the condition of the movement area is done visually and through life monitoring of the RCR-TOOL in according to the RCAM. Depth of contaminant is assessed Sowell by visual means and the use of depth measuring tools. Friction measurements, when carried out, are used for verification only. Friction measurements are not reported.

SNOWTAM dissemination
A SNOWTAM for the Runway Condition Report (**RCR**) will be issued immediately to notify circumstances like water or standing water associated with these conditions on the movement area at the following aerodrome:
ST. EUSTATIUS - TNCE – FRANKLIN DELANO ROOSEVELT AIRPORT

The primary means of reporting the condition of the movement area is through the issuance of a SNOWTAM, which the AD OPS submits to the AIS for publication. The maximum validity of a SNOWTAM is 8 hours. A SNOWTAM will be issued when conditions have changed significantly. When a SNOWTAM has not been published, it can be concluded that there are NO contaminants present on the movement area.

During the 8 hours of validity if the conditions in the existing SNOWTAM change (upgrade or downgrade), a new SNOWTAM will be issued. Therefore, if the change is to DRY conditions, a SNOWTAM indicating the change to DRY (RWYCC 6) will be issued. If after 8 hours, no new SNOWTAM has been issued, it can be concluded that the conditions in the previous expired SNOWTAM have ceased to exist. The new condition is to be considered as DRY (RWYCC 6). No new SNOWTAM will be issued in this case.

5.5 ST. MAARTEN

TNCM new GRF & RCR procedures information

To comply with the ICAO GRF requirements, TNCM will use the following procedure to report the surface condition whenever there is a contaminant on the movement area.

Surveillance of movement area
The primary means of surveillance of the movement area is through visual inspection. The aerodrome personnel will frequently monitor the surface condition of the maneuvering area.

Assessment methods
Assessment of the condition of the movement area is done visually. Depth of contaminant is assessed by visual means and the use of depth measuring tools. Friction measurements, when carried out, are used for verification only. Friction measurements are not reported.

SNOWTAM dissemination
A SNOWTAM for the Runway Condition Report (**RCR**) will be issued immediately to notify conditions associated with standing water on the maneuvering area at the following aerodrome:
ST. MAARTEN - TNCM - PRINCESS JULIANA INTERNATIONAL AIRPORT

The primary means of reporting the condition of the maneuvering area is through the issuance of a SNOWTAM, which the AD OPS submits to the AIS for publication. The maximum validity of a SNOWTAM is 8 hours. A SNOWTAM will be issued when conditions have changed significantly. When a SNOWTAM has not been published, it can be concluded that there has been NO significant change in runway surface condition. Contaminants present that do not meet the requirements for the issuance of a RCR shall be issued by Air Traffic Control ground to air communication.

During the 8 hours of validity if the conditions in the existing SNOWTAM change (upgrade or downgrade), a new SNOWTAM will be issued. If after 8 hours, no new SNOWTAM has been issued, it can be concluded that the conditions in the previous expired SNOWTAM have ceased to exist. The new condition is to be considered as DRY. No new SNOWTAM will be issued in this case

5.6 SABA

TNCS new GRF & RCR procedures information

TNCS, in order to comply with the ICAO GRF requirements, will use the following procedure to report the surface condition whenever there is a contaminant on the movement area.

Surveillance of movement area
The means of surveillance of the movement area is through visual inspection. The aerodrome personnel will frequently monitor the surface condition of the movement area.

Assessment methods
Assessment of the condition of the movement area is done visually. Depth of contaminant is assessed by visual means and the use of depth measuring tools. Friction measurements, when carried out, are used for verification only. Friction measurements are not reported.

SNOWTAM dissemination
A SNOWTAM for the Runway Condition Report (**RCR**) will be issued immediately to notifycircumstances like water or standing water associated with these conditions on the movement area at the following aerodrome:
SABA - TNCS – JUANCHO YRAUSQUIN AIRPORT

The primary means of reporting the condition of the movement area is through the issuance of a SNOWTAM, which the AD OPS submits to the AIS for publication. The maximum validity of a SNOWTAM is 8 hours. A SNOWTAM will be issued when conditions have changed significantly. When a SNOWTAM has not been published, it can be concluded that there are NO contaminants present on the movement area.

During the 8 hours of validity if the conditions in the existing SNOWTAM change (upgrade ordowngrade), a new SNOWTAM will be issued. Therefore, if the change is to DRY conditions, a SNOWTAM indicating the change to DRY (RWYCC 6) will be issued. If after 8 hours, no new SNOWTAM has been issued, it can be concluded that the conditions in the previous expired SNOWTAM have ceased to exist. The new condition is to be considered as DRY (RWYCC 6). No new SNOWTAM will be issued in this case.

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AD 1 AERODROMES/HELIPORTS — INTRODUCTION

AD 1.2 RESCUE AND FIRE FIGHTING SERVICES

At aerodromes approved for scheduled and/or nonscheduled traffic with airplanes carrying passengers, Rescue and Fire Fighting Services and, in some cases, also Sea Rescue Services are established in accordance with the regulations for civil aviation.

Note.— For heliports, special rules will apply.

Information about whether there is service and what the extent of that service is, is given on the relevant page for each aerodrome.

Scheduled or non-scheduled traffic with airplanes carrying passengers is not allowed to use aerodromes without Rescue and Fire Fighting Services.

Each individual service is categorized according to the table shown below. Temporary changes will be published by NOTAM.

Rescue and fire fighting services	
Aerodrome category	*Amount of water in litres for production for performance level B foam*
1	230
2	670
3	1 200
4	2 400
5	5 400
6	7 900
7	12 100
8	18 200
9	24 300

AD Category for fire fighting for:

1.	TNCC	CAT 9
2.	TNCM	CAT 9
3.	TNCB	CAT 9
4.	TNCE	CAT 5
5.	TNCS	CAT 3
6.	TNCA	CAT 9

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AD 1 AERODROMES/HELIPORTS — INTRODUCTION

AD 1.5 STATUS OF CERTIFICATION OF AERODROMES

Aerodrome name *Location indicator*	*Date of certification*	*Validity of certification*	*Remarks*
1	*2*	*3*	*4*
F.D. ROOSEVELT AIRPORT TNCE	NIL	NIL	NIL
FLAMINGO INTERNATIONAL AIR-PORT TNCB	01 JUL 2023	01 JUL 2026	NIL
HATO CURAÇAO INTERNATIONAL AIRPORT TNCC	01 JUN 2024	31 MAY 2026	NIL
INTERNATIONAL REINA BEATRIX AIRPORT TNCA	15 SEP 2024	15 SEP 2025	NIL
JUANCHO E. YRAUSQUIN AIRPORT TNCS	NIL	NIL	NIL
PRINCESS JULIANA INTERNATION-AL AIRPORT TNCM	NIL	NIL	NIL

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TNCC AD 2.1 AERODROME LOCATION INDICATOR AND NAME

TNCC - HATO CURAÇAO INTERNATIONAL AIRPORT

TNCC AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	*ARP coordinates and site at AD*	121120N 0685735W Intersection of centerline RWY 11/29 and extended centerline of central TWY.
2	*Direction and distance from (city)*	4.5 NM north-west of Willemstad
3	*Elevation / Reference temperature (Mean Low temperature)*	Elev: 11.0 M (36 FT) / T: 32° C (Mean Low T: NIL)
4	*Geoid undulation at AD ELEV PSN*	NIL
5	*MAG VAR / Annual change*	12° W (2020) / 0°7' W
6	*AD Administration, address, telephone, telefax, telex, AFS*	Curacao Airport Partners Margareth Abraham Plasa z/n Tel: (+599) 9 839 1000 Telex: (+599) 9 868 0017 AFS: TNCCZTZX email: info@curacao-airport.com
7	*Types of traffic permitted (IFR/VFR)*	IFR/VFR
8	*Remarks*	Reference Temperature --> 32 °C JUN - OCT

TNCC AD 2.3 OPERATIONAL HOURS

1	*AD Administration*	Office hours
2	*Customs and immigration*	H24 On call for after-hours operations.
3	*Health and sanitation*	H24 First aid treatment H24
4	*AIS Briefing Office*	H24
5	*ATS Reporting Office (ARO)*	H24
6	*MET Briefing Office*	H24
7	*ATS*	H24
8	*Fuelling*	H24 on call
9	*Handling*	H24 on call
10	*Security*	H24
11	*De-icing*	N/A
12	*Remarks*	Aerodrome operational hours for all Commercial passenger flight, Charters, General aviation, Cargo and mail will be open for passenger service between 10:00 and 02:00 UTC. Exemptions will be made for Military, Coastguard, Search and Rescue, Medevac and fuel stop flights with 1 hour pre-notification. The new Aerodrome operational hours will be for the duration of five (5) years from effective date.

TNCC AD 2.4 HANDLING SERVICES AND FACILITIES

1	*Cargo-handling facilities*	Stair Trucks; Hy-loaders; Fork lifters; Pushback Trucks; Tow-bars and Conveyor-belts
2	*Fuel / oil types*	Fuel: JET A1, AVGAS 100LL Oil: PISTON W100

3	*Fuelling facilities/capacity*	AVGAS 100 Refueler 750 USG/min Jet A-1 5 de-hydrant dispenser 3 refueler 1/10.000 USG - 2/5.000 USG
4	*De-icing facilities*	N/A
5	*Hangar space for visiting aircraft*	None
6	*Repair facilities for visiting aircraft*	None
7	*Remarks*	NIL

TNCC AD 2.5 PASSENGER FACILITIES

1	*Hotels*	Unlimited available in Willemstad and in the vicinity of the airport
2	*Restaurants*	Unlimited available in Willemstad and in the vicinity of the airport
3	*Transportation*	Car rentals; Taxi's and Public transportation
4	*Medical facilities*	First-aid treatment and Porto Medico at the Airport; and Hospital is 10-15 minutes from the Airport
5	*Bank and Post Office*	Bank: NIL Post: NIL
6	*Tourist Office*	NIL
7	*Remarks*	NIL

TNCC AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	*AD category for fire fighting*	CAT 9
2	*Rescue equipment*	2 Oshkosh 3000 striker; 1 Rapid Intervention Vehicle; AFFF 840 Gallons/3179 Liters; Water 6700 USG/25359 Liters; Dry CHEM 1350 LBS; DISCHARD FOAM 2700 USG/10219 Liters
3	*Capability for removal of disabled aircraft*	Up to CAT C. AUW by arrangement with local engineers, Ground handling Companies, CSL and Dutch Coast Guard.
4	*Remarks*	NIL

TNCC AD 2.7 SEASONAL AVAILABILITY

1	*Types of clearing equipment*	NIL
2	*Clearance priorities*	NIL
3	*Use of material for movement area surface treatment*	NIL
4	*Specially prepared winter runways*	NIL
5	*Remarks*	NIL

TNCC AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1 *Apron surface and strength*

Designator	*Surface*	*Strength*
Cargo Apron	Concrete and asphalt	PCN 75/F/A/W/T
Commuter Apron	Concrete and asphalt	PCN 60/F/A/W/T
FBO Apron	Concrete and asphalt	PCN 60/F/A/W/T
Main Apron	Concrete and asphalt	PCN 75/F/A/W/T

2 *Taxiway width, surface and strength*

Designator of TWY	*Width*	*Surface*	*Strength*
TWY	23.0 M	Concrete and asphalt	PCN 60/F/A/W/T

3	*Altimeter checkpoint location and elevation*	27 ft. Main apron in the passenger terminal
4	*VOR checkpoints*	NIL
5	*INS checkpoints*	NIL
6	*Remarks*	For technical information regarding CSL Apron, contact CSL. For technical information regarding the Coast Guard Apron, contact Coast Guard.

TNCC 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*	Visual Docking/Parking Guidance system not available. Aircraft Marshaling is mandatory on all Aprons.
2	*RWY and TWY markings and LGT*	RWY and TWY guidance signage; WDI-lighted
3	*Stop bars and runway guard lights*	Available at all parking stands
4	*Other runway protection measures*	NIL
5	*Remarks*	Marking AIDS: Threshold, Touchdown; Centerline; RWY designations; all RWYs, RWY holding position, TWY centerline; TWY holding position; guidance Apron and Aircraft stands markings and Turning Bay markings.

TNCC AD 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID / Designation	*OBST type*	*OBST position*	*ELEV/ HGT*	*Markings/ Type, colour*	*Remarks*
a	*b*	*c*	*d*	*e*	*f*
NIL					
In Area 3					
OBST ID / Designation	*OBST type*	*OBST position*	*ELEV/ HGT*	*Markings/ Type, colour*	*Remarks*
a	*b*	*c*	*d*	*e*	*f*
NIL					

TNCC AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	*Associated MET Office*	CURAÇAO Hato Tower
2	*Hours of service* *MET Office outside hours*	H24
3	*Office responsible for TAF preparation* *Period of validity*	CURACAO
4	*Trend forecast* *Interval of issuance*	TREND (TR) Hourly
5	*Briefing/consultation provided*	Personal briefing by telephone from MDC office. T, TV, D
6	*Flight documentation* *Language(s) used*	C, TB English
7	*Charts and other information available for briefing or consultation*	P, W

8	*Supplementary equipment available for providing information*	ATIS
9	*ATS units provided with information*	NIL
10	*Additional information (limitation of service, etc.)*	General Aviation Forecast (GAF ABC) available see website MDC. Briefing and consultation at MDC Tel: (+5999) 839-3360/839-3361 Telefax: (+5999) 868-2699 MET office at seru Mahuma, apprx. 1 km from the Airport

TNCC AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

RWY Designator	*TRUE BRG*	*Dimension of RWY (M)*	*Strength (PCN) and surface of RWY and SWY*	*THR coordinates RWY end coordinates THR geoid undulation*	*THR elevation and highest elevation of TDZ of precision APP RWY*
1	*2*	*3*	*4*	*5*	*6*
11	102.00°	3413 x 60	60/F/A/W/T Concrete and asphalt SWY: NIL	121126.05N 0685803.08W 121108.46N 0685639.69W GUND: NIL	THR: 9.8 m (32.0 ft) TDZ: 7.8 m (25.6 ft)
29	282.00°	3413 x 60	60/F/A/W/T Concrete and asphalt SWY: NIL	121108.46N 0685639.69W 121131.74N 0685830.08W GUND: NIL	THR: 11 m (36 ft) TDZ: 9 m (29 ft)

RWY Designator	*Slope of RWY-SWY*	*SWY dimensions (M)*	*CWY dimensions (M)*	*Strip dimensions (M)*	*RESA dimensions (M)*	*Location/ description of arresting system*	*OFZ*
1	*7*	*8*	*9*	*10*	*11*	*12*	*13*
11	NIL	NIL	NIL	3533 x 300	140 x 120	NIL	NIL
29	NIL	NIL	NIL	3533 x 300	90 x 120	NIL	NIL

RWY Designator	*Remarks*
1	*14*
11	Reference code: 4E. RWY type: precision approach CAT 1. RESA (Runway End Safety Area : 140m long and 120m wide after RWY strip on each threshold.)
29	Reference code: 4E. RWY type: non-precision approach. RESA (Runway End Safety Area :90m long and 120m wide after RWY strip on each threshold.)

TNCC AD 2.13 DECLARED DISTANCES

RWY Designator	TORA *(M)*	TODA *(M)*	ASDA *(M)*	LDA *(M)*	*Remarks*
1	*2*	*3*	*4*	*5*	*6*
11	3413	3413	3413	2578	NIL
29	3413	3413	3413	3413	NIL

TNCC 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*
1	*2*	*3*	*4*	*5*	*6*
11	SALS OTHER High Intensity Approach Lighting System	Green	PAPI Left side/3° 17.13 M	NIL	NIL
29	NIL	Green	PAPI Left side/3° 19.94 M	NIL	NIL

RWY Designator	*RWY edge LGT LEN, spacing colour INTST*	*RWY End LGT colour WBAR*	*SWY LGT LEN colour*	*Remarks*
1	*7*	*8*	*9*	*10*
11	White	Red	NIL	NIL
29	White	Red	NIL	NIL

TNCC AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	*ABN/IBN location, characteristics and hours of operation*	ABN: 1. At Tower Building, FLG W EV feeding TWR and Old Terminal 2. At New Terminal next to the green gate feeding the New Terminal H24
2	*LDI location and LGT Anemometer location and LGT*	800 M W of ARP, lighted 300 M.
3	*TWY edge and centre line lighting*	Taxiway edge: TWY Blue lights on TWY curved edges, apron TWY edges and turn bay edges. Taxiway centre line: TWY Not applicable
4	*Secondary power supply/switch-over time*	Secondary power supply to all lighting at AD. Switch-over time: 10 sec.
5	*Remarks*	Standby power supplies conform fully with the requirements of ICAO ANNEX 14, Max switch-over time 15 sec.

TNCC AD 2.16 HELICOPTER LANDING AREA

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

TNCC AD 2.17 ATS AIRSPACE

HATO CONTROL ZONE (CTR)

1	Designation and lateral limits	HATO CONTROL ZONE (CTR) CURACAO Area bounded by lines joining points 120000N 0692022W - 114708N 0685046W - 114400N 0683204W - 123424N 0683158W - 123622N 0685527W then along the counter clockwise arc of a circle of 25 NM radius centred on 121120N 0685735W to point of origin.
2	*Vertical limits*	FL065 GND
3	*Airspace classification*	AIRSPACE CLASS C FL65/2000 FT AGL AIRSPACE CLASS D 2000FT AGL/GND
4	*ATS unit call sign Language(s)*	CURACAO TERMINAL CURACAO CONTROL Spanish, English
5	*Transition altitude*	2500 FT AMSL
6	*Hours of applicability*	NIL
7	*Remarks*	(Within the limits of the Curaçao TMA.) APPROACH RDR Service will be between1100– 0300UTC. Outside these hours procedure control will be provided assisted by RDR.
	HATO AERODROME TRAFFIC ZONE (ATZ)	
1	Designation and lateral *limits*	HATO AERODROME TRAFFIC ZONE (ATZ) CURACAO Circular area centered on 121120N 0685735W within a 6 NM radius.
2	Vertical limits	2000 FT AGL GND
3	Airspace classification	B
4	ATS unit call sign Language(s)	HATO TOWER Spanish, English
5	Transition altitude	2500 FT AMSL
6	Hours of applicability	NIL
7	Remarks	Left turn out mandatory for ACFT departing RWY 11 unless ATC approval has been obtained for right turn out. ACFT shall adhere to the noise abatement procedure. Overflying of the oil refinery installations and other prohibited areas below an altitude of 2500 ft is prohibited. Right hand traffic pattern mandatory when RWY 29 is in use.

TNCC AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	*Callsign*	*Frequency*	*SATVOICE*	*Logon address*	*Hours of operation*	*Remarks*
1	2	3	4	5	6	7
ATIS	ATIS	132.600 MHZ	NIL	NIL	1000-0300 UTC	A/C shall acknowledge receipt of the broadcast information upon establishing communication with the ATS unit concerned. D-ATIS WILL BE ACT FOR ALL COLLINS AEROSPACE CUSTOMERS.
HATO TWR	HATO TOWER	118.300 MHZ	NIL	NIL	H24	NIL
		119.600 MHZ			H24	
		121.500 MHZ			NIL	

TNCC AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid MAG VAR CAT of ILS/MLS DECL	*ID*	*Frequency*	*Hours of operation*	*Site of transmitting antenna coordinates*	*Elevation of DME transmitting antenna*	*Service volume radius from GBAS reference Point*	*Remarks*
1	*2*	*3*	*4*	*5*	*6*	*7*	*8*
LOC 11 ILS CAT I	LLZ	111.900 MHZ	H24	121107.1N 0685633.1W	NIL	NIL	NIL
DME 11 ILS CAT I	IATO	CH 56X	H24	121127.9N 0685752.8W	10 M	NIL	NIL
VOR/DME (11° W/2020)	ABA	112.500 MHZ CH 72X	H24	123020.4N 0695635.2W	195 M	NIL	4.2 NM ARP/en-route VOR Designated Operational coverage of APRX 140 NM DME
VOR/DME (12° W/2020)	PJG	116.700 MHZ CH 114X	H24	121149.4N 0690042.8W	30 M	NIL	Coverage 200 NM

TNCC AD 2.20 LOCAL AERODROME REGULATIONS

1. Airport regulations

At HATO Curaçao International Airport, a number of local regulations apply. The regulations are collected in a manual which is available in the Airport Coordination Center-OPS at the NEW Terminal Building. This manual includes, among other subjects, the following:

a. The meaning of markings and signs;

b. Information about aircraft stands and aircraft parking procedures;

c. Information about taxiing from aircraft stands including taxi clearance;

d. Limitations in the operations of large aircraft including limitations in the use of the aircraft's own power for taxiing;

e. Helicopter operations;

f. Marshalling assistance and towing assistance;

g. Use of engine power exceeding idle power;

h. Engine start-up and use of APU;

i. Fuel spillage; and

j. Precautions during extreme weather conditions

Marshalling assistance is mandatory at TNCC by the ground handling companies and further information about the regulations can be obtained from the TWR or by OPS located in the Airport Coordination Center.

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

Local Regulations may be requested , in writing, from: The Airport Authority and or CCAA.

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 Improvised "FOLLOW ME" vehicle can be requested via the TWR or Airport Operations. General aviation will always be guided by the FBO handling Company.

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.

Ground Control

Ground Control is provided by HATO Tower. All traffic on the maneuvering area shall request clearance for movement and /or repositioning on the different platforms and taxi ways. The Ground Control service and Aerodrome Control is provided on frequency 118.3 MHz.
Upon landing after evacuating the RWY, Hato tower will provide taxi clearance to the assigned parking spot. For private flights Hato Tower shall give taxi clearance to the general aviation platform. Marshalling will be provided by the company providing handling services.

To taxi (civil and Private Flights) from stands the pilot shall request taxi clearance. Authorization for pushback to enter taxiway shall be obtained from Hato Tower. The responsibility for pushback remains with the ground handler.

Pilots shall request permission from ATC before starting engines and when applicable report a cross-bleed start. The request for start-up shall be made to Hato Tower after all preparations for departure have been made (doors closed etc.) and shall include:

- Aircraft identification (e.g. INC 901);
- Gate Number / PIT NO. (e.g. GATE 2/ PIT 9);
- Destination (e.g. Miami);
- Request start-up (request start-up).

Permission for start-up will be issued either immediately or at a specified time. Since ATC planning of outbound traffic (involving en route clearance and co-ordination with Curaçao and adjacent ACCs is based on the start-up time). The pilot shall be able to comply with start-up and taxi permission. Any delay in start-up or taxiing shall be reported to Hato Tower immediately. In case of indefinite delay the probable duration of delay will be given.

Prior to taxiing for take-off, aircraft shall be advised of the following elements of information, in the order listed, with the exception of such elements which it is known the aircraft has already received:

a. The runway to be used;

b. The surface wind direction and speed, including significant variations;

c. The QNH altimeter setting;

d. The air temperature for the runway to be used, or if requested the QFE altimeter setting;

e. The visibility representative of the direction of take-off and initial climb, if less than 10 km;

f. The correct time.

Note. — Significant meteorological conditions in this context include the occurrence or expected occurrence of cumulonimbus or thunderstorm, moderate or severe turbulence, wind shear, severe squall line, freezing precipitation, severe mountain waves, sandstorm, dust storm, tornado or waterspout in the take-off and climb-out area.

3. Parking area for small aircraft (General Aviation)

General aviation aircraft shall be guided by FBO's Marshallers to the parking area for small aircraft.

4. Parking area for helicopters

The parking area for helicopters are ACS 15 and ACS 16; FOL ramp; Coast Guard ramp and General Aviation Apron. Helicopters will always be guided by a Marshaller on the stand.

5. Apron

The guidelines on TNCC apron-taxiways are well marked and visible

6. Taxiing-Limitations

Insufficient safety distances restrict CAT F of certain taxiways when using their own power. Further information will be given to each aircraft from the Tower or Airport Operations.

7. Helicopter traffic-limitations

Non-scheduled public air traffic with helicopters is permitted only after prior approval from the CCAA. Any contact concerning the above shall be made via the handling company or directly to the Airport during the hours of service and, if possible, not later the day before the flight is to be carried out.

Operations during the hours of service and, if possible, not later the day before the flight is to be carried out.

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)

Helicopter Operations

Hato TWR provides ATS to deferent type of helicopter flights. Types of flight are:

a. Military Flights;

b. Special Air mission (SAM) Flights

c. Police Flights

d. Medical Flights;

e. Private and Civil Flights

Ad. a-d) Military Flights, SAM Flights, Police Flights and Medical Flights

These flights can operate (depart or land) directly from the Platform or Taxiway. Hato tower will separate these flights from all aerodrome traffic (Traffic on the maneuvering area of the aerodrome and all aircraft flying in the vicinity of the aerodrome).

When air taxiing is required the Hato Tower provides clearance and provides separation from all traffic on the maneuvering area.

Helicopters operating from a remote heliport shall be provided with flight information. All helicopter flights entering the aerodrome traffic zone shall request clearance to enter.

Ad. e) Helicopters Private and Civil Flights

Private or civil helicopter flights shall adhere to the ICAO annex 2- Rules of the air and ICAO SARP`s. These flights shall be cleared for landing on or departure from the RWY in use and cleared for air taxiing via the taxiways to the parking positions assigned.

8. Removal of disabled aircraft from runways

When an aircraft is wrecked on a runway, it is the duty of the owner or user of such aircraft 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 user, the aircraft will be removed by the aerodrome authority at the owner`s or user`s expense. Aerodrome Authority will contact an outsource company.

TNCC AD 2.21 NOISE ABATEMENT PROCEDURES

All aircraft heavier than 5700KG MTOM and all turbojet aircraft departing from RWY 11, which are cleared for a right turn out, shall maintain runway heading until FL030, then turn right.

TNCC AD 2.22 FLIGHT PROCEDURES

PLEASE CHECK WITH ATS

1 DEPARTURE PROCEDURES HATO INTERNATIONAL AIRPORT

1.1 SID descriptions

1.1.1 General remarks

- Transition altitude: 2500ft AMSL
- Max 250 kt below FL100 unless otherwise instructed.

1.1.2 SID RWY 11

- Advise ATC if unable to climb with at least 225ft/NM to OLITO (RNAV SID) or to 2500ft (VOR SID).
- Advise ATC if unable to climb to at least FL110 at AMIPU.
- Departure procedures RWY 11 to a Curaçao FIR boundary point that is not part of a SID: file the SID AMIPU 1K (RNAV) or AMIPU 1J (VOR). After passing AMIPU, expect ATC instructions to first en-route waypoint.

1.1.2.1 Conventional description

AMIPU 1J
Climb on runway magnetic track 114˚, at or above 1100ft AMSL turn left to magnetic track 102˚ to intercept and follow R 107 PJG. At 15.0 DME PJG turn left to proceed on arc 17.0 DME PJG to R 057 PJG. Turn right to intercept and follow R 046 PJG to DUMVA (28.4 DME PJG) at or above FL 110. After passing DUMVA, expect ATC instructions to first en-route waypoint. Requires minimum 225ft/NM up to 1100ft AMSL.

ARUBA 1J
Climb on runway magnetic track 114˚ direct to cross 9.0 DME PJG at or above 3000ft AMSL. Turn right to proceed on arc 11.0 DME PJG at or above 3000ft AMSL. Turn right to proceed on arc 11.0 DME to R 155 PJG. Turn right to intercept and follow R 126 ABA to ABA VOR/DME.

BONAIRE 1J
Climb on runway magnetic track 114˚, at or above 1100ft AMSL turn left to magnetic track 102˚ to intercept and follow R 107 PJG to MIVER (37.1 DME PJG).

BONAX 1J Climb on runway magnetic track 114º, at or above 1100ft AMSL turn left to magnetic track 102º to intercept and follow R 107 PJG to MIVER (37.1 DME PJG). Cross MIVER at or above 6000ft AMSL and continue on R 107 PJG to BONAX (69.8 DME PJG).

EMAPA 1J
Climb on runway magnetic track 114º direct to cross 9.0 DME PJG at or above 3000ft AMSL. Turn rightto proceed on arc 11.0 DME PJG to R 155 PJG. Turn right to follow R 126 ABA up to 56.8 DME ABA.Turn left to intercept and follow R 232 PJG to EMAPA (19.4 DME PJG). Requires minimum 225ft/NMup to 1100ft AMSL.

REPIS 1J
Climb on runway magnetic track 114º direct to cross 9.0 DME PJG at or above 3000ft AMSL. Turn rightto proceed on arc 11.0 DME PJG to R 155 PJG. Turn left to intercept and follow R 162 PJG to REPIS(31.4 DME PJG). Requires minimum 225ft/NM up to 1100ft AMSL

1.1.3 SID RWY 29

- Advise ATC if unable to climb with at least 245ft/NM to IMEVA (RNAV SID) or 500ft/ NM to 2500ft (VOR SID).
- Advise ATC if unable to climb to at least FL110 at SATEX.
- RNAV departure procedures RWY 29 to a Curaçao FIR boundary point that is not part of a SID: file the SID SATEX 1M (RNAV). After passing SATEX, expect ATC instructions to first en-route waypoint.

VOR departures RWY 29 to a Curaçao FIR boundary point that is not part of a SID: Expect ATC instructions

1.1.3.1 Conventional description

ARUBA 1L
Climb on runway magnetic track 294º direct to cross 50.4 DME ABA at or above 2500ft AMSL. Turn right to intercept and follow R 120 ABA to MATUL (7.6 DME ABA). Requires minimum 245ft/NM upto 1000ft AMSL.

BONAX 1L
Climb on runway magnetic track 294º direct to cross 5.0 DME PJG. Turn left to proceed on arc 7.0 DME PJG to R 174 PJG. Turn right to intercept and follow R 279 PJB to PJB VOR/DME. At PJB VOR/DME, turn right to intercept and follow R 109 PJB to BONAX (24.8 DME PJB). Requires minimum 245ft/NM up to 1000ft AMSL.

BONAIRE 1L
Climb on runway magnetic track 294º direct to cross 5.0 DME PJG. Turn left to proceed on arc 7.0 DME PJG to R 174 PJG. Turn right to intercept and follow R 279 PJB to PJB VOR/DME. Requires minimum 245ft/NM up to 1000ft AMSL.

EMAPA 1L
Climb on runway magnetic track 294º direct to cross 5.0 DME PJG. Turn left to proceed on arc 7.0 DME PJG to R 244 PJG. Turn right to intercept and follow R 232 PJG to EMAPA (19.4 DME PJG). Requires minimum 245ft/NM up to 1000ft AMSL.

REPIS 1L
Climb on runway magnetic track 294º direct to cross 5.0 DME PJG. Turn left to proceed on arc 7.0 DME PJG to R 174 PJG. Turn right to intercept and follow R 162 PJG to REPIS (31.4 DME PJG). Requires minimum 245ft/NM up to 1000ft AMSL.

2 INSTRUMENT APPROACH PROCEDURES HATO INTERNATIONAL AIRPORT

2.1 General remarks

- Transition altitude: 2500ft AMSL
- Max 250 kt below FL100 unless otherwise instructed.

2.2 STAR RWY 11

- Arrival procedures RWY 11: inbound traffic entering the Curaçao FIR without filing a STAR – expect ATC instructions at the FIR boundary to PUXUN or AGLIS.
- Arrival procedures RWY 11: Advise ATC if unable to descend to FL100 at CC1XX waypoints:
  “Unable to comply with charted altitude restriction to descend to FL100”.

2.3 STAR RWY 29

- Arrival procedures RWY 29: inbound traffic entering the Curaçao FIR without filing a STAR – expect ATC instructions at the FIR boundary to SIGTO or OMASU.
- Arrival procedures RWY 29: Advise ATC if unable to descend to FL100 at CC3XX waypoints:
  "Unable to comply with charted altitude restriction to descend to FL100”.

3 VMC Missed Approach Procedure

Turn to the intended landing runway, intercept the runway track MAG of that runway while remaining visual and execute an aerodrome traffic circuit for that runway.

a. RWY 11 – Left Circuit

b. RWY 29 – Right Circuit

4 IMC Missed approach Procedure

When executing an instrument missedapproach, follow instructionas depicted on the instrument approach chartsor as directed by Curaçao Control / Curaçao Terminal and report entering the holding pattern of the RWY in use. When cleared by Curaçao Control / Curaçao Terminal, execute the instrument approach.

4.1 Instrument approach charts:

1. VOR RWY 11 (AD 2 TNCC-51)
2. VOR RWY 29 (AD 2 TNCC-53)
3. ILS RWY 11 (AD 2 TNCC-71)

4.2 ILS/DME RWY 11/29 When PJG VOR Inoperational

The following procedures will become effective when the PJG VOR 116.7 MHz is out of service.

These procedures are to be followed only when instructed by the ATC.

4.2.1 Holding

4.2.1.1 RWY 11

Holding fix on the localizer course at 13 NM I-ATO.

Holding Procedure
Inbound track 114°, left turns, outbound leg 4 NM.
Minimum holding altitude is 2500ft unless otherwise instructed by ATC.

Note: ACFT will obtain radar vectors from ATC to the holding fix.

Instrument Approach Procedure
Descend, if applicable, in the holding pattern to 2500ft.
Intercept the localizer course maintaining 2500ft until FAP (7.8 DME I-ATO).
Thereafter descend on the ILS 3° (5.24%) glidepath to OCA.

Note: consult Instrument Approach Chart (AD 2 TNCC-71) for details

4.2.1.2 RWY 29

Execute ILS/DME instrument approach RWY 11 and when visual make a circling approach to RWY 29. The visual maneuvering circle altitude is 700ft. When visual, turn left to intercept RH downwind RWY 29.

5 VFR PROCEDURES HATO INTERNATIONAL AIRPORT

5.1 General

1. All VFR flights intending to operate in the Hato CTR shall submit a flight plan (see TNCC AD 2.22.8 Flight Planning).
2. Hato CTR has been designated as controlled airspace (class D SFC - 2000ft; class C 2000ft - FL65).
3. Hato ATZ has been designated as controlled airspace (class B).
4. Flights within the Hato CTR shall maintain two-way radio communication with Curacao ACC.
5. Flights within the Hato ATZ shall maintain two-way radio communication with Hato TWR.
6. A clearance is required from Curacao ACC for all VFR operations in the CTR.
7. VFR flights shall be carried out via the published VFR routes unless otherwise instructed by ATC or on pilot's request.
8. Pilots should adhere to the VFR approach and departure procedures and traffic circuits as depicted.
9. Pilots are expected to circumnavigate or overfly the TNP areas.
10. Built-up areas shall be avoided as much as possible.
11. Prior permission is required for training and test flights.
12. Touch-and-goes are subject to traffic permitting conditions.
13. VFR flights are not allowed between sunset and sunrise, except military and Cost Guard flights.

5.2 VFR departure procedures

Pilots must have obtained start-up approval from ATC before starting engines. A request for start-up shall be made to Hato TWR (118.3MHz), approval for start-up will either be issued immediately or at a specified time depending on traffic.
Taxiing on taxiways: pilots of aircraft intending to taxi on the taxiways shall obtain an approval from Hato TWR.
After take-off, aircraft shall maintain runway track. Departing aircraft shall leave the circuit area by one of the VFR routes indicated on the chart, unless otherwise instructed.

5.2.1 VFR departure to the south

VFR flights to the south shall leave the Hato CTR via BRIDGE at 2500ft AMSL, unless otherwise instructed. Report when passing BRIDGE. Aircraft will be assigned a final FL by Curaçao ACC.
While in the Hato CTR, VFR flights shall monitor the Curaçao ACC frequency.

5.2.2 VFR departure to the east

VFR flights to Bonaire, Punta San Juan and beyond shall leave the Hato CTR via SINT JORIS at 2500ft AMSL, unless otherwise instructed. Report when passing SINT JORIS.
While in the Hato CTR, VFR flights shall continue monitoring the Curaçao ACC frequency,

5.2.3 VFR departure to the west

VFR flights to Aruba and beyond shall leave the Hato CTR via CORAL at 2500ft AMSL, unless otherwise instructed. Report when passing CORAL. Aircraft will be assigned a final FL by Curaçao ACC. While in the Hato CTR, VFR flights shall continue monitoring the Curaçao ACC frequency.

5.2.4 VFR departure to the north

VFR flights to the north shall contact Curaçao ACC for instructions.
While in the Hato CTR, VFR flights shall monitor the Curaçao ACC frequency.

5.3 VFR approach procedures

Contact Curaçao ACC at least 5 minutes prior to crossing the CTR boundary for clearance to enter the CTR. Enter the CTR via the published VFR routes, unless otherwise instructed.

5.3.1 VFR approach from the south

VFR flights from the south shall contact Curaçao ACC at least 5 minutes prior to crossing the CTR boundary for clearance to enter the CTR.
Enter the CTR via the published VFR route, unless otherwise instructed.
Report passing BRIDGE at 2500ft AMSL.
Descend to 1500ft AMSL and join the circuit when instructed by ATC.
While in the Hato CTR, VFR flights shall monitor the Curaçao ACC frequency.

5.3.2 VFR approach from the east

VFR flights from Bonaire and Punta San Juan shall remain on the appropriate Curaçao ACC frequency until crossing the CTR boundary, or when the transfer of communication to Hato TWR frequency is effected.
Enter the CTR via the published VFR route, unless otherwise instructed.
Report passing SINT JORIS at 2500ft AMSL. From SINT JORIS proceed to BRIDGE.
Descend to 1500 ft AMSL and join the circuit when instructed by ATC.
While in the Hato CTR, VFR flights shall monitor the Curaçao ACC frequency.

5.3.3 VFR approach from the west

VFR flights from Aruba shall remain on the appropriate Beatrix TWR or Curaçao ACC frequency until crossing the CTR boundary
Enter the CTR via the published VFR route, unless otherwise instructed.
Report passing CORAL at 2500ft.
Descend to 1500ft AMSL and join the circuit when instructed by ATC.
While in the Hato CTR, VFR flights shall monitor the Curaçao ACC frequency.

5.3.4 VFR approach from the north

VFR flights from the north shall contact Curaçao ACC at least 5 minutes prior to crossing the CTR boundary for clearance to enter the CTR.
Report passing CORAL at 2500ft AMSL.
Descend to 1500ft AMSL and join the circuit when instructed by ATC.
While in the Hato CTR, VFR flights shall monitor the Curaçao ACC frequency.

5.4 VFR reporting points

FIX NAME	COORDINATES	PJG INTERSECTION FIX
BRIDGE	120325.81N0685904.09W	R 181 / 8.5 DME
CORAL	121242.98N0691213.85W	R 286 / 11.3 DME
SINT JORIS	120547.72N0684848.51W	R 129 / 13.1 DME
VILLAS	121028.62N0690410.41W	R 260 / 3.6 DME
CRYSTAL	120545.84N0682047.41W	R 110 / 39.6 DME

5.5 VFR traffic circuits

The circuit area is published on the charts ENR 6.1-19 and AD 2 TNCC-81.
The circuit altitude is 1500ft AMSL.
The standard circuit is right-hand RWY 11 and left-hand RWY 29. The circuit overhead the island is subject to ATC discretion only. q
Pattern legs may be adjusted at ATC discretion depending on traffic conditions.
If not possible to adhere to the circuit area, inform ATC as soon as possible.
In case of go around, join the circuit and inform ATC as soon as possible.

5.6 Taxi procedures

A/C will follow taxi clearance to vacate the runway before entering the apron.

6 Communication failure procedures

6.1 General

Select SSR code 7600.

6.2 General procedures for IFR flights

6.2.1. If there is a communication failure of an aircraft with Hato air traffic control unit, the aircraft shall comply with the voice communication procedures of ICAO Annex 10, Volume II, Chapter 5, and with such of the following procedures as are appropriate. The aircraft shall attempt to establish communications with the Hato air traffic control unit using all other available means.

6.2.2 Flying in VMC

VMC outbound: In case of communication failure adhere to the departure instructions. If the departure instructions contain a clearance limit in the CTR, act in accordance. In VMC:

- continue to fly in VMC;
- land at the nearest suitable aerodrome; and
- report the arrival by the most expeditious means to the appropriate ATS unit.

VMC inbound: follow the procedure included in section 6.3.

6.2.3 Flying in IMC

In IMC or when conditions are such that it does not appear likely that the pilot will complete the flight in accordance with the prescribed VMC RCF as included in paragraph 6.2.2 or when not able to comply with paragraph 6.2.1, the pilot shall maintain the last assigned speed and level, or minimum flight altitude if higher, for a period of 7 minutes following:

- The time the last assigned level or minimum flight altitude is reached; or
- the time the transponder is set to code 7600; or
- the pilot's failure to report its position over a compulsory reporting point;

Whichever is later, and thereafter adjust level and speed in accordance with the filed flight plan. Proceed according to the current flight plan route to the appropriate designated nav aid or fix serving the destination aerodrome. When being radar vectored rejoin the current flight plan route no later than the next significant point, taking into consideration the applicable minimum flight altitude.

6.3 Arriving flights

6.3.1 Inbound clearance not received

- Proceed according the current flight plan route to the appropriate holding fix (TABEB for RWY 11 or URNAP for RWY 29).
- Maintain the last cleared and acknowledged flight level.
- After arrival over the fix, intercept the holding pattern.
- Commence descent to 2500ft AMSL at, or as close as possible to, the ETA resulting from the current flight plan.
- After reaching 2500ft AMSL leave the holding fix and carry out an instrument approach procedure to the received and acknowledged runway, or to the landing runway according ATIS.

6.3.2 Inbound clearance received

- Proceed according the current flight plan to the appropriate holding fix (TABEB for RWY 11 or URNAP for RWY 29).
- Maintain the last cleared and acknowledged flight level.
- After arrival over the fix, intercept the holding pattern.
- Commence descent to 2500ft AMSL at the expected approach time last received and acknowledged.
- When no expected approach time has been received and acknowledged, commence descent to 2500ft AMSL at, or as close as possible to, the ETA resulting from the current flight plan.
- After reaching 2500ft AMSL leave the holding fix and carry out an instrument approach procedure to the assigned landing runway, or to the landing runway according ATIS.

6.3.3 Aerodrome traffic

When aircraft is part of the aerodrome traffic at Hato International Airport, aircraft shall keep watch for such instructions as may be issued by visual signals.

6.3.4 Missed approach during communication failure

6.3.4.1 RWY 11

Climb on runway track 114° MAG to 2500ft AMSL direct URNAP and hold. Leave the holding fix, turn left direct to PUXUN and hold. Leave the holding fix and execute the instrument approach procedure again.

6.3.4.2 RWY 29

Climb on runway track 294° MAG to 2500ft AMSL direct TABEB and hold. Leave the holding fix, turn right direct to SIGTO and hold. Leave the holding fix and execute the instrument approach procedure again.

7 Special VFR

Special VFR flights are only authorized subject to the approval of the unit providing approach control service (Curaçao ACC) to enter the control zone for the purpose of landing or to take-off and depart directly from the control zone provided that:

1. the ground visibility is not less 1500 m;
2. separation shall be effected between all IFR flights and special VFR flights;
3. separation shall be effective between special VFR flights

Note: Special VFR Flights are not allowed between Sunset and Sunrise. (See table Times of sunrise and sunset for Curaçao at sea level - Gen 2.7-2 and 3)

8 Flight planning

All flights (VFR or IFR) departing from Hato Airport shall file a flight plan at the Air Traffic Service Reporting Office (ARO), TEL: (+5999) 839-3552.

TNCC 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. (At TNCC same procedure is applied). During the above periods pilots of aircraft are advised, where the design limitations of aircraft installations permit, to operate landing lights, within the terminal area and during take-off, approach-to-land and climb and descent procedures.

Equipment used to scare birds at TNCC:

- Pyrotechnic equipment (bangers, screamers and blanks.) Response vehicle and vehicle acoustic/dispersal system by CSL, CAP OPS; and
- Live ammunition by AVSEC.

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 collides 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.

ATS Procedures

Hato Tower maintains a constant surveillance of the airfield and relay all information as to the position and concentration and movement of birds is to be treated as essential aerodrome information and must be passed on to pilots using the aerodrome.

Bird activity

Hazard procedures are followed in strict coordination with CSL

Responsibility

The Airport Authority is responsible for dealing with wildlife hazards

Reports

Details of any bird strike are recorded in the ATC watchlog and the CAP Operations Department is informed.

Actions

CAP's Operations Department will conduct an inspection of the maneuvering area after a bird strike report. All information collected is submitted in a bird strike report form.

Registration of runway condition

Runway and taxiway inspections are done multiple times on a daily basis with the intention to minimize the probability of FOD to aircraft and to assess the condition and operability of runways and taxiways on the aerodrome. This includes the assessment of the operability of the lighting system.

Standard inspections are executed daily at:

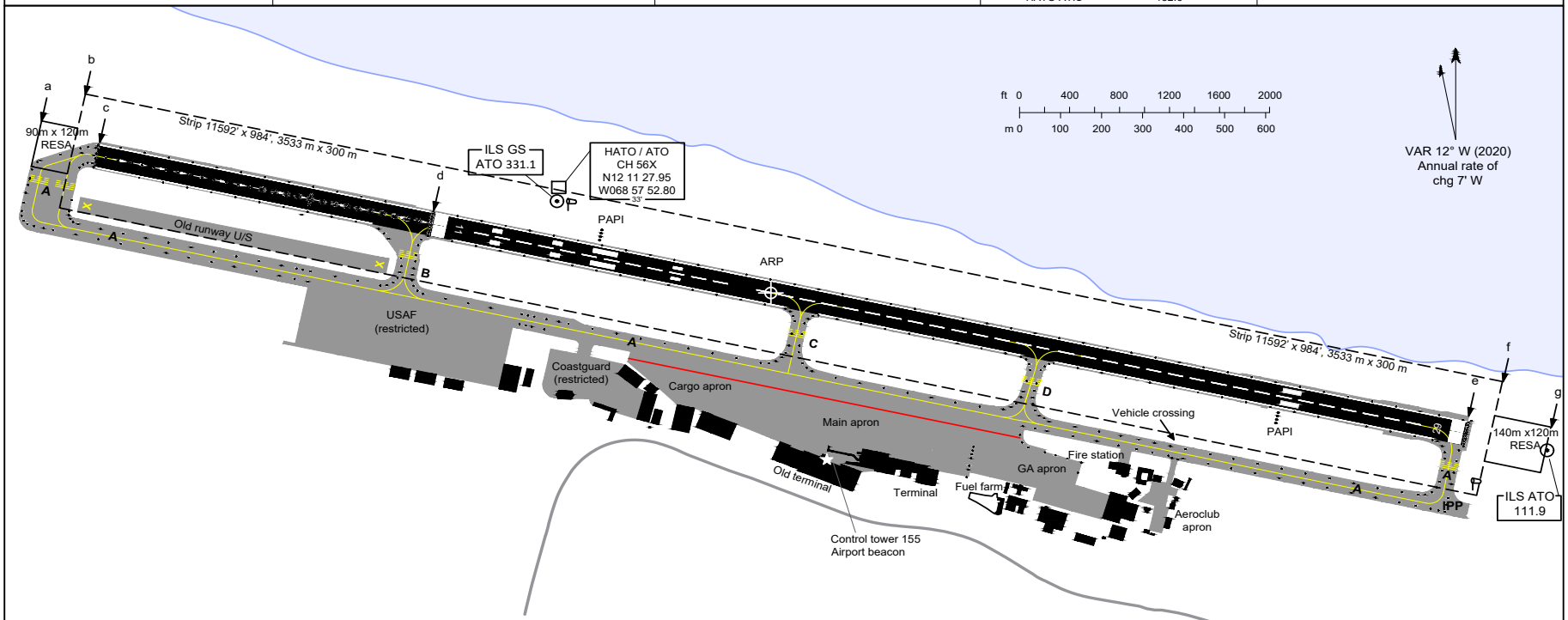
- 5:00 LMT (9:00 UTC)
- 7:00 LMT (11:00 UTC)
- 14:00 LMT (18:00 UTC)
- 19:00 LMT (23:00 UTC)

Runway inspections will be executed when required necessary or after any occurrence that have the potential to affect the runway operation and consequently ATS Provision.

TNCC AD 2.24 CHARTS RELATED TO AN AERODROME

Charts	*Pages*
TNCC - Aerodrome Chart	AD 2 TNCC - CURAÇAO 1 - 17
TNCC - Ground Movement Chart	AD 2 TNCC - CURAÇAO 1 - 19
TNCC - Parking Docking Chart	AD 2 TNCC - CURAÇAO 1 - 21
TNCC - Aerodrome Obstacle Chart	AD 2 TNCC - CURAÇAO 1 - 23
TNCC - Aerodrome Obstacle Chart-type B	AD 2 TNCC - CURAÇAO 1 - 25
TNCC - RNAV SID RWY11	AD 2 TNCC - CURAÇAO 1 - 27
TNCC - RNAV (GNSS) Departures RWY 11 - CODING TABLE	AD 2 TNCC - CURAÇAO 1 - 29
TNCC - RNAV SID RWY29	AD 2 TNCC - CURAÇAO 1 - 31
TNCC - RNAV (GNSS) Departures RWY 29 - CODING TABLE	AD 2 TNCC - CURAÇAO 1 - 33
TNCC - VOR SID RWY11	AD 2 TNCC - CURAÇAO 1 - 35
TNCC - VOR SID RWY29	AD 2 TNCC - CURAÇAO 1 - 37
TNCC - RNAV STAR RWY29	AD 2 TNCC - CURAÇAO 1 - 39
TNCC - RNAV (GNSS) Arrivals RWY 29 - CODING TABLE	AD 2 TNCC - CURAÇAO 1 - 41
TNCC - RNAV STAR RWY11	AD 2 TNCC - CURAÇAO 1 - 43
TNCC - RNAV (GNSS) Arrivals RWY 11 - CODING TABLE	AD 2 TNCC - CURAÇAO 1 - 45
TNCC - IAP RWY 11	AD 2 TNCC - CURAÇAO 1 - 47
TNCC - IAP_RNP RWY 11- CODING TABLE	AD 2 TNCC - CURAÇAO 1 - 49
TNCC - IAP RWY 29	AD 2 TNCC - CURAÇAO 1 - 51
TNCC - IAP_RNP RWY 29 - CODING TABLE	AD 2 TNCC - CURAÇAO 1 - 53
TNCC - IAP ILS RWY 11	AD 2 TNCC - CURAÇAO 1 - 55
TNCC - IAP VOR RWY 11	AD 2 TNCC - CURAÇAO 1 - 57
TNCC - IAP VOR RWY 29	AD 2 TNCC - CURAÇAO 1 - 59
TNCC - RNAV STAR RWY11 OVERVIEW	AD 2 TNCC - CURAÇAO 1 - 61
TNCC - RNAV STAR RWY29 OVERVIEW	AD 2 TNCC - CURAÇAO 1 - 63
TNCC - VISUAL APPROACH CHART	AD 2 TNCC - CURAÇAO 1 - 65

AERODROME CHART - ICAO	ARP: 12° 11' 20.09" N 068° 57' 34.89" W	AERODROME ELEV: 36' 11.1m APRON ELEV: 27' 8.2m	CURAÇAO CTRL 124.1/127.1 CURAÇAO TERMINAL 119.8 HATO TWR 118.3 HATO ATIS 132.6	AEROPUERTO HATO (TNCC) WILLEMSTAD, CURAÇAO



NOTES

1. Left turn mandatory for RWY 11 departures unless ATC has approved right turn.
2. Jet aircraft departing RWY 11 with approved right turn shall proceed on RWY heading for at least 2 min or until reaching FL 030, whichever is earlier, before turning on course.
3. Overflying oil refinery and installations below 2500 ft AMSL is prohibited.
4. At night after last scheduled flight, RWY and TWY lights are turned off. In case of emergency contact Hato Tower on 118.3 MHz.
5. RWY 29 right hand traffic.
6. Birds in vicinity of airport.
7. An approved ground handler must be used for payment of landing and parking fees (see FAL section).
8. Immigration and Customs are not available 24 hours/day.
9. Altitudes and elevations in feet and meters, distances in feet and meters, bearings are magnetic.

RUNWAY DISTANCES		
a - b =	295'	90 m
b - c =	197'	60 m
c - d =	2739'	835 m
d - e =	8459'	2578 m
e - f =	197'	60 m
f - g =	459'	140 m

RWY/TWY WIDTHS		
RWY	197'	60m
TWY	75'	23m

SURFACE / STRENGTH		
RWY	Asphalt/concrete	60 F/A/W/T
TWY	Asphalt/concrete	60 F/A/W/T
Main apron	Asphalt/concrete	See note 1
Auxiliary aprons	Asphalt	45,500 kg AUW
Note 1 - 85 (wet season), 28.021 kg SIWL at 11.96 kg/cm^2 (170 lbs/square inch) ground contact pressure		

LEGEND	
Aerodrome Ref Point (ARP)	
Windsock	
Navaid	
Lights	
Airport Rotating Beacon	
Building	
Ramp, taxiway	
Taxi holding position	
ATC service boundary	

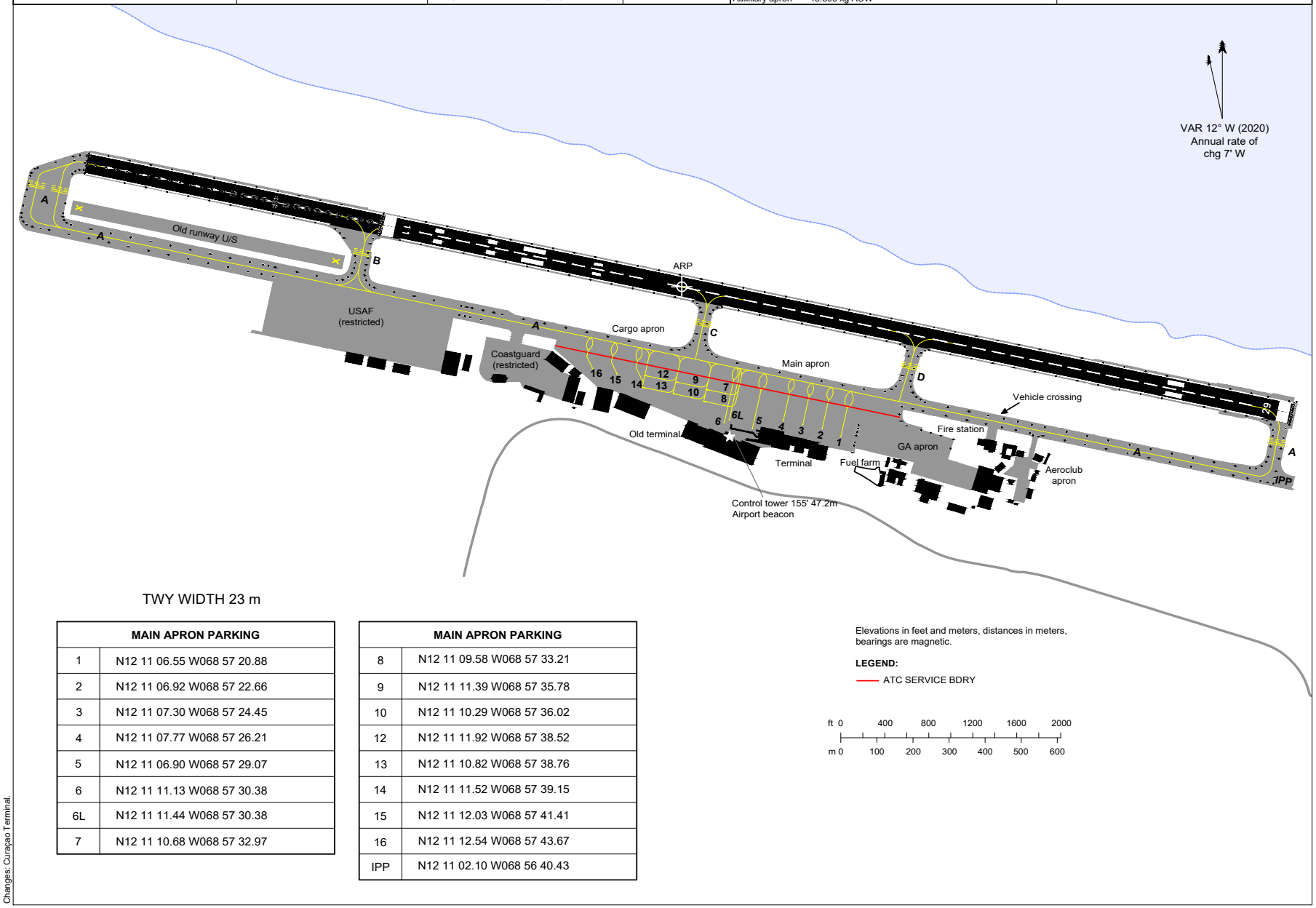
* RWY 11: Red prior to displaced threshold, white after displaced threshold except yellow last 600 m.

RWY	TORA	TODA	ASDA	LDA	Start of TORA/TODA/ASDA	Point	Elev	Start of LDA	Point	Elev	Lighting	Bearing
11	11198' (3413 m) (c-e)	11198' (3413 m) (c-e)	11198' (3413 m) (c-e)	8459' (2578 m) (d-e)	N12 11 31.73 W068 58 30.09	c	32' (9.8 m)	N12 11 26.05 W068 58 03.08	d	32' (9.8 m)	Simple approach lights (embedded), RWY THR ident lights, high intensity RWY edge lights*, PAPI-L 3.00°, green THR lights, red end lights.	114°
29	11198' (3413 m) (e-c)	11198' (3413 m) (e-c)	11198' (3413 m) (e-c)	11198' (3413 m) (e-c)	N12 10 08.46 W068 56 39.69	e	36'(11.1 m)	N12 11 08.46 W068 56 39.69	e	36'(11.1 m)	High intensity RWY edge lights (white except yellow last 600 m), PAPI-L 3.00°, green THR lights, red end lights.	294°

Changes: Curaçao Terminal.

AERO INFO DATE 23 FEB 23

AERODROME GROUND MOVEMENT CHART - ICAO						AEROPUERTO HATO (TNCC) WILLEMSTAD, CURAÇAO
AERODROME ELEV: 36' 11.1m MAIN APRON AVG ELEV: 27' 8.2m GA APRON AVG ELEV: 26' 8.1m	CURAÇAO CONTROL 124.1/127.1 CURAÇAO TERMINAL 119.8 HATO TWR 118.3 HATO ATIS 132.6	SURFACE STRENGHT (all asphalt):				
		RWY 60/F/A/W/T	Main apron	85, 28.021 kg SIWL at 11.96 kg/cm^2 ground contact pressure		
		TWY 60/F/A/W/T	Auxiliary apron	45.500 kg AUW		



MAIN APRON PARKING	
1	N12 11 06.55 W068 57 20.88
2	N12 11 06.92 W068 57 22.66
3	N12 11 07.30 W068 57 24.45
4	N12 11 07.77 W068 57 26.21
5	N12 11 06.90 W068 57 29.07
6	N12 11 11.13 W068 57 30.38
6L	N12 11 11.44 W068 57 30.38
7	N12 11 10.68 W068 57 32.97

MAIN APRON PARKING	
8	N12 11 09.58 W068 57 33.21
9	N12 11 11.39 W068 57 35.78
10	N12 11 10.29 W068 57 36.02
12	N12 11 11.92 W068 57 38.52
13	N12 11 10.82 W068 57 38.76
14	N12 11 11.52 W068 57 39.15
15	N12 11 12.03 W068 57 41.41
16	N12 11 12.54 W068 57 43.67
IPP	N12 11 02.10 W068 56 40.43

Changes: Curaçao Terminal.

AERO INFO DATE 23 FEB 23

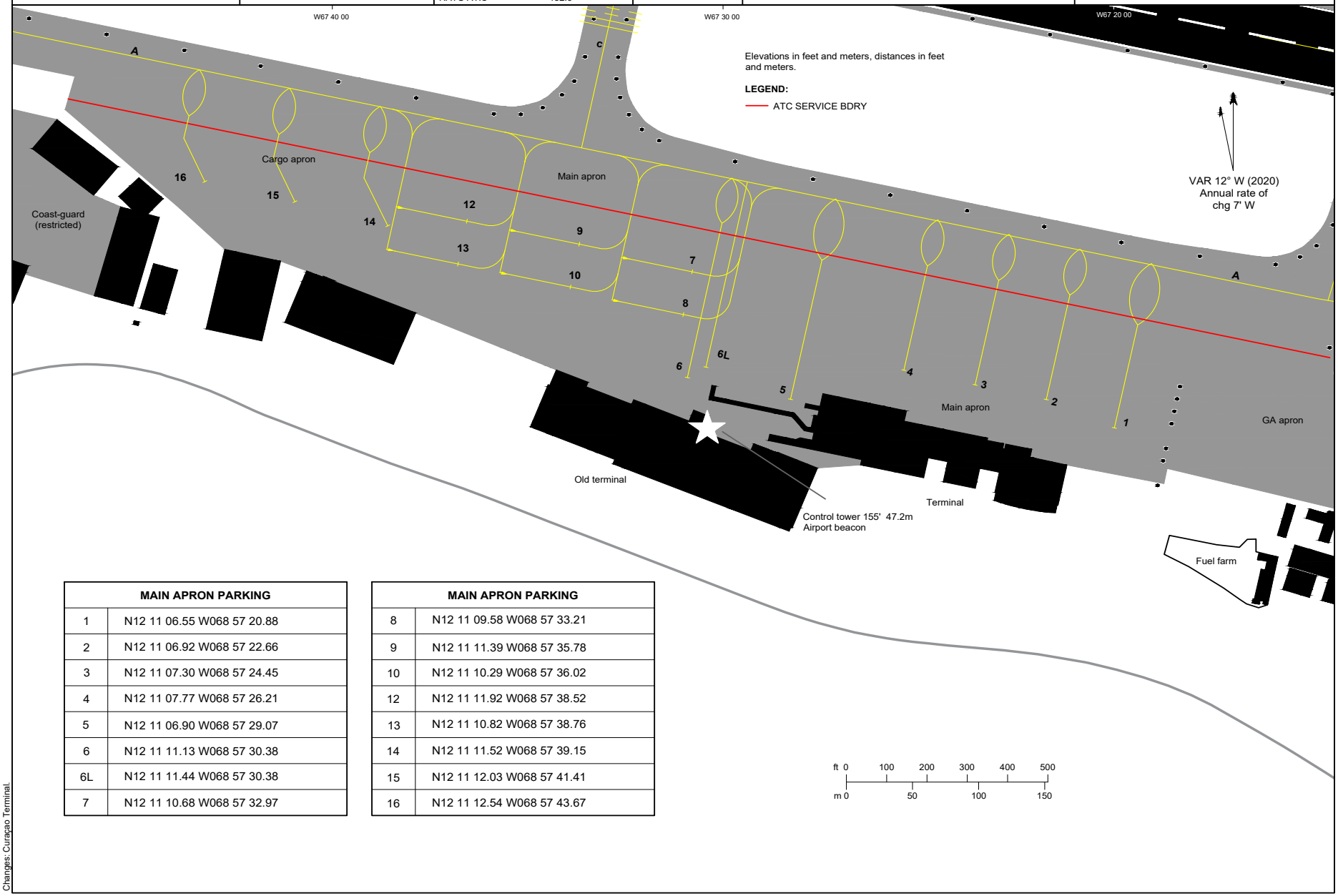
AIRCRAFT PARKING / DOCKING CHART - ICAO

AERODROME ELEV:	36' 11.1m	CURAÇAO CONTROL	124.1/127.1
MAIN APRON AVG ELEV:	27' 8.2m	CURAÇAO TERMINAL	119.8
GA APRON AVG ELEV:	26' 8.1m	HATO TWR	118.3
		HATO ATIS	132.6

SURFACE STRENGHT (all asphalt):

RWY	60/F/A/W/T	Main apron	85, 28.021 kg SIWL at 11.96 kg/cm^2 ground contact pressure
TWY	60/F/A/W/T	Auxiliary apron	45.500 kg AUW

AEROPUERTO HATO (TNCC)
WILLEMSTAD, CURAÇAO



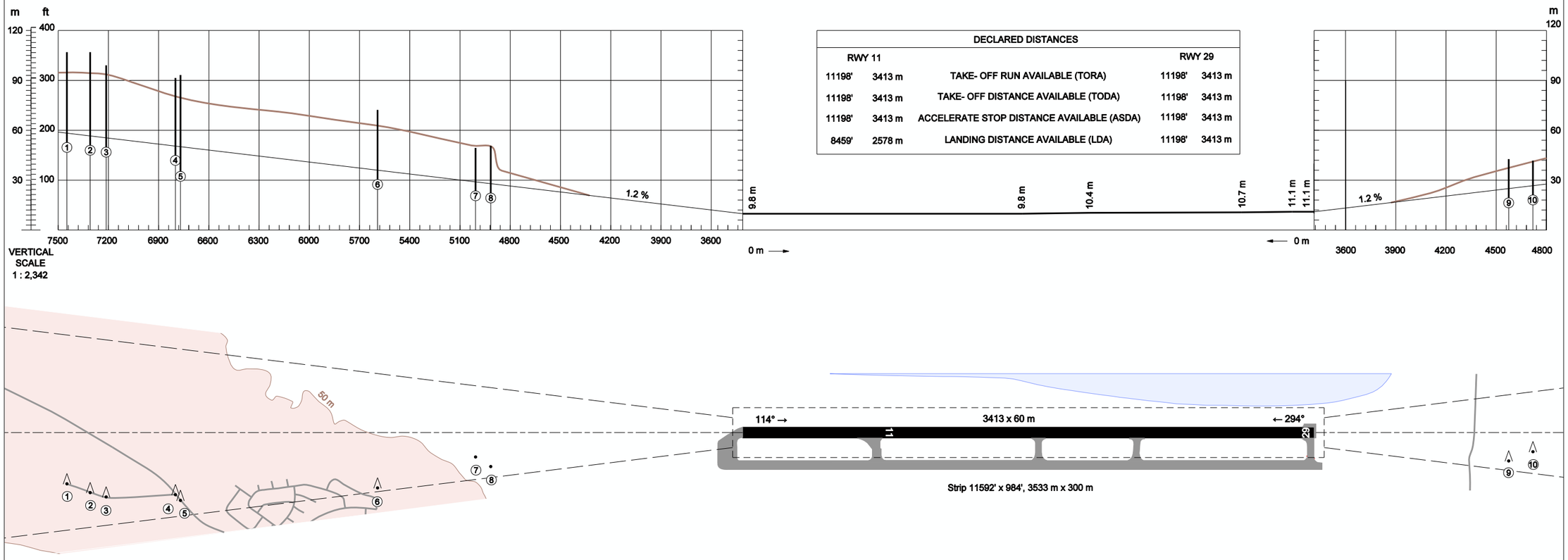
MAIN APRON PARKING	
1	N12 11 06.55 W068 57 20.88
2	N12 11 06.92 W068 57 22.66
3	N12 11 07.30 W068 57 24.45
4	N12 11 07.77 W068 57 26.21
5	N12 11 06.90 W068 57 29.07
6	N12 11 11.13 W068 57 30.38
6L	N12 11 11.44 W068 57 30.38
7	N12 11 10.68 W068 57 32.97

MAIN APRON PARKING	
8	N12 11 09.58 W068 57 33.21
9	N12 11 11.39 W068 57 35.78
10	N12 11 10.29 W068 57 36.02
12	N12 11 11.92 W068 57 38.52
13	N12 11 10.82 W068 57 38.76
14	N12 11 11.52 W068 57 39.15
15	N12 11 12.03 W068 57 41.41
16	N12 11 12.54 W068 57 43.67

Changes: Curaçao Terminal.

AERO INFO DATE 23 FEB 23

DIMENSIONS IN FEET / METERS ELEVATIONS IN FEET / METERS	AERODROME OBSTACLE CHART - ICAO TYPE A - OPERATING LIMITATIONS RWY 11 / 29	AEROPUERTO HATO (TNCC) WILLEMSTAD, CURAÇAO

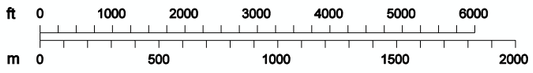


DECLARED DISTANCES				
RWY 11			RWY 29	
11198'	3413 m	TAKE- OFF RUN AVAILABLE (TORA)	11198'	3413 m
11198'	3413 m	TAKE- OFF DISTANCE AVAILABLE (TODA)	11198'	3413 m
11198'	3413 m	ACCELERATE STOP DISTANCE AVAILABLE (ASDA)	11198'	3413 m
8459'	2578 m	LANDING DISTANCE AVAILABLE (LDA)	11198'	3413 m

HORIZONTAL SCALE - 1 : 23,425

ORDER OF ACCURACY - In accordance with ICAO standards

Magnetic variation 12° W (2020)



LEGEND	PLANVIEW	PROFILE
IDENTIFICATION NUMBER	①	INSIDE ① OUTSIDE ①
POLE, TOWER, ANTENNA, HOUSE	⏃	
TERRAIN ELEVATION	•	
TREE		
TERRAIN SLOPE		
ROAD		

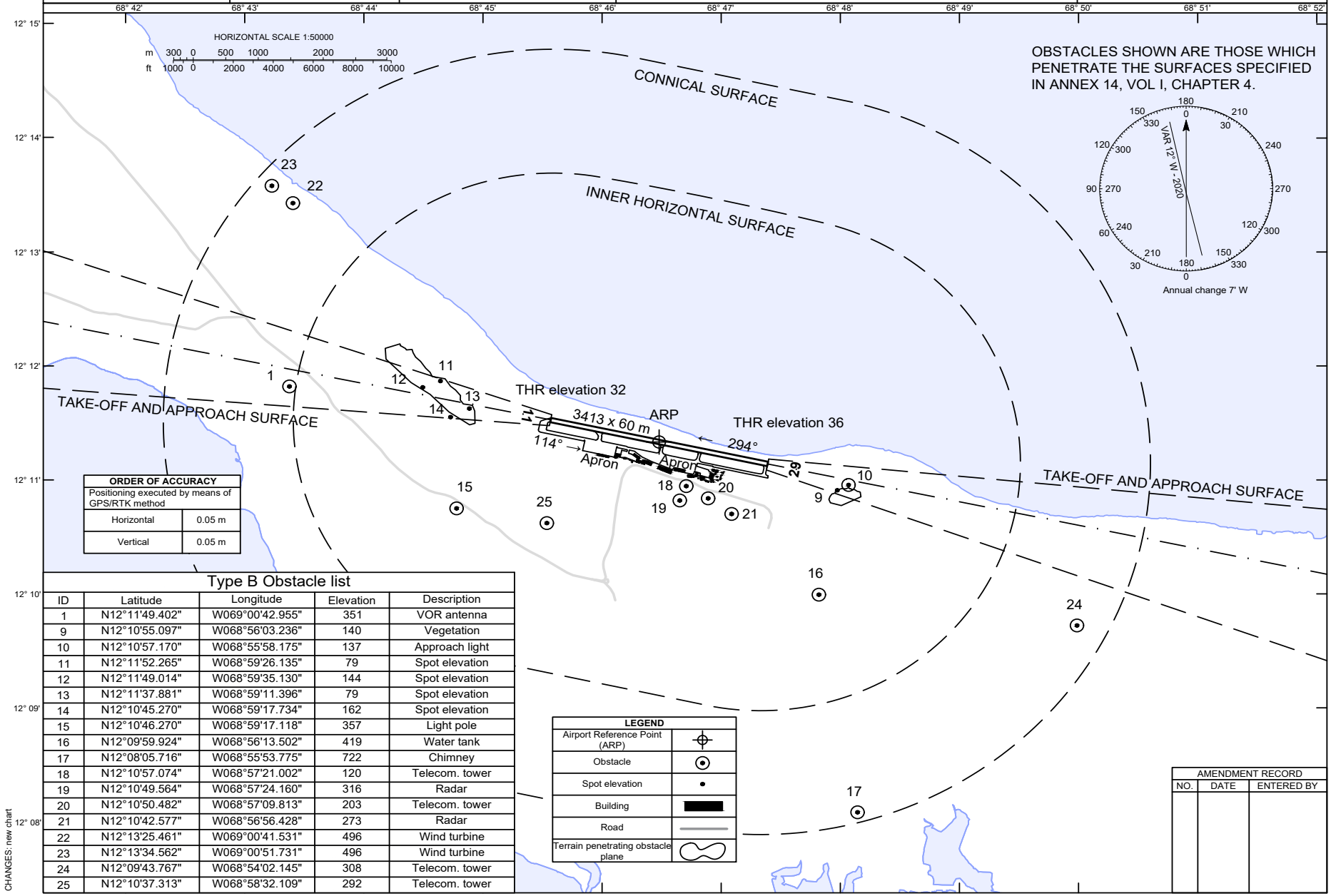
OBSTACLES PENETRATING 1.2% SLOPE				
ID	Latitude	Longitude	Elevation	Description
1	N12°11'49.40"	W069°00'42.96"	351' 106.8m	VOR antenna
2	N12°11'46.64"	W069°00'38.73"	351' 106.8m	VOR monitor
3	N12°11'45.34"	W069°00'35.79"	325' 99.1m	Power pole
4	N12°11'42.94"	W069°00'22.30"	300' 91.2m	Power pole
5	N12°11'41.64"	W069°00'21.57"	306' 93.2m	House
6	N12°11'36.01"	W068°59'42.96"	237' 72.1m	House
7	N12°11'37.95"	W068°59'22.73"	162' 49.1m	Spot elevation
8	N12°11'33.12"	W068°59'22.81"	166' 50.4m	Spot elevation
9	N12°10'55.10"	W068°56'03.24"	140' 42.5m	Vegetation
10	N12°10'57.17"	W068°55'58.18"	137' 41.7m	Approach light

AMENDMENT RECORD		
NO.	DATE	ENTERED BY

CHANGES: Editorial. MAGVAR2020.

AERO INFO DATE 23 FEB 23

AERODROME OBSTACLE CHART - ICAO TYPE B	ARP: 12° 11' 20.09" N 068° 57' 34.89" W	AERODROME ELEV: 36 APRON ELEV: 27	GRID LINES AND COORDINATES SHOWN ARE BASED ON WGS-84 DATUM. DIMENSIONS IN METERS, ELEVATIONS IN FEET, BEARINGS ARE MAGNETIC.	AEROPUERTO HATO (TNCC) WILLEMSTAD, CURAÇAO



Type B Obstacle list

ID	Latitude	Longitude	Elevation	Description
1	N12°11'49.402"	W069°00'42.955"	351	VOR antenna
9	N12°10'55.097"	W068°56'03.236"	140	Vegetation
10	N12°10'57.170"	W068°55'58.175"	137	Approach light
11	N12°11'52.265"	W068°59'26.135"	79	Spot elevation
12	N12°11'49.014"	W068°59'35.130"	144	Spot elevation
13	N12°11'37.881"	W068°59'11.396"	79	Spot elevation
14	N12°10'45.270"	W068°59'17.734"	162	Spot elevation
15	N12°10'46.270"	W068°59'17.118"	357	Light pole
16	N12°09'59.924"	W068°56'13.502"	419	Water tank
17	N12°08'05.716"	W068°55'53.775"	722	Chimney
18	N12°10'57.074"	W068°57'21.002"	120	Telecom. tower
19	N12°10'49.564"	W068°57'24.160"	316	Radar
20	N12°10'50.482"	W068°57'09.813"	203	Telecom. tower
21	N12°10'42.577"	W068°56'56.428"	273	Radar
22	N12°13'25.461"	W069°00'41.531"	496	Wind turbine
23	N12°13'34.562"	W069°00'51.731"	496	Wind turbine
24	N12°09'43.767"	W068°54'02.145"	308	Telecom. tower
25	N12°10'37.313"	W068°58'32.109"	292	Telecom. tower

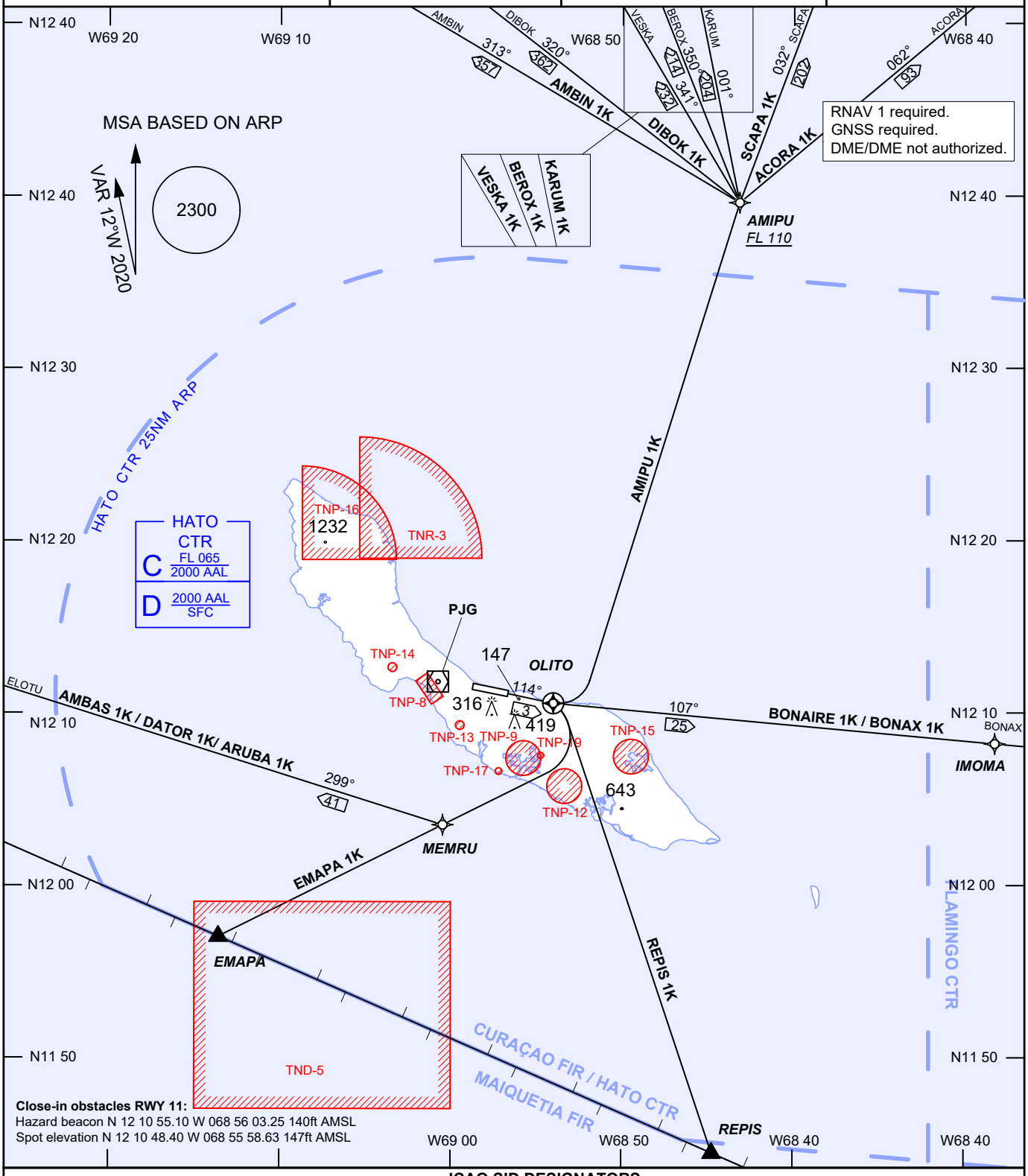
AERO INFO DATE 23 FEB 23

STANDARD DEPARTURE CHART
INSTRUMENT (RNAV) - ICAO

AD ELEVATION: 36
TRANS LEVEL: FL 040
TRANS ALT: 2500 (2464)

CURAÇAO CTRL	124.1/127.1
CURAÇAO TERMINAL	119.8
HATO TWR	118.3
HATO ATIS	132.6

RWY 11
AERODROMO HATO
(TNCC), CURAÇAO



1. PJG VOR 116.7MHz. Declination 12°W.
2. All SIDs require minimum 225 ft/NM up to OLITO.
3. AMIPU 1K: After passing AMIPU, expect ATC instructions to first en-route waypoint.
4. See TNCC AD 2.21 for noise abatement procedures.
5. Altitudes, elevations and heights in feet, distances in nautical miles, bearings are magnetic.

ICAO SID DESIGNATORS

ACORA 1K	DATOR 1K
AMBAS 1K	DIBOK 1K
AMBIN 1K	EMAPA 1K
AMIPU 1K	KARUM 1K
ARUBA 1K	REPIS 1K
BEROX 1K	SCAPA 1K
BONAIRE 1K	VESKA 1K
BONAX 1K	

TNP-8	SFC - 400	TNP-16	SFC - 2500
TNP-9	SFC - 2500	TNP-17	SFC - 2500
TNP-12	SFC - 2500	TNP-19	SFC - 2500
TNP-13	SFC - 2500	TNR-3	SFC - NOTAM
TNP-14	SFC - 900	TND-5	SFC - 10000
TNP-15	SFC - 2500		

Changes: Curaçao Terminal.

AERO INFO DATE 10 AUG 23

TNCC STANDARD INSTRUMENT DEPARTURE (RNAV) RWY 11 CODING TABLE											
Route designator/ *Serial number*	*Waypoint name*	*Path Terminator*	*Fly-over*	*Course/Track °M(°T)*	*Dist (NM)*	*Turn dir*	*Alt (ft/FL)*	*Speed (KIAS)*	*Mag var*	*VPA/TCH*	*Nav Spec*
ACORA 1K [ACOR1K]											
001	OLITO	CF (PJG)	Y	114 (102.1)	2.7	–	–	–	-11.5	–	RNAV 1
002	AMIPU	DF	–	–	–	L	+FL110	–	-11.7	–	RNAV 1
003	ACORA	TF	–	062 (050.0)	92.9	R	–	–	-12.4	–	RNAV 1
AMBAS 1K [ABAS1K]											
001	OLITO	CF (PJG)	Y	114 (102.1)	2.7	–	–	–	-11.5	–	RNAV 1
002	MEMRU	DF	–	–	–	R	–	–	-11.5	–	RNAV 1
003	ELOTU	TF	–	299 (287.7)	40.5	R	–	–	-11.2	–	RNAV 1
004	ELUMO	TF	–	300 (288.4)	35.8	–	–	–	-10.9	–	RNAV 1
005	AMBAS	TF	–	294 (283.2)	96.7	L	–	–	-10.0	–	RNAV 1
AMBIN 1K [ABIN1K]											
001	OLITO	CF (PJG)	Y	114 (102.1)	2.7	–	–	–	-11.5	–	RNAV 1
002	AMIPU	DF	–	–	–	L	+FL110	–	-11.7	–	RNAV 1
003	AMBIN	TF	–	313 (301.0)	357.0	L	–	–	-09.1	–	RNAV 1
AMIPU 1K [AMIPU1K]											
001	OLITO	CF (PJG)	Y	114 (102.1)	2.7	–	–	–	-11.5	–	RNAV 1
002	AMIPU	DF	–	–	–	L	+FL110	–	-11.7	–	RNAV 1
ARUBA 1K [ARUB1K]											
001	OLITO	CF (PJG)	Y	114 (102.1)	2.7	–	–	–	-11.5	–	RNAV 1
002	MEMRU	DF	–	–	–	R	–	–	-11.5	–	RNAV 1
003	ELOTU	TF	–	299 (287.7)	40.5	R	–	–	-11.2	–	RNAV 1
004	ELUMO	TF	–	300 (288.4)	35.8	–	+FL040	–	-10.9	–	RNAV 1
BEROX 1K [BERO1K]											
001	OLITO	CF (PJG)	Y	114 (102.1)	2.7	–	–	–	-11.5	–	RNAV 1
002	AMIPU	DF	–	–	–	L	+FL110	–	-11.7	–	RNAV 1
003	BEROX	TF	–	350 (338.7)	214.5	L	–	–	-11.3	–	RNAV 1
BONAIRE 1K [BON1K]											
001	OLITO	CF (PJG)	Y	114 (102.1)	2.7	–	–	–	-11.5	–	RNAV 1
002	IMOMA	TF	–	107 (95.3)	25.4	L	–	–	-11.8	–	RNAV 1
BONAX 1K [BOAX1K]											
001	OLITO	CF (PJG)	Y	114 (102.1)	2.7	–	–	–	-11.5	–	RNAV 1
002	IMOMA	TF	–	107 (095.3)	25.4	L	–	–	-11.8	–	RNAV 1
003	BONAX	TF	–	107 (095.3)	37.7	–	–	–	-12.1	–	RNAV 1
DATOR 1K [DATO1K]											
001	OLITO	CF (PJG)	Y	114 (102.1)	2.7	–	–	–	-11.5	–	RNAV 1
002	MEMRU	DF	–	–	–	R	–	–	-11.5	–	RNAV 1
003	ELOTU	TF	–	299 (287.7)	40.5	R	–	–	-11.2	–	RNAV 1
004	DATOR	TF	–	295 (283.8)	36.6	–	–	–	-10.8	–	RNAV 1
DIBOK 1K [DIBO1K]											
001	OLITO	CF (PJG)	Y	114 (102.1)	2.7	–	–	–	-11.5	–	RNAV 1
002	AMIPU	DF	–	–	–	L	+FL110	–	-11.7	–	RNAV 1
003	DIBOK	TF	–	320 (308.2)	362.0	L	–	–	-09.4	–	RNAV 1
EMAPA 1K [EMAP1K]											
001	OLITO	CF (PJG)	Y	114 (102.1)	2.7	–	–	–	-11.5	–	RNAV 1
002	EMAPA	DF	–	–	–	R	–	–	-11.4	–	RNAV 1
KARUM 1K [KARU1K]											
001	OLITO	CF (PJG)	Y	114 (102.1)	2.7	–	–	–	-11.5	–	RNAV 1
002	AMIPU	DF	–	–	–	L	+FL110	–	-11.7	–	RNAV 1
003	KARUM	TF	–	001 (348.8)	203.5	L	–	–	-11.6	–	RNAV 1
REPIS 1K [REPI1K]											
001	OLITO	CF (PJG)	Y	114 (102.1)	2.7	–	–	–	-11.5	–	RNAV 1
002	REPIS	DF	–	–	–	R	–	–	-11.6	–	RNAV 1
SCAPA 1K [SCAP1K]											
001	OLITO	CF (PJG)	Y	114 (102.1)	2.7	–	–	–	-11.5	–	RNAV 1
002	AMIPU	DF	–	–	–	L	+FL110	–	-11.7	–	RNAV 1
003	SCAPA	TF	–	032 (020.4)	202.4	–	–	–	-12.5	–	RNAV 1

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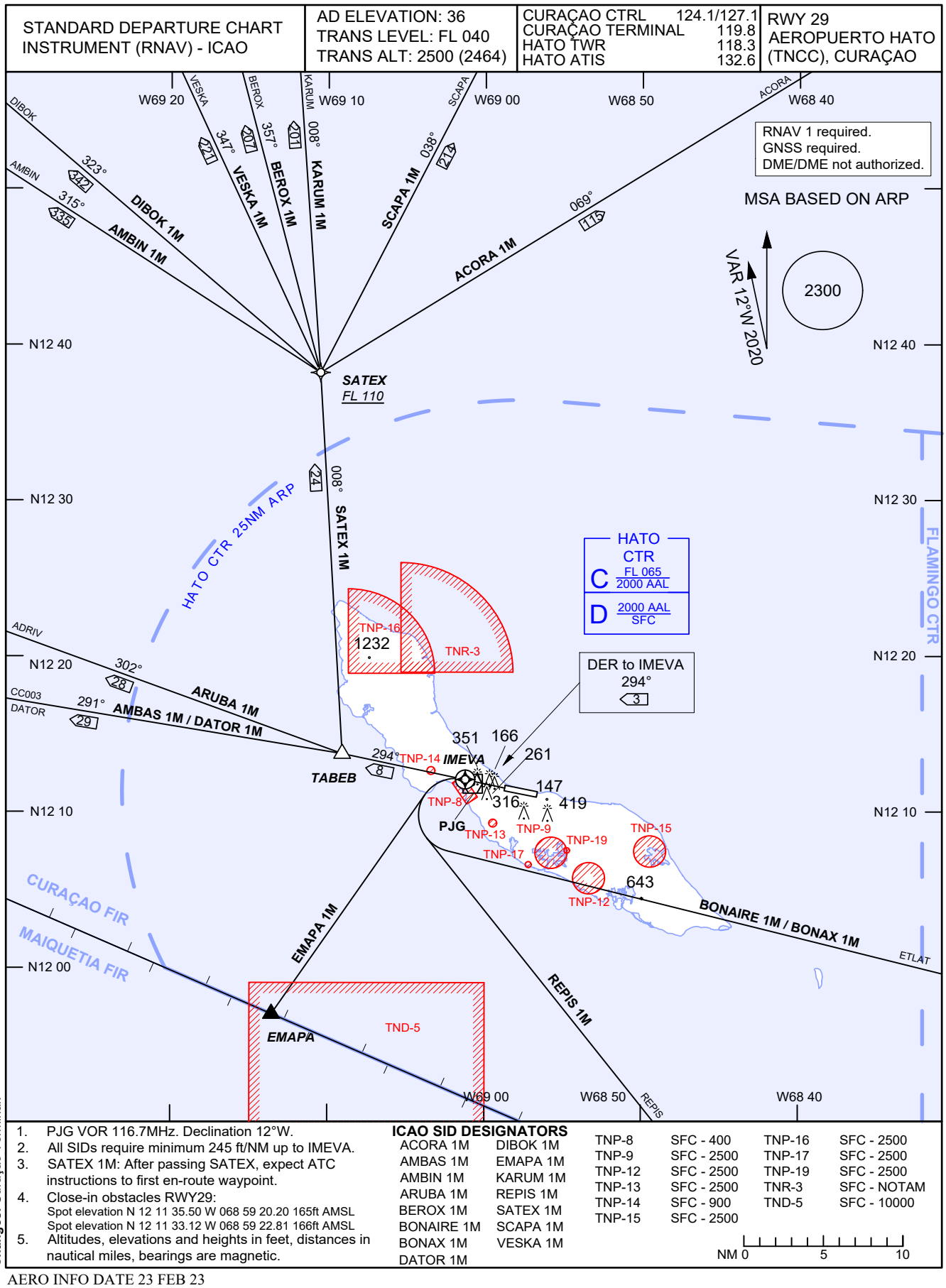
VESKA 1K [VESK1K]											
001	OLITO	CF (PJG)	Y	114 (102.1)	2.7	–	–	–	-11.5	–	RNAV 1
002	AMIPU	DF	–	–	–	L	+FL110	–	-11.7	–	RNAV 1
003	VESKA	TF	–	341 (329.6)	232.0	L	–	–	-10.9	–	RNAV 1

Fix name	*Coordinates (WGS-84)*
AMIPU	N 12 39 36.48 W 068 43 01.91
MEMRU	N 12 03 31.57 W 069 00 26.35

CHANGES: New procedures.

AERO INFO DATE 10 AUG 23



AERO INFO DATE 23 FEB 23

TNCC STANDARD INSTRUMENT DEPARTURE (RNAV) RWY 29 CODING TABLE											
Route designator/ *Serial number*	*Waypoint name*	*Path Terminator*	*Fly-over*	*Course/Track °M(°T)*	*Dist (NM)*	*Turn dir*	*Alt (ft/FL)*	*Speed (KIAS)*	*Mag var*	*VPA/TCH*	*Nav Spec*
ACORA 1M [ACOR1M]											
001	IMEVA	CF (PJG)	Y	294 (282.1)	2.7	–	–	–	-11.5	–	RNAV 1
002	TABEB	TF	–	294 (282.1)	7.9	–	–	–	-11.5	–	RNAV 1
003	SATEX	TF	–	008 (356.8)	24.4	R	+FL110	–	-11.5	–	RNAV 1
004	ACORA	TF	–	069 (057.9)	115.5	R	–	–	-12.4	–	RNAV 1
AMBAS 1M [ABAS1M]											
001	IMEVA	CF (PJG)	Y	294 (282.1)	2.7	–	–	–	-11.5	–	RNAV 1
002	TABEB	TF	–	294 (282.1)	7.9	–	–	–	-11.5	–	RNAV 1
003	CC003	TF	–	291 (279.4)	29.0	–	–	–	-11.2	–	RNAV 1
004	ELUMO	TF	–	295 (283.7)	36.6	–	–	–	-10.9	–	RNAV 1
005	AMBAS	TF	–	294 (283.2)	96.7	–	–	–	-10.0	–	RNAV 1
AMBIN 1M [ABIN1M]											
001	IMEVA	CF (PJG)	Y	294 (282.1)	2.7	–	–	–	-11.5	–	RNAV 1
002	TABEB	TF	–	294 (282.1)	7.9	–	–	–	-11.5	–	RNAV 1
003	SATEX	TF	–	008 (356.8)	24.4	R	+FL110	–	-11.5	–	RNAV 1
004	AMBIN	TF	–	315 (303.5)	335.0	L	–	–	-09.1	–	RNAV 1
ARUBA 1M [ARUB1M]											
001	IMEVA	CF (PJG)	Y	294 (282.1)	2.7	–	–	–	-11.5	–	RNAV 1
002	TABEB	TF	–	294 (282.1)	7.9	–	–	–	-11.5	–	RNAV 1
003	ADRIV	TF	–	302 (290.3)	28.4	R	–	–	-11.2	–	RNAV 1
BEROX 1M [BERO1M]											
001	IMEVA	CF (PJG)	Y	294 (282.1)	2.7	–	–	–	-11.5	–	RNAV 1
002	TABEB	TF	–	294 (282.1)	7.9	–	–	–	-11.5	–	RNAV 1
003	SATEX	TF	–	008 (356.8)	24.4	R	+FL110	–	-11.5	–	RNAV 1
004	BEROX	TF	–	357 (345.6)	207.5	L	–	–	-11.3	–	RNAV 1
BONAIRE 1M [BON1M]											
001	IMEVA	CF (PJG)	Y	294 (282.1)	2.7	–	–	–	-11.5	–	RNAV 1
002	ETLAT	DF	–	–	–	L	–	–	-11.9	–	RNAV 1
BONAX 1M [BOAX1M]											
001	IMEVA	CF (PJG)	Y	294 (282.1)	2.7	–	–	–	-11.5	–	RNAV 1
002	ETLAT	DF	–	–	–	L	–	–	-11.9	–	RNAV 1
003	BONAX	TF	–	081 (069.0)	25.7	L	–	–	-12.1	–	RNAV 1
DATOR 1M [DATO1M]											
001	IMEVA	CF (PJG)	Y	294 (282.1)	2.7	–	–	–	-11.5	–	RNAV 1
002	TABEB	TF	–	294 (282.1)	7.9	–	–	–	-11.5	–	RNAV 1
004	DATOR	TF	–	291 (279.4)	66.6	–	–	–	-10.8	–	RNAV 1
DIBOK 1M [DIBO1M]											
001	IMEVA	CF (PJG)	Y	294 (282.1)	2.7	–	–	–	-11.5	–	RNAV 1
002	TABEB	TF	–	294 (282.1)	7.9	–	–	–	-11.5	–	RNAV 1
003	SATEX	TF	–	008 (356.8)	24.4	R	+FL110	–	-11.5	–	RNAV 1
004	DIBOK	TF	–	323 (311.1)	342.2	L	–	–	-09.4	–	RNAV 1
EMAPA 1M [EMAP1M]											
001	IMEVA	CF (PJG)	Y	294 (282.1)	2.7	–	–	–	-11.5	–	RNAV 1
002	EMAPA	DF	–	–	–	L	–	–	-11.4	–	RNAV 1
KARUM 1M [KARU1M]											
001	IMEVA	CF (PJG)	Y	294 (282.1)	2.7	–	–	–	-11.5	–	RNAV 1
002	TABEB	TF	–	294 (282.1)	7.9	–	–	–	-11.5	–	RNAV 1
003	SATEX	TF	–	008 (356.8)	24.4	R	+FL110	–	-11.5	–	RNAV 1
004	KARUM	TF	–	008 (356.3)	201.4	–	–	–	-11.6	–	RNAV 1
REPIS 1M [REPI1M]											
001	IMEVA	CF (PJG)	Y	294 (282.1)	2.7	–	–	–	-11.5	–	RNAV 1
002	REPIS	DF	–	–	–	L	–	–	-11.6	–	RNAV 1
SATEX 1M [SATEX1M]											
001	IMEVA	CF (PJG)	Y	294 (282.1)	2.7	–	–	–	-11.5	–	RNAV 1
002	TABEB	TF	–	294 (282.1)	7.9	–	–	–	-11.5	–	RNAV 1
003	SATEX	TF	–	008 (356.8)	24.4	R	+FL110	–	-11.5	–	RNAV 1

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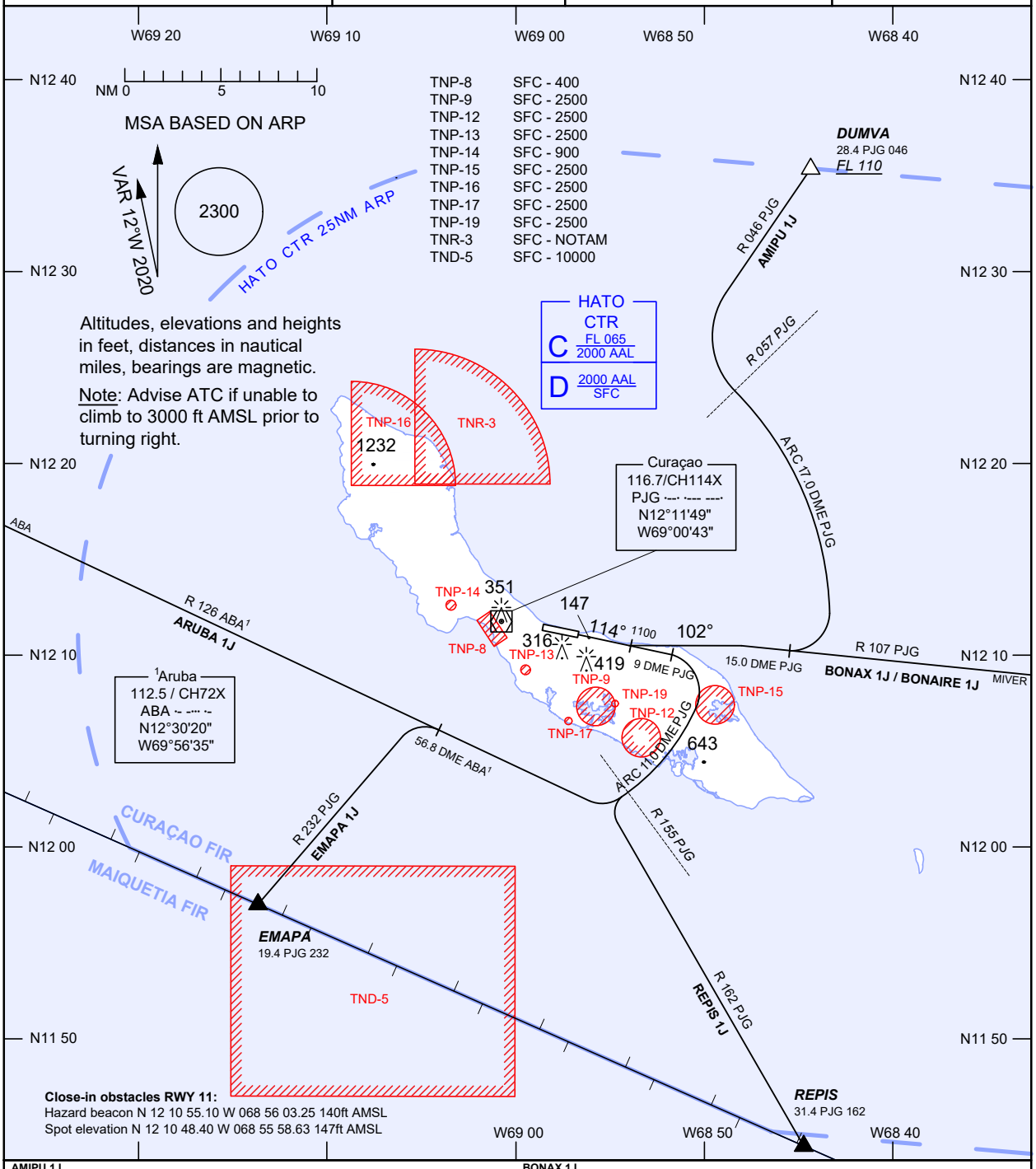
SCAPA 1M [SCAP1M]											
001	IMEVA	CF (PJG)	Y	294 (282.1)	2.7	–	–	–	-11.5	–	RNAV 1
002	TABEB	TF	–	294 (282.1)	7.9	–	–	–	-11.5	–	RNAV 1
003	SATEX	TF	–	008 (356.8)	24.4	R	+FL110	–	-11.5	–	RNAV 1
004	SCAPA	TF	–	038 (026.9)	214.5	R	–	–	-12.5	–	RNAV 1
VESKA 1M [VESK1M]											
001	IMEVA	CF (PJG)	Y	294 (282.1)	2.7	–	–	–	-11.5	–	RNAV 1
002	TABEB	TF	–	294 (282.1)	7.9	–	–	–	-11.5	–	RNAV 1
003	SATEX	TF	–	008 (356.8)	24.4	R	+FL110	–	-11.5	–	RNAV 1
004	VESKA	TF	–	347 (335.6)	220.9	L	–	–	-10.9	–	RNAV 1

Fix name	*Coordinates (WGS-84)*
CC003	N 12 18 29.67 W 069 38 14.43
ELUMO	N 12 27 08.32 W 070 14 35.70
ETLAT	N 11 55 27.61 W 068 14 20.19
IMEVA	N 12 12 05.80 W 069 01 11.84
SATEX	N 12 38 11.98 W 069 10 27.71
TABEB	N 12 13 45.07 W 069 09 03.42

CHANGES: New procedures.

AERO INFO DATE 23 FEB 23

STANDARD DEPARTURE CHART INSTRUMENT (VOR) - ICAO	AD ELEVATION: 36 TRANS LEVEL: FL 040 TRANS ALT: 2500 (2464)	CURAÇAO CTRL 124.1/127.1 CURAÇAO TERMINAL 119.8 HATO TWR 118.3 HATO ATIS 132.6	RWY 11 AEROPUERTO HATO (TNCC), CURAÇAO



Changes: Curaçao Terminal.

AMIPU 1J
Climb on runway magnetic track 114°, at or above 1100 ft AMSL turn left to magnetic track 102° to intercept and follow R 107 PJG. At 15.0 DME PJG turn left to proceed on arc 17.0 DME PJG to R 057 PJG. Turn right to intercept and follow R 046 PJG to DUMVA (28.4 DME PJG) at or above FL 110. After passing DUMVA, expect ATC instructions to first en-route waypoint. Requires minimum 225 ft/NM up to 1100 ft AMSL.

ARUBA 1J
Climb on runway magnetic track 114° direct to cross 9.0 DME PJG at or above 3000 ft AMSL. Turn right to proceed on arc 11.0 DME PJG to R 155 PJG. Turn right to intercept and follow R 126 ABA to ABA VOR/DME. Requires minimum 225 ft/NM up to 1100 ft AMSL.

BONAIRE 1J
Climb on runway magnetic track 114°, at or above 1100 ft AMSL turn left to magnetic track 102° to intercept and follow R 107 PJG to MIVER (37.1 DME PJG).

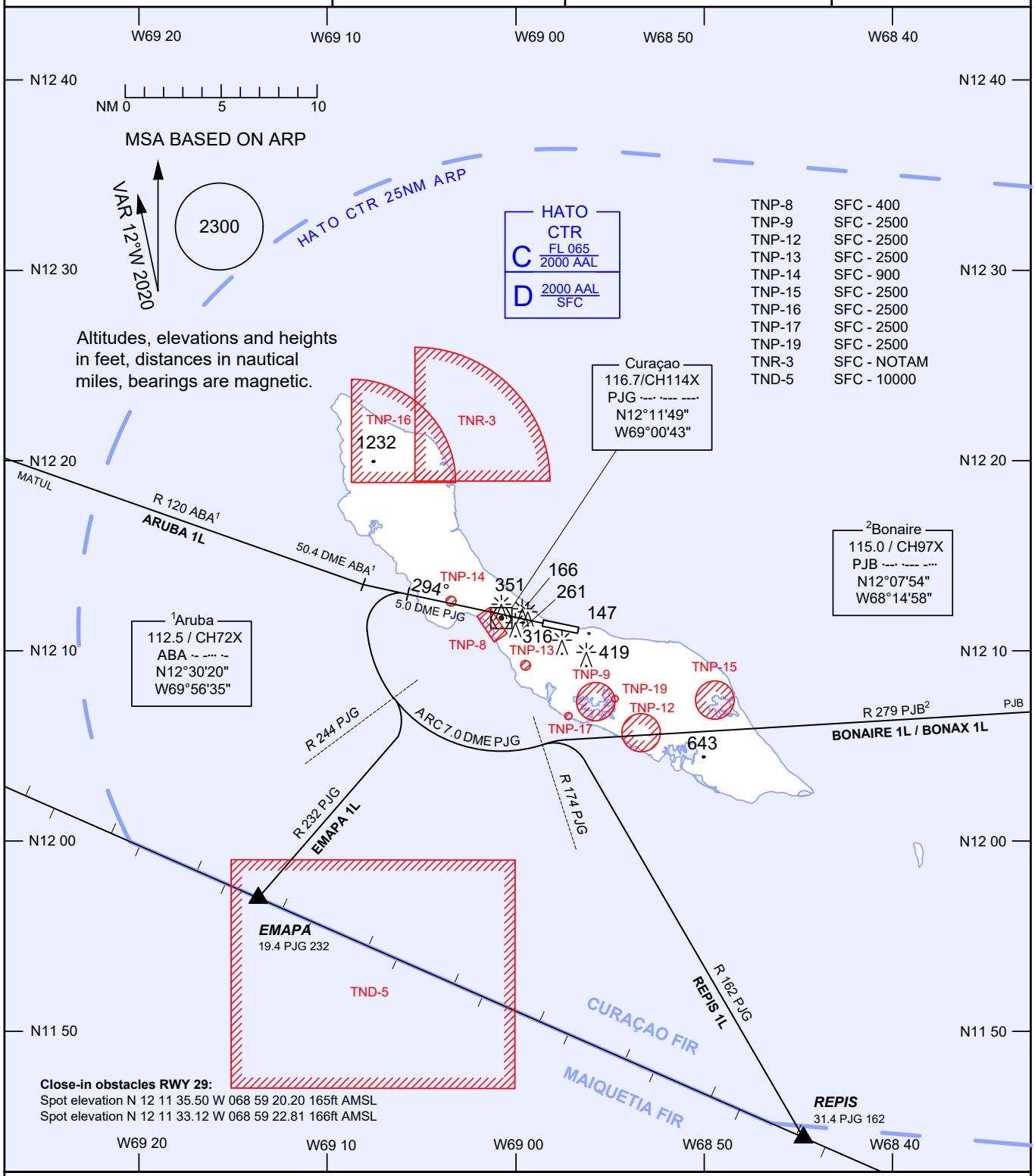
BONAX 1J
Climb on runway magnetic track 114°, at or above 1100 ft AMSL turn left to magnetic track 102° to intercept and follow R 107 PJG to MIVER (37.1 DME PJG). Cross MIVER at or above 6000 ft AMSL and continue on R 107 PJG to BONAX (69.8 DME PJG).

EMAPA 1J
Climb on runway magnetic track 114° direct to cross 9.0 DME PJG at or above 3000 ft AMSL. Turn right to proceed on arc 11.0 DME PJG to R 155 PJG. Turn right to follow R 126 ABA up to 56.8 DME ABA. Turn left to intercept and follow R 232 PJG to EMAPA (19.4 DME PJG). Requires minimum 225 ft/NM up to 1100 ft AMSL.

REPIS 1J
Climb on runway magnetic track 114° direct to cross 9.0 DME PJG at or above 3000 ft AMSL. Turn right to proceed on arc 11.0 DME PJG to R 155 PJG. Turn left to intercept and follow R 162 PJG to REPIS (31.4 DME PJG). Requires minimum 225 ft/NM up to 1100 ft AMSL.

AERO INFO DATE 23 FEB 23

STANDARD DEPARTURE CHART INSTRUMENT (VOR) - ICAO	AD ELEVATION: 36 TRANS LEVEL: FL 040 TRANS ALT: 2500 (2464)	CURAÇAO CTRL 124.1/127.1 CURAÇAO TERMINAL 119.8 HATO TWR 118.3 HATO ATIS 132.6	RWY 29 AEROPUERTO HATO (TNCC), CURAÇAO



ARUBA 1L
Climb on runway magnetic track 294° direct to cross 50.4 DME ABA at or above 2500 ft AMSL. Turn right to intercept and follow R 120 ABA to MATUL (7.6 DME ABA). Requires minimum 245 ft/NM up to 1000 ft AMSL.

BONAX 1L
Climb on runway magnetic track 294° direct to cross 5.0 DME PJG. Turn left to proceed on arc 7.0 DME PJG to R 174 PJG. Turn right to intercept and follow R 279 PJB to PJB VOR/DME. At PJB VOR/DME, turn right to intercept and follow R 109 PJB to BONAX (24.8 DME PJB). Requires minimum 245 ft/NM up to 1000 ft AMSL.

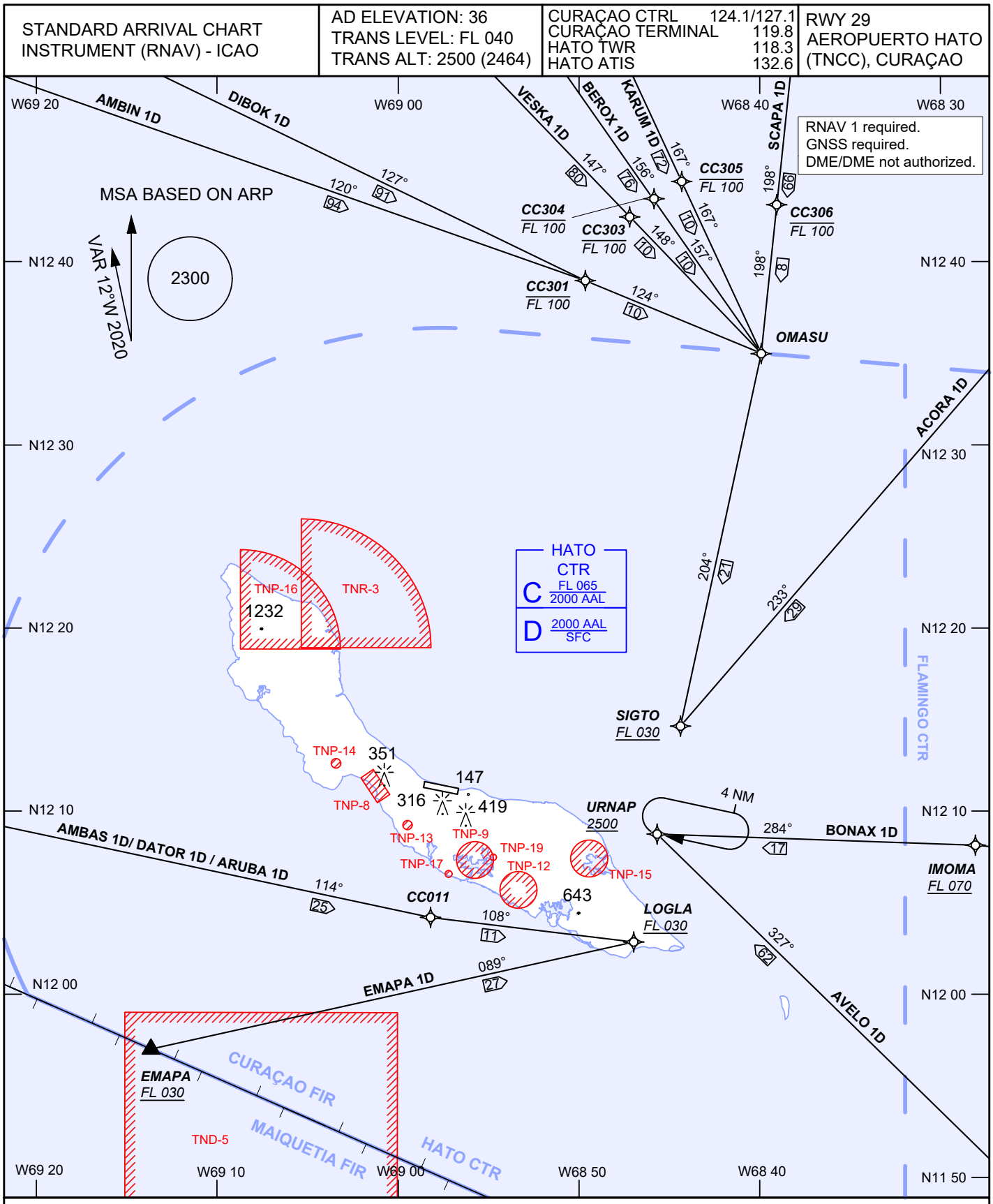
BONAIRE 1L
Climb on runway magnetic track 294° direct to cross 5.0 DME PJG. Turn left to proceed on arc 7.0 DME PJG to R 174 PJG. Turn right to intercept and follow R 279 PJB to PJB VOR/DME. Requires minimum 245 ft/NM up to 1000 ft AMSL.

EMAPA 1L
Climb on runway magnetic track 294° direct to cross 5.0 DME PJG. Turn left to proceed on arc 7.0 DME PJG to R 244 PJG. Turn right to intercept and follow R 232 PJG to EMAPA (19.4 DME PJG). Requires minimum 245 ft/NM up to 1000 ft AMSL.

REPIS 1L
Climb on runway magnetic track 294° direct to cross 5.0 DME PJG. Turn left to proceed on arc 7.0 DME PJG to R 174 PJG. Turn right to intercept and follow R 162 PJG to REPIS (31.4 DME PJG). Requires minimum 245 ft/NM up to 1000 ft AMSL.

Changes: Curaçao Terminal.

AERO INFO DATE 23 FEB 23



1. Expect clearance for RNP RWY 29 approach.
2. Altitudes, elevations and heights in feet, distances in nautical miles, bearings are magnetic.

ICAO STAR DESIGNATORS

ACORA 1D	DATOR 1D
AMBAS 1D	DIBOK 1D
AMBIN 1D	EMAPA 1D
ARUBA 1D	KARUM 1D
AVELO 1D	SCAPA 1D
BEROX 1D	VESKA 1D
BONAX 1D	

TNP-8	SFC - 400	TNP-16	SFC - 2500
TNP-9	SFC - 2500	TNP-17	SFC - 2500
TNP-12	SFC - 2500	TNP-19	SFC - 2500
TNP-13	SFC - 2500	TNR-3	SFC-NOTAM
TNP-14	SFC - 900	TND-5	SFC - 10000
TNP-15	SFC - 2500		

NM 0 5 10

Changes: Curaçao Terminal.

AERO INFO DATE 23 FEB 23

TNCC STANDARD ARRIVAL (RNAV) RWY 29 CODING TABLE											
Route designator/ *Serial number*	*Waypoint name*	*Path Terminator*	*Fly-over*	*Course/Track °M(°T)*	*Dist (NM)*	*Turn dir*	*Alt (ft/FL)*	*Speed (KIAS)*	*Mag var*	*VPA/TCH*	*Nav Spec*
ACORA 1D [ACOR1D]											
001	ACORA	IF	–	–	–	–	–	–	-12.4	–	RNAV 1
002	CC307	TF	–	233 (220.9)	82.5	–	-FL100	–	-11.9	–	RNAV 1
003	SIGTO	TF	–	233 (220.7)	28.8	–	+FL030	–	-11.5	–	RNAV 1
AMBAS 1D [ABAS1D]											
001	AMBAS	IF	–	–	–	–	–	–	-10.0	–	RNAV 1
002	CC200	TF	–	111 (100.6)	73.7	–	–	–	-11.2	–	RNAV 1
003	ELOTU	TF	–	120 (109.0)	59.0	R	+FL070	–	-11.2	–	RNAV 1
004	ROLBO	TF	–	122 (110.9)	17.7	–	–	–	-11.5	–	RNAV 1
005	CC011	TF	–	114 (102.0)	24.9	L	–	–	-11.5	–	RNAV 1
006	LOGLA	TF	–	108 (096.9)	11.1	L	+FL030	–	-11.5	–	RNAV 1
AMBIN 1D [ABIN1D]											
001	AMBIN	IF	–	–	–	–	–	–	-09.1	–	RNAV 1
002	CC201	TF	–	134 (124.7)	260.6	–	–	–	-10.9	–	RNAV 1
003	CC301	TF	–	120 (109.1)	94.0	L	-FL100	–	-11.6	–	RNAV 1
004	OMASU	TF	–	124 (112.7)	10.3	–	–	–	-11.7	–	RNAV 1
005	SIGTO	TF	–	204 (192.2)	20.7	R	+FL030	–	-11.5	–	RNAV 1
ARUBA 1D [ARUB1D]											
001	ELOTU	TF	–	–	–	–	+FL070	–	-11.2	–	RNAV 1
002	ROLBO	TF	–	122 (110.9)	17.7	–	–	–	-11.5	–	RNAV 1
003	CC011	TF	–	114 (102.0)	24.9	L	–	–	-11.5	–	RNAV 1
004	LOGLA	TF	–	108 (096.9)	11.1	L	+FL030	–	-11.5	–	RNAV 1
AVELO 1D [AVEL1D]											
001	AVELO	IF	–	–	–	–	–	–	-12.0	–	RNAV 1
002	URNAP	TF	–	327 (314.7)	62.0	–	+2500	–	-11.5	–	RNAV 1
BEROX 1D [BERO1D]											
001	BEROX	IF	–	–	–	–	–	–	-11.3	–	RNAV 1
002	CC204	TF	–	178 (166.3)	136.9	–	–	–	-11.4	–	RNAV 1
003	CC304	TF	–	156 (145.1)	76.3	L	-FL100	–	-11.7	–	RNAV 1
004	OMASU	TF	–	157 (145.2)	10.3	–	–	–	-11.7	–	RNAV 1
005	SIGTO	TF	–	204 (192.2)	20.7	R	+FL030	–	-11.5	–	RNAV 1
BONAX 1D [BOAX1D]											
001	BONAX	IF	–	–	–	–	–	–	-12.1	–	RNAV 1
002	IMOMA	TF	–	288 (275.4)	37.7	–	+FL070	–	-11.8	–	RNAV 1
003	URNAP	TF	–	284 (272.1)	17.2	–	+2500	–	-11.5	–	RNAV 1
DATOR 1D [DATO1D]											
001	DATOR	IF	–	–	–	–	–	–	-10.8	–	RNAV 1
002	ROLBO	TF	–	117 (106.0)	54.2	–	–	–	-11.5	–	RNAV 1
003	CC011	TF	–	114 (102.0)	24.9	–	–	–	-11.5	–	RNAV 1
004	LOGLA	TF	–	108 (096.9)	11.1	L	+FL030	–	-11.5	–	RNAV 1
DIBOK 1D [DIBO1D]											
001	DIBOK	IF	–	–	–	–	–	–	-09.4	–	RNAV 1
002	CC202	TF	–	141 (132.1)	269.5	–	–	–	-10.9	–	RNAV 1
003	CC301	TF	–	127 (115.6)	90.9	L	-FL100	–	-11.6	–	RNAV 1
004	OMASU	TF	–	124 (112.7)	10.3	–	–	–	-11.7	–	RNAV 1
005	SIGTO	TF	–	204 (192.2)	20.7	R	+FL030	–	-11.5	–	RNAV 1
EMAPA 1D [EMAP1D]											
001	EMAPA	IF	–	–	–	–	+FL030	–	-11.4	–	RNAV 1
002	LOGLA	TF	–	089 (077.3)	26.7	–	+FL030	–	-11.5	–	RNAV 1
KARUM 1D [KARU1D]											
001	KARUM	IF	–	–	–	–	–	–	-11.6	–	RNAV 1
002	CC205	TF	–	188 (176.2)	129.4	–	–	–	-11.5	–	RNAV 1
003	CC305	TF	–	167 (155.2)	72.2	L	-FL100	–	-11.7	–	RNAV 1
004	OMASU	TF	–	167 (155.3)	10.3	–	–	–	-11.7	–	RNAV 1
005	SIGTO	TF	–	204 (192.2)	20.7	R	+FL030	–	-11.5	–	RNAV 1
SCAPA 1D [SCAP1D]											
001	SCAPA	IF	–	–	–	–	–	–	-12.5	–	RNAV 1
002	CC206	TF	–	219 (206.6)	135.0	–	–	–	-11.9	–	RNAV 1

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003	CC306	TF	–	198 (185.9)	65.6	L	-FL100	–	-11.7	–	RNAV 1
004	OMASU	TF	–	198 (185.9)	8.1	–	–	–	-11.7	–	RNAV 1
005	SIGTO	TF	–	204 (192.2)	20.7	R	+FL030	–	-11.5	–	RNAV 1
VESKA 1D [VESK1D]											
001	VESKA	IF	–	–	–	–	–	–	-10.9	–	RNAV 1
002	CC203	TF	–	168 (156.8)	150.6	–	–	–	-11.2	–	RNAV 1
003	CC303	TF	–	147 (136.1)	80.4	L	-FL100	–	-11.7	–	RNAV 1
004	OMASU	TF	–	148 (136.3)	10.3	–	–	–	-11.7	–	RNAV 1
005	SIGTO	TF	–	204 (192.2)	20.7	R	+FL030	–	-11.5	–	RNAV 1

Fix name	*Coordinates (WGS-84)*	*Fix name*	*Coordinates (WGS-84)*
CC011	N 12 04 15.78 W 068 58 09.61	CC304	N 12 43 32.47 W 068 45 56.02
CC200	N 12 35 11.66 W 070 36 52.25	CC305	N 12 44 26.69 W 068 44 19.26
CC201	N 13 10 11.05 W 070 20 31.52	CC306	N 12 43 10.61 W 068 39 04.42
CC202	N 13 18 44.07 W 070 13 29.94	CC307	N 12 36 40.54 W 068 25 12.65
CC203	N 13 40 49.44 W 069 44 10.19	LOGLA	N 12 02 55.62 W 068 46 57.53
CC204	N 13 46 26.28 W 069 30 39.34	OMASU	N 12 35 02.62 W 068 39 55.65
CC205	N 13 50 18.52 W 069 15 16.40	ROLBO	N 12 09 29.62 W 069 23 02.90
CC206	N 13 48 40.50 W 068 32 09.54	SIGTO	N 12 14 42.67 W 068 44 22.95
CC301	N 12 39 01.83 W 068 49 38.75	URNAP	N 12 08 49.15 W 068 45 40.27
CC303	N 12 42 31.77 W 068 47 11.79		

CHANGES: New procedures

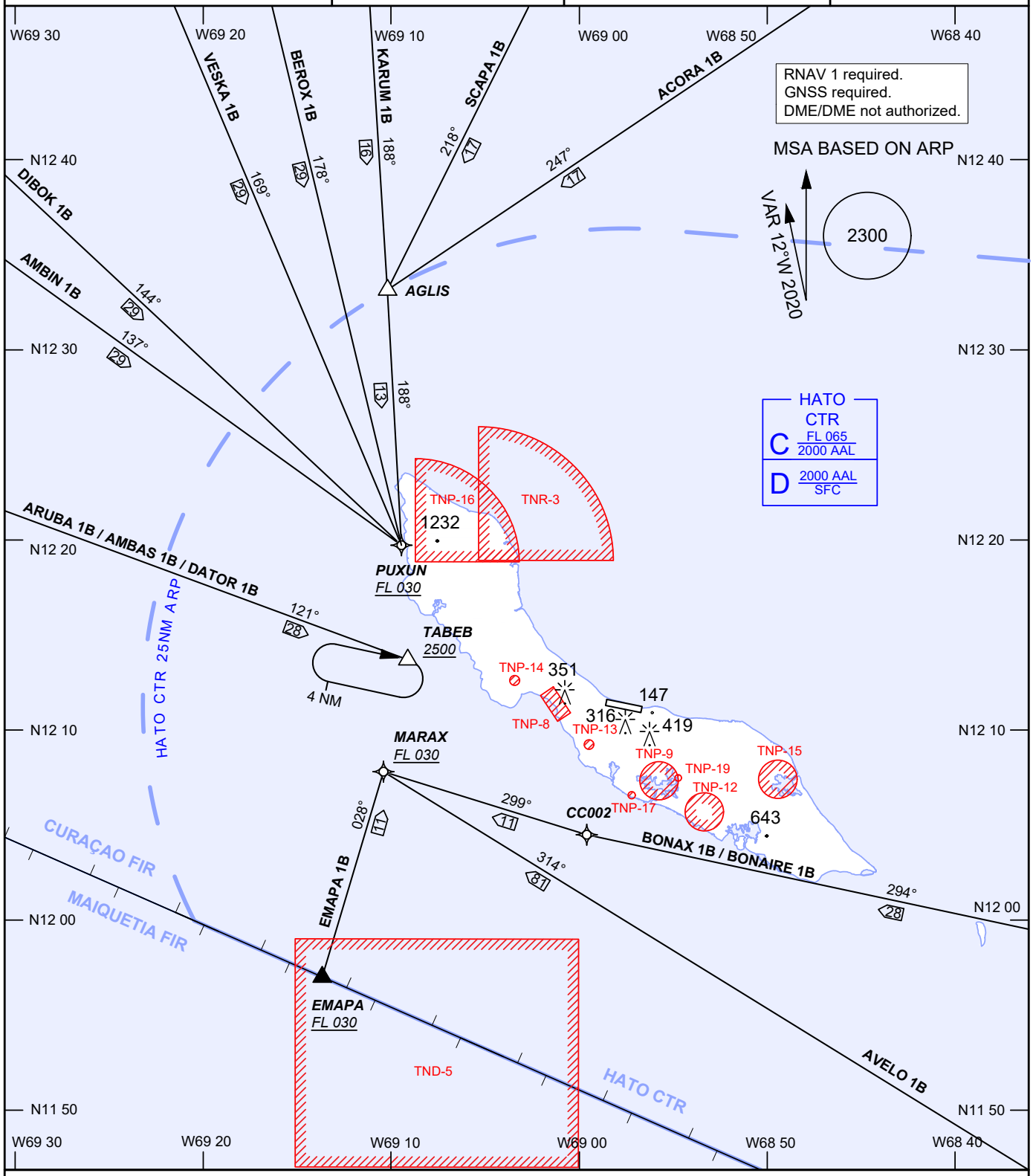
AERO INFO DATE 23 FEB 23

STANDARD ARRIVAL CHART
INSTRUMENT (RNAV) - ICAO

AD ELEVATION: 36
TRANS LEVEL: FL 040
TRANS ALT: 2500 (2464)

CURAÇAO CTRL 124.1/127.1
CURAÇAO TERMINAL 119.8
HATO TWR 118.3
HATO ATIS 132.6

RWY 11
AEROPUERTO HATO
(TNCC), CURAÇAO



1. Expect clearance for RNP RWY 11 approach.
2. Altitudes, elevations and heights in feet, distances in nautical miles, bearings are magnetic.

ICAO STAR DESIGNATORS

ACORA 1B	BONAX 1B
AMBAS 1B	DATOR 1B
AMBIN 1B	DIBOK 1B
ARUBA 1B	EMAPA 1B
AVELO 1B	KARUM 1B
BEROX 1B	SCAPA 1B
BONAIRE 1B	VESKA 1B

TNP-8	SFC - 400	TNP-16	SFC - 2500
TNP-9	SFC - 2500	TNP-17	SFC - 2500
TNP-12	SFC - 2500	TNP-19	SFC - 2500
TNP-13	SFC - 2500	TNR-3	SFC - NOTAM
TNP-14	SFC - 900	TND-5	SFC - 10000
TNP-15	SFC - 2500		

NM 0 5 10

Changes: Curaçao Terminal.

AERO INFO DATE 23 FEB 23

TNCC STANDARD ARRIVAL (RNAV) RWY 11 CODING TABLE											
Route designator/ *Serial number*	*Waypoint name*	*Path Terminator*	*Fly-over*	*Course/Track °M(°T)*	*Dist (NM)*	*Turn dir*	*Alt (ft/FL)*	*Speed (KIAS)*	*Mag var*	*VPA/TCH*	*Nav Spec*
ACORA 1B [ACOR1B]											
001	ACORA	IF	–	–	–	–	–	–	-12.4	–	RNAV 1
002	CC107	TF	–	249 (236.2)	101.3	–	-FL100	–	-11.6	–	RNAV 1
003	AGLIS	TF	–	247 (235.9)	16.6	–	–	–	-11.5	–	RNAV 1
004	PUXUN	TF	–	188 (176.8)	13.4	L	+FL030	–	-11.5	–	RNAV 1
AMBAS 1B [ABAS1B]											
001	AMBAS	IF	–	–	–	–	–	–	-10.0	–	RNAV 1
002	ADRIV	TF	–	111 (100.6)	134.2	–	+FL070	–	-11.2	–	RNAV 1
003	TABEB	TF	–	121 (110.2)	28.4	R	+2500	–	-11.5	–	RNAV 1
AMBIN 1B [ABIN1B]											
001	AMBIN	IF	–	–	–	–	–	–	-09.1	–	RNAV 1
002	CC101	TF	–	134 (124.7)	317.3		-FL100	–	-11.3	–	RNAV 1
003	PUXUN	TF	–	137 (125.9)	29.0	–	+FL030	–	-11.5	–	RNAV 1
ARUBA 1B [ARUB1B]											
001	ADRIV	IF	–	–	–	–	+FL070	–	-11.2	–	RNAV 1
002	TABEB	TF	–	121 (110.2)	28.4	–	+2500	–	-11.5	–	RNAV 1
AVELO 1B [AVEL1B]											
001	AVELO	IF	–	–	–	–	–	–	-12.0	–	RNAV 1
002	MARAX	TF	–	314 (302.0)	80.6	–	+FL030	–	-11.5	–	RNAV 1
BEROX 1B [BERO1B]											
001	BEROX	IF	–	–	–	–	–	–	-11.3	–	RNAV 1
002	CC104	TF	–	178 (166.3)	196.6	–	-FL100	–	-11.4	–	RNAV 1
003	PUXUN	TF	–	178 (166.5)	29.0	–	+FL030	–	-11.5	–	RNAV 1
BONAIRE 1B [BON1B]											
001	ODLAP	IF	–	–	–	–	–	–	-11.9	–	RNAV 1
002	CC001	TF	–	291 (279.3)	20.0	–	–	–	-11.8	–	RNAV 1
003	CC002	TF	–	294 (282.2)	27.6	–	–	–	-11.5	–	RNAV 1
004	MARAX	TF	–	299 (287.3)	11.1	R	+FL030	–	-11.5	–	RNAV 1
BONAX 1B [BOAX1B]											
001	BONAX	IF	–	–	–	–	+FL030	–	-12.1	–	RNAV 1
002	ODLAP	TF	–	259 (247.1)	23.5	–	–	–	-11.9	–	RNAV 1
003	CC001	TF	–	291 (279.3)	20.0	R	–	–	-11.8	–	RNAV 1
004	CC002	TF	–	294 (282.2)	27.6	–	–	–	-11.5	–	RNAV 1
005	MARAX	TF	–	299 (287.3)	11.1	R	+FL030	–	-11.5	–	RNAV 1
DATOR 1B [DATO1B]											
001	DATOR	IF	–	–	–	–	–	–	-10.8	–	RNAV 1
002	ADRIV	TF	–	102 (091.3)	39.2	–	+FL070	–	-11.2	–	RNAV 1
003	TABEB	TF	–	121 (110.2)	28.4	R	+2500	–	-11.5	–	RNAV 1
DIBOK 1B [DIBO1B]											
001	DIBOK	IF	–	–	–	–	–	–	-09.4	–	RNAV 1
002	CC102	TF	–	141 (132.1)	326.3	–	-FL100	–	-11.3	–	RNAV 1
003	PUXUN	TF	–	144 (133.2)	29.0	–	+FL030	–	-11.5	–	RNAV 1
EMAPA 1B [EMAP1B]											
001	EMAPA	IF	–	–	–	–	+FL030	–	-11.4	–	RNAV 1
002	MARAX	TF	–	028 (016.4)	11.2	–	+FL030	–	-11.5	–	RNAV 1
KARUM 1B [KARU1B]											
001	KARUM	IF	–	–	–	–	–	–	-11.6	–	RNAV 1
002	CC105	TF	–	188 (176.2)	190.7	–	-FL100	–	-11.5	–	RNAV 1
003	AGLIS	TF	–	188 (176.3)	15.6	–	–	–	-11.5	–	RNAV 1
004	PUXUN	TF	–	188 (176.8)	13.4	–	+FL030	–	-11.5	–	RNAV 1
SCAPA 1B [SCAP1B]											
001	SCAPA	IF	–	–	–	–	–	–	-12.5	–	RNAV 1
002	CC106	TF	–	219 (206.6)	202.2	–	-FL100	–	-11.5	–	RNAV 1
003	AGLIS	TF	–	218 (206.2)	16.6	–	–	–	-11.5	–	RNAV 1
004	PUXUN	TF	–	188 (176.8)	13.4	L	+FL030	–	-11.5	–	RNAV 1
VESKA 1B [VESK1B]											
001	VESKA	IF	–	–	–	–	–	–	-10.9	–	RNAV 1
002	CC103	TF	–	168 (156.8)	209.1	–	-FL100	–	-11.4	–	RNAV 1

AERO INFO DATE 23 FEB 23

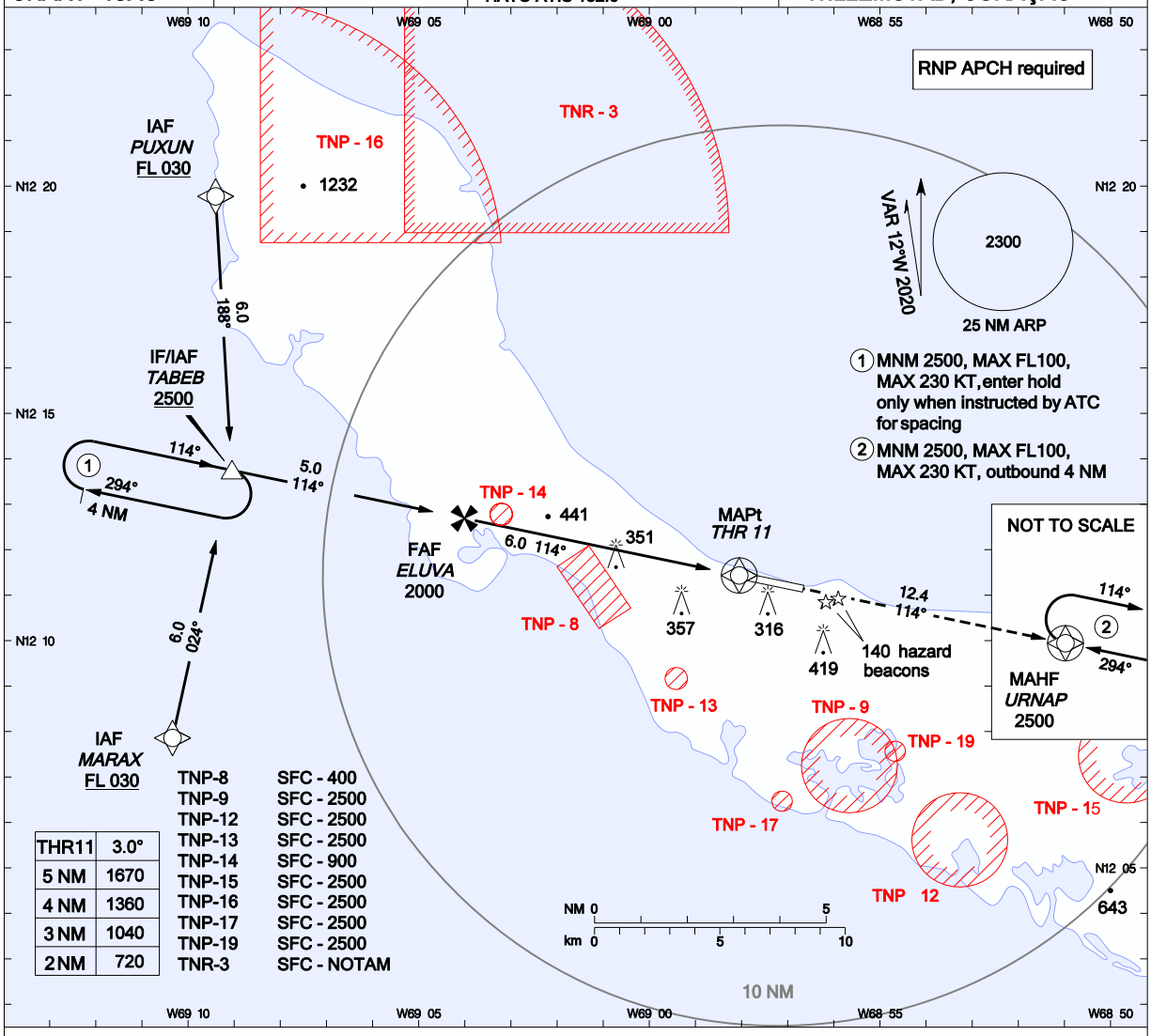
003	PUXUN	TF	–	169 (157.2)	29.0	–	+FL030	–	-11.5	–	RNAV 1

Fix name	*Coordinates (WGS-84)*
CC101	N 12 36 51.95 W 069 33 24.97
CC102	N 12 39 43.74 W 069 31 00.57
CC103	N 12 46 38.35 W 069 20 52.85
CC104	N 12 48 06.33 W 069 16 19.31
CC105	N 12 48 51.33 W 069 11 12.28
CC106	N 12 48 10.27 W 069 02 39.65
CC107	N 12 42 34.00 W 068 56 06.03
CC001	N 11 58 43.00 W 068 31 58.62
CC002	N 12 04 33.37 W 068 59 32.97
MARAX	N 12 07 51.43 W 069 10 20.21
ODLAP	N 11 55 29.64 W 068 11 51.67
PUXUN	N 12 19 46.11 W 069 09 24.14
TABEB	N 12 13 45.07 W 069 09 03.42

CHANGES: New procedures

AERO INFO DATE 23 FEB 23

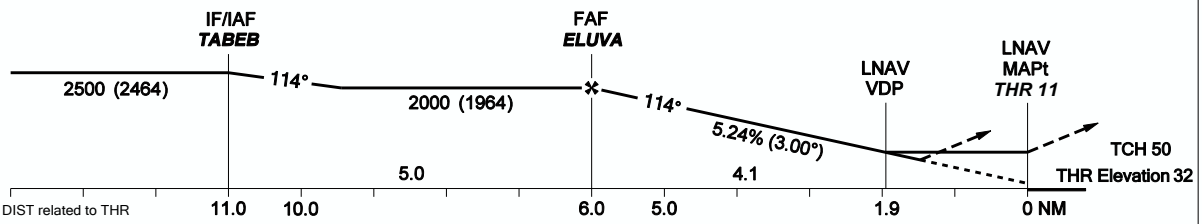
INSTRUMENT APPROACH CHART - ICAO	AD ELEVATION: 36 TRANS LEVEL: FL 040 TRANS ALT: 2500 (2464)	CURAÇAO CONTROL 124.1/127.1 CURAÇAO TERMINAL 119.8 HATO TOWER 118.3 HATO ATIS 132.6	RNP RWY 11 AEROPUERTO HATO (TNCC) WILLEMSTAD, CURAÇAO



THR11	3.0°
5 NM	1670
4 NM	1360
3 NM	1040
2 NM	720

TNP-8	SFC - 400
TNP-9	SFC - 2500
TNP-12	SFC - 2500
TNP-13	SFC - 2500
TNP-14	SFC - 900
TNP-15	SFC - 2500
TNP-16	SFC - 2500
TNP-17	SFC - 2500
TNP-19	SFC - 2500
TNR-3	SFC - NOTAM

MISSED APPROACH: Climb to 2500 ft AMSL direct URNAP and hold, or as directed by ATC.



OCA(H)	A	B	C	D
LNAV/VNAV: MNM TEMP 0°C	580 (544)	580 (544)	580 (544)	580 (544)
LNAV	690 (654)	690 (654)	690 (654)	690 (654)
CIRCLING north side only	690 (654)	690 (654)	890 (854)	890 (854)

GROUNDSPEED - DESCENT RATE						
KT	70	90	100	120	140	160
ft/min	372	478	531	637	743	849

1. Visual descent point (VDP) is where LNAV OCA intersects 3° descent slope.
2. 3° PAPI slope and 3° final approach slope not coincident.
3. Aircraft on a visual approach RH downwind RWY 11 shall proceed west of Bullenbaai before turning base at minimum circuit altitude.
4. Aircraft on an instrument approach shall maintain the published glide path.
5. Aircraft on a visual approach shall maintain the PAPI glide path.
6. Heights are relative to AD elevation.
7. Altitudes, elevations and heights in feet, distances in nautical miles, bearings are magnetic.

Changes: Curaçao Terminal.

AERO INFO DATE 23 FEB 23

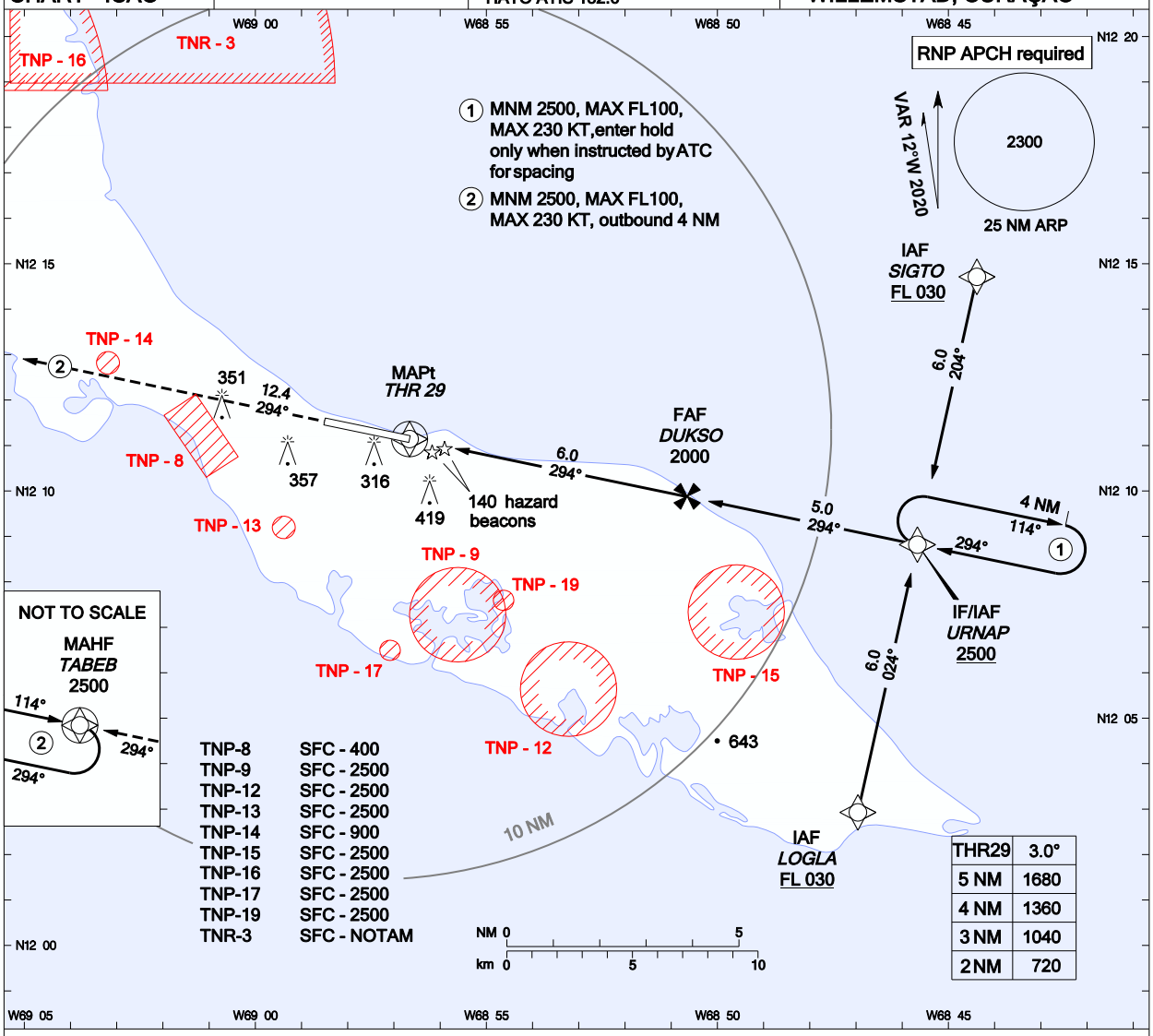
TNCC RNP RWY 11 APPROACH CODING TABLE											
Fix Name	*Fix Type*	*Path Terminator*	*Fly-over*	*Course/Track °M(°T)*	*Dist (NM)*	*Turn dir*	*Alt (ft/FL)*	*Speed (KIAS)*	*Mag var*	*VPA/TCH*	*RNP value*
From PUXUN											
PUXUN	IAF	IF	–	–	–	–	+FL030	–	-11.5	–	–
TABEB	IF/IAF	TF	–	188 (176.77)	6.0	L	+2500	–	-11.5	–	1.0
From MARAX											
MARAX	IAF	IF	–	–	–	–	+FL030	–	-11.5	–	–
TABEB	IF/IAF	TF	–	024 (012.06)	6.0	R	+2500	–	-11.5	–	1.0
From TABEB											
TABEB	–	–	–	–	–	–	+2500	–	-11.5	–	1.0
ELUVA	FAF	TF	–	114 (102.06)	5.0	–	2000	–	-11.5	–	1.0
THR 11	MAPt	TF	Y	114 (102.08)	6.0	–	–	–	-11.5	-3.00/50	0.3
URNAP	MAHF	CF	Y	114 (102.10)	12.4	–	2500	–	-11.5	–	1.0
Other: 1. TABEB holding inbound track 114° (102.06°T), MNM alt 2500, MXM alt FL100, outbound 4.0 NM. 2. URNAP holding inbound track 294° (282.14°T), MNM alt 2500, MXM alt FL100, outbound 4.0 NM.											

Fix name	*Coordinates (WGS-84)*
ELUVA	N 12 12 42.05 W 069 04 03.83
MARAX	N 12 07 51.43 W 069 10 20.21
PUXUN	N 12 19 46.11 W 069 09 24.14
TABEB	N 12 13 45.07 W 069 09 03.42
URNAP	N 12 08 49.15 W 068 45 40.27
THR 11	N 12 11 26.05 W 068 58 03.08

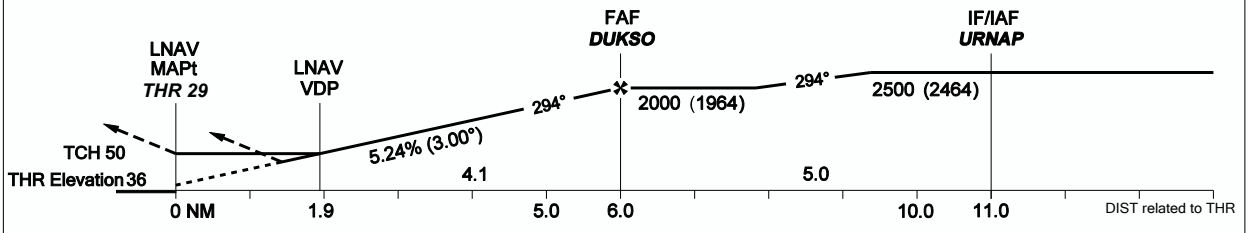
CHANGES: MAGVAR 2020, altitude restriction at IAFs.

AERO INFO DATE 23 FEB 23

INSTRUMENT APPROACH CHART - ICAO	AD ELEVATION: 36 TRANS LEVEL: FL 040 TRANS ALT: 2500 (2464)	CURAÇAO CONTROL 124.1/127.1 CURAÇAO TERMINAL 119.8 HATO TOWER 118.3 HATO ATIS 132.6	RNP RWY 29 AEROPUERTO HATO (TNCC) WILLEMSTAD, CURAÇAO



MISSED APPROACH: Climb to 2500 ft AMSL direct TABEB and hold, or as directed by ATC.



OCA(H)	A	B	C	D
LNAV/VNAV: MNM TEMP 0°C	550 (514)	550 (514)	550 (514)	550 (514)
LNAV	600 (564)	600 (564)	600 (564)	600 (564)
CIRCLING north side only	650 (614)	650 (614)	890 (854)	890 (854)

GROUNDSPEED - DESCENT RATE						
KT	70	90	100	120	140	160
ft/min	372	478	531	637	743	849

1. Visual descent point (VDP) is where LNAV OCA intersects 3°descent slope.
2. Aircraft on an instrument approach shall maintain the published glide path.
3. Aircraft on a visual approach shall maintain the PAPI glide path.
4. Heights are relative to AD elevation.
5. Altitudes, elevations and heights in feet, distances in nautical miles, bearings are magnetic.

Changes: Curaçao Terminal.

AERO INFO DATE 23 FEB 23

TNCC RNP RWY 29 APPROACH CODING TABLE											
Fix Name	*Fix Type*	*Path Terminator*	*Fly-over*	*Course/Track °M(°T)*	*Dist (NM)*	*Turn dir*	*Alt (ft/FL)*	*Speed (KIAS)*	*Mag var*	*VPA/TCH*	*RNP value*
From SIGTO											
SIGTO	IAF	IF	–	–	–	–	+FL030	–	-11.5	–	–
URNAP	IF/IAF	TF	–	204 (192.14)	6.0	R	+2500	–	-11.5	–	1.0
From LOGLA											
LOGLA	IAF	IF	–	–	–	–	+FL030	–	-11.5	–	–
URNAP	IF/IAF	TF	–	024 (012.14)	6.0	L	+2500	–	-11.5	–	1.0
From URNAP											
URNAP	–	–	–	–	–	–	+2500	–	-11.5	–	1.0
DUKSO	FAF	TF	–	294 (282.14)	5.0	–	2000	–	-11.5	–	1.0
THR 29	MAPt	TF	Y	294 (282.12)	6.0	–	–	–	-11.5	-3.00/50	0.3
TABEB	MAHF	CF	Y	294 (282.10)	12.4	–	2500	–	-11.5	–	1.0

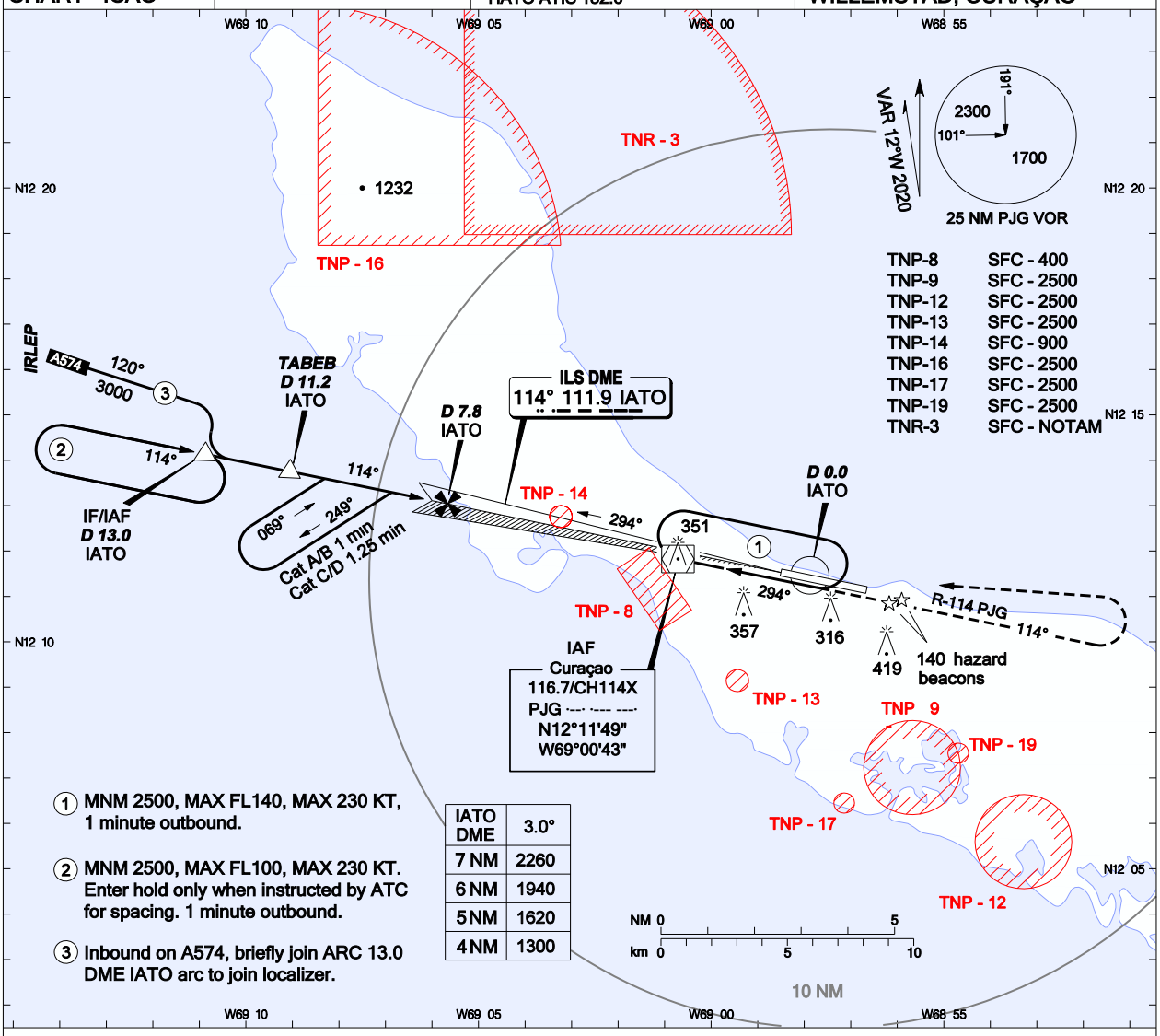
Other:
1. URNAP holding inbound track 294° (282.14°T), MNM alt 2500, MXM alt FL100, outbound 4.0 NM.
2. TABEB holding inbound track 114° (102.06°T), MNM alt 2500, MXM alt FL100, outbound 4.0 NM.

Fix name	*Coordinates (WGS-84)*
DUKSO	N 12 09 52.47 W 068 50 39.72
LOGLA	N 12 02 55.62 W 068 46 57.53
SIGTO	N 12 14 42.67 W 068 44 22.95
TABEB	N 12 13 45.07 W 069 09 03.42
URNAP	N 12 08 49.15 W 068 45 40.27
THR 29	N 12 11 08.46 W 068 56 39.69

CHANGES: MAGVAR 2020, altitude restriction at IAFs.

AERO INFO DATE 23 FEB 23

INSTRUMENT APPROACH CHART - ICAO	AD ELEVATION: 36 TRANS LEVEL: FL 040 TRANS ALT: 2500 (2464)	CURAÇAO CONTROL 124.1/127.1 CURAÇAO TERMINAL 119.8 HATO TOWER 118.3 HATO ATIS 132.6	ILS or LOC RWY 11 AEROPUERTO HATO (TNCC) WILLEMSTAD, CURAÇAO



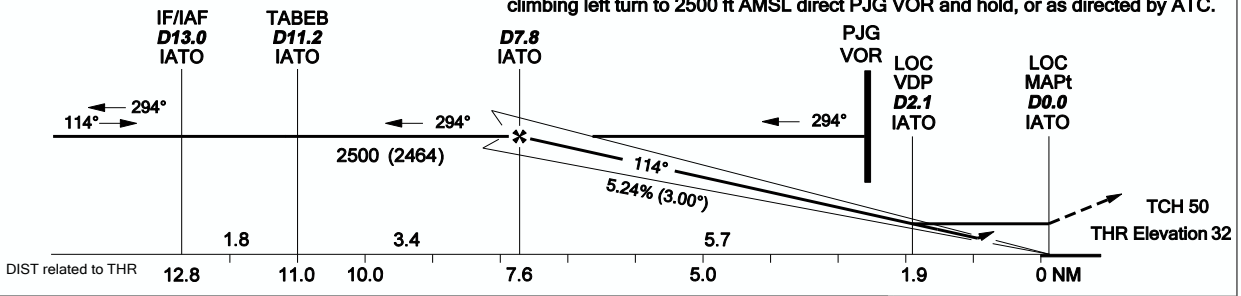
① MNM 2500, MAX FL140, MAX 230 KT, 1 minute outbound.

② MNM 2500, MAX FL100, MAX 230 KT. Enter hold only when instructed by ATC for spacing. 1 minute outbound.

③ Inbound on A574, briefly join ARC 13.0 DME IATO arc to join localizer.

IATO DME	3.0°
7 NM	2260
6 NM	1940
5 NM	1620
4 NM	1300

MISSED APPROACH: Climb to 2000 ft AMSL via R-114 PJG outbound, then climbing left turn to 2500 ft AMSL direct PJG VOR and hold, or as directed by ATC.



OCA(H)	A	B	C	D
ILS CAT I	232 (200)	232 (200)	232 (200)	232 (200)
LOC (GS out)	690 (654)	690 (654)	690 (654)	690 (654)
CIRCLING north side only	690 (654)	690 (654)	890 (854)	890 (854)

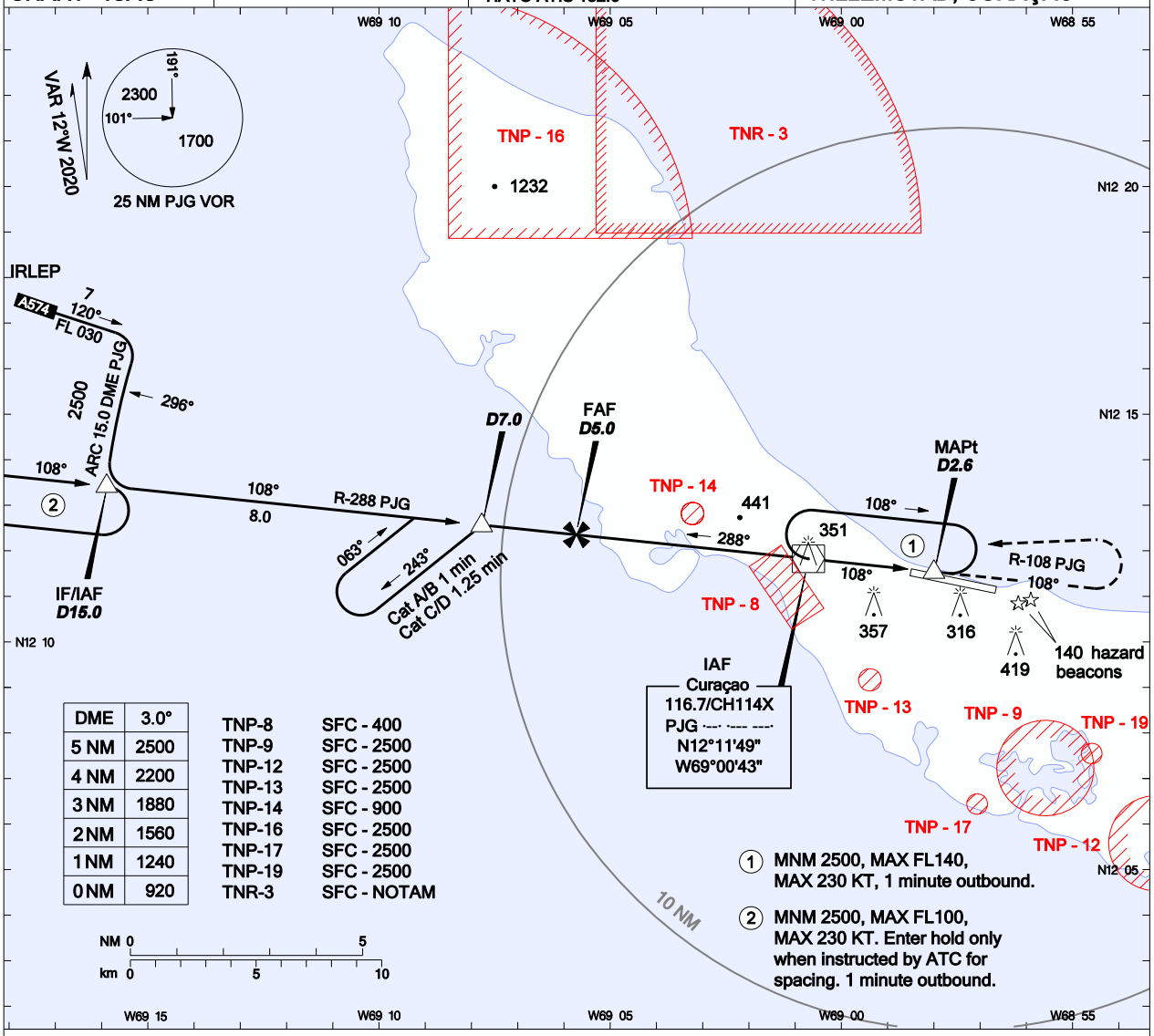
GROUNDSPEED - DESCENT RATE						
KT	70	90	100	120	140	160
ft/min	372	478	531	637	743	849

1. DME required. VOR required.
2. Visual descent point (VDP) is where LOC OCA intersects 3° descent slope.
3. Aircraft on a visual approach RH downwind RWY 11 shall proceed west of Bullenbaai before turning base at minimum circuit altitude.
4. Aircraft on an instrument approach shall maintain the published glide path.
5. Aircraft on a visual approach shall maintain the PAPI glide path.
6. Heights are relative to AD elevation.
7. Altitudes, elevations and heights in feet, distances in nautical miles, bearings are magnetic.

Changes: Curaçao Terminal.

AERO INFO DATE 23 FEB 23

INSTRUMENT APPROACH CHART - ICAO	AD ELEVATION: 36 TRANS LEVEL: FL 040 TRANS ALT: 2500 (2464)	CURAÇAO CONTROL 124.1/127.1 CURAÇAO TERMINAL 119.8 HATO TOWER 118.3 HATO ATIS 132.6	VOR RWY 11 AEROPUERTO HATO (TNCC) WILLEMSTAD, CURAÇAO



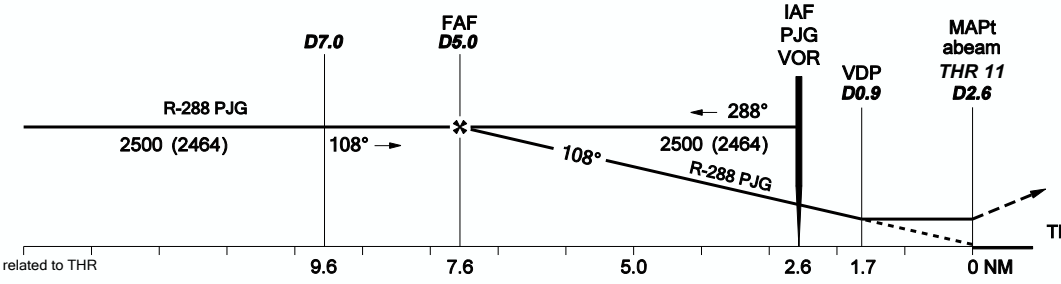
DME	3.0°
5 NM	2500
4 NM	2200
3 NM	1880
2 NM	1560
1 NM	1240
0 NM	920

TNP-8	SFC - 400
TNP-9	SFC - 2500
TNP-12	SFC - 2500
TNP-13	SFC - 2500
TNP-14	SFC - 900
TNP-16	SFC - 2500
TNP-17	SFC - 2500
TNP-19	SFC - 2500
TNR-3	SFC - NOTAM

① MNM 2500, MAX FL140, MAX 230 KT, 1 minute outbound.

② MNM 2500, MAX FL100, MAX 230 KT. Enter hold only when instructed by ATC for spacing. 1 minute outbound.

MISSED APPROACH: Climb to 2000 ft AMSL via R-108 PJG VOR outbound, then climbing left turn to 2500 ft AMSL direct PJG VOR and hold.



OCA(H)	A	B	C	D
STRAIGHT-IN	630 (594)	630 (594)	630 (594)	630 (594)
CIRCLING north side only	650 (614)	650 (614)	890 (854)	890 (854)

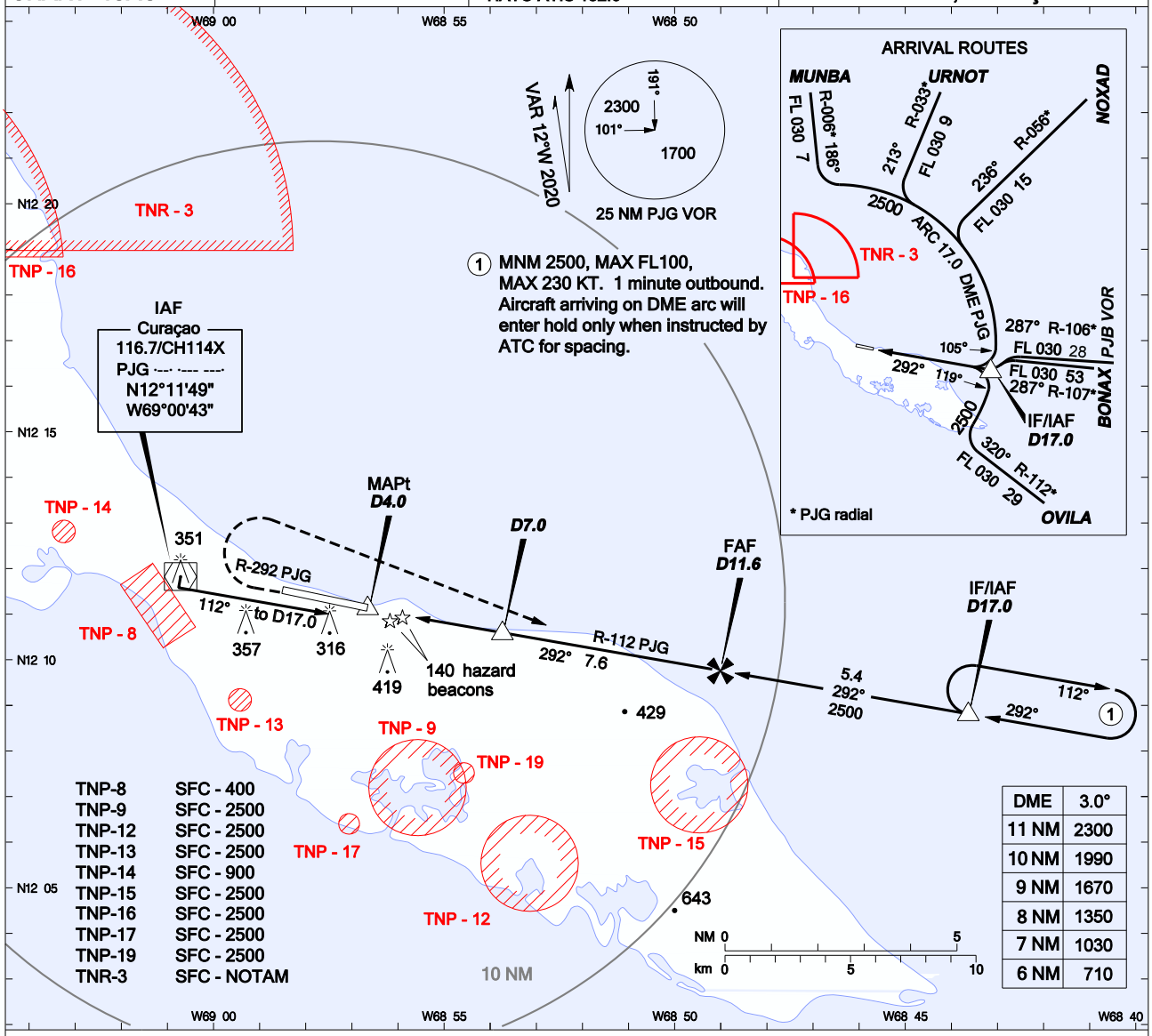
GROUNDSPEED - DESCENT RATE						
KT	70	90	100	120	140	160
ft/min	372	478	531	637	743	849

1. DME required.
2. 3° PAPI slope and 3° final approach slope not coincident.
3. Visual descent point (VDP) is where OCA intersects 3° descent slope.
4. Aircraft on a visual approach RH downwind RWY 11 shall proceed west of Bullenbaai before turning base at minimum circuit altitude.
5. Aircraft on an instrument approach shall maintain the published glide path.
6. Aircraft on a visual approach shall maintain the PAPI glide path.
7. Heights are relative to AD elevation.
8. Altitudes, elevations and heights in feet, distances in nautical miles, bearings are magnetic.

Changes: Curaçao Terminal.

AERO INFO DATE 23 FEB 23

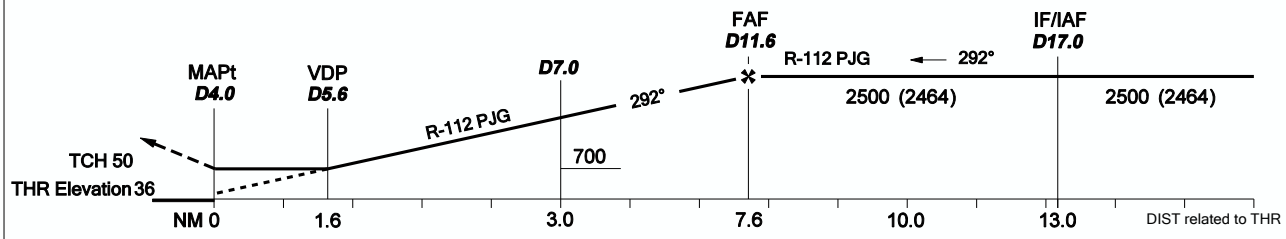
INSTRUMENT APPROACH CHART - ICAO	AD ELEVATION: 36 TRANS LEVEL: FL 040 TRANS ALT: 2500 (2464)	CURAÇAO CONTROL 124.1/127.1 CURAÇAO TERMINAL 119.8 HATO TOWER 118.3 HATO ATIS 132.6	VOR RWY 29 AEROPUERTO HATO (TNCC) WILLEMSTAD, CURAÇAO



DME	3.0°
11 NM	2300
10 NM	1990
9 NM	1670
8 NM	1350
7 NM	1030
6 NM	710

TNP-8	SFC - 400
TNP-9	SFC - 2500
TNP-12	SFC - 2500
TNP-13	SFC - 2500
TNP-14	SFC - 900
TNP-15	SFC - 2500
TNP-16	SFC - 2500
TNP-17	SFC - 2500
TNP-19	SFC - 2500
TNR-3	SFC - NOTAM

MISSED APPROACH: Climb to 2000 ft AMSL via R-112 PJG inbound (and R-292 PJG outbound as needed), then climbing right turn to 2500 ft AMSL joining R-112 PJG outbound to 17.0 DME PJG and hold, or as directed by ATC.



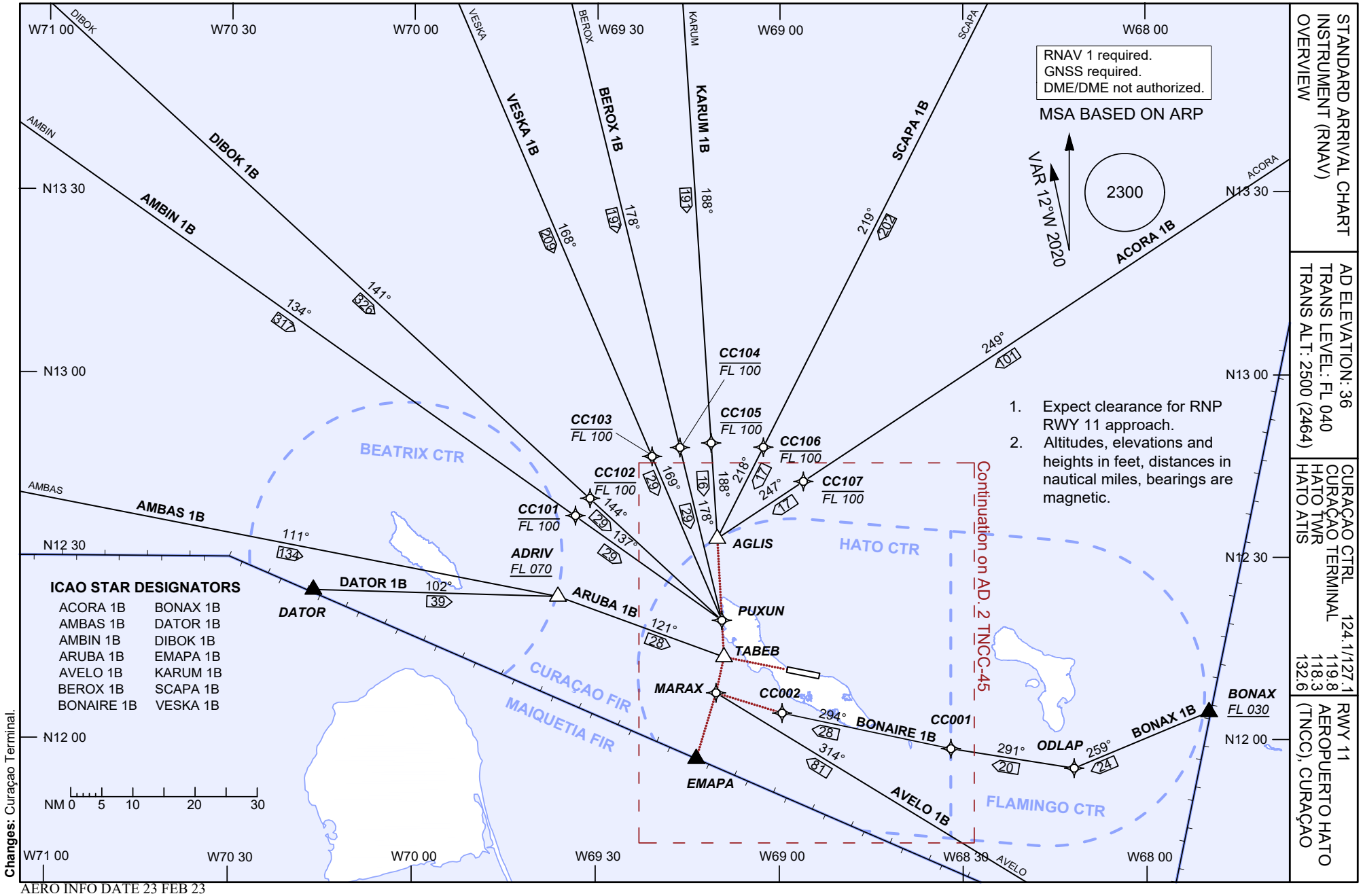
OCA(H)	A	B	C	D
STRAIGHT-IN	580 (544)	580 (544)	580 (544)	580 (544)
CIRCLING north side only	650 (614)	650 (614)	890 (854)	890 (854)

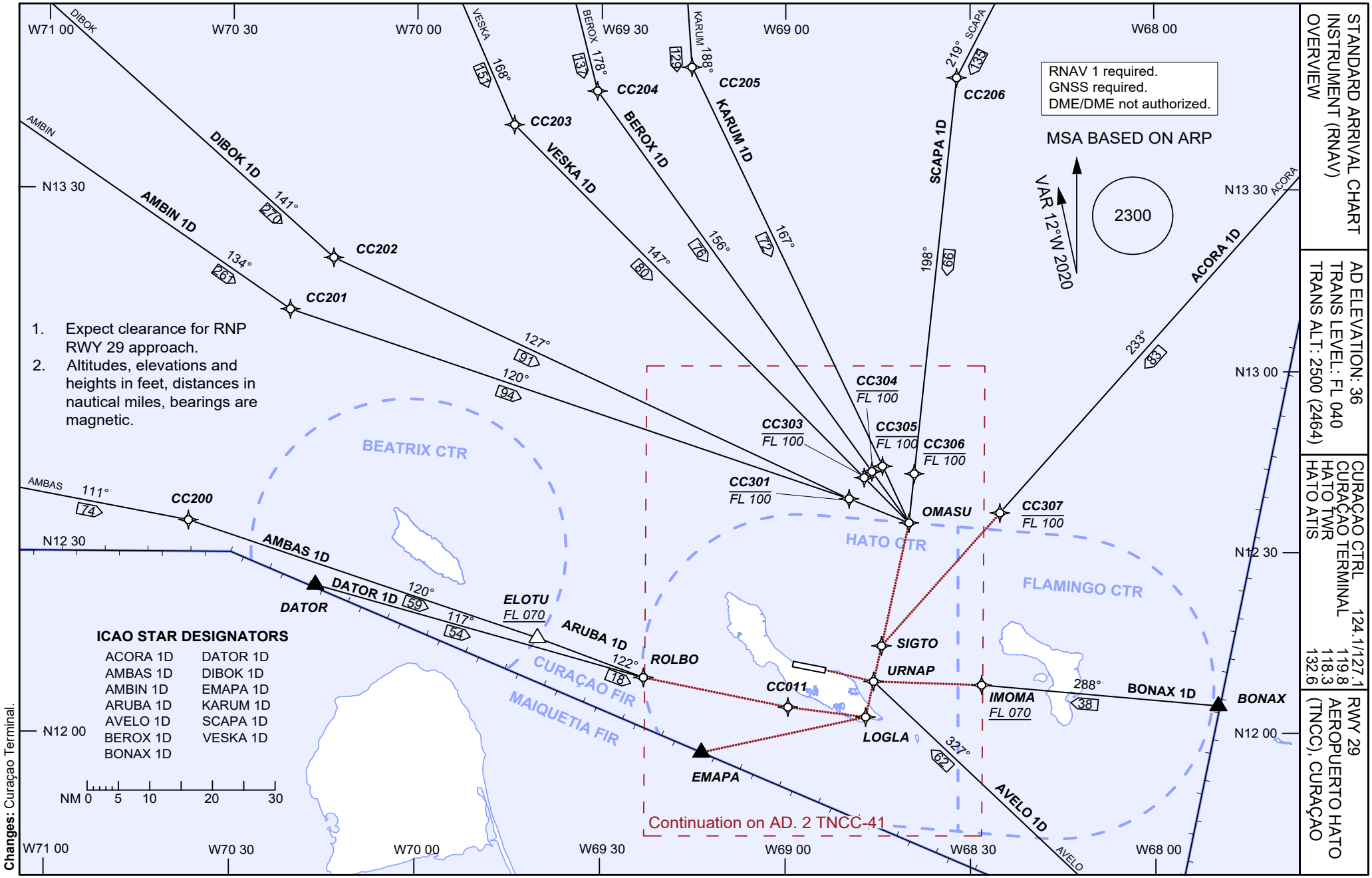
GROUNDSPEED - DESCENT RATE						
KT	70	90	100	120	140	160
ft/min	372	478	531	637	743	849

1. DME required.
2. Visual descent point (VDP) is where OCA intersects 3° descent slope.
3. Aircraft on an instrument approach shall maintain the published glide path.
4. Aircraft on a visual approach shall maintain the PAPI glide path.
5. Heights are relative to AD elevation.
6. Altitudes, elevations and heights in feet, distances in nautical miles, bearings are magnetic.

Changes: Curaçao Terminal.

AERO INFO DATE 23 FEB 23

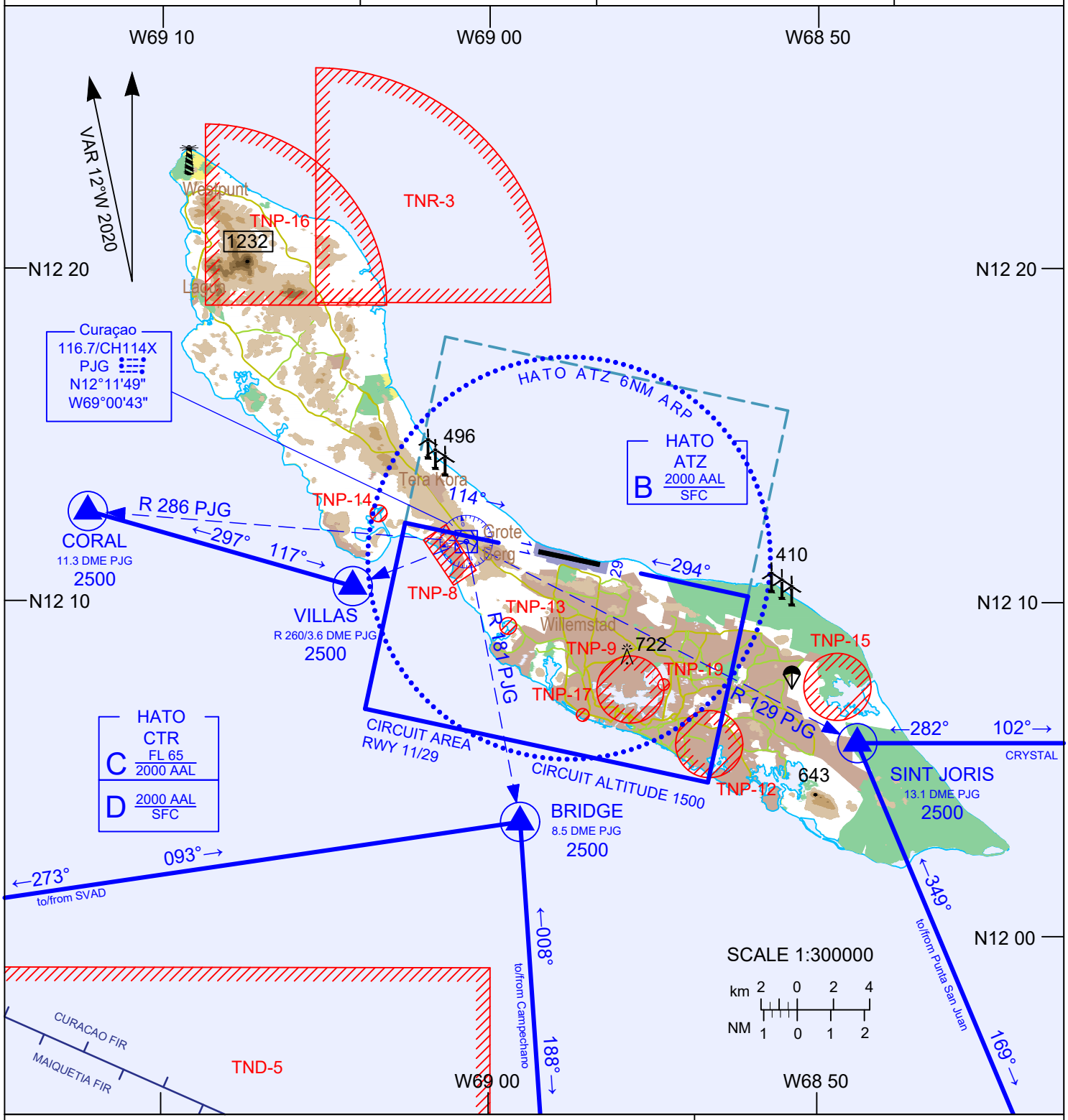

STANDARD ARRIVAL CHART
INSTRUMENT (RNAV)
OVERVIEW
AD ELEVATION: 36
TRANS LEVEL: FL 040
TRANS ALT: 2500 (2464)
CURAÇAO CTRL 124.1/127.1
CURAÇAO TERMINAL 119.8
HATO TWR 118.3
HATO ATIS 132.6
RWY 11
AEROPUERTO HATO
(TNCC), CURAÇAO
RNAV 1 required.
GNSS required.
DME/DME not authorized.
MSA BASED ON ARP
2300
VAR 12°W 2020
1. Expect clearance for RNP RWY 11 approach.
2. Altitudes, elevations and heights in feet, distances in nautical miles, bearings are magnetic.
ICAO STAR DESIGNATORS
ACORA 1B
AMBAS 1B
AMBIN 1B
ARUBA 1B
AVELO 1B
BEROX 1B
BONAIRE 1B
BONAX 1B
DATOR 1B
DIBOK 1B
EMAPA 1B
KARUM 1B
SCAPA 1B
VESKA 1B
DIBOK
AMBIN
VESKA
BEROX
KARUM
SCAPA
ACORA
AMBAS
DIBOK 1B
AMBIN 1B
VESKA 1B
BEROX 1B
KARUM 1B
SCAPA 1B
ACORA 1B
AMBAS 1B
DATOR 1B
ARUBA 1B
AVELO 1B
BONAIRE 1B
BONAX 1B
CC104 FL 100
CC105 FL 100
CC103 FL 100
CC106 FL 100
CC102 FL 100
CC107 FL 100
CC101 FL 100
ADRIV FL 070
AGLIS
PUXUN
TABEB
MARAX
CC002
CC001
EMAPA
DATOR
ODLAP
BONAX FL 030
BEATRIX CTR
HATO CTR
FLAMINGO CTR
CURAÇAO FIR
MAIQUETIA FIR
Continuation on AD 2 TNCC-45
W71 00
W70 30
W70 00
W69 30
W69 00
W68 30
W68 00
N13 30
N13 00
N12 30
N12 00
NM 0 5 10 20 30
Changes: Curaçao Terminal.
AERO INFO DATE 23 FEB 23



Changes: Curaçao Terminal.

AERO INFO DATE 23 FEB 23

VISUAL APPROACH CHART	AD ELEVATION: 36 TRANS LEVEL: FL 40 TRANS ALT: 2500 (2464)	CURAÇAO CTRL 124.1/127.1 CURAÇAO TERMINAL 119.8 HATO TWR 118.3 HATO ATIS 132.6	AEROPUERTO HATO (TNCC) CURAÇAO



1. Highest known elevation on this chart: 1232
2. For description VFR - procedures see TNCC AD 2.22
3. VFR routes are advisory.

0 200 400 600 800 1000 1200

4. Circuit area depicted by ——— at ATC discretion only.
5. For inter-island flights, see ENR 6.1-19.
6. All aeroplanes shall be IFR equipped.
7. Pilot must be able to navigate the aeroplane by use of the on-board electronic navigation equipment.
8. Altitudes, elevations and heights in feet, distances in nautical miles, bearings are magnetic.

TNP-8	SFC - 400	TNP-16	SFC - 2500
TNP-9	SFC - 2500	TNP-17	SFC - 2500
TNP-12	SFC - 2500	TNP-19	SFC - 2500
TNP-13	SFC - 2500	TNR-3	SFC - NOTAM
TNP-14	SFC - 900	TND-5	SFC - 10000
TNP-15	SFC - 2500		

Changes: Curaçao Terminal.

AERO INFO DATE 23 FEB 23

TNCC AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

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TNCA AD 2.1 AERODROME LOCATION INDICATOR AND NAME

TNCA - INTERNATIONAL REINA BEATRIX AIRPORT

TNCA AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	*ARP coordinates and site at AD*	123005N 0700055W 1371m. Brg 104 True from threshold of Rwy 11.
2	*Direction and distance from (city)*	2 NM (3.9 KM) SE Of Oranjestad
3	*Elevation / Reference temperature (Mean Low temperature)*	Elev: 18.9 M (62 FT) / T: 33° C (Mean Low T: NIL)
4	*Geoid undulation at AD ELEV PSN*	-27 M (-88.6 FT)
5	*MAG VAR / Annual change*	11° W (2020) / 0°7' W
6	*AD Administration, address, telephone, telefax, telex, AFS*	Aruba Airport Authority N.V. Queen Beatrix International Airport Sabana Berde 75 Oranjestad Aruba Tel: (+297) 524 2424 Telex: (+297) 583 4229
7	*Types of traffic permitted (IFR/VFR)*	IFR/VFR
8	*Remarks*	NIL

TNCA AD 2.3 OPERATIONAL HOURS

1	*AD Administration*	MON-FRI 1100-2030 UTC
2	*Customs and immigration*	1100-0300 UTC
3	*Health and sanitation*	1100-0300 UTC
4	*AIS Briefing Office*	11:00-0300 UTC
5	*ATS Reporting Office (ARO)*	1100-0300 UTC
6	*MET Briefing Office*	H24
7	*ATS*	1100-0300 UTC
8	*Fuelling*	1100-0300 UTC
9	*Handling*	MON-FRI 1100-2030 UTC
10	*Security*	H24
11	*De-icing*	N/A

12	*Remarks*	All commercial aircraft, including cargo aircraft, need prior clearance/slot-times from the Aruba Airport Authority N.V. No clearance/slot-times will be given for cargo flights on Saturday and Sunday between 14:00 and 23:59 UTC. Traffic not adhering to the slot-time, will be diverted to the alternate aerodrome. This clearance/slot-times shall be obtained at least one (1) week (7 days) in advance by the Aruba Airport Authority N.V. Daily 1300-2300 UTC and during daylight time 1300-2300 UTC US CBP preclearance for General aviation Aircraft available from 1300 UTC to 2300 UTC, during daylight saving Time from 1300 UTC to 2100 UTC. Preclearance service needs to be requested at least 48hrs before flight. For More information contact JET-TNCA at tel.(+297) 588 2465 or (+297) 524 2530 or ops@jet-tnca.com **Operational Hours** The aerodrome will be available for specific, exempted flight operations outside regular hours (1100 – 0300 UTC). Coordination for each operation shall be conducted on a case-by-case basis. **Flight Coordination** All authorized flights shall be pre-coordinated with the Aruba Airport Authority (AAA) as follows: • Advance notice: ○ A minimum of 1 hour and 30 minutes prior notification is required. • Contact details for coordination: ○ Apron Management Unit (AMU): (+297) 524 2242 ○ Operational Control Center (OCC): (+297) 524 2145 **Authorized Flights** The following types of flights are authorized to operate outside normal operational hours: • Military Flights • Coast Guard Flights • Search and Rescue (SAR) Flights • Medevac and Hospital Flights • Humanitarian Flights

TNCA AD 2.4 HANDLING SERVICES AND FACILITIES

1	*Cargo-handling facilities*	Scissors type lift truck, fork lifts, conveyor belts, sufficient number of various vehicles and equipment. Ground handling companies Beatrix Airport: Swissport Cargo Services/Aerocargo Telephone: (297) 582-2470 Facsimile: (297) 583-0622 American Airlines Cargo Telephone: (297) 582-2770 Facsimile: (297) 582-3377 Amerijet Inc. Telephone: (297) 582-6000 Facsimile: (297) 582-6263 ArubaPort, Cargo & Express/DHL Telephone: (297) 582-0517 Facsimile: (297) 583-0918 Fast Delivery Services N.V./ UPS Telephone: (297) 588-0640 Facsimile: (297) 588-0639
2	*Fuel / oil types*	Fuel: JET A1, AVGAS 100 Oil: OTHER W100
3	*Fuelling facilities/capacity*	AVGAS: One Tank of 20,000 Gls Storage Cap. One refueler of 2,750 Gls Jet A-1: Two Tanks: one 6,000 & one1,000 Barreles Storage Cap. Six refuelers of 10,000 Gls and One of 15,000 Gls USG.
4	*De-icing facilities*	N/A
5	*Hangar space for visiting aircraft*	Limited, by prior arrangement only
6	*Repair facilities for visiting aircraft*	Minor Airframes and Power plant for all types; Major and minor for light aircraft.
7	*Remarks*	Push Back trucks available

TNCA AD 2.5 PASSENGER FACILITIES

1	*Hotels*	the vicinity and in the city: Unlimited
2	*Restaurants*	AD, near vicinity and in the city: Unlimited
3	*Transportation*	Car rentals; Taxi's and Public transportation
4	*Medical facilities*	First aid treatment, paramedic at AD, 6 Ambulances, Hospital in the hotel area 3.5 NM from AD
5	*Bank and Post Office*	Bank: Bank available Post: NIL
6	*Tourist Office*	Available at the AD and in the city
7	*Remarks*	NIL

TNCA AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	*AD category for fire fighting*	CAT 9
2	*Rescue equipment*	Three (3) trucks. Water tank 11755 GAL (44492 L). Foam Tank 1140 GAL (4315 L). Dry Chem. 1250 LBS (568 KG). Additional TV-2: 3000 GAL (11355 L).
3	*Capability for removal of disabled aircraft*	Arranged by local engineers. Crane and Forklift.
4	*Remarks*	NIL

TNCA AD 2.7 SEASONAL AVAILABILITY

1	*Types of clearing equipment*	NIL
2	*Clearance priorities*	NIL
3	*Use of material for movement area surface treatment*	NIL
4	*Specially prepared winter runways*	NIL
5	*Remarks*	NIL

TNCA AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1 *Apron surface and strength*

Designator	*Surface*	*Strength*
GA Apron	NIL	PCN 26/F/A/X/T
Main Apron stands 1-9	Concrete and asphalt	PCN 66/R/A/W/T
Main Apron stands 11-17	Concrete and asphalt	PCN 64/R/B/W/T
Main Apron stands 23-24	Concrete and asphalt	PCN 65/R/A/W/T

2 *Taxiway width, surface and strength*

Designator of TWY	*Width*	*Surface*	*Strength*
TWY	23.0 M	Concrete and asphalt	NIL
TWY A/B/C/G	NIL	NIL	PCN 68/F/A/W/T
TWY BEHIND STAND	NIL	NIL	PCN 59/F/A/X/T
TWY E/F/H &TAXIL	NIL	NIL	PCN 32/F/A/X/T
TWY K	NIL	NIL	PCN 61/F/B/X/T

3	*Altimeter checkpoint location and elevation*	Location: At Apron Elevation: 20 ft
4	*VOR checkpoints*	NIL
5	*INS checkpoints*	NIL
6	*Remarks*	NIL

TNCA 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*	Taxiing guidance system: Guidance sign boards at entrances to all TWY, reflected or Lighted. On Aprons: stand markings, boundary lines. On Aprons and TWY: Guidance to the parking position is executed by Marshall's or visual docking guidance system (AGNIS) see Page TNCA AD2.24-4
2	*RWY and TWY markings and LGT*	RWY lighting: RWY 11 Edge, threshold, end. RWY 29 Edge, threshold, end. TWY lighting: all taxiways-taxiway edge lights. RWY marking: Threshold, touchdown, center line, fixed Distance RWY designations. TWY markings: Taxi holding positions, TWY center line All taxiways. Altimeter check location See page TNCA AD 2.25
3	*Stop bars and runway guard lights*	Available
4	*Other runway protection measures*	NIL

5	*Remarks*	Marking AIDS: Threshold; Touchdown; Centerline; RWY designations; all RWYs, taxi holding position; TWY centerline; guidance Apron and Aircraft stands markings and Turning Bay 11 marking. Intersection C from RWY to APRON restricted to wingspan MAX 36 m.

TNCA AD 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID / Designation	*OBST type*	*OBST position*	*ELEV/ HGT*	*Markings/ Type, colour*	*Remarks*
a	*b*	*c*	*d*	*e*	*f*
TNCA-586	TREE	123014.3N 0700143.7W	7.5 M / 4.8 M	N/A	NIL
TNCA-587	TREE	123014.4N 0700143.9W	7.6 M / 5.2 M	N/A	NIL
TNCA-588	TREE	123014.8N 0700143.8W	6.6 M / 5.1 M	N/A	NIL
TNCA-589	TREE	123015.7N 0700144.9W	6.7 M / 5.2 M	N/A	NIL
TNCA-590	TREE	123018.6N 0700145.9W	6.7 M / 2.9 M	N/A	NIL
TNCA-591	TREE	123018.4N 0700145.6W	6.7 M / 4.5 M	N/A	NIL
TNCA-607	CRANE	123015.8N 0700033.9W	70.3 M / 47.7 M	N/A	NIL
TNCA-608	POLE	123014.7N 0700049.9W	38.9 M / 23.2 M	N/A	NIL
TNCA-617	POLE	123012.6N 0700034.2W	49.0 M / 28.8 M	N/A	NIL
TNCA-618	POLE	123011.6N 0700030.7W	50.2 M / 29.1 M	N/A	NIL
TNCA-620	POLE	123010.2N 0700023.7W	50.8 M / 29.3 M	N/A	NIL
TNCA-634	SUPER STRUCTURE	122845.6N 0695948.5W	66.6 M / 65.0 M	N/A	NIL
TNCA-635	CRANE	122848.7N 0695954.1W	64.9 M / 62.9 M	N/A	NIL
TNCA-642	BOAT MAST	123000.3N 0700108.1W	23.7 M / 21.5 M	N/A	NIL
TNCA-644	BOAT MAST	123000.4N 0700109.6W	28.6 M / 26.4 M	N/A	NIL
TNCA-645	BOAT MAST	123000.7N 0700111.7W	29.4 M / 27.5 M	N/A	NIL
TNCA-654	ANTENNA	123012.5N 0700026.3W	57.2 M / 35.8 M	N/A	NIL
TNCA-662	TOWER	123100.6N 0695941.5W	177.3 M / 12.6 M	N/A	NIL
TNCA-666	TANK	123032.1N 0695801.0W	119.3 M / 17.8 M	N/A	NIL
TNCA-671	RADAR	122939.3N 0695626.5W	216.8 M / 29.2 M	N/A	NIL

In Area 2					
OBST ID / Designation	*OBST type*	*OBST position*	*ELEV/ HGT*	*Markings/ Type, colour*	*Remarks*
a	*b*	*c*	*d*	*e*	*f*
TNCA-674	POLE	122939.3N 0695933.3W	42.1 M / 9.4 M	N/A	NIL
TNCA-676	ANTENNA	122823.5N 0695825.2W	5.0 M / 10.0 M	N/A	NIL
TNCA-817	TANK	122921.2N 0695827.2W	72.0 M / 18.3 M	N/A	NIL
TNCA-1002	BUILDING	122946.2N 0695925.6W	46.1 M / 3.4 M	N/A	NIL
TNCA-1008	BUILDING	122947.8N 0695929.5W	43.3 M / 5.1 M	N/A	NIL
TNCA-1028	TERRAIN	123009.5N 0695830.8W	66.0 M / 0.0 M	N/A	NIL
TNCA-1029	TERRAIN	123010.3N 0695829.9W	68.0 M / 0.0 M	N/A	NIL
TNCA-1030	TERRAIN	123023.3N 0695826.7W	66.2 M / 0.0 M	N/A	NIL
TNCA-1031	TERRAIN	123021.7N 0695824.3W	65.4 M / 0.0 M	N/A	NIL
TNCA-1032	TERRAIN	123023.3N 0695827.6W	64.6 M / 0.0 M	N/A	NIL
TNCA-1033	TERRAIN	123020.9N 0695824.5W	64.7 M / 0.0 M	N/A	NIL
TNCA-1034	TERRAIN	123020.2N 0695823.8W	64.9 M / 0.0 M	N/A	NIL
TNCA-1035	POLE	123013.2N 0695824.7W	64.3 M / 8.3 M	N/A	NIL
TNCA-1036	TERRAIN	123010.3N 0695829.5W	66.3 M / 0.0 M	N/A	NIL
TNCA-1037	TERRAIN	123011.1N 0695830.3W	66.3 M / 0.0 M	N/A	NIL
TNCA-1038	TERRAIN	123140.9N 0695855.8W	74.5 M / 0.0 M	N/A	NIL
TNCA-1039	TERRAIN	123142.3N 0695850.8W	69.7 M / 0.0 M	N/A	NIL
TNCA-1040	TERRAIN	123139.6N 0695851.0W	68.2 M / 0.0 M	N/A	NIL
TNCA-1041	TERRAIN	123137.0N 0695849.7W	66.1 M / 0.0 M	N/A	NIL
TNCA-1042	TERRAIN	123135.6N 0695847.9W	64.8 M / 0.0 M	N/A	NIL
TNCA-1047	TERRAIN	123140.2N 0695856.0W	68.7 M / 0.0 M	N/A	NIL
TNCA-1048	TERRAIN	123140.4N 0695856.0W	72.9 M / 0.0 M	N/A	NIL
TNCA-1049	TERRAIN	123141.1N 0695855.4W	74.1 M / 0.0 M	N/A	NIL
TNCA-1050	TERRAIN	123141.2N 0695855.1W	73.1 M / 0.0 M	N/A	NIL

In Area 2					
OBST ID / Designation	*OBST type*	*OBST position*	*ELEV/ HGT*	*Markings/ Type, colour*	*Remarks*
a	*b*	*c*	*d*	*e*	*f*
TNCA-1055	TERRAIN	123137.8N 0695850.8W	64.1 M / 0.0 M	N/A	NIL
TNCA-1060	TERRAIN	123142.1N 0695855.8W	65.9 M / 0.0 M	N/A	NIL
TNCA-1061	TERRAIN	123141.3N 0695854.5W	70.0 M / 0.0 M	N/A	NIL
TNCA-1062	TERRAIN	123140.3N 0695855.3W	69.2 M / 0.0 M	N/A	NIL
TNCA-1063	TERRAIN	123139.9N 0695855.7W	65.7 M / 0.0 M	N/A	NIL
TNCA-1068	TERRAIN	123029.1N 0695936.4W	71.0 M / 0.0 MI	N/A	NIL
TNCA-1069	TERRAIN	123030.9N 0695940.9W	75.0 M / 0.0 M	N/A	NIL
TNCA-1070	TERRAIN	123029.6N 0695938.8W	74.3 M / 0.0 M	N/A	NIL
TNCA-1071	TERRAIN	123032.5N 0695943.2W	70.2 M / 0.0 M	N/A	NIL
TNCA-1076	TERRAIN	123029.4N 0695937.5W	71.8 M / 0.0 M	N/A	NIL
TNCA-1077	TERRAIN	123029.6N 0695939.4W	75.3 M / 0.0 M	N/A	NIL
TNCA-1078	TERRAIN	123030.0N 0695940.4W	75.0 M / 0.0 M	N/A	NIL
TNCA-1081	TERRAIN	123043.2N 0695947.6W	85.8 M / 0.0 M	N/A	NIL
TNCA-1082	TERRAIN	123044.2N 0695947.9W	86.1 M / 0.0 M	N/A	NIL
TNCA-1083	TERRAIN	123040.1N 0695947.4W	67.3 M / 0.0 M	N/A	NIL
TNCA-1084	TERRAIN	123040.1N 0695947.4W	67.2 M / 0.0 M	N/A	NIL
TNCA-1098	TERRAIN	123104.2N 0695842.9W	152.1 M / 0.0 M	N/A	NIL
TNCA-1102	TERRAIN	123100.0N 0695940.0W	135.0 M / 0.0 M	N/A	NIL
TNCA-1103	BUILDING	123101.3N 0695941.7W	167.5 M / 2.5 M	N/A	NIL
TNCA-1106	BUILDING	123047.5N 0695805.6W	74.3 M / 4.7 M	N/A	NIL
TNCA-1109	BUILDING	123046.8N 0695804.0W	76.2 M / 4.1 M	N/A	NIL
TNCA-1110	BUILDING	123045.0N 0695803.8W	72.8 M / 4.2 M	N/A	NIL
TNCA-1111	BUILDING	123044.5N 0695802.7W	78.0 M / 6.0 M	N/A	NIL
TNCA-1112	BUILDING	123042.4N 0695801.5W	78.8 M / 4.6 M	N/A	NIL

In Area 2					
OBST ID / Designation	*OBST type*	*OBST position*	*ELEV/ HGT*	*Markings/ Type, colour*	*Remarks*
a	*b*	*c*	*d*	*e*	*f*
TNCA-1113	BUILDING	123042.2N 0695800.8W	78.5 M / 3.8 M	N/A	NIL
TNCA-1114	BUILDING	123041.3N 0695801.6W	78.4 M / 4.4 M	N/A	NIL
TNCA-1115	BUILDING	123041.0N 0695800.4W	80.4 M / 4.9 M	N/A	NIL
TNCA-1116	BUILDING	123040.9N 0695800.4W	83.7 M / 7.1 M	N/A	NIL
TNCA-1118	BRIDGE	123038.3N 0695756.0W	90.4 M / 4.5 M	N/A	NIL
TNCA-1119	BUILDING	123038.6N 0695755.3W	88.6 M / 3.5 M	N/A	NIL
TNCA-1120	BUILDING	123036.6N 0695756.7W	91.6 M / 4.5 M	N/A	NIL
TNCA-1121	BUILDING	123036.6N 0695756.7W	91.6 M / 4.5 M	N/A	NIL
TNCA-1123	BUILDING	123024.2N 0695803.6W	66.2 M / 4.1 M	N/A	NIL
TNCA-1125	BUILDING	123047.6N 0695804.7W	73.0 M / 3.2 M	N/A	NIL
TNCA-1128	TREE	123046.2N 0695803.8W	74.8 M / 2.8 M	N/A	NIL
TNCA-1129	BUILDING	123037.9N 0695758.8W	84.4 M / 3.3 M	N/A	NIL
TNCA-1130	BUILDING	123038.7N 0695759.2W	82.6 M / 3.4 M	N/A	NIL
TNCA-1131	BUILDING	123039.8N 0695759.2W	82.7 M / 3.8 M	N/A	NIL
TNCA-1132	BUILDING	123040.3N 0695759.5W	81.2 M / 3.0 M	N/A	NIL
TNCA-1133	BUILDING	123039.9N 0695759.9W	81.2 M / 2.7 M	N/A	NIL
TNCA-1134	BUILDING	123041.3N 0695759.5W	77.6 M / 2.3 M	N/A	NIL
TNCA-1135	BUILDING	123042.2N 0695759.4W	76.7 M / 3.0 M	N/A	NIL
TNCA-1136	BUILDING	123042.7N 0695800.6W	76.5 M / 2.0 M	N/A	NIL
TNCA-1137	BUILDING	123035.4N 0695758.6W	88.0 M / 3.0 M	N/A	NIL
TNCA-1138	BUILDING	123048.0N 0695757.9W	88.6 M / 3.5 M	N/A	NIL
TNCA-1139	BRIDGE	123034.9N 0695758.0W	89.1 M / 2.8 M	N/A	NIL
TNCA-1140	BUILDING	123036.0N 0695856.4W	89.9 M / 4.2 M	N/A	NIL
TNCA-1141	TREE	123029.9N 0695756.5W	93.7 M / 3.1 M	N/A	NIL

In Area 2					
OBST ID / Designation	*OBST type*	*OBST position*	*ELEV/ HGT*	*Markings/ Type, colour*	*Remarks*
a	*b*	*c*	*d*	*e*	*f*
TNCA-1142	ANTENNA	123031.2N 0695802.5W	107.4 M / 11.2 M	N/A	NIL
TNCA-1143	VERTICAL STRUCTURE	123029.9N 0695803.7W	110.7 M / 5.2 M	N/A	NIL
TNCA-1146	BUILDING	123040.8N 0695801.7W	76.1 M / 2.2 M	N/A	NIL
TNCA-1147	TREE	123040.5N 0695758.9W	81.2 M / 5.0 M	N/A	NIL
TNCA-1148	BUILDING	123041.6N 0695759.3W	77.1 M / 2.6 M	N/A	NIL
TNCA-1149	TREE	123032.2N 0695757.7W	97.8 M / 3.4 M	N/A	NIL
TNCA-1150	TREE	123028.6N 0695756.7W	90.0 M / 4.2 M	N/A	NIL
TNCA-1151	TREE	123025.0N 0695756.9W	74.6 M / 2.8 M	N/A	NIL
TNCA-1152	TERRAIN	123026.8N 0695756.7W	82.9 M / 0.0 M	N/A	NIL
TNCA-1153	TERRAIN	123034.1N 0695803.8W	84.8 M / 0.0 M	N/A	NIL
TNCA-1154	TREE	123038.5N 0695754.6W	87.1 M / 5.1 M	N/A	NIL
TNCA-1158	TERRAIN	123036.7N 0695801.4W	76.2 M / 0.0 M	N/A	NIL
TNCA-1160	TREE	123023.9N 0695802.7W	65.8 M / 4.5 M	N/A	NIL
TNCA-1182	TERRAIN	122911.8N 0695617.2W	174.0 M / 0.0 M	N/A	NIL
TNCA-1183	BUILDING	122915.0N 0695626.2W	193.4 M / 5.0 M	N/A	NIL
TNCA-1217	TERRAIN	122914.5N 0695626.2W	188.6 M / 0.0 M	N/A	NIL
TNCA-1426	BUILDING	123032.2N 0695807.4W	68.8 M / 3.1 M	N/A	NIL
TNCA-1427	TERRAIN	123034.9N 0695805.7W	73.7 M / 0.0 M	N/A	NIL
TNCA-1459	TERRAIN	123035.4N 0695755.2W	81.7 M / 0.0 M	N/A	NIL
TNCA-1466	BUILDING	123041.6N 0695802.3W	75.4 M / 2.7 M	N/A	NIL
TNCA-1482	TERRAIN	123034.3N 0695800.9W	86.4 M / 0.0 M	N/A	NIL
TNCA-1507	TERRAIN	123105.9N 0695942.4W	120.8 M / 0.0 M	N/A	NIL
TNCA-1534	POLE	123041.2N 0695758.3W	81.2 M / 7.3 M	N/A	NIL
TNCA-1536	TREE	123051.5N 0695803.2W	76.6 M / 3.9 M	N/A	NIL

In Area 2					
OBST ID / Designation	*OBST type*	*OBST position*	*ELEV/ HGT*	*Markings/ Type, colour*	*Remarks*
a	*b*	*c*	*d*	*e*	*f*
TNCA-1545	TOWER	123144.1N 0695903.9W	75.5 M / 26.7 M	N/A	NIL
TNCA-1549	TREE	123033.8N 0695807.6W	66.4 M / 4.5 M	N/A	NIL
TNCA-1550	TERRAIN	123023.5N 0695822.9W	64.4 M / 0.0 M	N/A	NIL
TNCA-1558	TREE	123045.9N 0695805.7W	70.8 M / 5.3 M	N/A	NIL
TNCA-1559	TREE	123049.7N 0695804.3W	73.9 M / 5.7 M	N/A	NIL
TNCA-1560	TREE	123050.2N 0695803.8W	75.9 M / 3.5 M	N/A	NIL
In Area 3					
OBST ID / Designation	*OBST type*	*OBST position*	*ELEV/ HGT*	*Markings/ Type, colour*	*Remarks*
a	*b*	*c*	*d*	*e*	*f*
NIL					

TNCA AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	*Associated MET Office*	ARUBA
2	*Hours of service* *MET Office outside hours*	H24
3	*Office responsible for TAF preparation* *Period of validity*	Meteorological Department Aruba (AMO)
4	*Trend forecast* *Interval of issuance*	NIL
5	*Briefing/consultation provided*	Personal briefing by telephone from MDC office. T, TV, D
6	*Flight documentation* *Language(s) used*	C, TB (Reports, forecasts), METAR, SPECI English
7	*Charts and other information available for briefing or consultation*	P, W, S, U
8	*Supplementary equipment available for providing information*	Facscimile, Email, ATIS, Weather monitoring system (star A)
9	*ATS units provided with information*	BEATRIX TWR/APP
10	*Additional information (limitation of service, etc.)*	Briefing Aruba Beatrix Int'l Direct line: (297) 582-6497 Telefax: (297) 582-6497 after six (6) rings Dept. Civil Aviation (297) 523-2665 ext. 243/699 Email: info@meteo.aw (admin)/ observer@meteo.aw (24 hrs) weather@meteo.aw (24 hrs

TNCA AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

RWY Designator	*TRUE BRG*	*Dimension of RWY (M)*	*Strength (PCN) and surface of RWY and SWY*	*THR coordinates RWY end coordinates THR geoid undulation*	*THR elevation and highest elevation of TDZ of precision APP RWY*
1	*2*	*3*	*4*	*5*	*6*
11	104.00°	2828 x 45	68/F/A/W/T Concrete and asphalt SWY: NIL	123015.50N 0700138.98W 122954.45N 0700010.67W GUND: -22.1 M	THR: 3.5 m (11.5 ft) TDZ: 5.7 m (18.7 ft)
29	284.00°	2828 x 45	68/F/A/W/T Concrete and asphalt SWY: NIL	122954.64N 0700011.48W 123016.15N 0700141.67W GUND: -7 M	THR: 19 m (62 ft) TDZ: 19 m (62 ft)

RWY Designator	*Slope of RWY-SWY*	*SWY dimensions (M)*	*CWY dimensions (M)*	*Strip dimensions (M)*	*RESA dimensions (M)*	*Location/ description of arresting system*	*OFZ*
1	*7*	*8*	*9*	*10*	*11*	*12*	*13*
11	+1.21%	NIL	NIL	2838 x 280	NIL	NIL	NIL
29	-1.21%	NIL	NIL	2838 x 280	NIL	NIL	NIL

RWY Designator	*Remarks*
1	*14*
11	NIL
29	NIL

TNCA AD 2.13 DECLARED DISTANCES

RWY Designator	*TORA (M)*	*TODA (M)*	*ASDA (M)*	*LDA (M)*	*Remarks*
1	*2*	*3*	*4*	*5*	*6*
11	2828	2828	2828	2744	NIL
29	2828	2828	2828	2802	NIL

TNCA 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*
1	*2*	*3*	*4*	*5*	*6*
11	SALS 420 5 steps Brightness control	Green	PAPI Left side/3°	NIL	NIL
29	SALS 420 5 steps Brightness control	Green	PAPI Left side/3°	NIL	NIL

RWY Designator	*RWY edge LGT LEN, spacing colour INTST*	*RWY End LGT colour WBAR*	*SWY LGT LEN colour*	*Remarks*
1	*7*	*8*	*9*	*10*
11	2744 M, 60 M	Red	NIL	See Note 1&2
29	2744 M, 60 M	Red	NIL	See note 1&3

TNCA AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	*ABN/IBN location, characteristics and hours of operation*	IBN: On control TWR
2	*LDI location and LGT Anemometer location and LGT*	NIL Anemometer AVBL, Unlighted
3	*TWY edge and centre line lighting*	Taxiway edge: TWY all taxiway blue edge lights
4	*Secondary power supply/switch-over time*	Emergency light AVBL Less than 15 seconds
5	*Remarks*	Cup anemometer located 120 meters right of runway 11 and 300 meters from the threshold of the runway 11

TNCA AD 2.16 HELICOPTER LANDING AREA

1	*Coordinates TLOF or THR of FATO Geoid undulation*	TLOF: 123308.00N 0700310.00W GUND: NIL
2	*TLOF and/or FATO elevation M/FT*	NIL
3	*TLOF and FATO area dimensions, surface, strength, marking*	TLOF: 12x12 FT,
4	*True BRG of FATO*	NIL
5	*Declared distance available*	NIL
6	*APP and FATO lighting*	OTHER Helipad
7	*Remarks*	The HELIPAD will in principle be AVBL only during the day hours.

TNCA AD 2.17 ATS AIRSPACE

BEATRIX CONTROL ZONE (CTR)		
1	*Designation and lateral limits*	BEATRIX CONTROL ZONE (CTR) ARUBA Area bounded by lines joining points 121035N 0694449W then along the counter clockwise arc of a circle of 25 NM radius centred on 123005N 0700055W to 122828N 0702625W to point of origin.
2	*Vertical limits*	FL065 GND
3	*Airspace classification*	D
4	*ATS unit call sign Language(s)*	BEATRIX TOWER English
5	*Transition altitude*	2500 FT AMSL
6	*Hours of applicability*	NIL
7	*Remarks*	Right hand traffic pattern for RWY 11 unless otherwise instructed by ATC English is the primary language and Spanish is the secondary Language used for air-ground radiotelephony communications Surveillance service provided daily between 1600-2200 UTC on Freq. 120.9 MHz in English language only.
BEATRIX AERODROME TRAFFIC ZONE (ATZ)		
1	*Designation and lateral limits*	BEATRIX AERODROME TRAFFIC ZONE (ATZ) ARUBA Circular area centered on 123005N 0700055W within a 3 NM radius.
2	*Vertical limits*	2000 FT AGL GND
3	*Airspace classification*	B
4	*ATS unit call sign Language(s)*	BEATRIX TOWER English
5	*Transition altitude*	2500 FT AMSL
6	*Hours of applicability*	NIL
7	*Remarks*	NIL

TNCA AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	*Callsign*	*Frequency*	*SATVOICE*	*Logon address*	*Hours of operation*	*Remarks*
1	2	3	4	5	6	7
ATIS	ATIS	132.100 MHZ	NIL	NIL	1100-0300	A/C shall acknowledge receipt of the broadcast information upon establishing communication with the ATS unit concerned
BEATRIX APPROACH	BEATRIX APPROACH	120.900 MHZ	NIL	NIL	NIL	NIL

Service designation	*Callsign*	*Frequency*	*SATVOICE*	*Logon address*	*Hours of operation*	*Remarks*
1	2	3	4	5	6	7
BEAT-RIX TWR	BEATRIX TOWER	118.000 MHZ	NIL	NIL	1100-0300	English is the primary language and Spanish is the secondary language Ground radiotelephony communication shall be conducted in the English Language. Air-Ground communication in Spanish may be only used in exceptional cases to prevent confusion. Procedural Approach service will be provided daily between 1100-1559 and 2201-0400 UTC on FREQ. 118.00 MHZ
OTH-ER:AMU	BEATRIX APRON	121.600 MHZ	NIL	NIL	1100-0300	NIL

TNCA AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid MAG VAR CAT of ILS/MLS DECL	*ID*	*Frequency*	*Hours of operation*	*Site of transmitting antenna coordinates*	*Elevation of DME transmitting antenna*	*Service volume radius from GBAS reference Point*	*Remarks*
1	*2*	*3*	*4*	*5*	*6*	*7*	*8*
LOC 11 ILS CAT I	IBE	108.700 MHZ	H24	122953.5N 0700006.6W	NIL	NIL	NIL
GP 11 ILS CAT I	IBE	330.500 MHZ	H24	123009.5N 0700130.2W	NIL	NIL	NIL
DME 11 ILS CAT I	IBE	CH 24X	H24	123009.5N 0700130.3W	12 M	NIL	NIL
VOR/DME (11° W/2020)	ABA	112.500 MHZ CH 72X	H24	123020.4N 0695635.2W	195 M	NIL	4.2 NM ARP/en-route VOR Designated Operational coverage of APRX 140 NM DME

Type of aid MAG VAR CAT of ILS/MLS DECL	*ID*	*Frequency*	*Hours of operation*	*Site of transmitting antenna coordinates*	*Elevation of DME transmitting antenna*	*Service volume radius from GBAS reference Point*	*Remarks*
1	*2*	*3*	*4*	*5*	*6*	*7*	*8*
VOR/DME (11° W/2020)	BEA	113.800 MHZ CH 85X	H24	123005.8N 0700114.8W	12 M	NIL	Commissions up to 40 NM, operating without remote control status.
VOR/DME (12° W/2020)	PJG	116.700 MHZ CH 114X	H24	121149.4N 0690042.8W	30 M	NIL	Coverage 200 NM

TNCA AD 2.20 LOCAL AERODROME REGULATIONS

1 Airport regulation

1.1 Standard conditions applicable to the landing, parking or storage of aircraft on aerodromes.

a. Fees and Charges
Unless otherwise agreed upon between the owner holder, or pilot in command of an aircraft and the relevant authority, all fees and charges shall be paid for prior to departure.
Non-compliance may result in prohibition for take-off.;

b. Parking and maintenance
Parking, storage, testing and repair of aircraft shall be done at the location indicated by the Airport Director.;
The Airport Director may instruct the owner, holder or pilot in command to relocate a parked Aircraft when he considers this necessary for the safety of efficiency.;

c. Refueling
Refueling with passenger onboard may occur provided that a fire truck is stand-by at The aircraft and the exit doors of the aircraft are open and stairs have been properly located. ;

d. Disable Aircraft
A disable aircraft as result of an accident may be removed after permission to do so has Been issued by the designated accident investigator. The Airport Director will command the relocation at the expenses of the owner or holder.;

e. Liability
Neither the Airport Director nor any servant or agent of the government shall be liable for loss of , or damage to, the aircraft, its parts or accessories, or any property contained in the aircraft, how so ever such loss or damage may arise, occurring while the aircraft is on the aerodrome under the control of the Airport Director or is in the course of landing or taking-off at the aerodrome, or being removed or dealt with elsewhere for the purpose of paragraph 1.2 of these conditions.

1.2 Landing made elsewhere than at international Airports .

If a landing is made elsewhere than at an international airport, the pilot in command shall report the landing as soon as practicable to the ATS, customs and immigration authorities by the most expeditious means.

The pilot in command shall be responsible for ensuring that:

a. If clearance has not been granted to the aircraft at the previous landing, contact between other persons on the one hand and the passenger and crew on the other is avoided.

b. The cargo, baggage and mail are not removed from the aircraft.

1.3 Traffic of persons and vehicles on aerodromes

Demarcation of zones

The ground of each aerodrome are divided into two zones.

a. A public zone comprising the part of the aerodrome open to the public;

b. A restricted zone comprising the rest of the aerodrome.

Movement of persons

Access to the restricted zone is authorized only under conditions prescribed by the special rules governing the aerodrome.

The customs, police and health inspection offices and the premises assigned to transit traffic are normally accessible only to passenger, to staff of the public authorities and airlines and to authorized persons in pursuit or an official card of admittance.

Drivers of vehicles, of whatever type, driving within the confines of the aerodrome, must respect the direction of the traffic, the traffic sign and the posted speed limits and generally comply with the provisions of the highway code and with instructions given by the competent authorities.

Policing

Care and protection of aircraft, vehicles, equipment and goods for which the aerodrome facilities are used not the responsibility of the State or any concessionaire, who cannot be held responsible for loss or damage which is not incurred through action by them or their agents.

2 Taxiing Procedures Beatrix Airport

2.1 General

The Apron Management Unit (AMU) is responsible for all movement on the North and South apron at airport.
This control includes aircraft, vehicles and persons. The area of responsibility for aircraft starts when they enter the apron and ends when they leave the apron.

Aircraft shall comply with routes to and from the stands as depicted on page AD 2 TNCA-23. Whenever for operational reason the situation became such that deviation from the taxi routes Will have to be made by aircraft's, this will be given timely to the pilot by Apron Management Unit BEATRIX APRON on freq. 121.6 MHz

The procedures for the coordination and transfer of aircraft between Beatrix Tower And Beatrix Apron, in order to have a safe and orderly flow of traffic, were establish, where so Require, in conformity with those procedure prescribed by ICAO in Annex 14, Par. 9.6, Doc 9137 chapter 10, DOC 9476 chapter 8.

2.2 Arriving aircraft.

After landing and leaving the taxiways, arriving aircraft shall immediately establish radio contact with Beatrix Apron on freq. 121.6 MHz and adhere to the instruction given. The pilot shall approach the nose-in parking position by means of visual docking guidance system or, in case of failure, by means of Marshall's instructions.

For parking of aircraft at the stands no. 1 to 13 is performed either according to the Marshall's instruction given or by means of visual docking guidance system, i.e. AGNIS as provided.
Parking of aircraft at stands not provided with visual docking guidance system, aircraft shall leave the stands only by means of push-back using towing tractors of the Airport Authority.
Reverse thrust or variable pitch propellers shall not be used on the entire apron area and at all parking position both on the south and north apron.

2.3 Departing aircraft.

Aircraft will request start-up clearance with Beatrix Apron 10 minutes prior to estimate off-block time. After receiving start-up clearance from Beatrix Tower, Beatrix Apron shall relay the start-up clearance to the pilot and wait for push-back to proceed. If for any reason Beatrix Apron needs to delay the aircraft, this will be relayed to Beatrix Tower as soon as possible. After push-back is completed and the aircraft is ready to taxi, this will be transferred to Beatrix Tower for taxi clearance.

2.4 Communication failure procedures

In the event of complete radio communication failure on frequency 121.6 MHz of Beatrix Apron, all aircraft shall remain on Beatrix Tower frequency.

3 Visual Docking Guidance System

Use of the Docking Guidance System is herby discontinued at all nose-in stands. The use of marsheller is mandatory

4 Beatrix Apron (AMU)

4.1. Aircraft Guidance on the Apron Area

Aircraft guidance on the apron (ramp) and the aircraft stand (parking position) is subject ATS and will be performed by means of an aeronautical station using the call sign " Beatrix Apron " on frequency 121.6 MHz if required, Marshall's are available for aircraft guidance on the ramp and into final parking position.

4.2. Areas of Responsibility of the Apron Management Unit (AMU)

This includes those areas necessary for loading and unloading of aircraft and areas for taxiing into and out of the parking position, as well as on the aprons both north and south side of the runway. The responsibility of the AMU does not include the aircraft control which is executed by the responsible ATC station (Beatrix Apron).

The AMU responsibility includes the obstacles and obstruction free aircraft maneuvering area at the ramp and aircraft stand as well as the preventive maintenance and repair if necessary of the AGNIS/PAPA system, apron marking, etc.

Engine test, runs, verification runs and run-ups as well as extensive maintenance work on aircraft at the parking position are not permitted. In justified cases the ATC may grant exceptions after prior permission from the AMU has been obtained. Aircraft emergency repair work shall not be commended prior obtaining permission from the ATC and AMU.

TNCA AD 2.21 NOISE ABATEMENT PROCEDURES

All subsonic aircraft certified, in accordance with Chapter 2 of ICAO Annex 16 Vol. I, departing RWY 11 at Reina Beatrix International Airport, shall maintain runway heading for at least 6 DME from BEA/VOR or climb to 2500 ft. on runway heading, whichever comes first, before turning left or right on course.

Pilots, when making a left turn out while setting course, shall maintain special attention and exercise extreme caution to avoid entering the Restricted Area 4, "VADER PIET" TNR-4, when active.

TNCA AD 2.22 FLIGHT PROCEDURES

1 DEPARTURE PROCEDURES BEATRIX INTERNATIONAL AIRPORT

1.1 START-UP CLEARANCE

All departing IFR flights are required to request start-up clearance with Beatrix Apron on freq. 121.6 MHz, 10 minutes prior to estimated off-block time (EOBT), unless otherwise instructed. Push-back shall commence within 10 minutes after start-up clearance was issued. If unable to comply, delays may be expected due to possible changes in traffic situation within Curaçao FIR

1.2 ENROUTE CLEARANCE

IFR flights departing from Aeropuerto International Reina Beatrix will receive an ATC enroutes clearance from Beatrix Tower while taxiing out. The clearance limit will normally be the aerodrome of destination or controlled airspace boundary.

Pilots shall adhere strictly to the read back of clearance as possible in DOC444 ATM/501, par.4.5.7.5

1.3 SID descriptions

1.3.1 General remarks

- Transition altitude: 2500ft AMSL.
- MAX 250 KT below FL 100 unless otherwise instructed.
- Advise ATC if unable to climb above TNR-4, TNP-20 and/or TNP-7 ceiling prior to crossing boundary

1.3.2 SID RWY 11

- Departure procedures RWY 11 to a Curacao FIR boundary point that is not part of a SID: file the SID WALLP 1F (RNAV) or WALLP 1E (VOR). After passing WALLP, expect ATC instructions to first en-route waypoint.
- Departure procedures RWY 11: Advise ATC if unable to climb with at least 245 ft/NM to 1000 ft AMSL. Advise ATC if unable to climb to at least FL110 at WALLP.

1.3.2.1 Conventional description

DATOR1E
Climb on runway magnetic track 115°, at or above 1000 ft AMSL turn right to intercept and follow R-295 PJG up to 65.8 DME PJG. Turn left to intercept and follow R-264 ABA to DATOR (20.0 DME ABA). Requires minimum 245 ft/NM until 1000 ft AMSL.

NOREX1E
Climb on runway magnetic track 115°, at or above 1000 ft AMSL turn right to magnetic track 250° to intercept and follow R-222 ABA to NOREX (13.5 DME ABA). Requires minimum 245 ft/NM until 1000 ft AMSL.

ITSEL1E
Climb on runway magnetic track 115°, at or above 1000 ft AMSL turn right to magnetic track 250° to intercept and follow R-205 ABA to ITSEL (13.7 DME ABA). Requires minimum 245 ft/NM until 1000 ft AMSL.

ELOTU1E
Climb on runway magnetic track 115°, at or above 1000 ft AMSL intercept and follow R-142 ABA to ELOTU (21.8 DME ABA). Requires minimum 245 ft/NM until 1000 ft AMSL.

ADRIV1E
Climb on runway magnetic track 115°, at or above 1000 ft AMSL turn left to magnetic track 101° to intercept and follow R-119 ABA to ADRIV (21.0 DME ABA). Requires minimum 245 ft/NM until 1000 ft AMSL. Advise ATC if unable to climb above TNR-4 ceiling prior to crossing boundary

WALLP1E
Climb on runway magnetic track 115°, at or above 1000 ft AMSL turn left to magnetic track 001° to intercept and follow R-029 ABA to WALLP (28.8 DME ABA) at or above FL110. After passing WALLP, expect ATC instructions to first en-route waypoint. Requires minimum 245 ft/NM until 1000 ft AMSL.

1.3.3 SID RWY 29

- Departure procedures RWY 29: Advise ATC if unable to climb to at least FL110 at XUBAX.

- RNAV departure procedures RWY 29 to a Curacao FIR boundary point that is not part of a SID: file the SID XUBAX 1H (RNAV). After passing XUBAX, expect ATC instructions to first en-route waypoint

VOR departures RWY 29 to a Curacao FIR boundary point that is not part of a SID: Expect ATC instructions.

1.3.3.1 Conventional description

DATOR1G
Climb on runway magnetic track 295°, at or above 1000 ft AMSL turn left to magnetic track 219° to intercept and follow R-264 ABA to DATOR (20.0 DME ABA).

NOREX1G
Climb on runway magnetic track 295°, at or above 1000 ft AMSL turn left to magnetic track 150° to intercept and follow R-222 ABA to NOREX (13.5 DME ABA)

ITSEL1G
Climb on runway magnetic track 295°, at or above 1000 ft AMSL turn left to magnetic track 150° to intercept and follow R-205 ABA to ITSEL (13.7 DME ABA).

ELOTU1G
Climb on runway magnetic track 295°, at or above 1000 ft AMSL turn left to intercept and follow R-295 PJG up to 48.2 DME PJG. Turn right to intercept and follow R-142 ABA to ELOTU (21.8 DME ABA).

CURACAO1G
Climb on runway magnetic track 295°, at or above 1000 ft AMSL turn left to intercept and follow R-295 PJG to PJG.

2 INSTRUMENT APPROACH PROCEDURES BEATRIX INTERNATIONAL AIRPORT

2.1 Landing flights

IFR flights entering, and landing within the Beatrix CTR, will be cleared to a specified holding point and instructed to contact Beatrix Tower at a specified time, level or position. The terms of this clearance shall be adhered to until further instructions are received from Beatrix Tower. If the clearance limit is reached before further instructions have been received, holding procedures shall be carried out at the level last authorized.

2.2 General remarks

- MAX 250 KT below FL 100 unless otherwise instructed.

2.3 STAR RWY 11

- Arrival procedures RWY 11: inbound traffic entering the Curacao FIR without filing a STAR – expect ATC instructions from the FIR boundary to IGROM or VODER.
  Arrival procedures RWY 11: Advise ATC if unable to descend to FL100 at CA1XX waypoint.

2.4 STAR RWY 29

- Arrival procedures RWY 29: inbound traffic entering the Curacao FIR without filing a STAR – expect ATC instructions to RABOK or OKUTO.
- Arrival procedures RWY 29: Advise ATC if unable to descend to FL100 at CA3XX waypoint.

3 VFR PROCEDURES BEATRIX INTERNATIONAL AIRPORT

Note: *For the VFR approach chart, VFR recommended routes and VFR traffic circuits see (ENR 6.1-19) and (VISUAL APPROACH CHART).*

3.1 General

1. All VFR flights intending to operate in the Beatrix CTR shall submit a flight plan (see TNCA AD 2.22.6 Flight Planning).
2. Beatrix CTR has been designated as controlled airspace (class D).
3. Beatrix ATZ has been designated as controlled airspace (class B).
4. Flights within the Beatrix CTR shall maintain two-way radio communication with Beatrix APP or Beatrix TWR and shall continuously monitor the frequency.
5. Approaching VFR flights shall contact Beatrix TWR/APP at least 10 minutes before entering the CTR.
6. A clearance is required from Beatrix APP or Beatrix TWR for all VFR operations in the ATZ.

7. VFR flights shall be carried out via the published VFR routes and adhere to the approach procedures and traffic circuits as depicted, unless otherwise instructed by ATC.

8. Built-up areas shall be avoided as much as possible.

9. Prior permission is required for training and test flights.

10. Touch-and-go's are subject to traffic permitting conditions.

11. VFR Flights are not allowed between Sunset and Sunrise.

3.2 VFR departure procedures

All VFR traffic may start engines at own discretion. When ready to taxi, pilots shall inform Beatrix Apron (121.6MHz).
Pilots of aircraft intending to taxi for departure or to cross the runway on the taxiways shall obtain prior clearance from Beatrix TWR.
Departing aircraft shall leave the circuit area by one of the VFR routes indicated on the chart, unless otherwise instructed by ATC.

3.2.1 VFR departure to the south

VFR flights to the south shall leave the Beatrix CTR via SIMON, unless otherwise instructed by ATC.
Pilots shall report when passing SIMON.

3.2.2 VFR departure to the east

VFR flights to Curaçao and beyond shall leave the Beatrix CTR via REFINERY, unless otherwise instructed by ATC.
Pilots shall report when passing REFINERY
Pilots shall Circumnavigate Vader Piet (TNR-4) area when active using lateral parameters (radials R-066 BEA or R-128 BEA).

3.2.3 VFR departure to the north

VFR flights to the north shall leave the Beatrix CTR via LIGHTHOUSE, unless otherwise instructed by ATC.
Pilots shall report when passing LIGHTHOUSE.

3.3 VFR approach procedures

CTR entry is only allowed after entry clearance has been received from Beatrix TWR/APP. While awaiting entry clearance, VFR flights shall stay outside of the CTR.

3.3.1 VFR approach from the south

Pilots shall report passing SIMON at 2500ft AMSL or below. Pilots shall descend to 1500ft AMSL or below and join the circuit as instructed by ATC

3.3.2 VFR approach from the east

VFR flights from Curaçao shall remain on the appropriate Hato TWR/APP or Curaçao ACC frequency until transfer to Beatrix TWR/APP frequency will be effected.
Pilots shall report passing REFINERY at 2500ft AMSL or below.
Pilots shall descend to 1500ft AMSL or below and join the circuit as instructed by ATC.

3.3.3 VFR approach from the north

Pilots shall report passing LIGHTHOUSE at 2500ft AMSL or below.
Pilots shall descend to 1500ft AMSL or below and join the circuit as instructed by ATC.

3.4 VFR reporting points

FIX NAME	COORDINATES	BEA INTERSECTION FIX
LIGHTHOUSE	123649.29N 0700304.74W	R 357/6.9DME
REFINERY	122309.51N 0695333.78W	R 144/10.2DME
SIMON	122511.94N 0700206.64W	R 201/5.0DME

3.5 VFR traffic circuits

The circuit area is published on the charts (ENR 6.1-19 and VISUAL APPROACH CHART).
The circuit altitude is 1500ft AMSL or below.
The standard circuit is righthand RWY 11 and lefthand RWY 29, unless otherwise instructed by ATC. The circuit overhead the island is subject to ATC discretion only.
In case of go around, pilots shall inform ATC as soon as possible and join the circuit as instructed.

3.6 Taxi procedures

Aircraft taxiing via taxiways E and F will be transferred to Beatrix Apron after vacating the runway.
Aircraft taxiing via taxiways A, B and C will be instructed to hold short of the Apron and transferred to Beatrix Apron.

3.7 Communication failure procedures

3.7.1. In case of communication failure, pilots shall select SSR code 7600

3.7.2. In case of communication failure during VFR departure, pilots shall adhere to the departure instructions. VFR flights on assigned routes should leave the CTR via the VFR routes. In case an off-route flight needs to cross the runway centre line, it should only do so crossing the airfield midfield at or above FL040 and leave the CTR via the shortest route. If the flight has been instructed to maintain an intermediate altitude, it shall maintain that altitude until outside the CTR and proceed/divert to an appropriate aerodrome

3.7.3. In case of communication failure, pilots shall follow published VFR route and join the circuit for the last received runway. Pilots shall look to the Tower for instructions given by light signals and adhere to the instructions. After landing pilots shall vacate the runway as soon as possible. In case of a go around pilots shall execute a similar circuit.

4 Radio Communication failure procedures (RCF)

4.1. If there is a communication failure of an aircraft with Beatrix air traffic control unit, the aircraft shall comply with the voice communication procedures of Annex 10, Volume II, Chapter 5, and with such of the following procedures as are appropriate. The aircraft shall attempt to establish communications with the Beatrix air traffic control unit using all other available.

4.1.1 Flying in IMC

Pilots of an IFR flight in IMC, or not able to comply with paragraph 1.1.2, shall maintain the last assigned speed and level, or minimum flight altitude if higher, for a period of 7 minutes following:

- the time the last assigned level or minimum flight altitude is reached; or
- the time the transponder is set to code 7600; or
- the aircraft's failure to report its position over a compulsory reporting point;

whichever is later, and thereafter adjust level and speed in accordance with the filed flight plan.

4.1.2 Flying in VMC

Pilots of an IFR flight in VMC shall:

- select transponder code 7600;
- continue to fly in VMC;
- land at the nearest suitable aerodrome; and
- report its arrival time by the most expeditious means to the appropriate ATS unit.

4.2 Arriving flights

4.2.1 Inbound clearance not received

- Proceed according the current flight plan to the appropriate holding fix (IGROM, DAVLA and MIDVU).
- Maintain the last cleared and acknowledged flight level.
- After arrival over the fix, intercept the holding pattern

Commence descent to FL 070 at or as near as possible to the ETO over the holding fix. After reaching FL 070 leave the holding fix and carry out an instrument approach procedure to the received and acknowledged runway, or to the landing runway according ATIS.

4.2.2 Inbound clearance received

Traffic via the STAR:

- Proceed according the current flight plan to the appropriate holding fix (IGROM, DAVLA and MIDVU).
- Maintain the last cleared and acknowledged flight level.
- After arrival over the fix, intercept the holding pattern.
- Commence descent to FL 070 at the EAT last received and acknowledged.
- When no EAT has been received and acknowledged, commence descent to FL 070 at or as near as possible to the ETO over the holding fix.

After reaching FL 070 leave the holding fix and carry out an instrument approach procedure to the assigned landing runway, or to the landing runway according ATIS.

4.2.3 Aerodrome traffic

When forming part of the aerodrome traffic at Beatrix International Airport, aircraft shall keep watch for such instructions as may be issued by visual signals.

4.2.4 Missed approach during communication failure

4.2.4.1 RWY11

Missed approach in case of communication failure – Climb on the extended centreline track 115° MAG to 800 ft AMSL, then turn left climbing to FL030 direct to KAPOB, then to IGROM and execute the instrument approach procedure again.

4.2.4.2 RWY29

Missed approach in case of communication failure – Climb on extended centreline track 295° MAG to 1000 ft AMSL, then turn left climbing to 2500 ft AMSL direct to SELOR, then to NADAV and MIDVU and execute the instrument approach procedure again.

5 SPECIAL VFR

When traffic conditions permit, special VFR flights may be authorized subject to the approval of the unit providing approach control service (Beatrix Approach) to enter the Beatrix Control Zone for the purpose of landing or to take off and depart from the control zone provided that:

1. The ground visibility is not less 1500 m

2. Separation shall be effected between all IFR flights and special VFR flights; and;

3. Separation shall be effective between special VFR flights

Note: Special VFR Flights are not allowed between Sunset and Sunrise.

6 Flight Planning

All flights (VFR or IFR) departing from Reina Beatrix International airport shall file a flight plan at the Air Traffic Service Reporting Office(ARO), TEL: (297) 528-2711

TNCA AD 2.23 ADDITIONAL INFORMATION

1 Bird concentrations in the vicinity of the airport

Oranjestad/Beatrix

Activity of flocks of sterns may take place one to two hours after sunrise when birds fly from resting area (4.2 NM, QDR 337 ARP) to their feeding area at the garbage Dump area SE of the airport. Height varies from 0 – 100 ft. AGL. From one to two Hours before sunset at the same activity as described above takes place in reserves When the birds return to their resting area.

2. Concentration of seagull during hours of afternoon and late afternoon in the touchdown area extending to right base leg RWY 11
Heights varies 0 - 2000 ft

As far as practicable Aerodrome Control will inform pilots of aircraft of this activity and the estimated heights AGL.

3 Bird activity in the vicinity of the runway.

TNCA AD 2.24 CHARTS RELATED TO AN AERODROME

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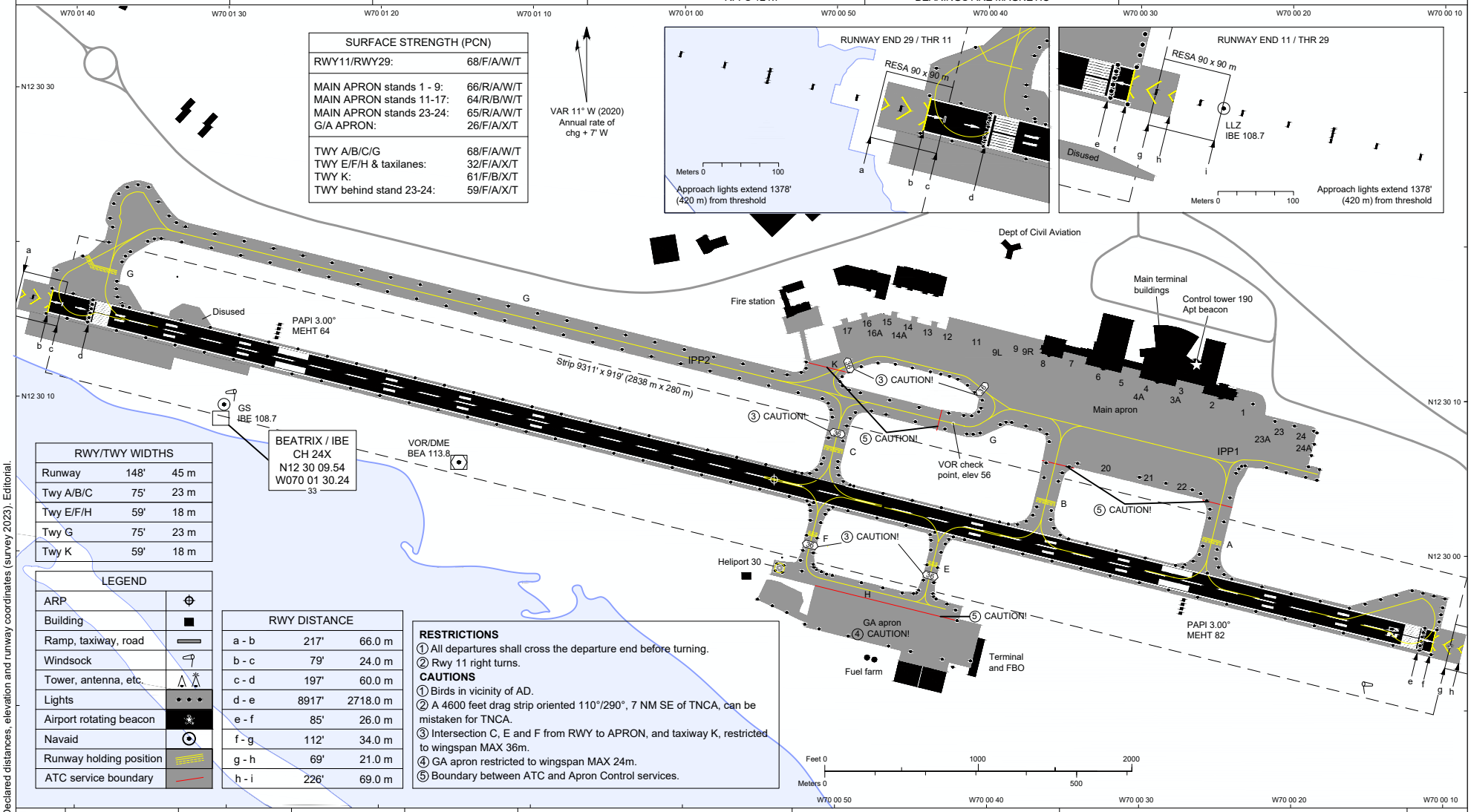
AERODROME CHART - ICAO	ARP: N 12 30 04.98 W 070 00 54.83	AERODROME ELEV: 62' 19.0m	ATIS 132.1 APRON 121.6 TOWER 118.0 APP 120.9 RFFS 121.7	DIMENSIONS IN FEET / METERS ELEVATIONS IN FEET BEARINGS ARE MAGNETIC	REINA BEATRIX INT'L (TNCA) ORANJESTAD, ARUBA



RWY/TWY WIDTHS		
Runway	148'	45 m
Twy A/B/C	75'	23 m
Twy E/F/H	59'	18 m
Twy G	75'	23 m
Twy K	59'	18 m

LEGEND
ARP
Building
Ramp, taxiway, road
Windsock
Tower, antenna, etc.
Lights
Airport rotating beacon
Navaid
Runway holding position
ATC service boundary

RWY DISTANCE		
a - b	217'	66.0 m
b - c	79'	24.0 m
c - d	197'	60.0 m
d - e	8917'	2718.0 m
e - f	85'	26.0 m
f - g	112'	34.0 m
g - h	69'	21.0 m
h - i	226'	69.0 m

RESTRICTIONS
① All departures shall cross the departure end before turning.
② Rwy 11 right turns.

CAUTIONS
① Birds in vicinity of AD.
② A 4600 feet drag strip oriented 110°/290°, 7 NM SE of TNCA, can be mistaken for TNCA.
③ Intersection C, E and F from RWY to APRON, and taxiway K, restricted to wingspan MAX 36m.
④ GA apron restricted to wingspan MAX 24m.
⑤ Boundary between ATC and Apron Control services.

CHANGES: Declared distances, elevation and runway coordinates (survey 2023). Editorial.

RWY	TORA	TODA	ASDA	LDA	START OF TORA/TODA/ASDA	POINT	ELEV	START OF LDA	POINT	ELEV	LIGHTING	MAG BRG
11	9278' 2828 m (b - f)	9278' 2828 m (b - f)	9278' 2828 m (b - f)	9003' 2744 m (d - f)	N12 30 16.15 W070 01 41.67	b	11' 3.2 m	N12 30 15.50 W070 01 38.97	d	11' 3.5 m	Simple approach lighting system, PAPI-L 3.00°, high intensity rwy lights white/amber last 1968' (600 m)	115°
29	9278' 2828 m (f - b)	9278' 2828 m (f - b)	9278' 2828 m (f - b)	9196' 2802 m (e - b)	N12 29 54.45 W070 00 10.67	f	62' 18.8 m	N12 29 54.64 W070 00 11.47	e	62' 18.8 m		295°

AERO INFO DATE 22 FEB 24

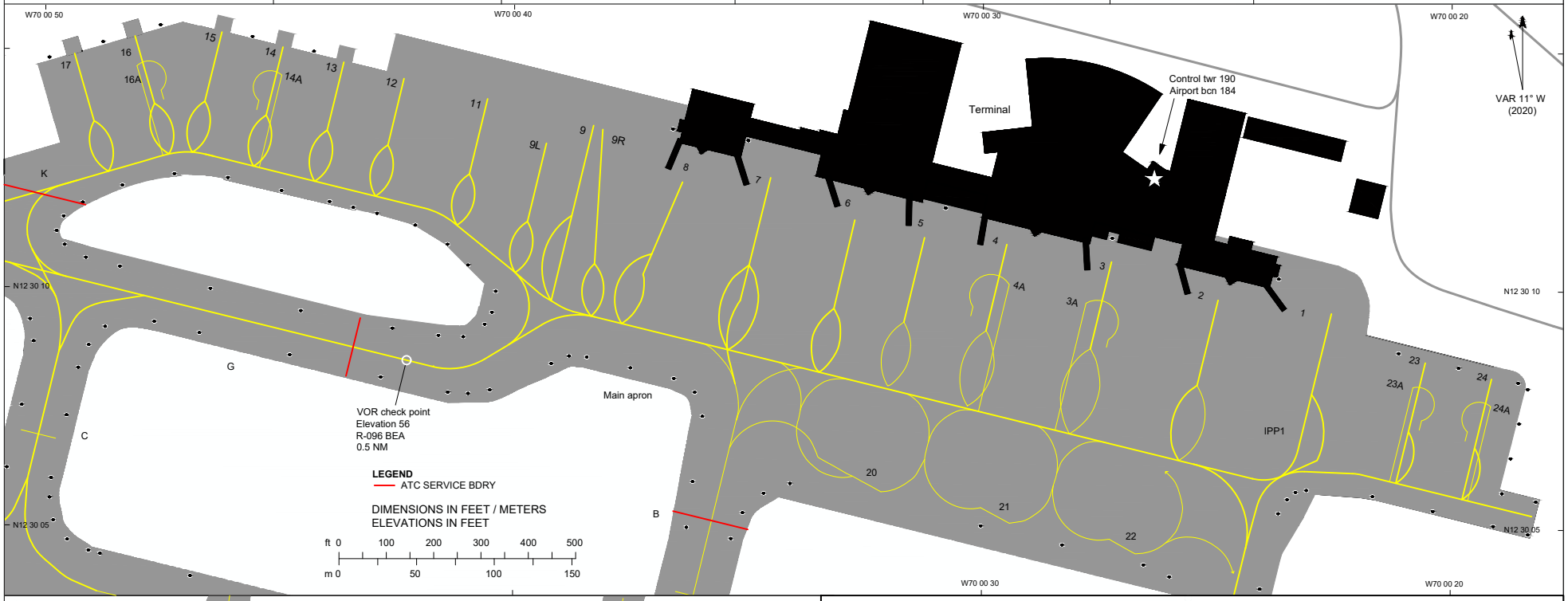
AIRCRAFT PARKING / DOCKING CHART - ICAO

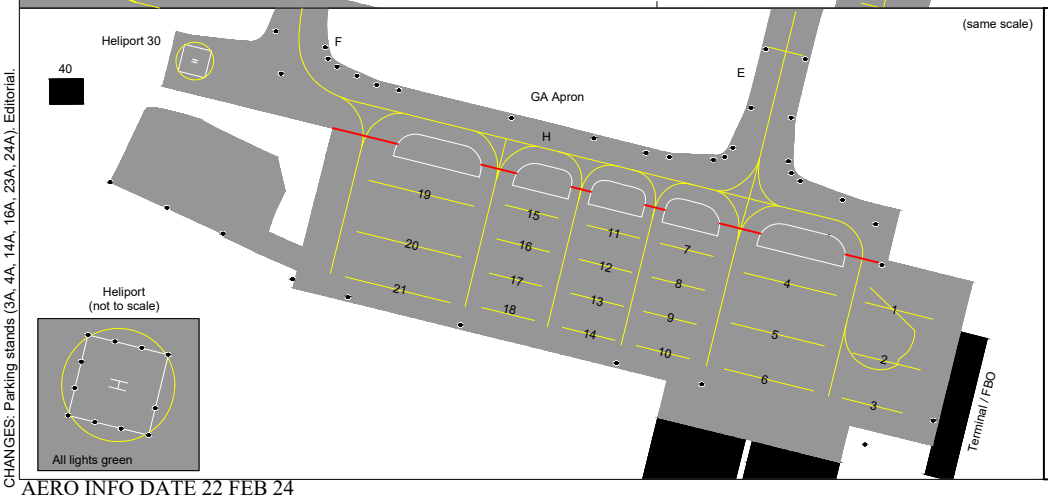
MAIN APRON AVG ELEV: 65
APRON WITH PKG 16,17: 53
GA APRON AVG ELEV: 31

ATIS 132.1 TOWER 118.0
APRON 121.6 APP 120.9
RFFS 121.7

SURFACE STRENGHT (all asphalt):
Main apron (stand 1-9) 66/R/A/W/T
Main apron (stand 11-17) 64/R/B/W/T
Main apron (stand 23-24) 66/R/A/W/T
GA apron 26/F/A/X/T
Taxiway and runway strength available in AD 2 TNCA-25 (ADC)

REINA BEATRIX INT'L (TNCA)
ORANJESTAD, ARUBA





MAIN APRON PARKING	
1	N12 30 09.64 W070 00 22.51
2	N12 30 09.77 W070 00 24.95
3	N12 30 10.58 W070 00 27.25
3A	N12 30 09.71 W070 00 27.78
4	N12 30 10.90 W070 00 29.48
4A	N12 30 10.09 W070 00 29.41
5	N12 30 11.08 W070 00 31.24
6	N12 30 11.44 W070 00 32.73
7	N12 30 12.27 W070 00 34.53
8	N12 30 12.27 W070 00 36.38
9	N12 30 13.38 W070 00 38.28
9L	N12 30 13.01 W070 00 39.29

9R	N12 30 13.31 W070 00 38.08
11	N12 30 13.93 W070 00 40.54
12	N12 30 14.36 W070 00 42.33
13	N12 30 14.68 W070 00 43.64
14	N12 30 15.01 W070 00 44.94
14A	N12 30 14.47 W070 00 44.95
15	N12 30 15.31 W070 00 46.24
16	N12 30 15.24 W070 00 48.10
16A	N12 30 14.66 W070 00 48.04
17	N12 30 14.87 W070 00 49.38
20	N12 30 05.74 W070 00 32.15
21	N12 30 05.09 W070 00 29.41
22	N12 30 04.46 W070 00 26.72

23	N12 30 08.41 W070 00 20.57
23A	N12 30 07.95 W070 00 20.82
24	N12 30 08.08 W070 00 19.17
24A	N12 30 07.55 W070 00 19.16
Heli	N12 29 59.08 W070 00 53.67

CHANGES: Parking stands (3A, 4A, 14A, 16A, 23A, 24A). Editorial.
AERO INFO DATE 22 FEB 24

DIMENSIONS IN METERS ELEVATIONS IN METERS	AERODROME OBSTACLE CHART ICAO TYPE A (OPERATING LIMITATIONS)	REINA BEATRIX INT'L (TNCA) ORANJESTAD, ARUBA RWY 11/29

NOTES

1. WARNING - RWY 29 IFR DEPARTURES ARE NOT AUTHORISED WHEN TALL VESSELS ARE IN RWY 29 TAKE-OFF AREA
2. MAGNETIC VARIATION 11°W (2020)

DECLARED DISTANCES

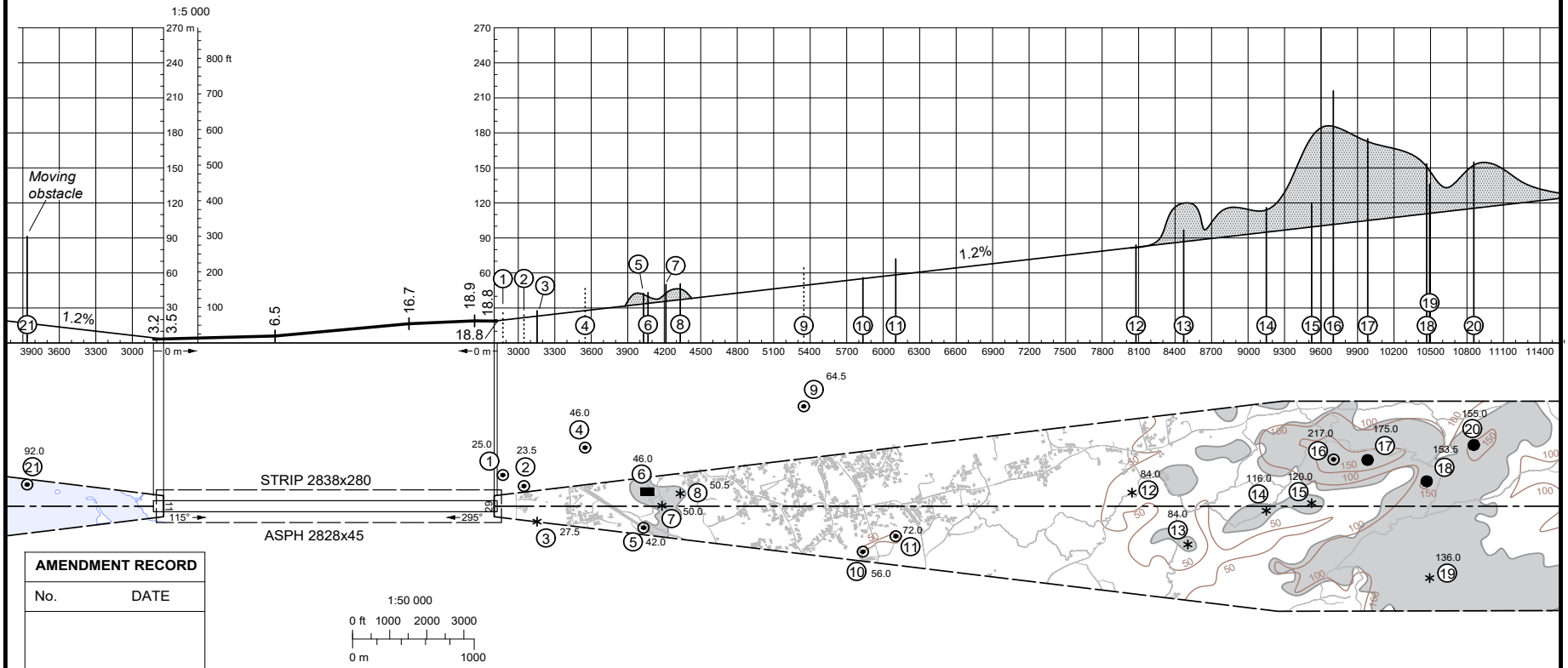
RWY 11		RWY 29
2828	TAKE-OFF RUN AVAILABLE (TORA)	2828
2828	TAKE-OFF DISTANCE AVAILABLE (TODA)	2828
2828	ACCELERATE-STOP DISTANCE AVAILABLE (ASDA)	2828
2744	LANDING DISTANCE AVAILABLE (LDA)	2802

ORDER OF ACCURACY

HORIZONTAL	1m
VERTICAL	1m

LEGEND

Spot elevation	●
Tower/antenna/mast	⊙
Building	▬
Vegetation	*
Identification number	⓪
Roads	
Terrain contour	
Terrain penetrating obstacle plane — Vertical	
Terrain penetrating obstacle plane — Horizontal	

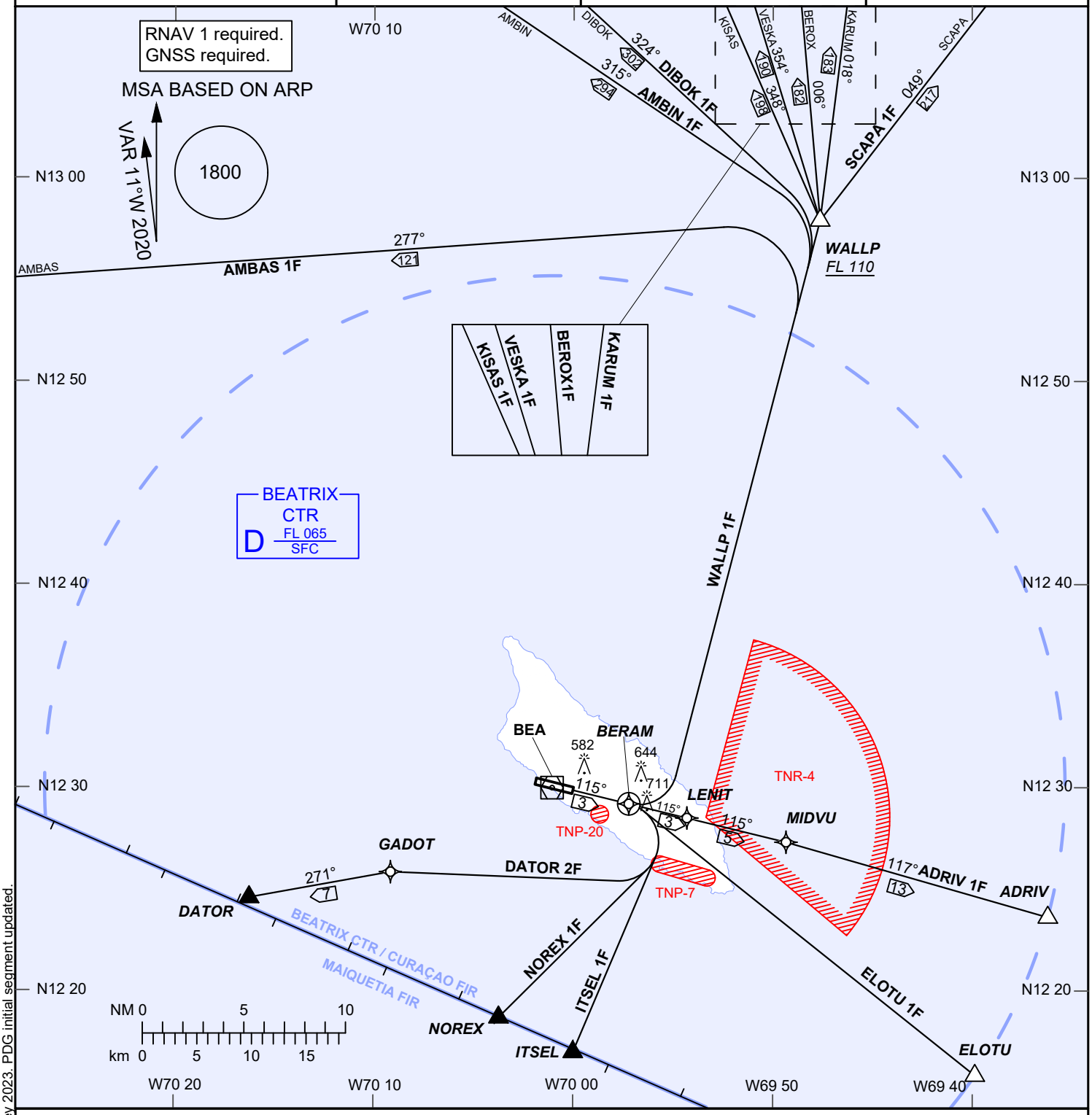


AMENDMENT RECORD

No.	DATE

AERO INFO DATE 22 FEB 24

STANDARD DEPARTURE CHART INSTRUMENT (RNAV) - ICAO	AD ELEVATION: 62 TRANS LEVEL: FL 040 TRANS ALT: 2500 (2438)	BEATRIX: TWR 118.0 APP 120.9 APRON 121.6 ATIS 132.1	RWY 11 REINA BEATRIX INT'L (TNCA), ARUBA



1. BEA VOR 113.8 MHz. Declination 11°W.
2. All SIDs require minimum 245 ft/NM until 1000 ft AMSL.
3. WALLP 1F: After passing WALLP, expect ATC instructions to first en-route waypoint.
4. Advise ATC if unable to climb above TNR-4 ceiling prior to crossing boundary.
5. Altitudes, elevations and heights in feet, distances in nautical miles, bearings are magnetic.

ICAO SID DESIGNATORS

ADRIV 1F	ITSEL 1F
AMBAS 1F	KARUM 1F
AMBIN 1F	KISAS 1F
BEROX 1F	NOREX 1F
DATOR 2F	SCAPA 1F
DIBOK 1F	VESKA 1F
ELOTU 1F	WALLP 1F

TNP-7	GND - 2500
TNR-4	SFC-by NOTAM
TNP-20	GND - 2500

CHANGES: Obstacle survey 2023. PDG initial segment updated.

AERO INFO DATE 22 FEB 24

TNCA STANDARD INSTRUMENT DEPARTURE (RNAV) RWY 11 CODING TABLE											
Route desginator/ *Serial number*	*Waypoint name*	*Path Terminator*	*Fly-over*	*Course/Track °M(°T)*	*Dist (NM)*	*Turn dir*	*Alt (ft/FL)*	*Speed (KIAS)*	*Mag var*	*VPA/TCH*	*Nav Spec*
ADRIV 1F											
001	BERAM	CF (BEA)	Y	115 (103.6)	3.0	-	-	-	-11.0	-	RNAV 1
002	LENIT	TF	-	115 (103.7)	2.9	-	-	-	-11.0	-	RNAV 1
003	MIDVU	TF	-	115 (103.7)	5.0	-	-	-	-11.1	-	RNAV 1
004	ADRIV	TF	-	117 (105.6)	13.3	-	-	-	-11.1	-	RNAV 1
AMBAS 1F											
001	BERAM	CF (BEA)	Y	115 (103.6)	3.0	-	-	-	-11.0	-	RNAV 1
002	WALLP	DF	-	-	-	L	+FL110	-	-11.0	-	RNAV 1
003	AMBAS	TF	-	277 (266.0)	120.8	L	-	-	-11.2	-	RNAV 1
AMBIN 1F											
001	BERAM	CF (BEA)	Y	115 (103.6)	3.0	-	-	-	-11.0	-	RNAV 1
002	WALLP	DF	-	-	-	L	+FL110	-	-11.0	-	RNAV 1
003	AMBIN	TF	-	315 (304.0)	293.9	L	-	-	-11.2	-	RNAV 1
BEROX 1F											
001	BERAM	CF (BEA)	Y	115 (103.6)	3.0	-	-	-	-11.0	-	RNAV 1
002	WALLP	DF	-	-	-	L	+FL110	-	-11.0	-	RNAV 1
003	BEROX	TF	-	006 (355.0)	182.0	L	-	-	-11.2	-	RNAV 1
DATOR 2F											
001	BERAM	CF (BEA)	Y	115 (103.6)	3.0	-	-	-	-11.0	-	RNAV 1
002	GADOT	DF	-	-	-	R	-	-	-11.0	-	RNAV 1
003	DATOR	TF	-	271 (259.8)	7.0	L	-	-	-10.9	-	RNAV 1
DIBOK 1F											
001	BERAM	CF (BEA)	Y	115 (103.6)	3.0	-	-	-	-11.0	-	RNAV 1
002	WALLP	DF	-	-	-	L	+FL110	-	-11.0	-	RNAV 1
003	DIBOK	TF	-	324 (312.7)	302.0	L	-	-	-11.2	-	RNAV 1
ELOTU 1F											
001	BERAM	CF (BEA)	Y	115 (103.6)	3.0	-	-	-	-11.0	-	RNAV 1
002	ELOTU	DF	-	-	-	R	-	-	-11.0	-	RNAV 1
ITSEL 1F											
001	BERAM	CF (BEA)	Y	115 (103.6)	3.0	-	-	-	-11.0	-	RNAV 1
002	ITSEL	DF	-	-	-	R	-	-	-11.0	-	RNAV 1
KARUM 1F											
001	BERAM	CF (BEA)	Y	115 (103.6)	3.0	-	-	-	-11.0	-	RNAV 1
002	WALLP	DF	-	-	-	L	+FL110	-	-11.0	-	RNAV 1
003	KARUM	TF	-	018 (007.2)	182.7	L	-	-	-11.2	-	RNAV 1
KISAS 1F											
001	BERAM	CF (BEA)	Y	115 (103.6)	3.0	-	-	-	-11.0	-	RNAV 1
002	WALLP	DF	-	-	-	L	+FL110	-	-11.0	-	RNAV 1
003	KISAS	TF	-	348 (336.4)	198.0	L	-	-	-11.2	-	RNAV 1
NOREX 1F											
001	BERAM	CF (BEA)	Y	115 (103.6)	3.0	-	-	-	-11.0	-	RNAV 1
002	NOREX	DF	-	-	-	R	-	-	-11.0	-	RNAV 1
VESKA 1F											
001	BERAM	CF (BEA)	Y	115 (103.6)	3.0	-	-	-	-11.0	-	RNAV 1
002	WALLP	DF	-	-	-	L	+FL110	-	-11.0	-	RNAV 1
003	VESKA	TF	-	354 (343.1)	189.6	L	-	-	-11.2	-	RNAV 1
SCAPA 1F											
001	BERAM	CF (BEA)	Y	115 (103.6)	3.0	-	-	-	-11.0	-	RNAV 1
002	WALLP	DF	-	-	-	L	+FL110	-	-11.0	-	RNAV 1
003	SCAPA	TF	-	049 (037.7)	217.3	R	-	-	-11.2	-	RNAV 1
WALLP 1F											
001	BERAM	CF (BEA)	Y	115 (103.6)	3.0	-	-	-	-11.0	-	RNAV 1
002	WALLP	DF	-	-	-	L	+FL110	-	-11.0	-	RNAV 1

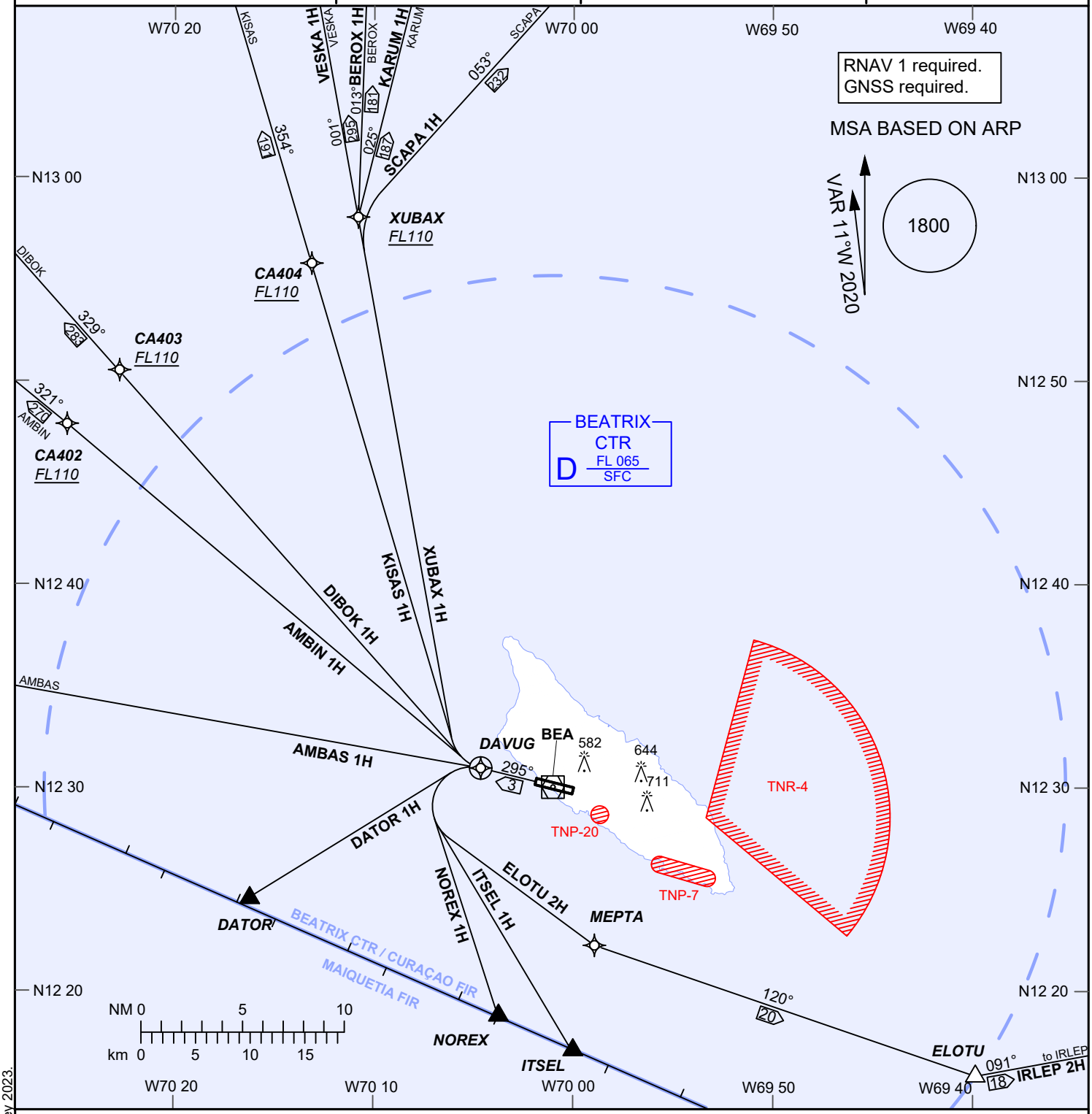
AERO INFO DATE 22 FEB 24

Fix name	*Coordinates (WGS-84)*	*Fix name*	*Coordinates (WGS-84)*
ADRIV	N 12 23 41.79 W 069 36 12.17	ITSEL	N 12 16 59.10 W 070 00 00.00
AMBAS	N 12 49 00.00 W 071 51 00.00	KARUM	N 16 00 00.00 W 069 24 00.00
AMBIN	N 15 41 02.90 W 074 00 00.00	KISAS	N 16 00 00.00 W 071 09 45.98
BERAM	N 12 29 11.99 W 069 57 12.67	LENIT	N 12 28 30.31 W 069 54 18.10
BEROX	N 16 00 00.00 W 070 04 00.00	MIDVU	N 12 27 19.09 W 069 49 20.15
DATOR	N 12 24 35.10 W 070 16 13.30	NOREX	N 12 18 41.10 W 070 03 43.30
DIBOK	N 16 21 42.00 W 073 38 30.00	SCAPA	N 15 50 02.90 W 067 30 00.00
ELOTU	N 12 15 49.93 W 069 39 52.84	VESKA	N 16 00 00.00 W 070 45 00.00
GADOT	N 12 25 50.56 W 070 09 08.59	WALLP	N 12 57 55.60 W 069 47 38.50

CHANGES: ADRIV coordinates, MAGVAR2020.

AERO INFO DATE 22 FEB 24

STANDARD DEPARTURE CHART INSTRUMENT (RNAV) - ICAO	AD ELEVATION: 62 TRANS LEVEL: FL 040 TRANS ALT: 2500 (2438)	BEATRIX: TWR 118.0 APP 120.9 APRON 121.6 ATIS 132.1	RWY 29 REINA BEATRIX INT'L (TNCA), ARUBA



1. BEA VOR 113.8 MHz. Declination 11°W.
2. XUBAX 1H: After passing XUBAX, expect ATC instructions to first en-route waypoint.
3. Altitudes, elevations and heights in feet, distances in nautical miles, bearings are magnetic.

ICAO SID DESIGNATORS

AMBAS 1H	ITSEL 1H
AMBIN 1H	KARUM 1H
BEROX 1H	KISAS 1H
DATOR 1H	NOREX 1H
DIBOK 1H	SCAPA 1H
ELOTU 2H	VESKA 1H
IRLEP 2H	XUBAX 1H

TNP-7	GND - 2500
TNR-4	SFC-by NOTAM
TNP-20	GND - 2500

CHANGES: Obstacle survey 2023.

AERO INFO DATE 22 FEB 24

TNCA STANDARD INSTRUMENT DEPARTURE (RNAV) RWY 29 CODING TABLE											
Route desginator/ *Serial number*	*Waypoint name*	*Path Terminator*	*Fly-over*	*Course/Track °M(°T)*	*Dist (NM)*	*Turn dir*	*Alt (ft/FL)*	*Speed (KIAS)*	*Mag var*	*VPA/TCH*	*Nav Spec*
AMBAS 1H											
001	DAVUG	CF (BEA)	Y	295 (283.6)	3.0	-	-	-	-11.0	-	RNAV 1
002	AMBAS	DF	-	-	-	L	-	-	-11.0	-	RNAV 1
AMBIN 1H											
001	DAVUG	CF (BEA)	Y	295 (283.6)	3.0	-	-	-	-11.0	-	RNAV 1
002	CA402	DF	-	-	-	R	+FL110	-	-11.0	-	RNAV 1
003	AMBIN	TF	-	321 (310.0)	270.5	-	-	-	-10.8	-	RNAV 1
BEROX 1H											
001	DAVUG	CF (BEA)	Y	295 (283.6)	3.0	-	-	-	-11.0	-	RNAV 1
002	XUBAX	DF	-	-	-	R	+FL110	-	-11.0	-	RNAV 1
003	BEROX	TF	-	013 (002.1)	181.3	R	-	-	-10.9	-	RNAV 1
IRLEP 2H											
001	DAVUG	CF (BEA)	Y	295 (283.6)	3.0	-	-	-	-11.0	-	RNAV 1
002	MEPTA	DF	-	-	-	L	-	-	-11.0	-	RNAV 1
003	ELOTU	TF	-	120 (108.9)	19.7	L	-	-	-11.0	-	RNAV 1
004	IRLEP	TF	-	091 (080.2)	17.8	-	-	-	-11.2	-	RNAV 1
DATOR 1H											
001	DAVUG	CF (BEA)	Y	295 (283.6)	3.0	-	-	-	-11.0	-	RNAV 1
002	DATOR	DF	-	-	-	L	-	-	-11.0	-	RNAV 1
DIBOK 1H											
001	DAVUG	CF (BEA)	Y	295 (283.6)	3.0	-	-	-	-11.0	-	RNAV 1
002	CA403	DF	-	-	-	R	+FL110	-	-11.0	-	RNAV 1
003	DIBOK	TF	-	329 (318.3)	283.2	-	-	-	-10.8	-	RNAV 1
ELOTU 2H											
001	DAVUG	CF (BEA)	Y	295 (283.6)	3.0	-	-	-	-11.0	-	RNAV 1
002	MEPTA	DF	-	-	-	L	-	-	-11.0	-	RNAV 1
003	ELOTU	TF	-	120 (108.9)	19.7	L	-	-	-11.0	-	RNAV 1
ITSEL 1H											
001	DAVUG	CF (BEA)	Y	295 (283.6)	3.0	-	-	-	-11.0	-	RNAV 1
002	ITSEL	DF	-	-	-	L	-	-	-11.0	-	RNAV 1
KARUM 1H											
001	DAVUG	CF (BEA)	Y	295 (283.6)	3.0	-	-	-	-11.0	-	RNAV 1
002	XUBAX	DF	-	-	-	R	+FL110	-	-11.0	-	RNAV 1
003	KARUM	TF	-	025 (014.0)	186.8	R	-	-	-10.9	-	RNAV 1
KISAS 1H											
001	DAVUG	CF (BEA)	Y	295 (283.6)	3.0	-	-	-	-11.0	-	RNAV 1
002	CA404	DF	-	-	-	R	+FL110	-	-11.0	-	RNAV 1
003	KISAS	TF	-	354 (343.4)	191.5	-	-	-	-10.9	-	RNAV 1
NOREX 1H											
001	DAVUG	CF (BEA)	Y	295 (283.6)	3.0	-	-	-	-11.0	-	RNAV 1
002	NOREX	DF	-	-	-	L	-	-	-11.0	-	RNAV 1
SCAPA 1H											
001	DAVUG	CF (BEA)	Y	295 (283.6)	3.0	-	-	-	-11.0	-	RNAV 1
002	XUBAX	DF	-	-	-	R	+FL110	-	-11.0	-	RNAV 1
003	SCAPA	TF	-	053 (042.0)	231.7	R	-	-	-10.9	-	RNAV 1
VESKA 1H											
001	DAVUG	CF (BEA)	Y	295 (283.6)	3.0	-	-	-	-11.0	-	RNAV 1
002	XUBAX	DF	-	-	-	-	+FL110	-	-11.0	-	RNAV 1
003	VESKA	TF	-	001 (349.7)	184.2	-	-	-	-10.9	-	RNAV 1
XUBAX 1H											
001	DAVUG	CF (BEA)	Y	295 (283.6)	3.0	-	-	-	-11.0	-	RNAV 1
002	XUBAX	DF	-	-	-	R	+FL110	-	-11.0	-	RNAV 1

AERO INFO DATE 22 FEB 24

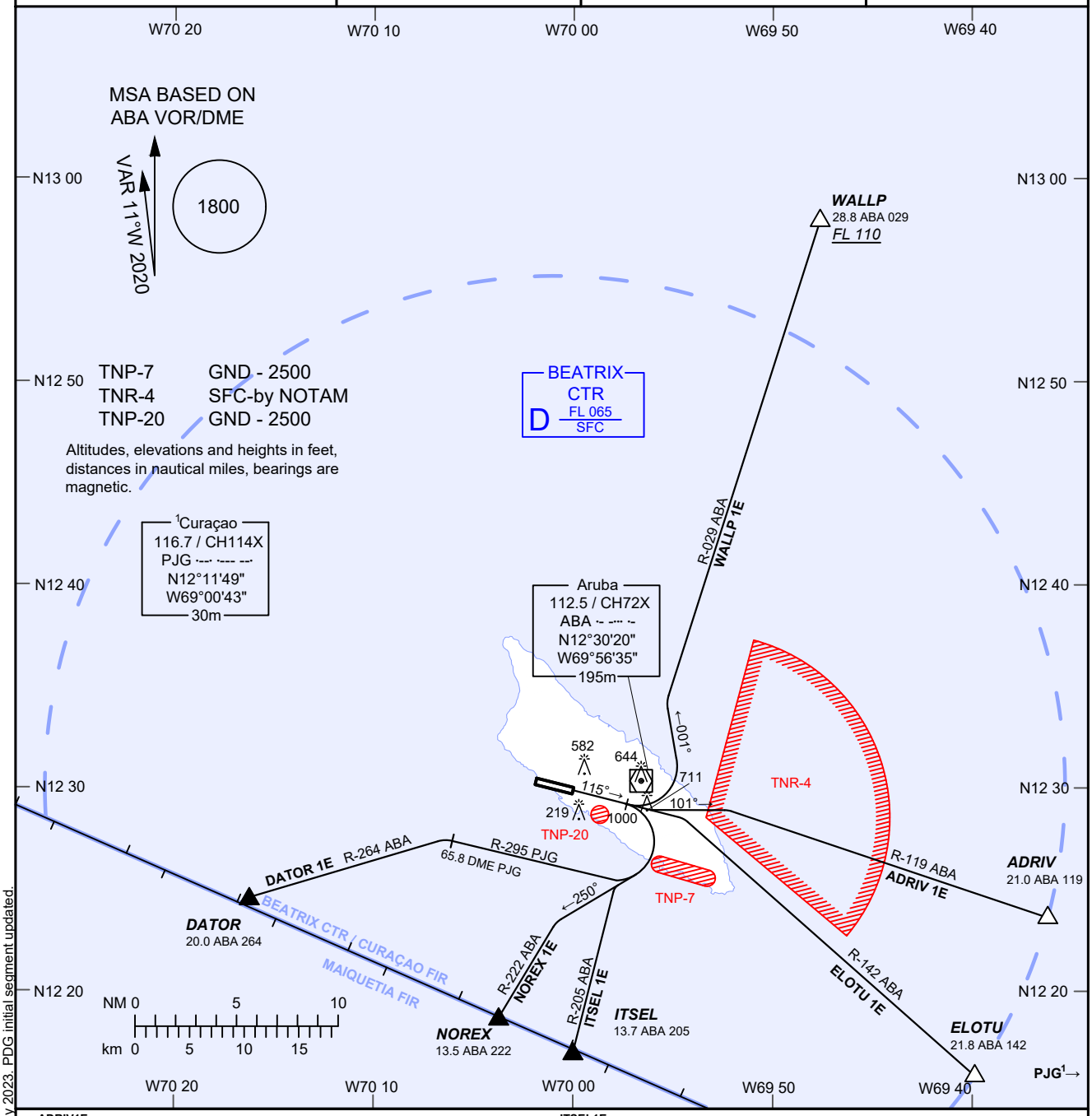
Fix name	*Coordinates (WGS-84)*	*Fix name*	*Coordinates (WGS-84)*
AMBAS	N 12 49 00.00 W 071 51 00.00	CA402	N 12 47 53.00 W 070 25 22.80
AMBIN	N 15 41 02.90 W 074 00 00.00	CA403	N 12 50 31.50 W 070 22 45.50
BEROX	N 16 00 00.00 W 070 04 00.00	CA404	N 12 55 47.10 W 070 13 08.10

DATOR	N 12 24 35.10 W 070 16 13.30	KISAS	N 16 00 00.00 W 071 09 45.98
DAVUG	N 12 30 58.12 W 070 04 37.81	MEPTA	N 12 22 15.50 W 069 58 55.60
DIBOK	N 16 21 42.00 W 073 38 30.00	NOREX	N 12 18 41.10 W 070 03 43.30
ELOTU	N 12 15 49.93 W 069 39 52.84	SCAPA	N 15 50 02.90 W 067 30 00.00
IRLEP	N 12 18 53.10 W 069 21 56.00	VESKA	N 16 00 00.00 W 070 45 00.00
ITSEL	N 12 16 59.10 W 070 00 00.00	XUBAX	N 12 58 03.10 W 070 10 48.40
KARUM	N 16 00 00.00 W 069 24 00.00		

CHANGES: MAGVAR2020.

AERO INFO DATE 22 FEB 24

STANDARD DEPARTURE CHART INSTRUMENT (VOR) - ICAO	AD ELEVATION: 62 TRANS LEVEL: FL 040 TRANS ALT: 2500 (2438)	BEATRIX: TWR 118.0 APP 120.9 APRON 121.6 ATIS 132.1	RWY 11 REINA BEATRIX INT'L (TNCA), ARUBA



ADRIV1E
Climb on runway magnetic track 115°, at or above 1000 ft AMSL turn left to magnetic track 101° to intercept and follow R-119 ABA to ADRIV (21.0 DME ABA). Requires minimum 245 ft/NM until 1000 ft AMSL. Advise ATC if unable to climb above TNR-4 ceiling prior to crossing boundary.

DATOR1E
Climb on runway magnetic track 115°, at or above 1000 ft AMSL turn right to intercept and follow R-295 PJG up to 65.8 DME PJG. Turn left to intercept and follow R-264 ABA to DATOR (20.0 DME ABA). Requires minimum 245 ft/NM until 1000 ft AMSL.

ELOTU1E
Climb on runway magnetic track 115°, at or above 1000 ft AMSL intercept and follow R-142 ABA to ELOTU (21.8 DME ABA). Requires minimum 245 ft/NM until 1000 ft AMSL.

ITSEL1E
Climb on runway magnetic track 115°, at or above 1000 ft AMSL turn right to magnetic track 250° to intercept and follow R-205 ABA to ITSEL (13.7 DME ABA). Requires minimum 245 ft/NM until 1000 ft AMSL.

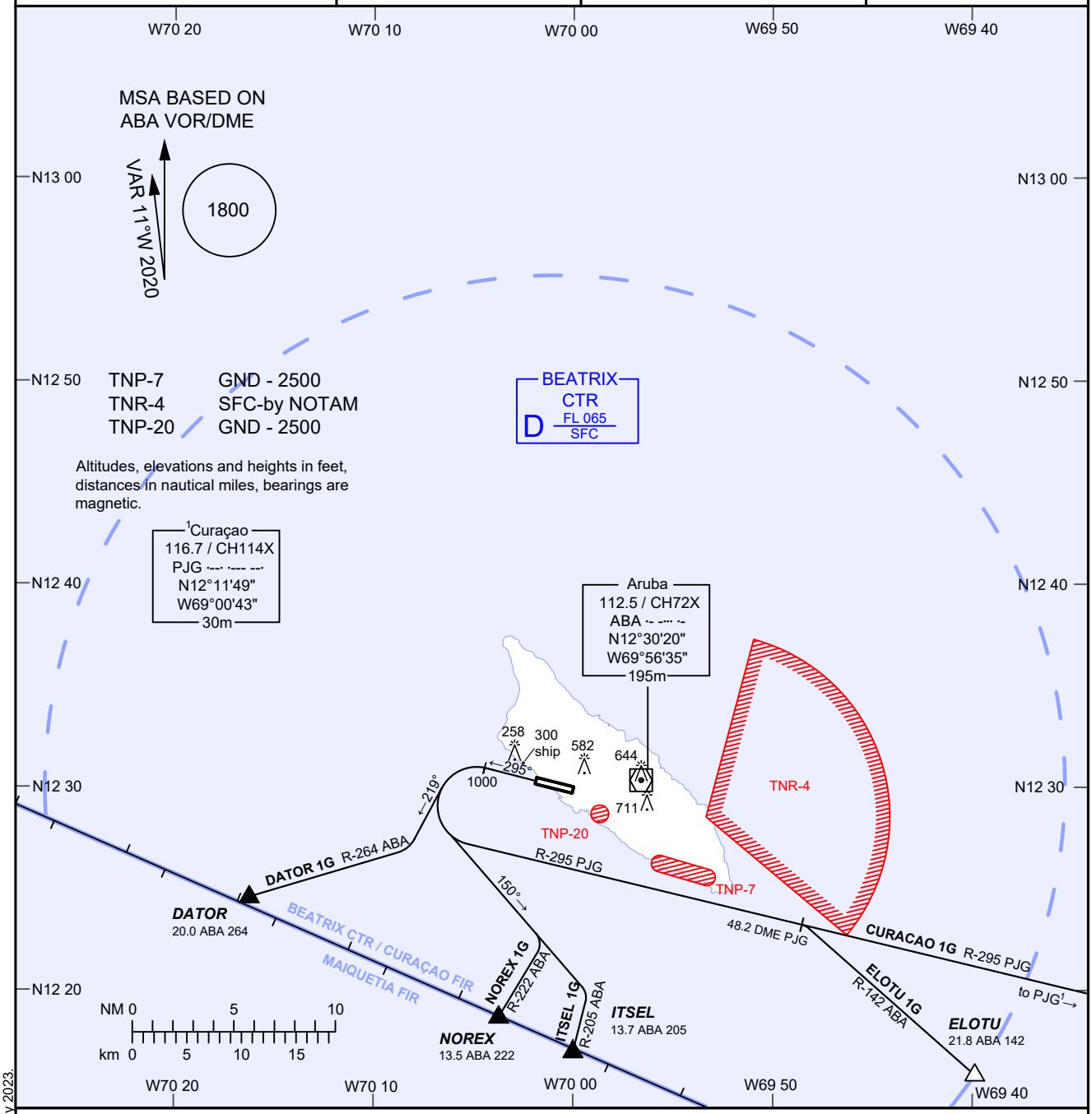
NOREX1E
Climb on runway magnetic track 115°, at or above 1000 ft AMSL turn right to magnetic track 250° to intercept and follow R-222 ABA to NOREX (13.5 DME ABA). Requires minimum 245 ft/NM until 1000 ft AMSL.

WALLP1E
Climb on runway magnetic track 115°, at or above 1000 ft AMSL turn left to magnetic track 001° to intercept and follow R-029 ABA to WALLP (28.8 DME ABA) at or above FL110. After passing WALLP, expect ATC instructions to first en-route waypoint. Requires minimum 245 ft/NM until 1000 ft AMSL.

CHANGES: Obstacle survey 2023. PDG initial segment updated.

AERO INFO DATE 22 FEB 24

STANDARD DEPARTURE CHART INSTRUMENT (VOR) - ICAO	AD ELEVATION: 62 TRANS LEVEL: FL 040 TRANS ALT: 2500 (2438)	BEATRIX: TWR 118.0 APP 120.9 APRON 121.6 ATIS 132.1	RWY 29 REINA BEATRIX INT'L (TNCA), ARUBA



CURACAO1G
Climb on runway magnetic track 295°, at or above 1000 ft AMSL turn left to intercept and follow R-295 PJG to PJG.

DATOR1G
Climb on runway magnetic track 295°, at or above 1000 ft AMSL turn left to magnetic track 219° to intercept and follow R-264 ABA to DATOR (20.0 DME ABA).

ELOTU1G
Climb on runway magnetic track 295°, at or above 1000 ft AMSL turn left to intercept and follow R-295 PJG up to 48.2 DME PJG. Turn right to intercept and follow R-142 ABA to ELOTU (21.8 DME ABA).

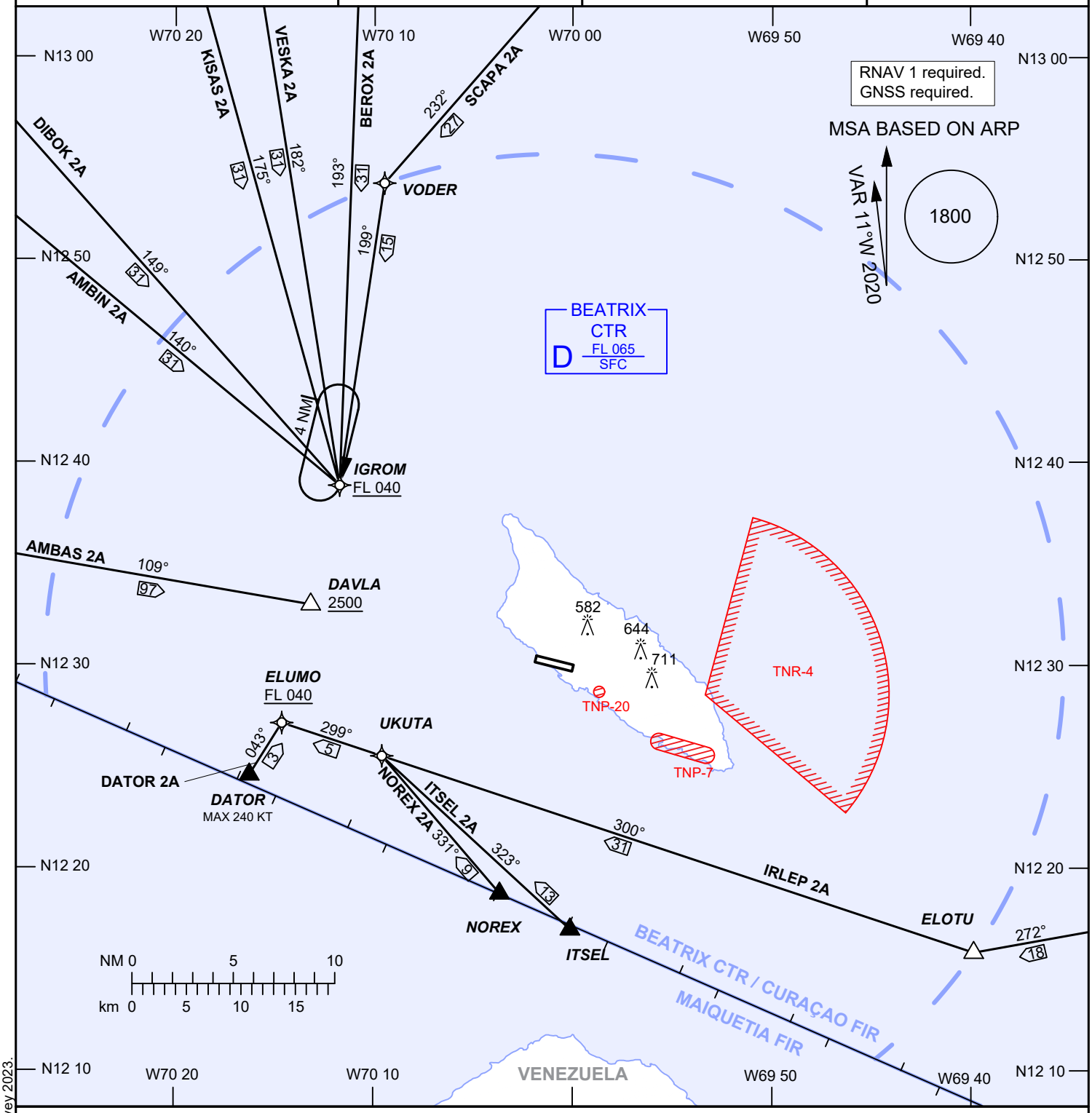
ITSEL1G
Climb on runway magnetic track 295°, at or above 1000 ft AMSL turn left to magnetic track 150° to intercept and follow R-205 ABA to ITSEL (13.7 DME ABA).

NOREX1G
Climb on runway magnetic track 295°, at or above 1000 ft AMSL turn left to magnetic track 150° to intercept and follow R-222 ABA to NOREX (13.5 DME ABA).

CHANGES: Obstacle survey 2023.

AERO INFO DATE 22 FEB 24

STANDARD ARRIVAL CHART INSTRUMENT (RNAV) - ICAO	AD ELEVATION: 62 TRANS LEVEL: FL 040 TRANS ALT: 2500 (2438)	BEATRIX: TWR 118.0 APP 120.9 APRON 121.6 ATIS 132.1	RWY 11 REINA BEATRIX INT'L (TNCA), ARUBA



1. A request for the RNP RWY 11 approach should be made on first contact with ATC.
2. Altitudes, elevations and heights in feet, distances in nautical miles, bearings are magnetic.

ICAO STAR DESIGNATORS

AMBAS 2A	ITSEL 2A
AMBIN 2A	KISAS 2A
BEROX 2A	NOREX 2A
DATOR 2A	SCAPA 2A
DIBOK 2A	VESKA 2A
IRLEP 2A	

TNP-7	GND - 2500
TNR-4	SFC-by NOTAM
TNP-20	GND - 2500

CHANGES: Obstacle survey 2023.

AERO INFO DATE 22 FEB 24

TNCA STANDARD ARRIVAL (RNAV) RWY 11 CODING TABLE											
Serial Number	*Waypoint name*	*Path Terminator*	*Fly-over*	*Course/Track °M(°T)*	*Dist (NM)*	*Turn dir*	*Alt (ft/FL)*	*Speed (KIAS)*	*Mag var*	*VPA/ TCH*	*Nav Spec*
AMBAS 2A											
001	AMBAS	IF	-	-	-	-	-	-	-10.0	-	-
002	DAVLA	TF	-	109 (099.3)	97.0	-	+2500	-	-11.0	-	RNAV 1
AMBIN 2A											
001	AMBIN	IF	-	-	-	-	-	-	-9.1	-	-
002	CA102	TF	-	138 (128.8)	255.6	-	-FL100	-	-10.7	-	RNAV 1
003	IGROM	TF	-	140 (129.7)	30.9	-	+FL040	-	-11.0	-	RNAV 1
BEROX 2A											
001	BEROX	IF	-	-	-	-	-	-	-11.3	-	-
002	CA106	TF	-	193 (182.2)	169.6	-	-FL100	-	-11.0	-	RNAV 1
003	IGROM	TF	-	193 (182.2)	30.9	-	+FL040	-	-11.0	-	RNAV 1
DATOR 2A											
001	DATOR	IF	-	-	-	-	-	-240	-10.8	-	-
002	ELUMO	TF	-	043 (032.0)	3.0	-	+FL040	-	-11.0	-	RNAV 1
DIBOK 2A											
001	DIBOK	IF	-	-	-	-	-	-	-9.4	-	-
002	CA103	TF	-	147 (137.4)	268.2	-	-FL100	-	-10.7	-	RNAV 1
003	IGROM	TF	-	149 (138.3)	30.9	-	+FL040	-	-11.0	-	RNAV 1
IRLEP 2A											
001	IRLEP	IF	-	-	-	-	-	-	-11.3	-	-
002	ELOTU	TF	-	272 (260.2)	17.8	-	-	-	-11.2	-	RNAV 1
003	UKUTA	TF	-	300 (288.4)	30.7	-	-	-	-10.9	-	RNAV 1
004	ELUMO	TF	-	299 (288.3)	5.1	-	+FL040	-	-11.0	-	RNAV 1
ITSEL 2A											
001	ITSEL	IF	-	-	-	-	-	-	-11.0	-	-
002	UKUTA	TF	-	323 (312.0)	12.7	-	-	-	-10.9	-	RNAV 1
003	ELUMO	TF	-	299 (288.3)	5.1	-	+FL040	-	-11.0	-	RNAV 1
KISAS 2A											
001	KISAS	IF	-	-	-	-	-	-	-10.7	-	-
002	CA104	TF	-	175 (164.2)	177.2	-	-FL100	-	-10.9	-	RNAV 1
003	IGROM	TF	-	175 (164.4)	30.9	-	+FL040	-	-11.0	-	RNAV 1
NOREX 2A											
001	NOREX	IF	-	-	-	-	-	-	-11.0	-	-
002	UKUTA	TF	-	331 (319.6)	9.0	-	-	-	-10.9	-	RNAV 1
003	ELUMO	TF	-	299 (288.3)	5.1	-	+FL040	-	-11.0	-	RNAV 1
SCAPA 2A											
001	SCAPA	IF	-	-	-	-	-	-	-12.5	-	-
002	CA107	TF	-	234 (221.7)	206.6	-	-FL100	-	-11.1	-	RNAV 1
003	VODER	TF	-	232 (221.1)	27.4	-	-	-	-10.9	-	RNAV 1
004	IGROM	TF	-	199 (188.4)	15.0	-	+FL040	-	-11.0	-	RNAV 1
VESKA 2A											
001	VESKA	IF	-	-	-	-	-	-	-10.9	-	-
002	CA105	TF	-	182 (170.8)	172.0	-	-FL100	-	-10.9	-	RNAV 1
003	IGROM	TF	-	182 (170.9)	30.9	-	+FL040	-	-11.0	-	RNAV 1

Fix name	*Coordinates (WGS-84)*	*Fix name*	*Coordinates (WGS-84)*
AMBAS	N 12 49 00.00 W 071 51 00.00	CA105	N 13 09 28.06 W 070 16 41.76
AMBIN	N 15 41 02.90 W 074 00 00.00	CA106	N 13 09 50.06 W 070 10 31.42
BEROX	N 16 00 00.00 W 070 04 00.00	CA107	N 13 14 30.98 W 069 50 59.04
CA102	N 12 58 40.59 W 070 35 59.92	DATOR	N 12 24 35.10 W 070 16 13.30
CA103	N 13 02 00.76 W 070 32 42.82	DAVLA	N 12 32 59.81 W 070 13 09.24
CA104	N 13 08 42.99 W 070 20 11.90	DIBOK	N 16 21 42.00 W 073 38 30.00

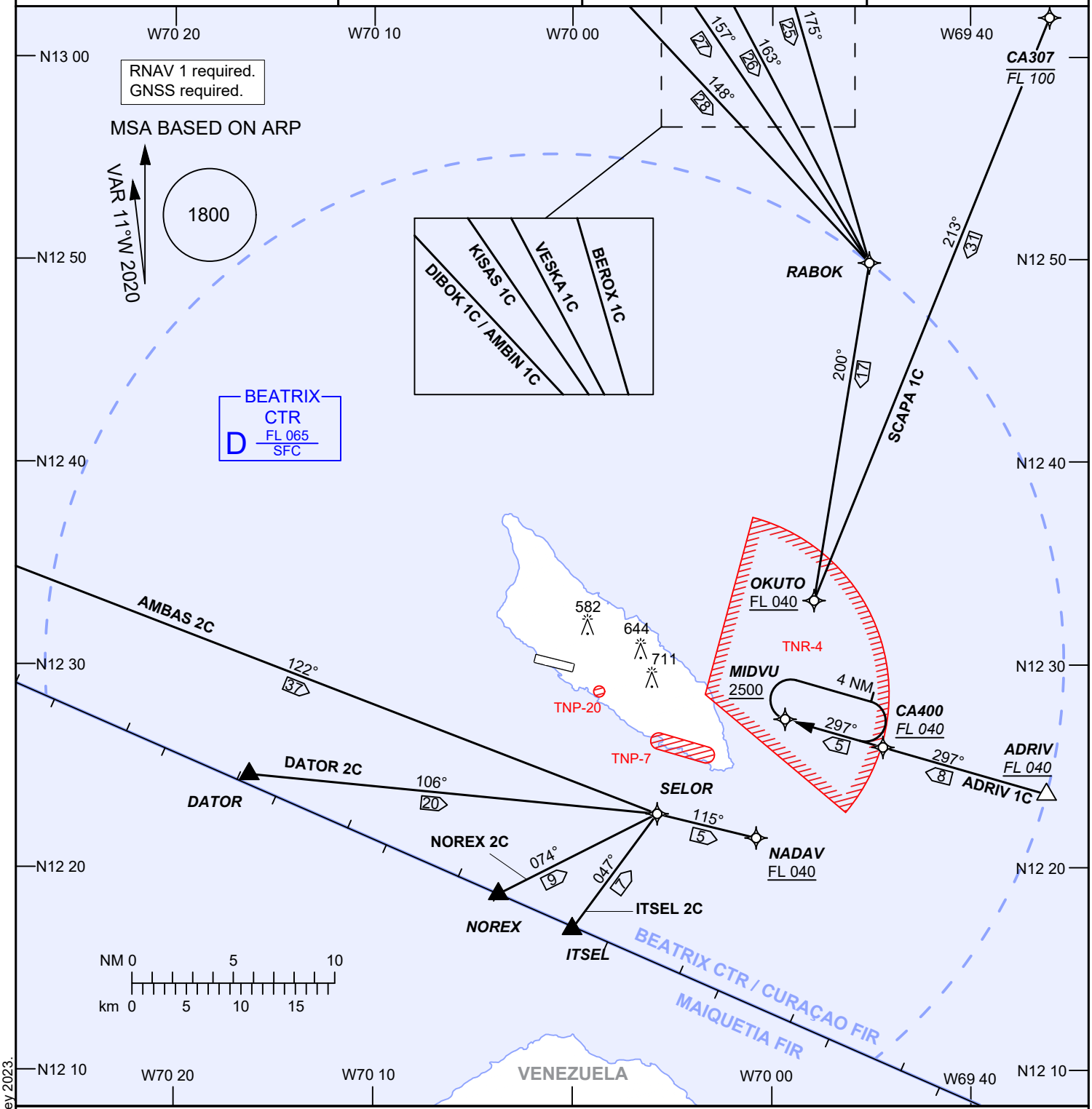
AERO INFO DATE 22 FEB 24

ELOTU	N 12 15 49.93 W 069 39 52.84	NOREX	N 12 18 41.10 W 070 03 43.30
ELUMO	N 12 27 08.32 W 070 14 35.70	SCAPA	N 15 50 02.90 W 067 30 00.00
IGROM	N 12 38 51.29 W 070 11 42.72	UKUTA	N 12 25 32.34 W 070 09 39.97
IRLEP	N 12 18 53.10 W 069 21 56.00	VESKA	N 16 00 00.00 W 070 45 00.00
ITSEL	N 12 16 59.10 W 070 00 00.00	VODER	N 12 53 45.02 W 070 09 28.74
KISAS	N 16 00 00.00 W 071 09 45.98		

CHANGES: MAGVAR 2020.

AERO INFO DATE 22 FEB 24

STANDARD ARRIVAL CHART INSTRUMENT (RNAV) - ICAO	AD ELEVATION: 62 TRANS LEVEL: FL 040 TRANS ALT: 2500 (2438)	BEATRIX: TWR 118.0 APP 120.9 APRON 121.6 ATIS 132.1	RWY 29 REINA BEATRIX INT'L (TNCA), ARUBA



1. TNR-4 is not active during RWY 29 operations.
2. A request for the RNP RWY 29 approach should be made on first contact with ATC.
3. Altitudes, elevations and heights in feet, distances in nautical miles, bearings are magnetic.

ICAO STAR DESIGNATORS

ADRIV 1C	ITSEL 2C
AMBAS 2C	KISAS 1C
AMBIN 1C	NOREX 2C
BEROX 1C	SCAPA 1C
DATOR 2C	VESKA 1C
DIBOK 1C	

TNP-7	GND - 2500
TNR-4	SFC-by NOTAM
TNP-20	GND - 2500

CHANGES: Obstacle survey 2023.

AERO INFO DATE 22 FEB 24

TNCA STANDARD ARRIVAL (RNAV) RWY 29 CODING TABLE											
Serial Number	*Waypoint name*	*Path Terminator*	*Fly-over*	*Course/Track °M(°T)*	*Dist (NM)*	*Turn dir*	*Alt (ft/FL)*	*Speed (KIAS)*	*Mag var*	*VPA/ TCH*	*Nav Spec*
ADRIV 1C											
001	ADRIV	IF	-	-	-	-	+FL040	-	-11.2	-	RNAV 1
002	CA400	TF	-	297 (285.5)	8.3	-	+FL040	-	-11.1	-	RNAV 1
003	MIDVU	TF	-	297 (286.0)	5.0	-	+2500	-	-11.0	-	RNAV 1
AMBAS 2C											
001	AMBAS	IF	-	-	-	-	-	-	-10.0	-	-
002	CA201	TF	-	109 (099.3)	79.3	-	-	-	-10.7	-	RNAV 1
003	SELOR	TF	-	122 (111.0)	37.0	-	-	-	-11.0	-	RNAV 1
004	NADAV	TF	-	115 (103.7)	5.0	-	+FL040	-	-11.0	-	RNAV 1
AMBIN 1C											
001	AMBIN	IF	-	-	-	-	-	-	-9.1	-	-
002	CA202	TF	-	138 (128.8)	202.7	-	-	-	-10.4	-	RNAV 1
003	CA302	TF	-	117 (107.0)	74.2	-	-FL100	-	-11.0	-	RNAV 1
004	RABOK	TF	-	148 (136.8)	28.4	-	-	-	-11.2	-	RNAV 1
005	OKUTO	TF	-	200 (189.3)	16.8	-	+FL040	-	-11.0	-	RNAV 1
BEROX 1C											
001	BEROX	IF	-	-	-	-	-	-	-11.3	-	-
002	CA206	TF	-	192 (181.1)	111.9	-	-	-	-11.1	-	RNAV 1
003	CA306	TF	-	175 (163.7)	55.7	-	-FL100	-	-11.1	-	RNAV 1
004	RABOK	TF	-	175 (163.8)	25.1	-	-	-	-11.2	-	RNAV 1
005	OKUTO	TF	-	200 (189.3)	16.8	-	+FL040	-	-11.0	-	RNAV 1
DATOR 2C											
001	DATOR	IF	-	-	-	-	-	-	-10.8	-	-
002	SELOR	TF	-	106 (095.5)	20.1	-	-	-	-11.0	-	RNAV 1
003	NADAV	TF	-	115 (103.7)	5.0	-	+FL040	-	-11.0	-	RNAV 1
DIBOK 1C											
001	DIBOK	IF	-	-	-	-	-	-	-9.4	-	-
002	CA203	TF	-	147 (137.4)	215.2	-	-	-	-10.5	-	RNAV 1
003	CA302	TF	-	127 (116.3)	69.6	-	-FL100	-	-11.0	-	RNAV 1
004	RABOK	TF	-	148 (136.8)	28.4	-	-	-	-11.2	-	RNAV 1
005	OKUTO	TF	-	200 (189.3)	16.8	-	+FL040	-	-11.0	-	RNAV 1
ITSEL 2C											
001	ITSEL	IF	-	-	-	-	-	-	-11.0	-	-
002	SELOR	TF	-	047 (036.4)	7.0	-	-	-	-11.0	-	RNAV 1
003	NADAV	TF	-	115 (103.7)	5.0	-	+FL040	-	-11.0	-	RNAV 1
KISAS 1C											
001	KISAS	IF	-	-	-	-	-	-	-10.7	-	-
002	CA204	TF	-	175 (164.1)	122.1	-	-	-	-10.8	-	RNAV 1
003	CA304	TF	-	156 (145.6)	60.0	-	-FL100	-	-11.1	-	RNAV 1
004	RABOK	TF	-	157 (145.7)	27.0	-	-	-	-11.2	-	RNAV 1
005	OKUTO	TF	-	200 (189.3)	16.8	-	+FL040	-	-11.0	-	RNAV 1
NOREX 2C											
001	NOREX	IF	-	-	-	-	-	-	-11.0	-	-
002	SELOR	TF	-	074 (063.2)	8.7	-	-	-	-11.0	-	RNAV 1
003	NADAV	TF	-	115 (103.7)	5.0	-	+FL040	-	-11.0	-	RNAV 1
SCAPA 1C											
001	SCAPA	IF	-	-	-	-	-	-	-12.5	-	-
002	CA207	TF	-	234 (221.7)	151.2	-	-	-	-11.5	-	RNAV 1
003	CA307	TF	-	214 (202.1)	58.4	-	-FL100	-	-11.3	-	RNAV 1
004	OKUTO	TF	-	213 (202.0)	30.9	-	+FL040	-	-11.0	-	RNAV 1

AERO INFO DATE 22 FEB 24

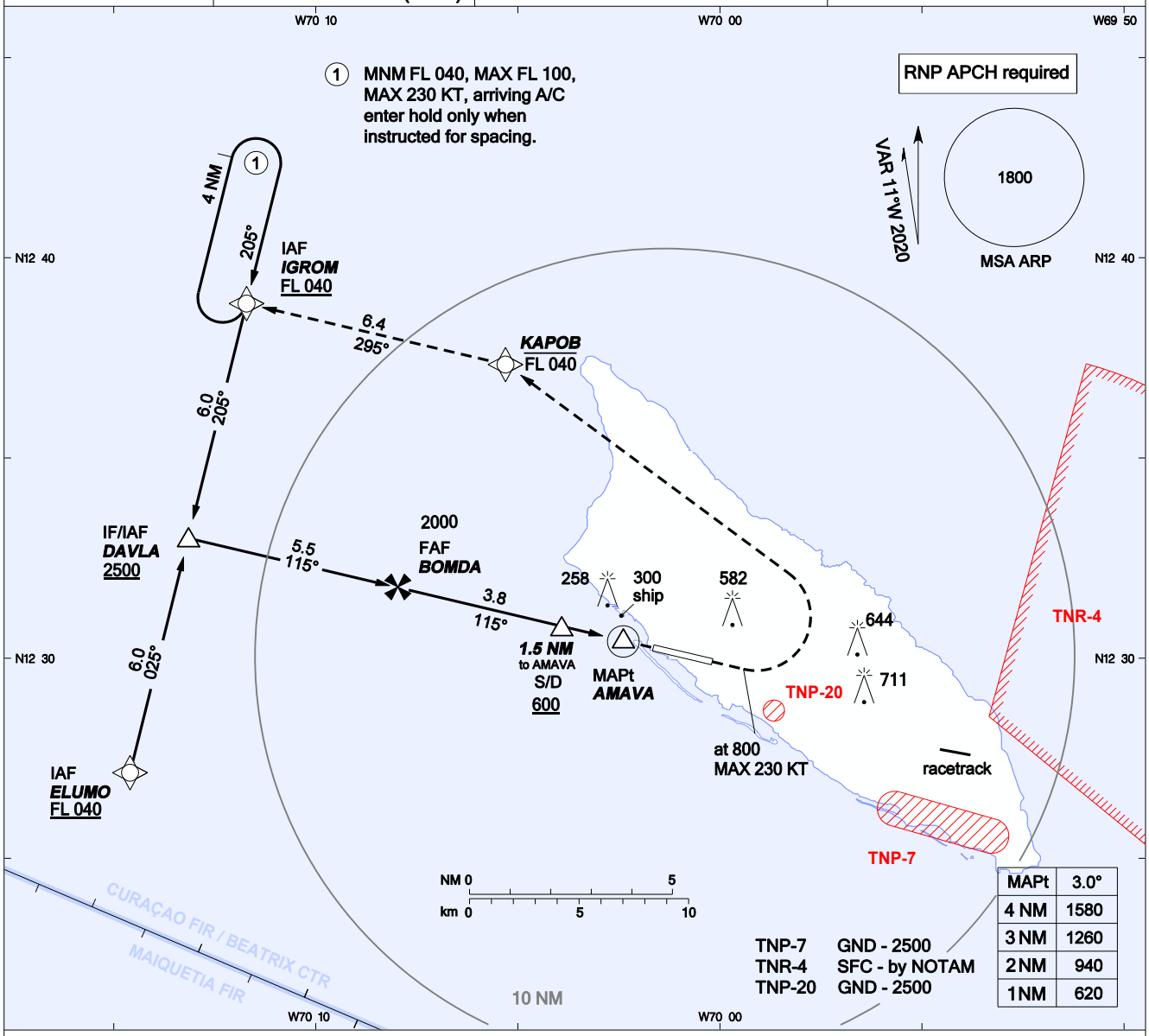
VESKA 1C											
001	VESKA	IF	-	-	-	-	-	-	-10.9	-	-
002	CA205	TF	-	182 (170.7)	116.1	-	-	-	-10.9	-	RNAV 1
003	CA305	TF	-	163 (152.0)	58.4	-	-FL100	-	-11.1	-	RNAV 1
004	RABOK	TF	-	163 (152.1)	26.2	-	-	-	-11.2	-	RNAV 1
005	OKUTO	TF	-	200 (189.3)	16.8	-	+FL040	-	-11.0	-	RNAV 1

Fix name	*Coordinates (WGS-84)*	*Fix name*	*Coordinates (WGS-84)*
ADRIV	N 12 23 41.79 W 069 36 12.17	CA307	N 13 01 55.38 W 069 36 03.18
AMBAS	N 12 49 00.00 W 071 51 00.00	CA400	N 12 25 56.04 W 069 44 25.41
AMBIN	N 15 41 02.90 W 074 00 00.00	DATOR	N 12 24 35.10 W 070 16 13.30
BEROX	N 16 00 00.00 W 070 04 00.00	DIBOK	N 16 21 42.00 W 073 38 30.00
CA201	N 12 35 57.87 W 070 31 00.21	ITSEL	N 12 16 59.10 W 070 00 00.00
CA202	N 13 32 33.67 W 071 17 47.78	KISAS	N 16 00 00.00 W 071 09 45.98
CA203	N 13 41 44.69 W 071 08 58.86	MIDVU	N 12 27 19.09 W 069 49 20.15
CA204	N 14 01 58.85 W 070 35 26.53	NADAV	N 12 21 27.74 W 069 50 47.14
CA205	N 14 04 55.72 W 070 25 47.78	NOREX	N 12 18 41.10 W 070 03 43.30
CA206	N 14 07 44.78 W 070 08 18.22	OKUTO	N 12 33 10.43 W 069 47 53.10
CA207	N 13 56 19.58 W 069 13 31.92	RABOK	N 12 49 49.83 W 069 45 07.00
CA302	N 13 10 37.82 W 070 05 00.36	SCAPA	N 15 50 02.90 W 067 30 00.00
CA304	N 13 12 15.37 W 070 00 41.27	SELOR	N 12 22 38.96 W 069 55 44.99
CA305	N 13 13 05.37 W 069 57 39.60	VESKA	N 16 00 00.00 W 070 45 00.00
CA306	N 13 13 59.94 W 069 52 16.66		

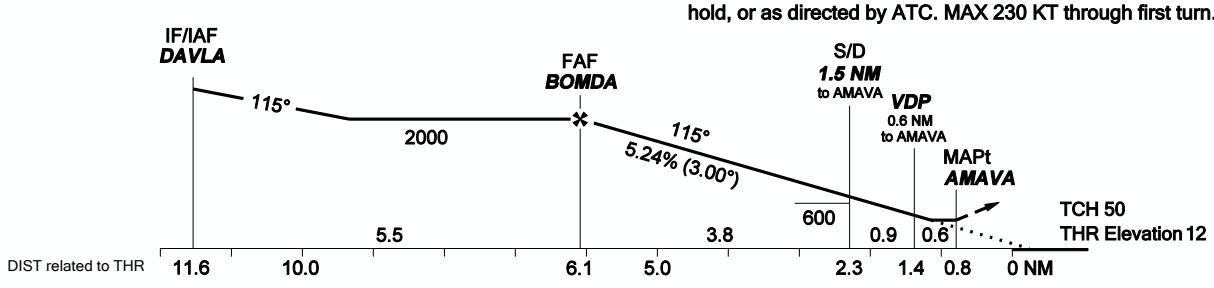
CHANGES: ADRIV coordinates, MAGVAR2020.

AERO INFO DATE 22 FEB 24

INSTRUMENT APPROACH CHART - ICAO	AD ELEVATION: 62 TRANS LEVEL: FL 040 TRANS ALT: 2500 (2438)	BEATRIX: APP 120.9 TWR 118.0 APRON 121.6 ATIS 132.1	RNP RWY 11 REINA BEATRIX INT'L (TNCA) ARUBA



MISSED APPROACH: Climb on extended centerline to 800 ft AMSL, then turn left climbing to FL 040 direct KAPOB, then to IGROM and hold, or as directed by ATC. MAX 230 KT through first turn.



OCA(H)	A	B	C	D
LNAV/VNAV: MNM TEMP 0°C	432 (421)	442 (431)	451 (440)	461 (450)
LNAV	550 (539)	550 (539)	550 (539)	550 (539)
CIRCLING	880 (818)	880 (818)	1110 (1048)	1110 (1048)

GROUNDSPEED - DESCENT RATE						
KT	70	90	100	120	140	160
ft/min	372	478	531	637	743	849

1. Pilots should request RNP approach on first contact with Beatrix tower.
2. Straight-in heights are relative to THR elevation, all other heights are relative to AD elevation
3. Visual descent point (VDP) is where LNAV OCA intersects 3° descent slope.
4. Altitudes, elevations and heights in feet, distances in nautical miles, bearings are magnetic.

CHANGES: Obstacle survey 2023, updated minima.

AERO INFO DATE 22 FEB 24

TNCA RNP RWY 11 APPROACH CODING TABLE											
Fix Name	*Fix Type*	*Path Terminator*	*Fly-over*	*Course/Track °M(°T)*	*Dist (NM)*	*Turn dir*	*Alt (ft/FL)*	*Speed (KIAS)*	*Mag var*	*VPA/TCH*	*RNP value*
From IGROM											
IGROM	IAF	IF	–	–	–	–	+FL040	–	-11.0	–	–
DAVLA	IF/IAF	TF	–	205 (193.59)	6.0	L	+2500	–	-11.0	–	1.0
From ELUMO											
ELUMO	IAF	IF	–	–	–	–	+FL040	–	-11.0	–	–
DAVLA	IF/IAF	TF	–	025 (013.58)	6.0	R	+2500	–	-11.0	–	1.0
From DAVLA											
DAVLA	–	–	–	–	–	–	+2500	–	-11.0	–	1.0
BOMDA	FAF	TF	–	115 (103.60)	5.5	–	2000	–	-11.0	–	1.0
S/D 1.5	S/D	TF	–	115 (103.62)	3.8	–	+600	–	-11.0	-3.00/50	0.3
AMAVA	MAPt	TF	Y	115 (103.63)	1.5	–	–	–	-11.0	-3.00/50	0.3
KAPOB	MATF	DF	–	–	–	L*	-FL040	230**	-11.0	–	1.0
IGROM	MAHF	TF	–	295 (283.62)	6.4	–	FL040	–	-11.0	–	1.0

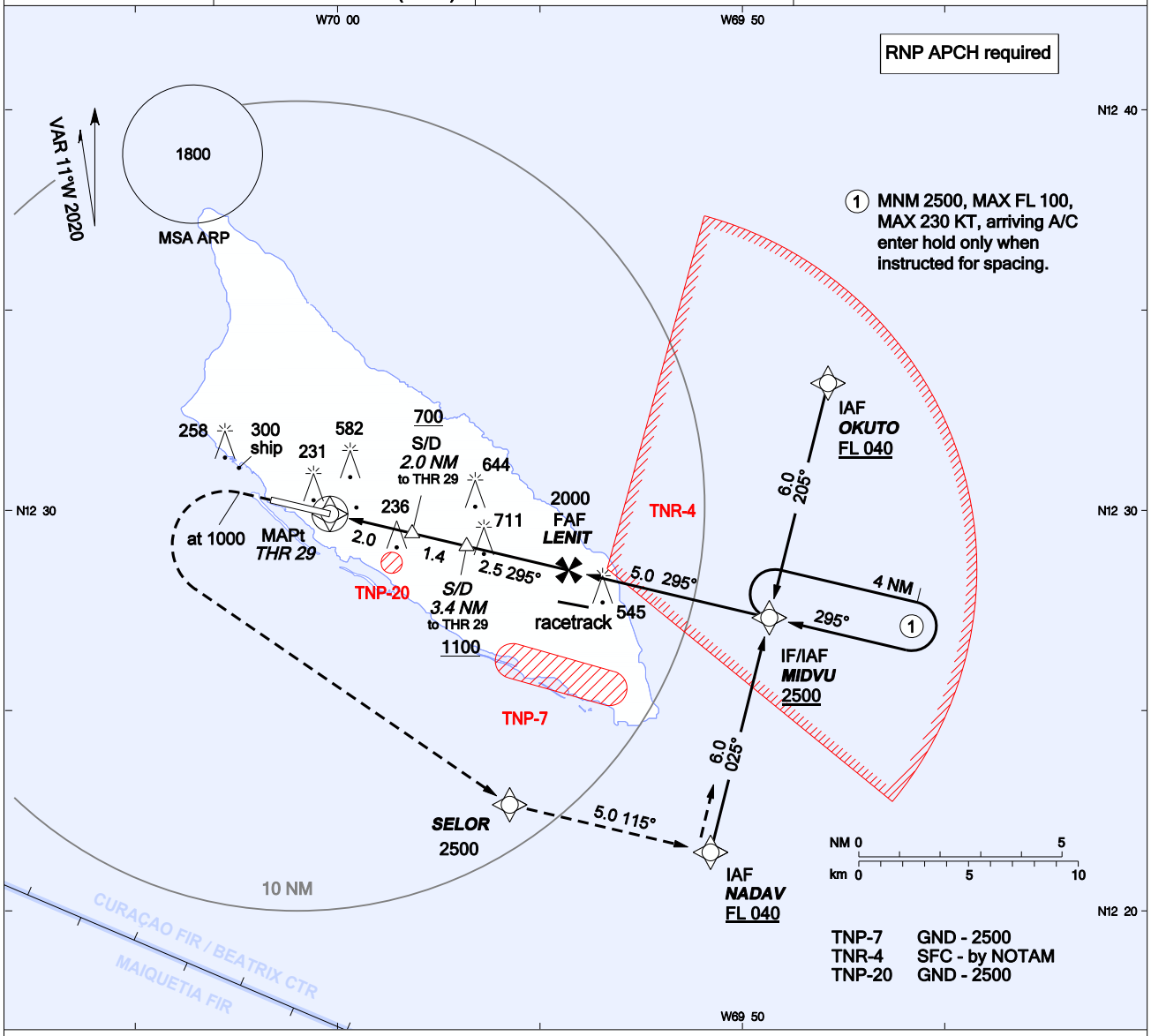
Fix name	*Coordinates (WGS-84)*
AMAVA	N 12 30 26.16 W 070 02 23.69
BOMDA	N 12 31 41.97 W 070 07 41.98
DAVLA	N 12 32 59.81 W 070 13 09.24
ELUMO	N 12 27 08.32 W 070 14 35.70
IGROM	N 12 38 51.29 W 070 11 42.72
KAPOB	N 12 37 19.89 W 070 05 18.39
S/D 1.5 NM to AMAVA	N 12 30 47.47 W 070 03 53.10

*Climb on extended CL to 800 ft AMSL then turn left
** MAX 230 KT through first turn

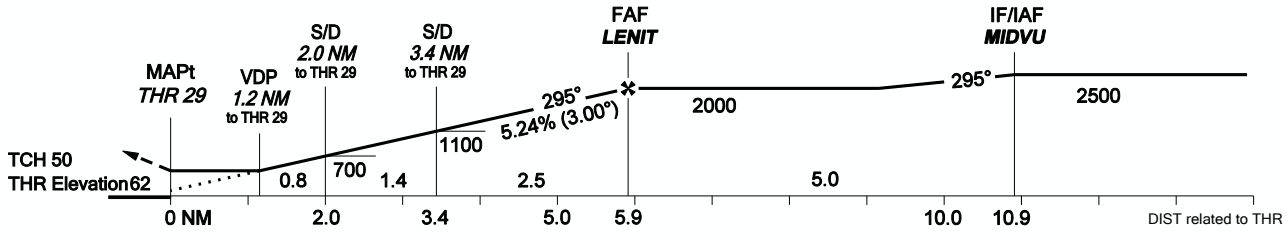
CHANGES: MAGVAR 2020.

AERO INFO DATE 22 FEB 24

INSTRUMENT APPROACH CHART - ICAO	AD ELEVATION: 62 TRANS LEVEL: FL 040 TRANS ALT: 2500 (2438)	BEATRIX: APP 120.9 TWR 118.0 APRON 121.6 ATIS 132.1	RNAV (GNSS) RWY 29 REINA BEATRIX INT'L (TNCA) ARUBA



MISSED APPROACH: Climb on extended centerline to 1000 ft AMSL, then turn left climbing to 2500 ft AMSL direct to SELOR, then to NADAV and MIDVU and hold, or as directed by ATC.



OCA(H)	A	B	C	D
LNAV/VNAV: MNM TEMP 0°C	361 (300)	370 (309)	380 (319)	390 (329)
LNAV	760 (699)	760 (699)	760 (699)	760 (699)
CIRCLING	880 (818)	880 (818)	1110 (1048)	1110 (1048)

GROUNDSPEED - DESCENT RATE						
KT	70	90	100	120	140	160
ft/min	372	478	531	637	743	849

1. TNR-4 is not active during RWY 29 operations.
2. Pilots should request RNP approach on first contact with Beatrix tower.
3. All heights are relative to AD elevation.
4. Visual descent point (VDP) is where LNAV OCA intersects 3° descent slope.
5. Altitudes, elevations and heights in feet, distances in nautical miles, bearings are magnetic.

CHANGES: Obstacle survey 2023, updated minima.

AERO INFO DATE 22 FEB 24

TNCA RNP RWY 29 APPROACH CODING TABLE											
Fix Name	*Fix Type*	*Path Terminator*	*Fly-over*	*Course/Track °M(°T)*	*Dist (NM)*	*Turn dir*	*Alt (ft/FL)*	*Speed (KIAS)*	*Mag var*	*VPA/TCH*	*RNP value*
From OKUTO											
OKUTO	IAF	IF	–	–	–	–	+FL040	–	-11.0	–	–
MIDVU	IF/IAF	TF	–	205 (193.68)	6.0	R	+2500	–	-11.0	–	1.0
From NADAV											
NADAV	IAF	IF	–	–	–	–	+FL040	–	-11.0	–	–
MIDVU	IF/IAF	TF	–	025 (013.68)	6.0	L	+2500	–	-11.0	–	1.0
From MIDVU											
MIDVU	–	–	–	–	–	–	+2500	–	-11.0	–	1.0
LENIT	FAF	TF		295 (283.68)	5.0	–	2000	–	-11.0	–	1.0
S/D 3.4	S/D	TF	–	295 (283.66)	2.5	–	+1100	–	-11.0	-3.00/50	0.3
S/D 2.0	S/D	TF	–	295 (283.65)	1.4	–	+700	–	-11.0	-3.00/50	0.3
THR 29	MAPt	TF	Y	295 (283.65)	2.0	–	–	–	-11.0	-3.00/50	0.3
SELOR	MATF	DF	–	–	–	L*	2500	–	-11.0	–	1.0
NADAV	MATF	TF	–	115 (103.66)	5.0	–	2500	–	-11.0	–	1.0
MIDVU	MATF	TF	–	025 (013.68)	6.0	–	2500	–	-11.0	–	1.0

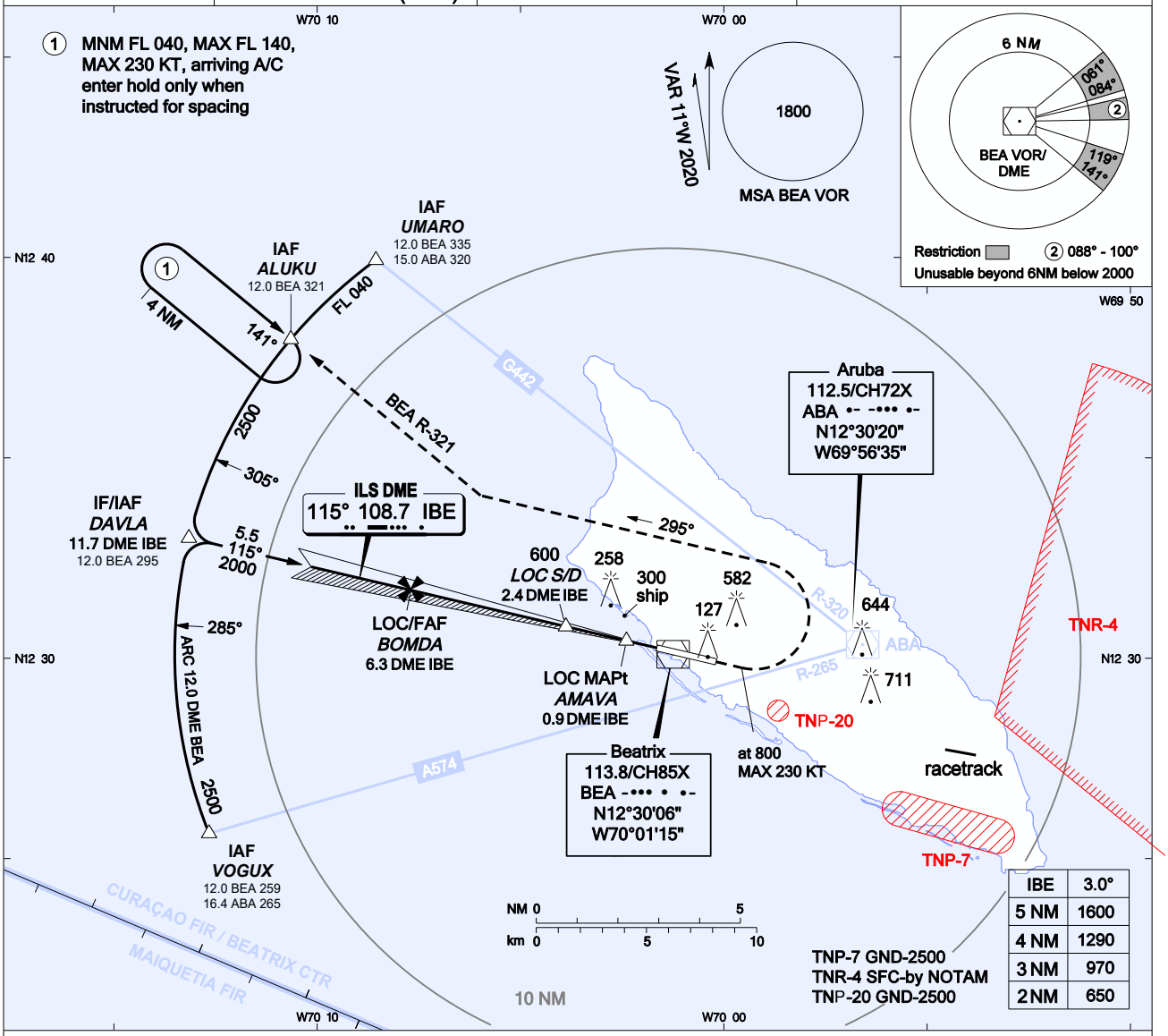
Fix name	*Coordinates (WGS-84)*
LENIT	N 12 28 30.31 W 069 54 18.10
MIDVU	N 12 27 19.09 W 069 49 20.15
NADAV	N 12 21 27.74 W 069 50 47.14
OKUTO	N 12 33 10.43 W 069 47 53.10
THR 29	N1 2 29 54.64 W 070 00 11.48
S/D 2.0 NM to THR 29	N 12 29 26.21 W 069 58 12.27
S/D 3.4 NM to THR 29	N 12 29 06.30 W 069 56 48.83
SELOR	N 12 22 38.96 W 069 55 44.99

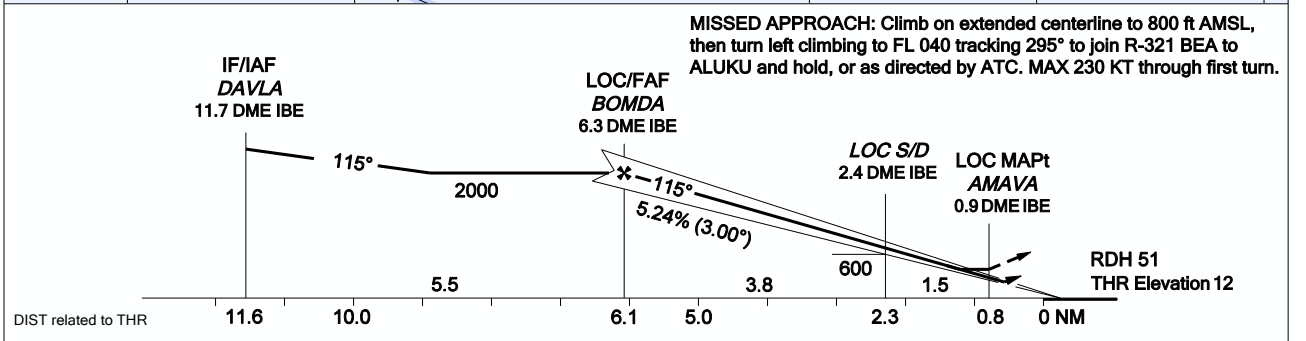
*Climb on extended CL to 1000 ft AMSL then turn left

CHANGES: MAGVAR 2020.

AERO INFO DATE 22 FEB 24

INSTRUMENT APPROACH CHART - ICAO	AD ELEVATION: 62 TRANS LEVEL: FL 040 TRANS ALT: 2500 (2438)	BEATRIX: APP 120.9 TWR 118.0 APRON 121.6 ATIS 132.1	ILS Y or LOC Y RWY 11 REINA BEATRIX INT'L (TNCA) ARUBA





OCA(H)	A	B	C	D
ILS CAT I	250 (239)	260 (249)	270 (259)	280 (269)
LOC (GS out)	550 (539)	550 (539)	550 (539)	550 (539)
CIRCLING	880 (818)	880 (818)	1110 (1048)	1110 (1048)

GROUNDSPEED - DESCENT RATE						
KT	70	90	100	120	140	160
ft/min	372	478	531	637	743	849

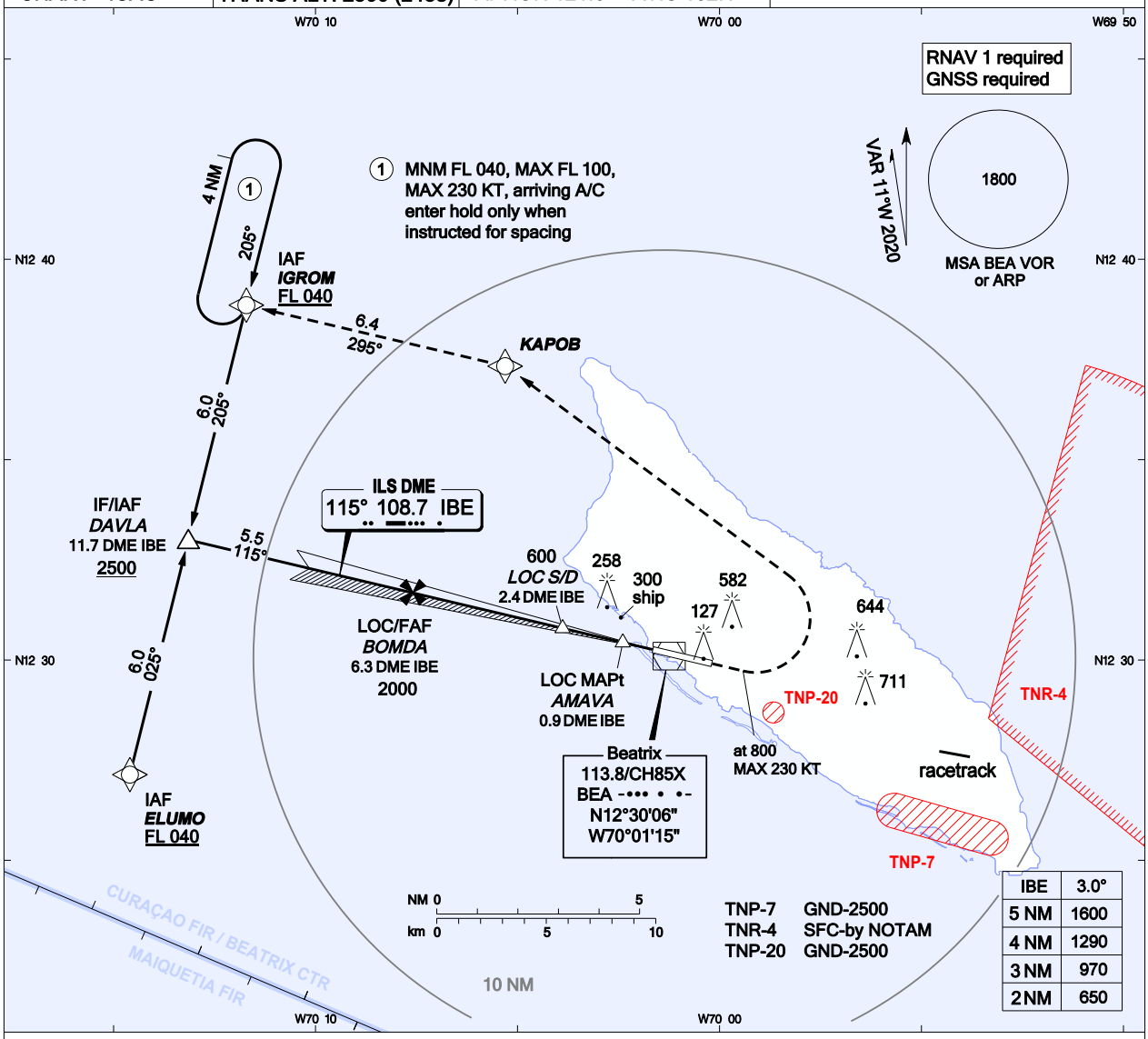
1. DME required. VOR required.
2. BEA DME may be used if IBE DME inoperative: add 0.3 NM.
3. Straight-in heights are relative to THR elevation, other heights are relative to AD elevation.
4. Altitudes, elevations and heights in feet, distances in nautical miles, bearings are magnetic.

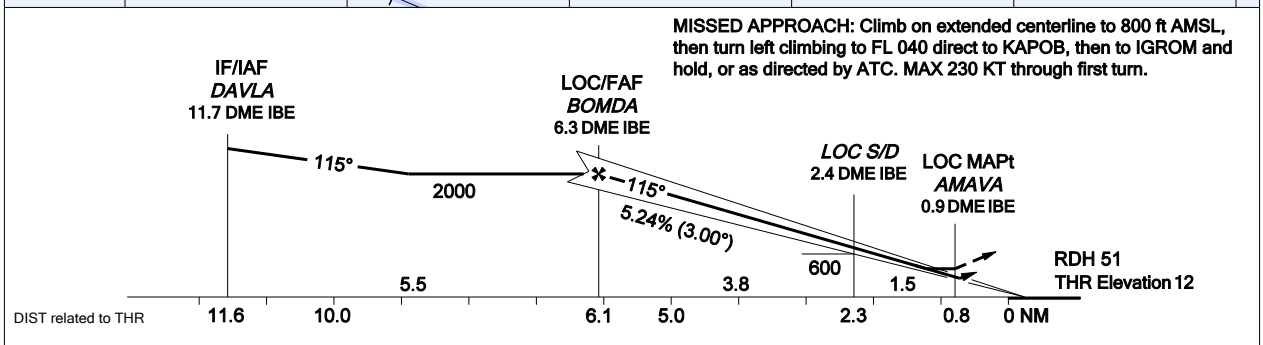
THR11	N12 30 15.50	W070 01 38.98
GS/DME	N12 30 09.50	W070 01 30.25
ALUKU	N12 37 54.84	W070 10 35.21
AMAVA	N12 30 26.16	W070 02 23.69
BOMDA	N12 31 41.97	W070 07 41.98
DAVLA	N12 32 59.81	W070 13 09.24
UMARO	N12 39 51.07	W070 08 27.25
VOGUX	N12 25 38.26	W070 12 38.46
S/D 2.4 DME IBE	N12 30 47.47	W070 03 53.10

CHANGES: Obstacle survey 2023, updated minima.

AERO INFO DATA 22 FEB 24

INSTRUMENT APPROACH CHART - ICAO	AD ELEVATION: 62 TRANS LEVEL: FL 040 TRANS ALT: 2500 (2438)	BEATRIX: APP 120.9 TWR 118.0 APRON 121.6 ATIS 132.1	ILS Z or LOC Z RWY 11 REINA BEATRIX INT'L (TNCA) ARUBA





OCA(H)	A	B	C	D
ILS CAT I	250 (239)	260 (249)	270 (259)	280 (269)
LOC (GS out)	550 (539)	550 (539)	550 (539)	550 (539)
CIRCLING	880 (818)	880 (818)	1110 (1048)	1110 (1048)

GROUNDSPEED - DESCENT RATE						
KT	70	90	100	120	140	160
ft/min	372	478	531	637	743	849

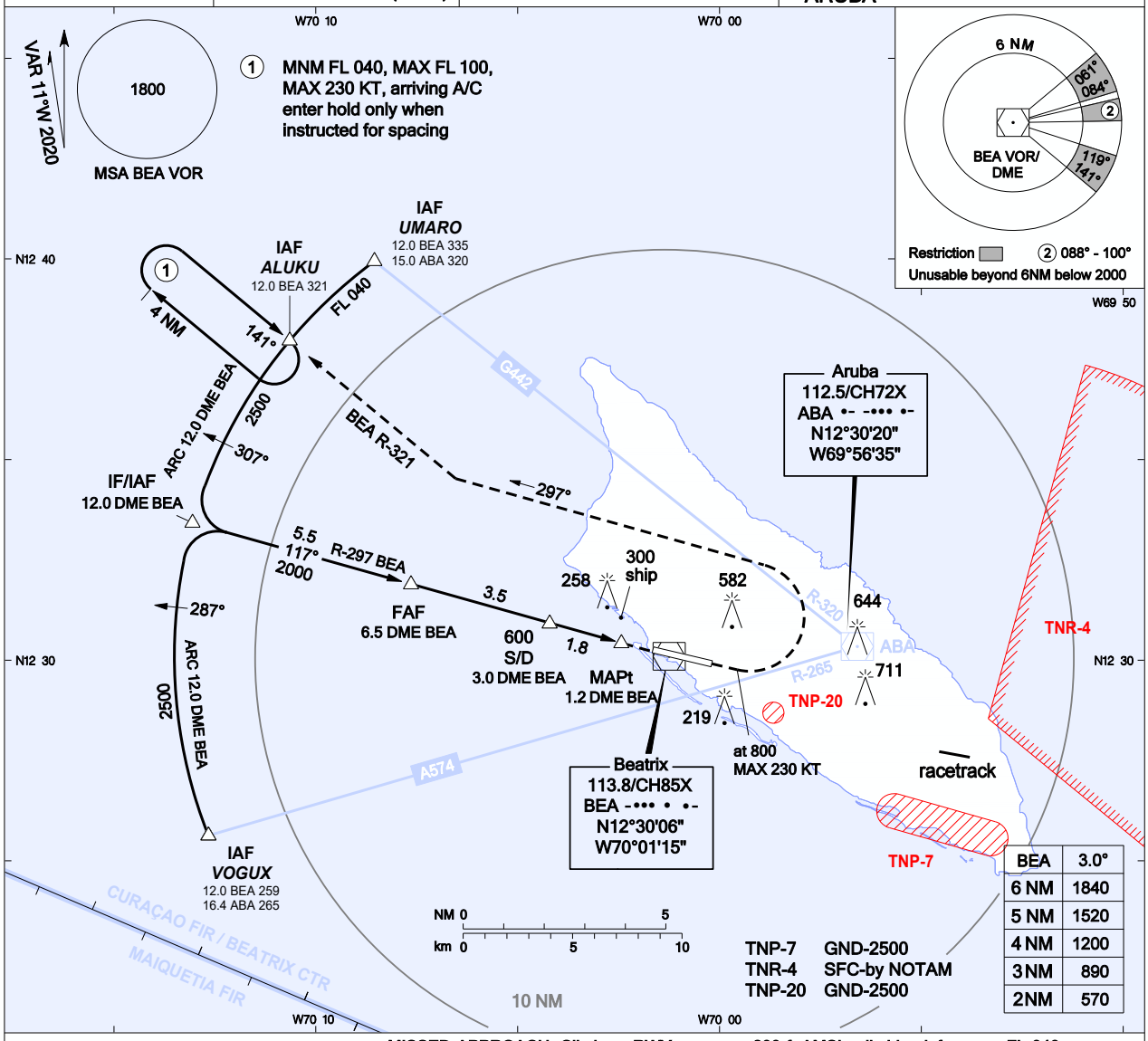
1. DME required.
2. BEA DME may be used if IBE DME inoperative: add 0.3 NM.
3. Straight-in heights are relative to THR elevation, other heights are relative to AD elevation.
4. Altitudes, elevations and heights in feet, distances in nautical miles, bearings are magnetic.

THR11	N12 30 15.50	W070 01 38.98	
GS/DME	N12 30 09.50	W070 01 30.25	
AMAVA	N12 30 26.16	W070 02 23.69	
BOMDA	N12 31 41.97	W070 07 41.98	
DAVLA	N12 32 59.81	W070 13 09.24	
ELUMO	N12 27 08.32	W070 14 35.70	
IGROM	N12 38 51.29	W070 11 42.72	
KAPOB	N12 37 19.89	W070 05 18.39	
S/D 2.4 DME IBE	N12 30 47.47	W070 03 53.10	

CHANGES: Obstacle survey 2023, updated minima.

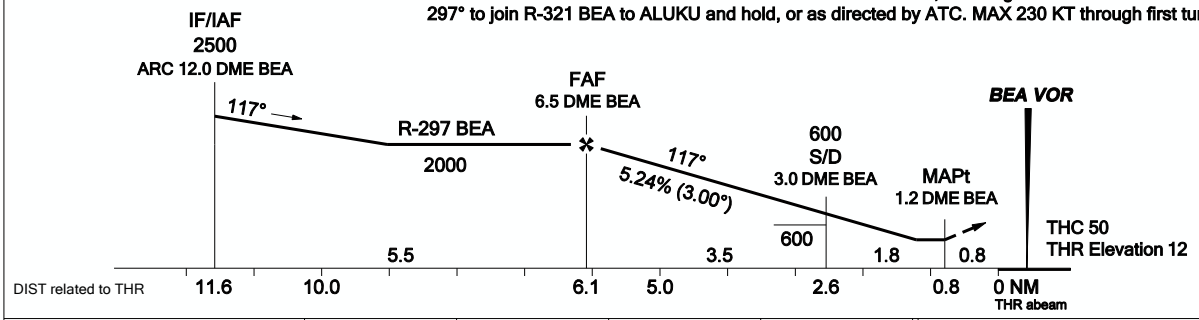
AERO INFO DATE 22 FEB 24

INSTRUMENT APPROACH CHART - ICAO	AD ELEVATION: 62 TRANS LEVEL: FL 040 TRANS ALT: 2500 (2438)	BEATRIX: APP 120.9 TWR 118.0 APRON 121.6 ATIS 132.1	VOR RWY 11 REINA BEATRIX INT'L (TNCA) ARUBA



BEA	3.0°
6 NM	1840
5 NM	1520
4 NM	1200
3 NM	890
2 NM	570

MISSED APPROACH: Climb on RWY course to 800 ft AMSL, climbing left turn to FL 040 on course 297° to join R-321 BEA to ALUKU and hold, or as directed by ATC. MAX 230 KT through first turn.



OCA(H)	A	B	C	D
STRAIGHT-IN	550 (539)	550 (539)	550 (539)	550 (539)
CIRCLING	880 (818)	880 (818)	1110 (1048)	1110 (1048)

GROUNDSPEED - DESCENT RATE						
KT	70	90	100	120	140	160
ft/min	372	478	531	637	743	849

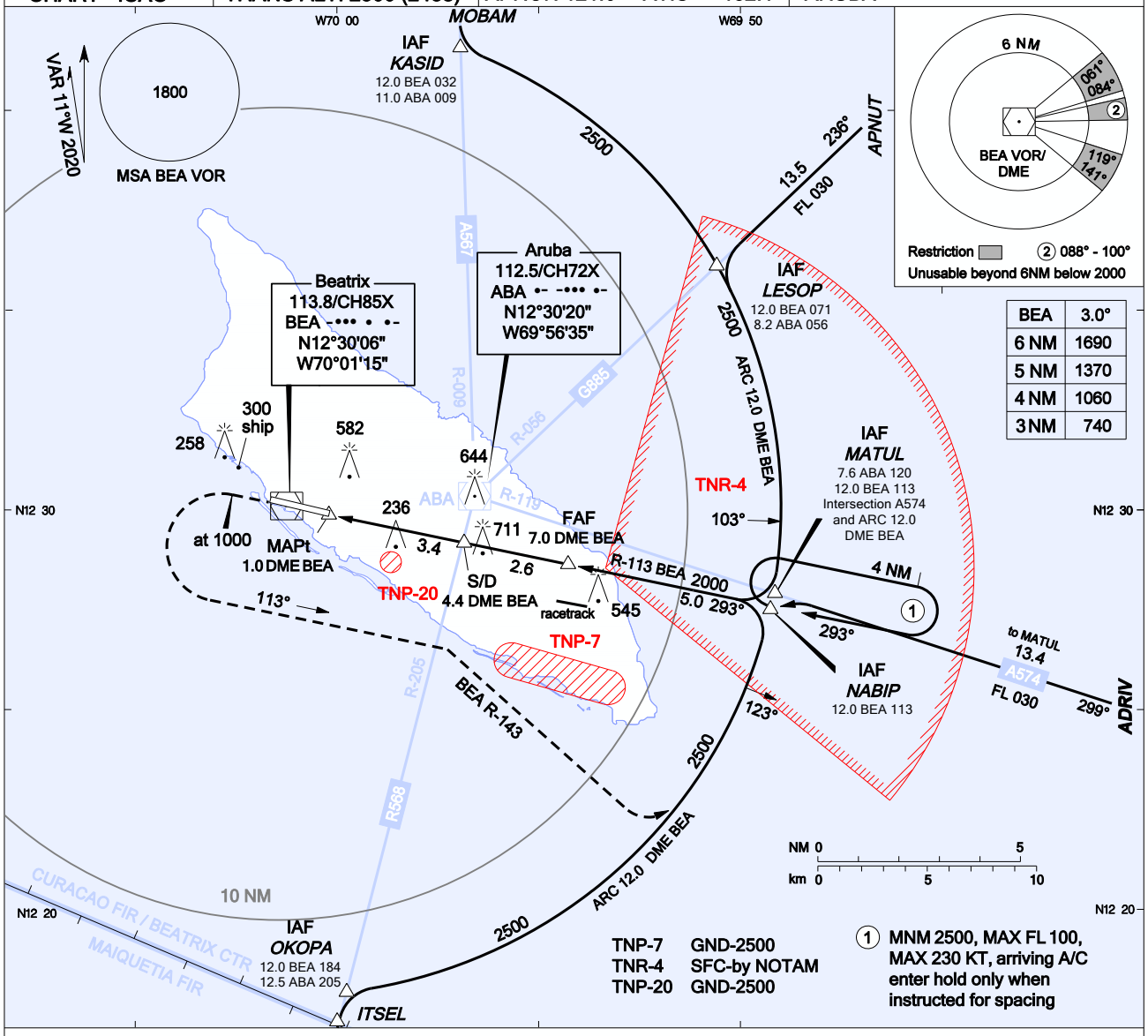
1. DME required.
2. Straight-in heights are relative to THR elevation, other heights are relative to AD elevation.
3. Altitudes, elevations and heights in feet, distances in nautical miles, bearings are magnetic.

THR 11 N12 30 15.50 W070 01 38.98
MAPt 1.2 DME BEA N12 30 25.75 W070 02 25.55
S/D 3.0 DME BEA N12 30 55.64 W070 04 11.68
FAF 6.5 DME BEA N12 31 53.88 W070 07 38.63
IF/IAF 12.0 DME BEA N12 33 24.91 W070 13 02.48
ALUKU N12 37 54.84 W070 10 35.21
UMARO N12 39 51.07 W070 08 27.25
VOGUX N12 25 38.26 W070 12 38.46

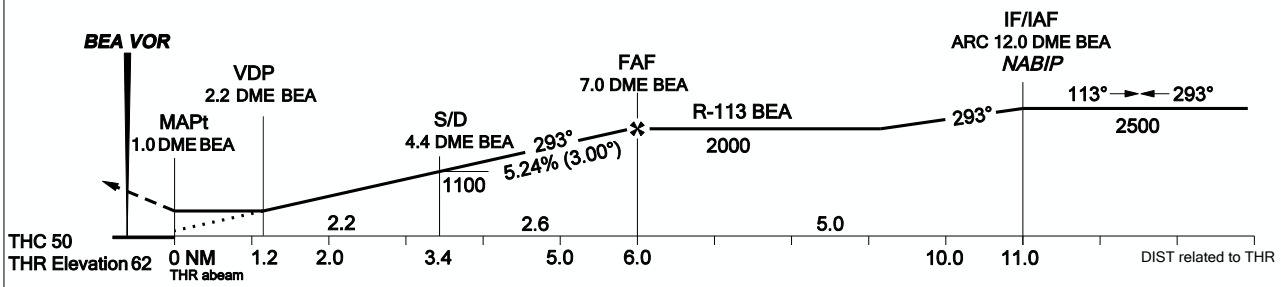
CHANGES: Obstacle survey 2023, updated minima.

AERO INFO DATE 22 FEB 24

INSTRUMENT APPROACH CHART - ICAO	AD ELEVATION: 62 TRANS LEVEL: FL 040 TRANS ALT: 2500 (2438)	BEATRIX: APP 120.9 TWR 118.0 APRON 121.6 ATIS 132.1	VOR RWY 29 REINA BEATRIX INT'L (TNCA) ARUBA



MISSED APPROACH: Climb on extended centerline to 1000 ft AMSL, then turn left climbing to 2500 ft AMSL on course 113°, join R-143 BEA, join ARC 12.0 DME BEA and hold or as directed by ATC.



OCA(H)	A	B	C	D
STRAIGHT-IN	800 (739)	800 (739)	800 (739)	800 (739)
CIRCLING	880 (818)	880 (818)	1110 (1048)	1110 (1048)

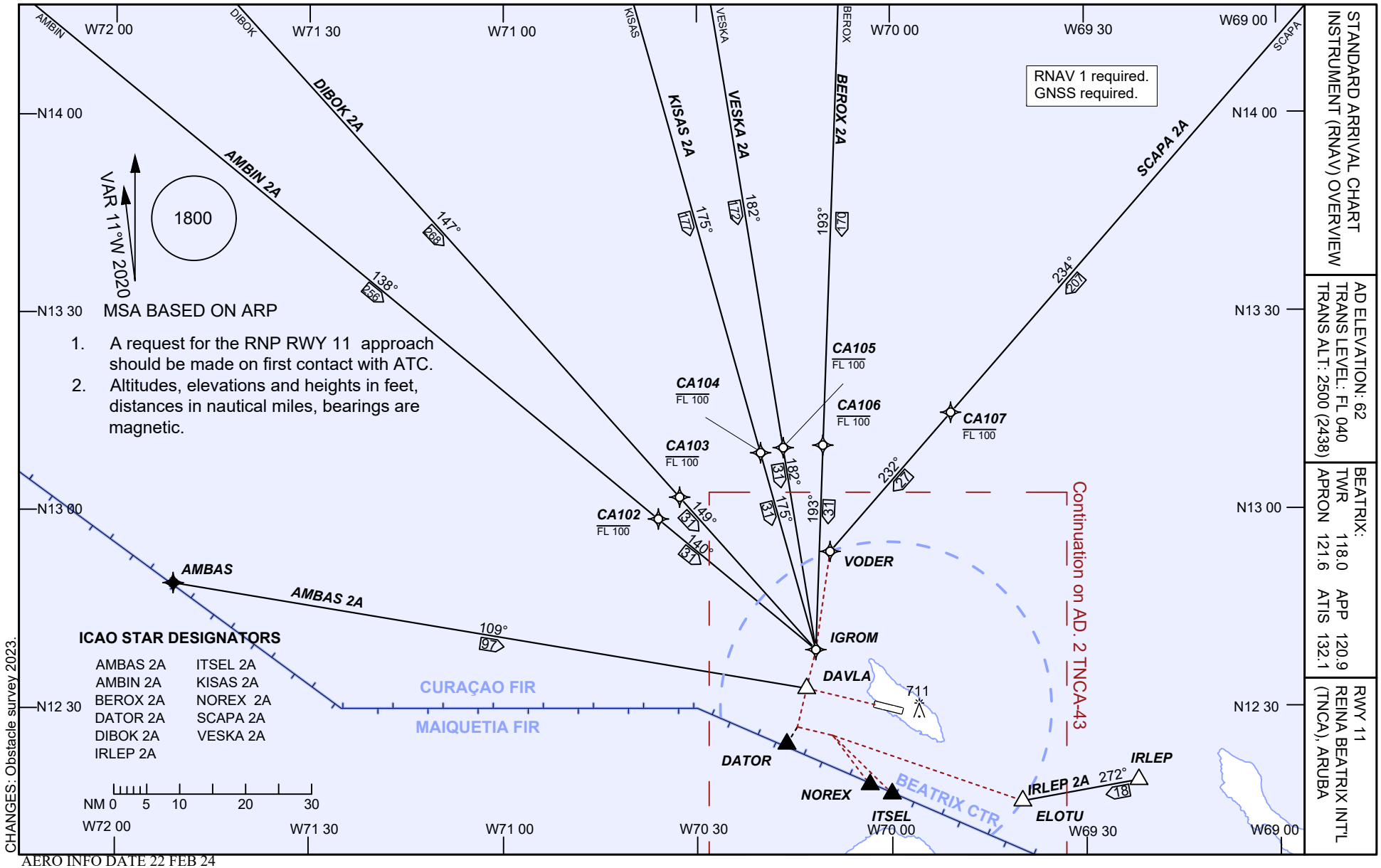
GROUNDSPEED - DESCENT RATE						
KT	70	90	100	120	140	160
ft/min	372	478	531	637	743	849

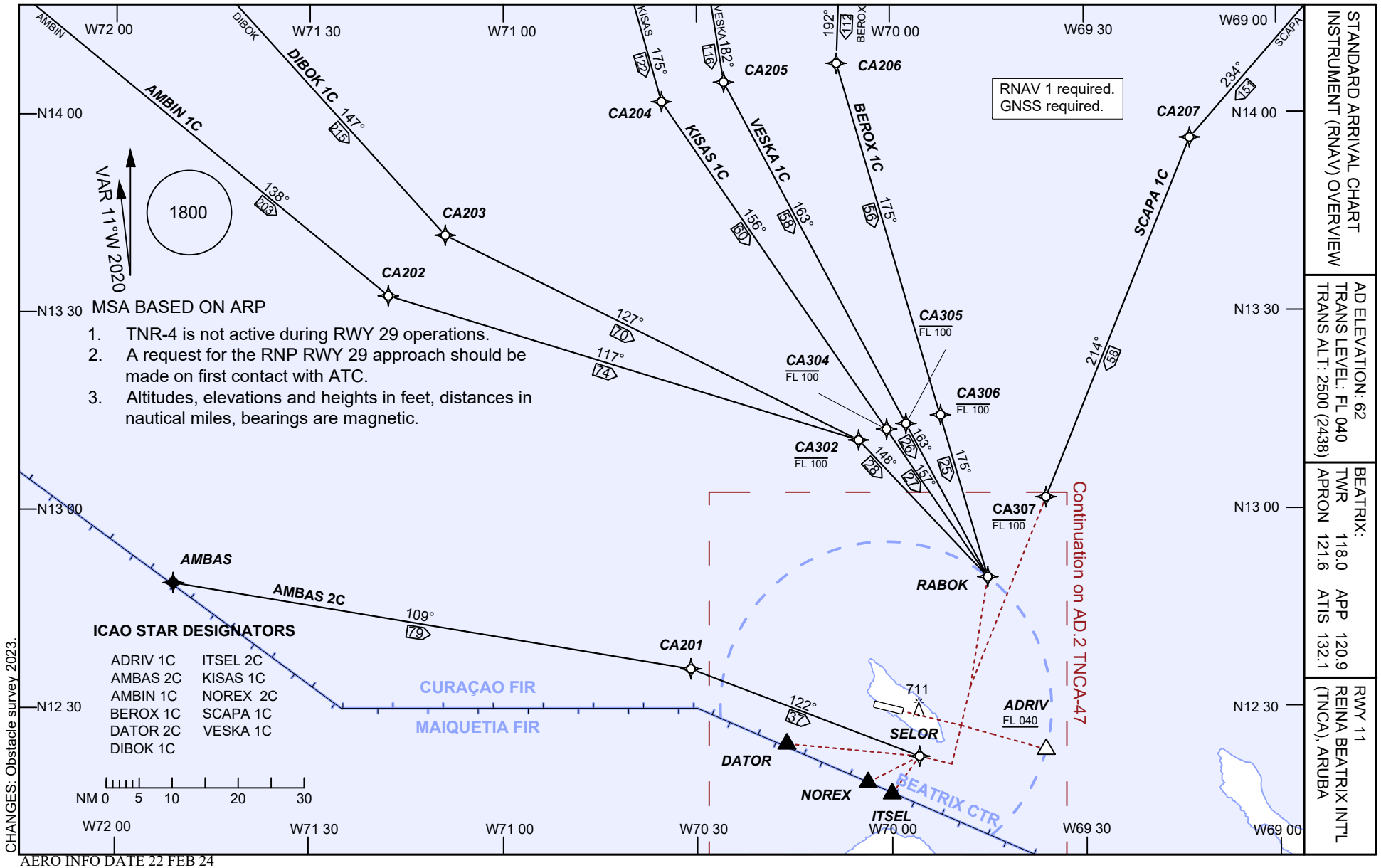
1. DME required.
2. TNR-4 is not active during RWY 29 operations.
3. Heights are relative to AD elevation.
4. Visual descent point (VDP) is where straight-in OCA intersects 3° descent slope.
5. Altitudes, elevations and heights in feet, distances in nautical miles, bearings are magnetic.

MAPt 1.0 DME BEA (abeam THR) N12 29 52.68 W070 00 11.90
VDP N12 29 37.80 W069 59 00.69
S/D 4.4 DME BEA N12 29 10.65 W069 56 50.82
FAF 7.0 DME BEA N12 28 38.30 W069 54 16.22
KASID N12 41 22.66 W069 56 55.41
LESOP N12 36 07.99 W069 50 37.51
MATUL N12 27 54.09 W069 49 11.13
NABIP N12 27 35.19 W069 49 14.94
OKOPA N12 18 08.40 W069 59 42.29

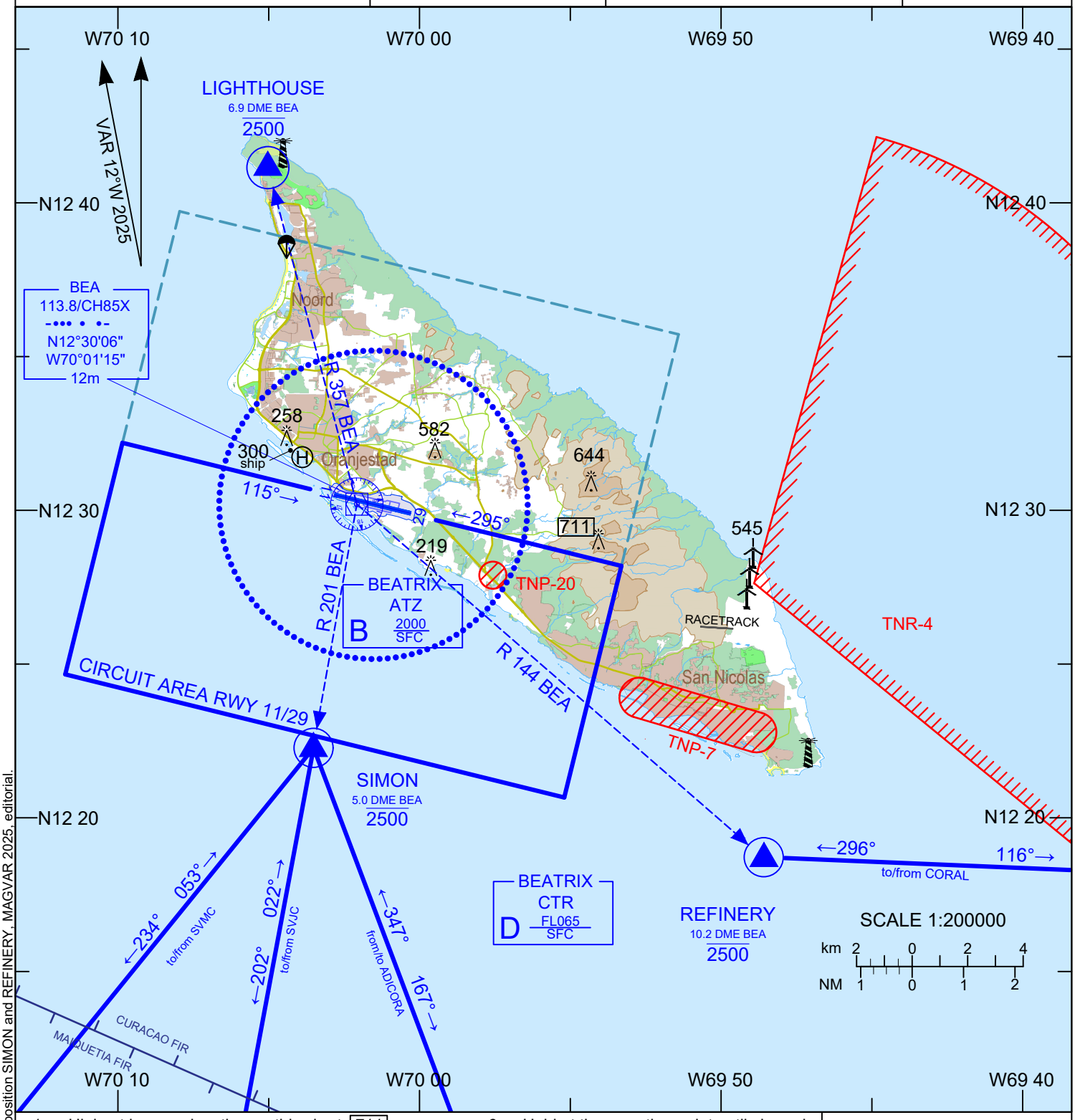
CHANGES: Obstacle survey 2023, updated minima.

AERO INFO DATE 22 FEB 24


STANDARD ARRIVAL CHART
INSTRUMENT (RNAV) OVERVIEW
AD ELEVATION: 62
TRANS LEVEL: FL 040
TRANS ALT: 2500 (2438)
BEATRIX:
TWR 118.0
APRON 121.6
APP 120.9
ATIS 132.1
RWY 11
REINA BEATRIX INT'L
(TNCA), ARUBA
RNAV 1 required.
GNSS required.
VAR 11°W 2020
1800
MSA BASED ON ARP
1. A request for the RNP RWY 11 approach should be made on first contact with ATC.
2. Altitudes, elevations and heights in feet, distances in nautical miles, bearings are magnetic.
ICAO STAR DESIGNATORS
AMBAS 2A
AMBIN 2A
BEROX 2A
DATOR 2A
DIBOK 2A
IRLEP 2A
ITSEL 2A
KISAS 2A
NOREX 2A
SCAPA 2A
VESKA 2A
AMBIN
DIBOK
KISAS
VESKA
BEROX
SCAPA
AMBIN 2A
DIBOK 2A
KISAS 2A
VESKA 2A
BEROX 2A
SCAPA 2A
AMBAS 2A
IRLEP 2A
CA102 FL 100
CA103 FL 100
CA104 FL 100
CA105 FL 100
CA106 FL 100
CA107 FL 100
AMBAS
VODER
IGROM
DAVLA
DATOR
NOREX
ITSEL
ELOTU
IRLEP
CURAÇAO FIR
MAIQUETIA FIR
BEATRIX CTR
Continuation on AD. 2 TNCA-43
711
W72 00
W71 30
W71 00
W70 30
W70 00
W69 30
W69 00
N14 00
N13 30
N13 00
N12 30
NM 0 5 10 20 30
CHANGES: Obstacle survey 2023.
AERO INFO DATE 22 FEB 24


STANDARD ARRIVAL CHART
INSTRUMENT (RNAV) OVERVIEW
AD ELEVATION: 62
TRANS LEVEL: FL 040
TRANS ALT: 2500 (2438)
BEATRIX:
TWR 118.0
APRON 121.6
APP 120.9
ATIS 132.1
RWY 11
REINA BEATRIX INT'L
(TNCA), ARUBA
RNAV 1 required.
GNSS required.
VAR 11°W 2020
1800
MSA BASED ON ARP
1. TNR-4 is not active during RWY 29 operations.
2. A request for the RNP RWY 29 approach should be made on first contact with ATC.
3. Altitudes, elevations and heights in feet, distances in nautical miles, bearings are magnetic.
ICAO STAR DESIGNATORS
ADRIV 1C
AMBAS 2C
AMBIN 1C
BEROX 1C
DATOR 2C
DIBOK 1C
ITSEL 2C
KISAS 1C
NOREX 2C
SCAPA 1C
VESKA 1C
AMBIN
DIBOK
KISAS
VESKA
BEROX
SCAPA
AMBIN 1C
DIBOK 1C
KISAS 1C
VESKA 1C
BEROX 1C
SCAPA 1C
AMBAS 2C
CA202
CA203
CA204
CA205
CA206
CA207
CA201
CA302
FL 100
CA304
FL 100
CA305
FL 100
CA306
FL 100
CA307
FL 100
AMBAS
RABOK
DATOR
NOREX
ITSEL
SELOR
ADRIV
FL 040
711
CURAÇAO FIR
MAIQUETIA FIR
BEATRIX CTR
Continuation on AD.2 TNCA-47
NM 0 5 10 20 30
W72 00
W71 30
W71 00
W70 30
W70 00
W69 30
W69 00
N14 00
N13 30
N13 00
N12 30
CHANGES: Obstacle survey 2023.
AERO INFO DATE 22 FEB 24

VISUAL APPROACH CHART - ICAO	AD ELEVATION: 62 TRANS LEVEL: FL 040 TRANS ALT: 2500 (2438)	BEATRIX: TWR 118.0 APP 120.9 APRON 121.6 ATIS 132.1	QUEEN BEATRIX INTERNATIONAL (TNCA) ARUBA



1. Highest known elevation on this chart: 711
2. For description VFR - procedures see TNCA AD 2.22
3. Circuit area depicted by — — — at ATC discretion only
4. Altitudes, elevations and heights in feet (AMSL), distances in nautical miles, bearings are magnetic.
5. For inter-island routes, see ENR 6.1-19
6. Hold at the reporting point until cleared by ATC to continue in the circuit.

REFINERY	N12 23 09.51	W69 53 33.78
SIMON	N12 25 11.94	W70 02 06.64
LIGHTHOUSE	N12 36 49.29	W70 03 04.74

TNP-7	GND - 2500
TNR-4	SFC - by NOTAM
TNP-20	GND - 2500

0 200 400 600 800

CHANGES: New position SIMON and REFINERY, MAGVAR 2025, editorial.

AERO INFO DATE 28 NOV 24

TNCA AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

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TNCB AD 2.1 AERODROME LOCATION INDICATOR AND NAME

TNCB - FLAMINGO INTERNATIONAL AIRPORT

TNCB AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	*ARP coordinates and site at AD*	120751N 0681603W NIL
2	*Direction and distance from (city)*	1.25 NM South from Kralendijk
3	*Elevation / Reference temperature (Mean Low temperature)*	Elev: 7.3 M (24 FT) / T: 31.9° C (Mean Low T: NIL)
4	*Geoid undulation at AD ELEV PSN*	27 M (88.6 FT)
5	*MAG VAR / Annual change*	12° W (2020) / 0°6' W
6	*AD Administration, address, telephone, telefax, telex, AFS*	BIA N.V. Flamingo International Airport Plasa Medardo S.V. Thielman #1 Tel: +599 7175600 AFS: TNCBZTZX email: info@bonaire-airport.com
7	*Types of traffic permitted (IFR/VFR)*	IFR/VFR
8	*Remarks*	NIL

TNCB AD 2.3 OPERATIONAL HOURS

1	*AD Administration*	MON-FRI: 1200-2100 UTC
2	*Customs and immigration*	H24
3	*Health and sanitation*	Available within AD HRS 2 HR PN to AD required
4	*AIS Briefing Office*	Daily 1100-0300 UTC Competent ATS unit: ARO TNCC refer toTNCC AD 2.3
5	*ATS Reporting Office (ARO)*	Daily 1100-0300 UTC Self-briefing Daily H24 Competent ATS unit: ARO TNCC refer to TNCC AD 2.3
6	*MET Briefing Office*	H24
7	*ATS*	H24
8	*Fuelling*	H24
9	*Handling*	Daily 10:30 - 03:00 UTC
10	*Security*	H24
11	*De-icing*	NIL
12	*Remarks*	RDR SERVICE 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	*Cargo-handling facilities*	Forklift, Conveyor belts and Container/Pallet loader
2	*Fuel / oil types*	Fuel: JET A1 Oil: OTHER Available.
3	*Fuelling facilities/capacity*	2 trucks 15000 USG each, 800 USG/min. (3028 L/min). 1 truck 10000 USG, 800 USG/min (3028 L/min).
4	*De-icing facilities*	NIL
5	*Hangar space for visiting aircraft*	Privately Owned

6	*Repair facilities for visiting aircraft*	NIL
7	*Remarks*	Push Back trucks available. All general aviation must be handled by ground handler agency. Self-handling not permitted. TNCB ground handlers are • SWISSPORT TEL: (+599) 7011168 Email: MERCEDES.PHILIPS@SWISSPORT.COM • AHSB TEL: (+599) 7965919 Email: INFO@AHSBONAIRE.COM • PAS TEL:(+599) 7825147 Email: OPERATIONS@PROAIRBONAIRE.COM

TNCB AD 2.5 PASSENGER FACILITIES

1	*Hotels*	Near the AD and in city.
2	*Restaurants*	At AD and in city.
3	*Transportation*	Taxis and car hire from the AD.
4	*Medical facilities*	Hospital in city.
5	*Bank and Post Office*	Bank: ATM at AD; banks in city. Post: Post office in city.
6	*Tourist Office*	Office in city. Tel: +599 7178322 Email: info@tourismbonaire.com Web: http://www.tourismbonaire.com/
7	*Remarks*	NIL

TNCB AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	*AD category for fire fighting*	CAT 9
2	*Rescue equipment*	1 Oshkosh T-3000 capacity 3000 gallons (11356 L) 1 Oshkosh STRIKER capacity 3000 gallons (11356 L) 1 Rosenbauer Panter 6x6 capacity 3302 gallons (12500L)
3	*Capability for removal of disabled aircraft*	By arrangement with local engineers
4	*Remarks*	Rescue Fire Fighting H24

TNCB AD 2.7 SEASONAL AVAILABILITY

1	*Types of clearing equipment*	NIL
2	*Clearance priorities*	NIL
3	*Use of material for movement area surface treatment*	NIL
4	*Specially prepared winter runways*	NIL
5	*Remarks*	NIL

TNCB AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	*Apron surface and strength*	*Designator*	*Surface*	*Strength*
		Main Apron	Concrete and asphalt	PCN 53/F/A/X/T
		TNCB B - Aircraft Parking Stands 1 - 4	Concrete	PCN 43/R/B/X/T

		Designator	*Surface*	*Strength*
		TNCB C - Aircraft Parking Stand 5	Concrete	PCN 63/R/B/W/T
		TNCB D - Aircraft Parking Stand 6	Concrete	PCN 67/R/B/W/T
		TNCB E - General Aviation Ramp	Asphalt	PCN 15/F/A/X/T

2	*Taxiway width, surface and strength*	*Designator of TWY*	*Width*	*Surface*	*Strength*
		TWY B	17.0 M	Asphalt	PCN 15/F/A/X/T
		TWY C	24.0 M	Asphalt	PCN 53/F/A/X/T
		TWY D	24.0 M	Asphalt	PCN 53/F/A/X/T
		TWY E	28.5 M	Asphalt	PCN 70/F/A/X/T
3	*Altimeter checkpoint location and elevation*	Aircraft Parking Stand 5. Elevation: 20 ft			
4	*VOR checkpoints*	NIL			
5	*INS checkpoints*	NIL			
6	*Remarks*	TWY B maximum wing span 24 meter. Due to limited capacity on general aviation apron, prior permission required from airport authority for general aviation aircraft which want to remain overnight at TNCB. For more information contact airport duty officer. Telephone: +5997850477 or aerodrome operations piket telephone: +5997010477			

TNCB 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*	Taxiing guidance signs at the RWY and at all holding Positions. Guide lines at apron. Wind direction indicator: red & white wind cones; Lighted height: 12 ft.
2	*RWY and TWY markings and LGT*	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	*Stop bars and runway guard lights*	NIL
4	*Other runway protection measures*	NIL
5	*Remarks*	NIL

TNCB AD 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID / Designation	*OBST type*	*OBST position*	*ELEV/ HGT*	*Markings/ Type, colour*	*Remarks*
a	*b*	*c*	*d*	*e*	*f*
NIL					

In Area 3					
OBST ID / Designation	*OBST type*	*OBST position*	*ELEV/ HGT*	*Markings/ Type, colour*	*Remarks*
a	*b*	*c*	*d*	*e*	*f*
NIL					

TNCB AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	*Associated MET Office*	BONAIRE
2	*Hours of service* *MET Office outside hours*	H24
3	*Office responsible for TAF preparation* *Period of validity*	De Bilt, Royal Netherlands Meteorological Institute (KNMI),
4	*Trend forecast* *Interval of issuance*	NIL
5	*Briefing/consultation provided*	Briefing and consultation on request by telephone from MO DeBilt (see #2.11,10)
6	*Flight documentation* *Language(s) used*	Charts, Reports, Forecasts English
7	*Charts and other information available for briefing or consultation*	P,W
8	*Supplementary equipment available for providing information*	NIL
9	*ATS units provided with information*	NIL
10	*Additional information (limitation of service, etc.)*	General Aviation Forecast (GAF) ABC available via website MDC Briefing and consultation at KNMI Tel: +31 30 2206911 Fax: +31 30 2210407 Website www.knmidc.org

TNCB AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

RWY Designator	*TRUE BRG*	*Dimension of RWY (M)*	*Strength (PCN) and surface of RWY and SWY*	*THR coordinates RWY end coordinates THR geoid undulation*	*THR elevation and highest elevation of TDZ of precision APP RWY*
1	*2*	*3*	*4*	*5*	*6*
10	092.00°	3057 x 45	72/F/C/W/T Concrete and asphalt SWY: NIL	120752.25N 0681647.38W END: NIL GUND: NIL	THR: 5 m (18 ft) TDZ: NIL
28	272.00°	3057 x 45	72/F/C/W/T Concrete and asphalt SWY: NIL	120749.39N 0681512.18W END: NIL GUND: NIL	THR: 6 m (20 ft) TDZ: NIL

RWY Designator	*Slope of RWY-SWY*	*SWY dimensions (M)*	*CWY dimensions (M)*	*Strip dimensions (M)*	*RESA dimensions (M)*	*Location/ description of arresting system*	*OFZ*
1	*7*	*8*	*9*	*10*	*11*	*12*	*13*
10	-0.2%	NIL	140 x 300	3000 x 300	NIL	NIL	NIL
28	+0.2%	NIL	150 x 300	3000 x 300	NIL	NIL	NIL

RWY Designator	*Remarks*
1	*14*
10	NIL
28	NIL

TNCB AD 2.13 DECLARED DISTANCES

RWY Designator	TORA *(M)*	TODA *(M)*	ASDA *(M)*	LDA *(M)*	*Remarks*
1	*2*	*3*	*4*	*5*	*6*
10	3057	3197	3057	2880	NIL
28	2880	3030	2880	2880	NIL

TNCB 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*
1	*2*	*3*	*4*	*5*	*6*
10	SALS	Green	PAPI Right side/3°	NIL	NIL
28	NIL	Green	PAPI Both sides/3°	NIL	NIL

RWY Designator	*RWY edge LGT LEN, spacing colour INTST*	*RWY End LGT colour WBAR*	*SWY LGT LEN colour*	*Remarks*
1	*7*	*8*	*9*	*10*
10	3057 M, 60 M White	Red	NIL	YELLOW edge lights last 600m
28	3057 M, 60 M White	Red	NIL	YELLOW edge lights last 600m

TNCB AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	*ABN/IBN location, characteristics and hours of operation*	ABN: N/A
2	*LDI location and LGT Anemometer location and LGT*	N/A
3	*TWY edge and centre line lighting*	NIL
4	*Secondary power supply/switch-over time*	Secondary power supply to all lighting at AD. Switch-over time: <15 SEC
5	*Remarks*	MET equipment farm: 200m south of RWY edge touchdown zone RWY 10. Apron floodlights 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 **frequency. 118.7.**

TNCB AD 2.16 HELICOPTER LANDING AREA

1	*Coordinates TLOF or THR of FATO Geoid undulation*	NIL
2	*TLOF and/or FATO elevation M/FT*	NIL

3	*TLOF and FATO area dimensions, surface, strength, marking*	NIL
4	*True BRG of FATO*	NIL
5	*Declared distance available*	NIL
6	*APP and FATO lighting*	NIL
7	*Remarks*	

TNCB AD 2.17 ATS AIRSPACE

FLAMINGO AERODROME CONTROL ZONE (CTR)		
1	Designation and lateral limits	FLAMINGO AERODROME CONTROL ZONE (CTR) BONAIRE Area bounded by lines joining points 123424N 0683158W - 114400N 0683204W - 114249N 0681814W then along the counter clockwise arc of a circle of 25 NM radius centred on 120751N 0681603W to 123252N 0681351W to point of origin.
2	*Vertical limits*	FL065 GND
3	*Airspace classification*	D
4	*ATS unit call sign Language(s)*	CURACAO TERMINAL CURACAO CONTROL English, Spanish
5	*Transition altitude*	2500 FT AMSL
6	*Hours of applicability*	NIL
7	*Remarks*	NIL
FLAMINGO AERODROME TRAFFIC ZONE (ATZ)		
1	Designation and lateral *limits*	FLAMINGO AERODROME TRAFFIC ZONE (ATZ) BONAIRE Circular area centered on 120826N 0681634W within a 6 NM radius.
2	Vertical limits	2000 FT AGL GND
3	Airspace classification	B
4	ATS unit call sign Language(s)	FLAMINGO TOWER Spanish, English
5	Transition altitude	2500 FT AMSL
6	Hours of applicability	NIL
7	Remarks	NIL

TNCB AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	*Callsign*	*Frequency*	*SATVOICE*	*Logon address*	*Hours of operation*	*Remarks*
1	2	3	4	5	6	7
ATIS	ATIS	132.300 MHZ	NIL	NIL	NIL	NIL
FLAMINGO TWR	FLAMINGO TOWER	118.700 MHZ	NIL	NIL	SEE TABLE: TNCB AD 2.3 point 7.	NIL
		118.925 MHZ			NIL	
		121.500 MHZ			NIL	

TNCB AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid MAG VAR CAT of ILS/MLS DECL	*ID*	*Frequency*	*Hours of operation*	*Site of transmitting antenna coordinates*	*Elevation of DME transmitting antenna*	*Service volume radius from GBAS reference Point*	*Remarks*
1	*2*	*3*	*4*	*5*	*6*	*7*	*8*
VOR/DME (12° W/2020)	PJB	115.000 MHZ CH 97X	H24	120754.0N 0681458.0W	6 M	NIL	Coverage 200 NM
VOR/DME (11° W/2020)	ABA	112.500 MHZ CH 72X	H24	123020.4N 0695635.2W	195 M	NIL	4.2 NM ARP/en-route VOR Designated Operational coverage of APRX 140 NM DME
VOR/DME (12° W/2020)	PJG	116.700 MHZ CH 114X	H24	121149.4N 0690042.8W	30 M	NIL	Coverage 200 NM

TNCB AD 2.20 LOCAL AERODROME REGULATIONS

1. Airport regulations

At Flamingo Airport, a number of local regulations apply. The regulations are collected in the Aerodrome 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.

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 startup.

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

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

6. Taxiing - limitations

Insufficient safety distances restrict the use of taxiways A and B under own power to Code A and B aeroplanes only. 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 each runway end is mandatory for aircraft equal or greater in wingspan than Boeing 737-900; i.e. 35.8 M (117 ft 5 in).

The intermediate Turning Bay may be used by aircraft with a wingspan smaller than Boeing 737- 900; i.e. 35.8 M (117 ft 5 in).

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 manoeuvering on the aprons.

TNCB AD 2.22 FLIGHT PROCEDURES

1 General

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

2 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.

3 DEPARTURE PROCEDURES FLAMINGO INTERNATIONAL AIRPORT

3.1 General remarks

- Transition altitude: 2500ft AMSL
- Max 250 kt below FL100 unless otherwise instructed

3.2 SID RWY 10

- Advise ATC if unable to climb to at least FL110 at ITRIX.
- Departure procedures RWY 10 to a Curaçao FIR boundary point that is not part of a SID: file the SID ITRIX 1R (RNAV) or ITRIX 1Q (VOR). After passing ITRIX, expect ATC instructions to first en-route waypoint.

3.2.1 Conventional description

ARUBA 1Q

Climb on runway magnetic track 104° to 6.1 DME PJB. Turn right to proceed on arc 9.4 DME PJB to R 209 PJB. Intercept and follow R 118 PJG to PJG VOR/DME. Intercept and follow R 120 ABA to ABA VOR/DME.

CURACAO 1Q

Climb on runway magnetic track 104° to 6.1 DME PJB. Turn right to proceed on arc 9.4 DME PJB to R 209 PJB. Intercept and follow R 118 PJG to PJG VOR/DME.

BONAX 1Q

Climb on runway magnetic track 104° to 6.1 DME PJB. Turn right to intercept and follow R 109 PJB to BONAX (24.8 DME PJB).

EMAPA 1Q

Climb on runway magnetic track 104° to 6.1 DME PJB. Turn right to proceed on arc 9.4 DME PJB to R 253 PJB. Turn left to intercept and follow R 271 PJB to EMAPA (58.4 DME PJB).

ITRIX 1Q

Climb on runway magnetic track 104° to 6.1 DME PJB. Turn left to proceed on arc 9.4 DME PJB to R 047 PJB. Turn right to intercept and follow R 033 PJB to ITRIX (24.8 DME PJB) at or above FL110. After passing ITRIX, expect ATC instructions to first en-route waypoint.

3.3 SID RWY 28

- Advise ATC if unable to climb to at least FL110 at ROGNA.
- RNAV departure procedures RWY 28 to a Curaçao FIR boundary point that is not part of a SID: file the SID ROGNA 1T (RNAV). After passing ROGNA, expect ATC instructions to first en-route waypoint.
- VOR departures RWY 28 to a Curaçao FIR boundary point that is not part of a SID: expect ATC instructions.

3.3.1 Conventional description

ARUBA 1S
Climb on runway magnetic track 284° to 7.9 DME PJB. Turn right to intercept and follow R 287 PJB to PJG VOR/DME. Turn right to intercept and follow R 120 ABA to MATUL (7.6 DME ABA).

CURACAO 1S
Climb on runway magnetic track 284° to 7.9 DME PJB. Turn right to intercept and follow R 287 PJB to PJG VOR/DME.

BONAX 1S
Climb on runway magnetic track 284° to 7.9 DME PJB. Turn left to proceed on arc 10.9 DME PJB to R 127 PJB. Turn right to intercept and follow R 109 PJB to BONAX (24.8 DME PJB).

EMAPA 1S
Climb on runway magnetic track 284° to 7.9 DME PJB. Turn left to intercept and follow R 271 PJB to EMAPA (58.4 DME PJB).

4 INSTRUMENT APPROACH PROCEDURES FLAMINGO INTERNATIONAL AIRPORT

4.1 General remarks

- Transition altitude: 2500ft AMSL
- Max 250 kt below FL100 unless otherwise instructed

4.2 STAR RWY 10

- Arrival procedures RWY 10: inbound traffic entering the Curaçao FIR without filing a STAR – expect ATC instructions at the FIR boundary to ROGNA.
- Arrival procedures RWY 10: Advise ATC if unable to descend to FL100 at ROGNA.

4.3 STAR RWY 28

- Arrival procedures RWY 28: inbound traffic entering the Curacao FIR without filing a STAR - expect ATC instructions at the FIR boundary to KEDNU
- Arrival procedures RWY 28: Advise ATC if unable to descend to FL100 at CB30X waypoints:
  “Unable to comply with charted altitude restriction to descend to FL100”.

5 VFR PROCEDURES FLAMINGO INTERNATIONAL AIRPORT

Note - For the visual approach chart, visual recommended routes and visual traffic circuits see ENR 6.1-19 and AD 2 TNCB-75

5.1 General

1. All VFR flights intending to operate in the Flamingo CTR shall submit a flight plan (see TNCB AD 2.22.8 Flight Planning).
2. Flamingo CTR has been designated as controlled airspace (class D).
3. Flamingo ATZ has been designated as controlled airspace (class B).
4. Flights within the Flamingo CTR shall maintain two-way radio communication with Curaçao Terminal or Curaçao Control. Curaçao Terminal active 1100-2300 UTC. Outside these hours, contact Curaçao Control.
5. Flights within the Flamingo ATZ shall maintain two-way radio communication with Flamingo TWR.
6. A clearance is required from Curaçao ACC for all VFR operations in the CTR.
7. VFR flights shall be carried out via the published VFR routes unless otherwise instructed by ATC or on pilots’ request.

8. Pilots should adhere to the VFR approach and departure procedures and traffic circuit as depicted.

9. Built-up areas shall be avoided as much as possible.

10. Prior permission is required for training and test flights.

11. Touch-and-goes are subject to traffic permitting conditions.

12. VFR flights are not allowed between sunset and sunrise.

5.2 VFR departure procedures

Pilots must have obtained start-up approval from ATC before starting engines. A request for startup shall be made to Flamingo TWR, approval for start-up will either be issued immediately or at a specified time depending on traffic.
Taxiing on taxiways: pilots of aircraft intending to taxi on the taxiways shall obtain an approval from Flamingo TWR.
After take-off, aircraft shall maintain runway track till 2500ft. Departing aircraft shall leave the circuit by one of the VFR routes indicated on the chart, unless otherwise instructed.

5.2.1 VFR departure to the south

VFR flights to the south shall leave the Flamingo CTR via CRYSTAL to WILLEMSTOREN at 2500ft AMSL or above, unless otherwise instructed.
Report when passing WILLEMSTOREN.
While in the Flamingo CTR, VFR flights shall monitor the Curaçao ACC frequency

5.2.2 VFR departure to the east

VFR flights to the east shall leave the Flamingo CTR via track maintaining RWY heading, at 2500ft AMSL or above, unless otherwise instructed.
Report when passing 2500ft.
While in the Flamingo CTR, VFR flights shall monitor the Curaçao ACC frequency.

5.2.3 VFR departure to the west

VFR flights to Curaçao, Aruba and beyond shall leave the Flamingo CTR via CRYSTAL at 2500ft AMSL or above, unless otherwise instructed.
Report when passing CRYSTAL.
While in the Flamingo CTR, VFR flights shall monitor the Curaçao ACC frequency.
Traffic to Aruba shall expect routing via CRYSTAL, SINT JORIS, CORAL to REFINERY

5.2.4 VFR departure to the north

VFR flights to the north shall contact Curaçao Terminal or Curaçao Control for instructions. While in the Flamingo CTR, VFR flights shall monitor the Curaçao ACC frequency.

5.3 VFR approach procedures

Contact Curaçao ACC at least 5 minutes before crossing the CTR boundary for clearance to enter the CTR.
Enter the CTR via the published VFR routes, unless otherwise instructed.

5.3.1 VFR approach from the south

VFR flights from the south shall contact Curaçao ACC at least 5 minutes prior to crossing the CTR boundary for clearance to enter the CTR.
Enter the CTR via the published VFR route, unless otherwise instructed. Report passing WILLEMSTOREN at 1500ft AMSL.
Join the circuit as instructed by ATC.
While in the Flamingo CTR, VFR flights shall monitor the Curaçao ACC frequency.

5.3.2 VFR approach from the east

VFR flights from the east shall contact Curaçao ACC at least 5 minutes prior to crossing the CTR boundary for clearance to enter the CTR and for instructions.
Report passing WILLEMSTOREN at 1500ft AMSL.
Join the circuit as instructed by ATC.
While in the Flamingo CTR, VFR flights shall monitor the Curaçao ACC frequency

5.3.3 VFR approach from the west

VFR flights from Curaçao and beyond shall remain on the Curaçao ACC frequency until crossing the CTR boundary
Enter the CTR via the published VFR route, unless otherwise instructed.
Report passing CRYSTAL at 1500ft AMSL.
Join the circuit as instructed by ATC.
While in the Flamingo CTR, VFR flights shall monitor the Curaçao ACC frequency.

5.3.4 VFR approach from the north

VFR flights from the north shall contact Curaçao ACC at least 5 minutes prior crossing the CTR boundary for clearance to enter the CTR and for instructions.
Descend to 1500ft AMSL and join the circuit as instructed by ATC.
While in the Flamingo CTR, VFR flights shall monitor the Curaçao ACC frequency.

5.4 VFR reporting points

FIX NAME	COORDINATES	PJB INTERSECTION FIX
WILLEMSTOREN	115957.69N0682037.76W	R 227/9.7 DME
CRYSTAL	120545.84N0682047.41W	R 261/6.1 DME
SINT JORIS	120547.72N0684848.51W	R 278/33.2 DME

5.5 VFR traffic circuits

The circuit altitude is 1500ft AMSL.
Maximum speed within the circuit is 130 kts.
The standard circuit is left-hand RWY 10 and right-hand RWY 28.
Pattern legs may be adjusted at ATC discretion depending on traffic conditions.
If not possible to adhere to the circuit, inform ATC as soon as possible.
In case of go around, join the circuit and inform ATC as soon as possible.

Traffic not able to comply with the maximum speed in the traffic circuit shall inform ATC.

5.6 Communication failure procedures

5.6.1 General

Select SSR code 7600.

5.6.2 VFR outbound

In case of communication failure during VFR departure, adhere to the departure instructions. VFR flights on assigned routes should leave the CTR via the VFR routes. In case an off-route flight needs to cross the runway center line, it should only do so crossing the airfield midfield at or above FL040 and leave the CTR via the shortest route. If the flight has been instructed to maintain an intermediate altitude, it shall maintain that altitude until outside the CTR and proceed/divert to an appropriate aerodrome

5.6.3 VFR inbound

In case of communication failure before joining the circuit, orbit either south or north of the airport (depending of track inbound). This is necessary to observe the aerodrome traffic and/or to be noticed by Flamingo Tower (do not cross the aerodrome circuit). Remaining always visual. Look to the Tower for instructions given by light signals and adhere to the instructions. After a full stop landing vacate the runway as soon as possible. In case of a go around execute a similar circuit. If not possible to adhere to the circuit, climb on runway track to 2500ft AMSL, turn left 180 degrees, fly overhead the airport, turn left 180 degrees and commence a straight in. Look to the Tower for instructions given by light signals and adhere to the instructions.

6 Communication failure procedures

6.1 General

Select SSR code 7600.

6.2 General procedures for IFR flights

6.2.1. If there is a communication failure of an aircraft with Flamingo or Hato air traffic control unit, the aircraft shall comply with the voice communication procedures of ICAO Annex 10, Volume II, Chapter 5, and with such of the following procedures as are appropriate. The aircraft shall attempt to establish communications with the Flamingo and Hato air traffic control unit using all other available means.

6.2.2 Flying in VMC

VMC outbound: In case of communication failure adhere to the departure instructions. If the departure instructions contain a clearance limit in the CTR, act in accordance. In VMC:

- continue to fly in VMC;
- land at the nearest suitable aerodrome; and
- report the arrival by the most expeditious means to the appropriate ATS unit.

VMC inbound: follow the procedure included in section 6.3.

6.2.3 Flying in IMC

In IMC or when conditions are such that it does not appear likely that the pilot will complete the flight in accordance with the prescribed VMC RCF as included in paragraph 6.2.2 or when not able to comply with paragraph 6.2.1, the pilot shall maintain the last assigned speed and level, or minimum flight altitude if higher, for a period of 7 minutes following:

- the time the last assigned level or minimum flight altitude is reached; or
- the time the transponder is set to code 7600; or
- the pilot’s failure to report its position over a compulsory reporting point;

Whichever is later, and thereafter adjust level and speed in accordance with the filed flight plan. Proceed according to the current flight plan route to the appropriate designated navigation aid or fix serving the destination aerodrome.

When being radar vectored rejoin the current flight plan route no later than the next significant point, taking into consideration the applicable minimum flight altitude.

6.3 Arriving flights

6.3.1 Inbound clearance not received

- Proceed according the current flight plan route to the appropriate holding fix (IMOMA for RWY 10 or ULIXU for RWY 28).
- Maintain the last cleared and acknowledged flight level.
- After arrival over the fix, intercept the holding pattern.
- Commence descent to 2500ft AMSL at, or as close as possible to, the ETA resulting from the current flight plan.
- After reaching 2500ft AMSL leave the holding fix and carry out an instrument approach procedure to the received and acknowledged runway, or to the landing runway according ATIS.

6.3.2 Inbound clearance received

- Proceed according the current flight plan to the appropriate holding fix (IMOMA for RWY 10 or ULIXU for RWY 28).
- Maintain the last cleared and acknowledged flight level.
- After arrival over the fix, intercept the holding pattern.
- Commence descent to 2500ft AMSL at the expected approach time last received and acknowledged.
- When no expected approach time has been received and acknowledged, commence descent to 2500ft AMSL at, or as close as possible to, the ETA resulting from the current flight plan.

6.3.3 Aerodrome traffic

When aircraft is part of the aerodrome traffic at Flamingo International Airport, aircraft shall keep watch for such instructions as may be issued by visual signals

6.3.4 Missed approach during communication failure

6.3.4.1 RWY10

Climb on runway track 104° MAG to 2500ft AMSL direct ULIXU and hold. Leave the holding fix direct to IMOMA and hold. Leave the holding fix and execute the instrument approach procedure again.

6.3.4.2 RWY28

Climb on runway track 284° MAG to 2500ft AMSL direct IMOMA and hold. Leave the holding fix direct to ULIXU and hold. Leave the holding fix and execute the instrument approach procedure again.

7 Special VFR

Special VFR flights are only authorized subject to the approval of the unit providing approach control service to enter the control zone for the purpose of landing or to take off and depart directly from the control zone provided that:

1. the ground visibility is not less 1500 m;
2. separation shall be effected between all IFR flights and special VFR flights;
3. separation shall be effective between special VFR flights.

***Note**: Special VFR Flights are not allowed between Sunset or Sunrise. (See table Times of sunrise and sunset for Curaçao at sea level - Gen 2.7-2 and 3)*

8 Flight Planning

All flights (VFR or IFR) departing from Flamingo International Airport shall file a flight plan at the automated Air Traffic Service Reporting Office (ARO) or contact the main office at Curaçao, TEL: (+5999) 839-3552.

TNCB AD 2.23 ADDITIONAL INFORMATION

1 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.

2 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 collides 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.

3 Mobile obstacles in approach area runway 10 / take-off area 28

The passage of cruise ships is controlled in cooperation with airport authorities and harbourmaster. Sailing ships with tall masts that appear to be a hazard to safe operations should be reported to ATC on the TWR frequency of 118.70 MHz.

TNCB AD 2.24 CHARTS RELATED TO AN AERODROME

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AERODROME CHART - ICAO

ARP: N 12 07 50.91
W 068 16 02.71

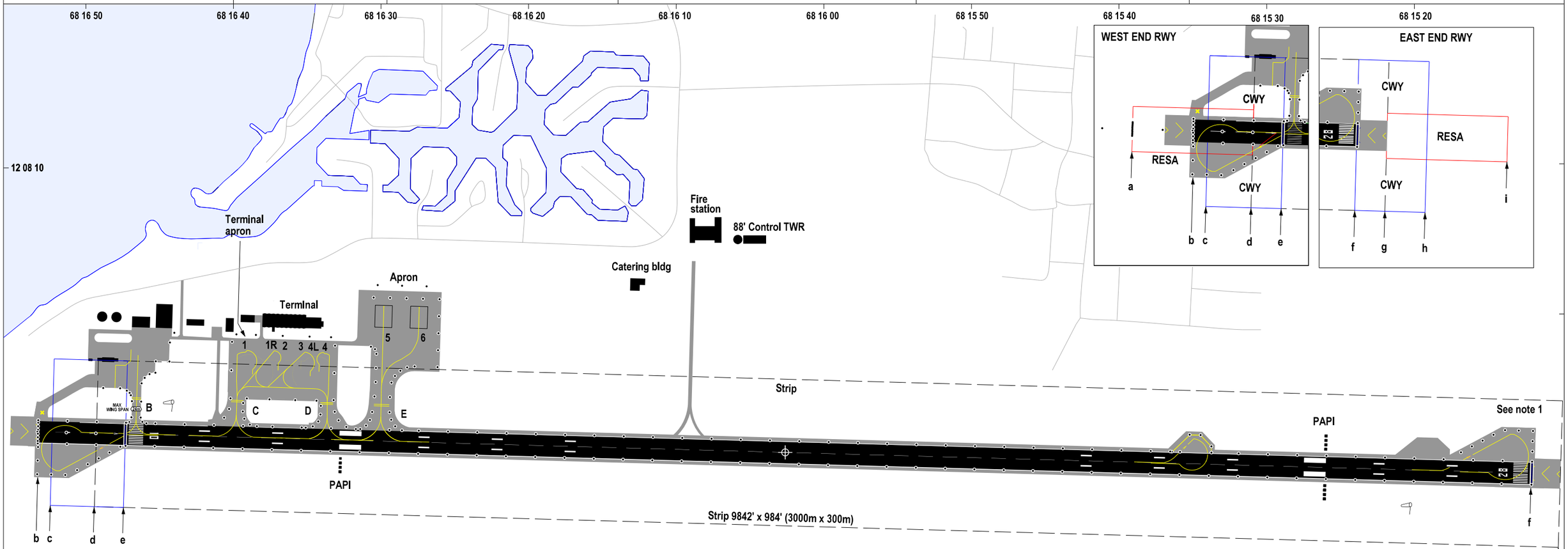
AERODROME ELEV: 24' 7.4m

CURAÇAO CONTROL 124.1/127.1
CURAÇAO TERMINAL 119.8

FLAMINGO TOWER 118.7
FLAMINGO ATIS 132.3

DIMENSIONS IN FEET/METERS
ELEVATIONS IN FEET
BEARINGS ARE MAGNETIC

FLAMINGO AIRPORT (TNCB)
KRALENDIJK, BONAIRE



VAR 12.0° W (2020)
Annual rate of chg 6' W

FEET 0 1000 2000
METERS 0 500

ACFT PARKING COORDINATES	
1	N 12 07 57.75 W 68 16 39.18
1R	N 12 07 57.16 W 68 16 37.90
2	N 12 07 57.74 W 68 16 37.33
3	N 12 07 57.64 W 68 16 35.28
4	N 12 07 57.64 W 68 16 33.92
4L	N 12 07 57.09 W 68 16 35.46
5	N 12 08 00.69 W 68 16 29.86
5D	N 12 08 00.20 W 68 16 29.87
6	N 12 08 00.62 W 68 16 27.46
6D	N 12 08 00.13 W 68 16 27.48

SURFACE STRENGTH	
Main apron	PCN 53 F/A/X/T
Hardstands 1-4	PCN 43 R/B/X/T concrete
Hardstand 5	PCN 63 R/B/W/T concrete
Hardstand 6	PCN 67 R/B/W/T concrete
GA apron	PCN 15 F/A/X/T asphalt
Runway	PCN 72 F/C/W/T

RWY/TWY WIDTHS		
Rwy	147'	45m
Twy A	56'	17m
Twy B	56'	17m
Twy C	79'	24m
Twy D	79'	24m
Twy E	94'	28.5m

RUNWAY CONFIGURATION		
Item	Length	Width
Strip	9842' 3000m (d - g)	984' 300m
THR 10 displaced	582' 177m (b - e)	
W end RESA	787' 240m (d - a)	295' 90m
E end RESA	787' 240m (g - i)	295' 90m
Rwy 10 CWY	459' 140m (f - h)	984' 300m
Rwy 28 CWY	492' 150m (e - c)	984' 300m

LEGEND	
Aerodrome reference point (ARP)	
Building	
Ramp, taxiway, road	
Illuminated windsock	
Tower, antenna, etc. (lighted)	
Lights	
Taxi holding position	

NOTE

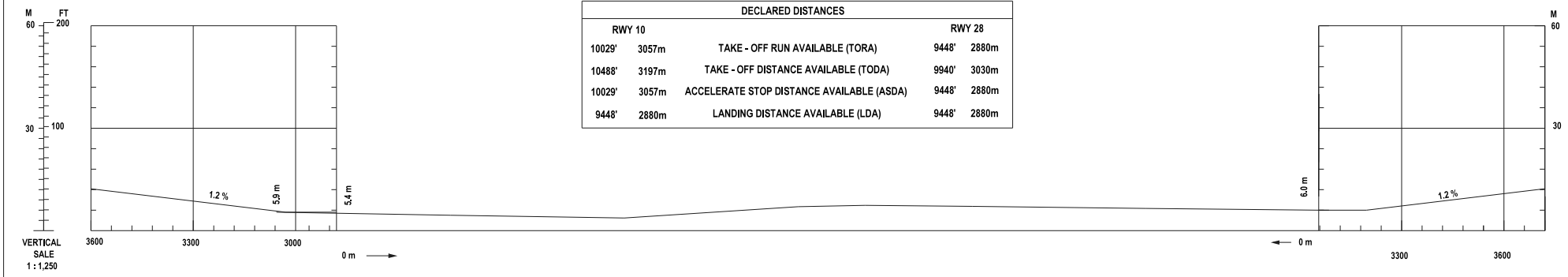
1. Use of turning bay at rwy end for backtrack after landing mandatory for aircraft categories larger than B737-900.

RWY	TORA	TODA	ASDA	LDA	START OF TORA/TODA/ASDA	POINT	ELEV	START OF LDA	POINT	ELEV	LIGHTING	BEARING
10	10029' 3057m (b - f)	10488' 3197m (b - h)	10029' 3057m (b - f)	9448' 2880m (e - f)	N12 07 52.42 W068 16 53.24	b	19' 5.9 m	N12 07 52.25 W068 16 47.38	e	18' 5.4m	SALS-Barette, threshold lights, high intensity rwy edge lights, PAPI R-3°	104°
28	9448' 2880m (f - e)	9940' 3030m (f - c)	9448' 2880m (f - e)	9448' 2880m (f - e)	N12 07 49.39 W068 15 12.18	f	20' 6.0 m	N12 07 49.39 W068 15 12.18	f	20' 6.0m	Threshold lights, high intensity rwy edge lights, PAPI L/R-3°	284°

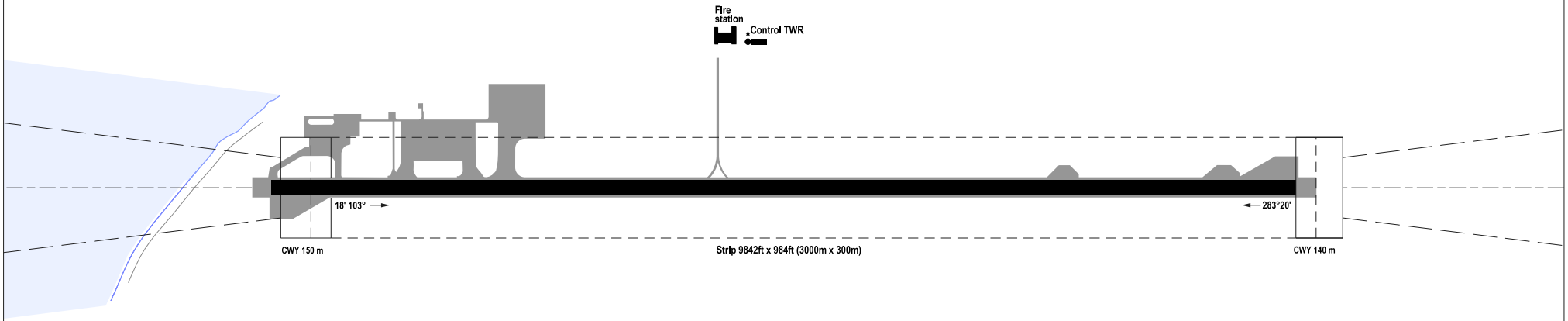
CHANGES: TWY A closed, Apron situation changed, editorials.

AERO INFO DATE 10 AUG 23

DIMENSIONS IN FEET / METERS ELEVATIONS IN FEET / METERS	AERODROME OBSTACLE CHART - ICAO TYPE A - OPERATING LIMITATIONS RWY 10 / 28	FLAMINGO AIRPORT (TNCB) KRALENDIJK, BONAIRE



DECLARED DISTANCES				
RWY 10			RWY 28	
10029'	3057m	TAKE - OFF RUN AVAILABLE (TORA)	9448'	2880m
10488'	3197m	TAKE - OFF DISTANCE AVAILABLE (TODA)	9940'	3030m
10029'	3057m	ACCELERATE STOP DISTANCE AVAILABLE (ASDA)	9448'	2880m
9448'	2880m	LANDING DISTANCE AVAILABLE (LDA)	9448'	2880m



LEGEND	PLANVIEW	PROFILE
IDENTIFICATION NUMBER	①	
POLE, TOWER, ANTENNA, HOUSE		
TERRAIN ELEVATION	•	
TREE		
ROAD		

INSIDE ① OUTSIDE ①

MAGNETIC VARIATION: 12°W 2020
HORIZONAL SCALE - 1 : 12,500
ORDER OF ACCURACY - In accordance with ICAO standards

FEET 0 1000 2000 3000 4000 5000 6000
METERS 0 500 1000 1500 2000

CHANGES: Control Tower, Fire Station added, editorial.

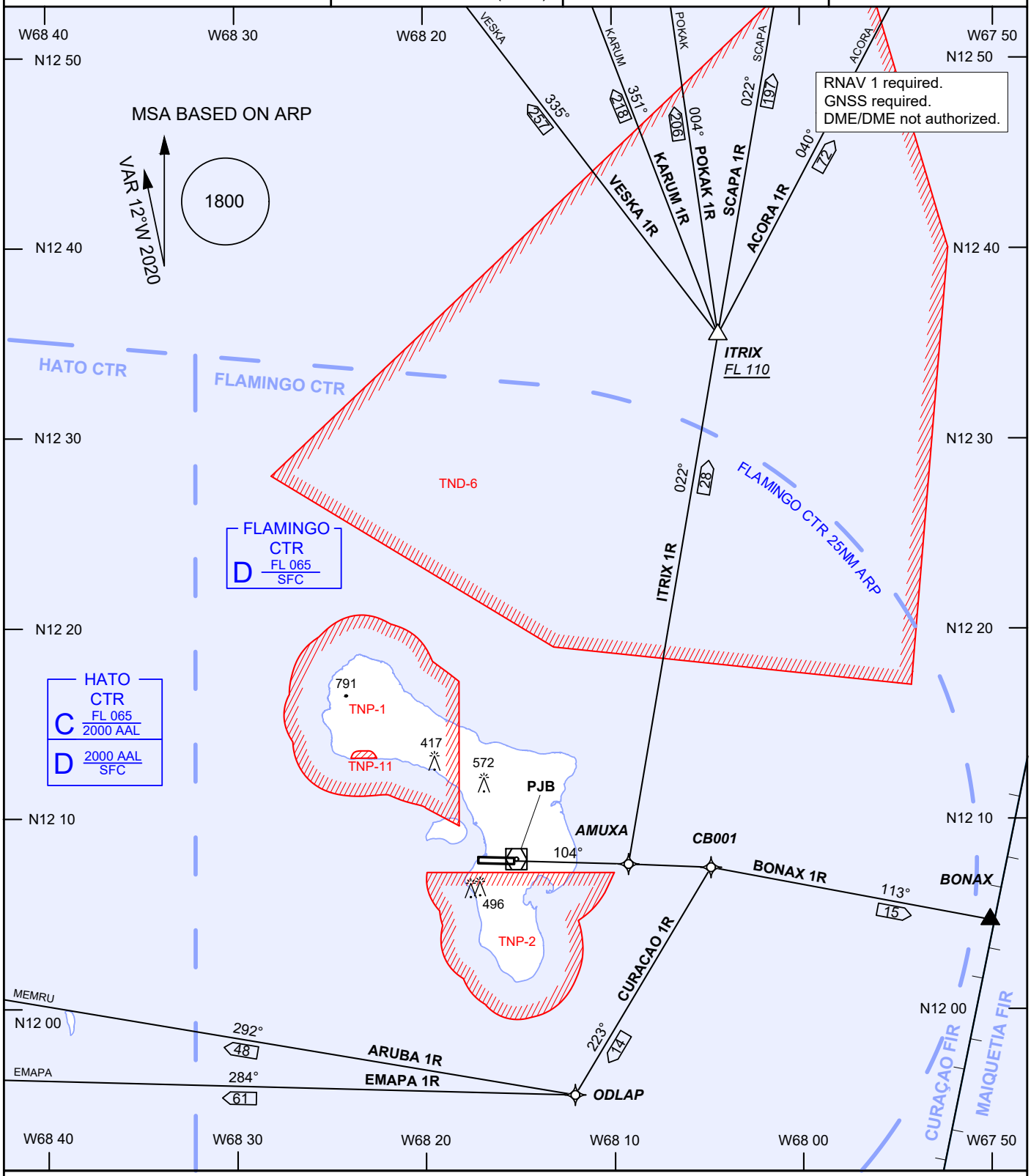
AERO INFO DATE 23 FEB 23

STANDARD DEPARTURE CHART
INSTRUMENT (RNAV) - ICAO

AD ELEVATION: 24
TRANS LEVEL: FL 040
TRANS ALT: 2500 (2476)

CURAÇAO CTRL 124.1/127.1
CURAÇAO TERMINAL 119.8
FLAMINGO TWR 118.7
FLAMINGO ATIS 132.3

RWY 10
FLAMINGO AIRPORT
(TNCB), BONAIRE



1. PJB VOR 115.0MHz. Declination 12°W.
2. ITRIX 1R: After passing ITRIX, expect ATC instructions to first en-route waypoint.
3. Distance DER to AMUXA 6 NM and DER to CB001 10 NM.
4. See TNCB AD 2.21 for noise abatement procedures.
5. Altitudes, elevations and heights in feet, distances in nautical miles, bearings are magnetic.

ICAO SID DESIGNATORS

ACORA 1R	ITRIX 1R
ARUBA 1R	KARUM 1R
BONAX 1R	POKAK 1R
CURACAO 1R	SCAPA 1R
EMAPA 1R	VESKA 1R

TNP-1	SFC - 6000
TNP-2	SFC - 6000
TNP-11	SFC - 2500
TND-6	SFC - 27000 by NOTAM

NM 0 5 10

Changes: Curaçao Terminal

AERO INFO DATE 23 FEB 23

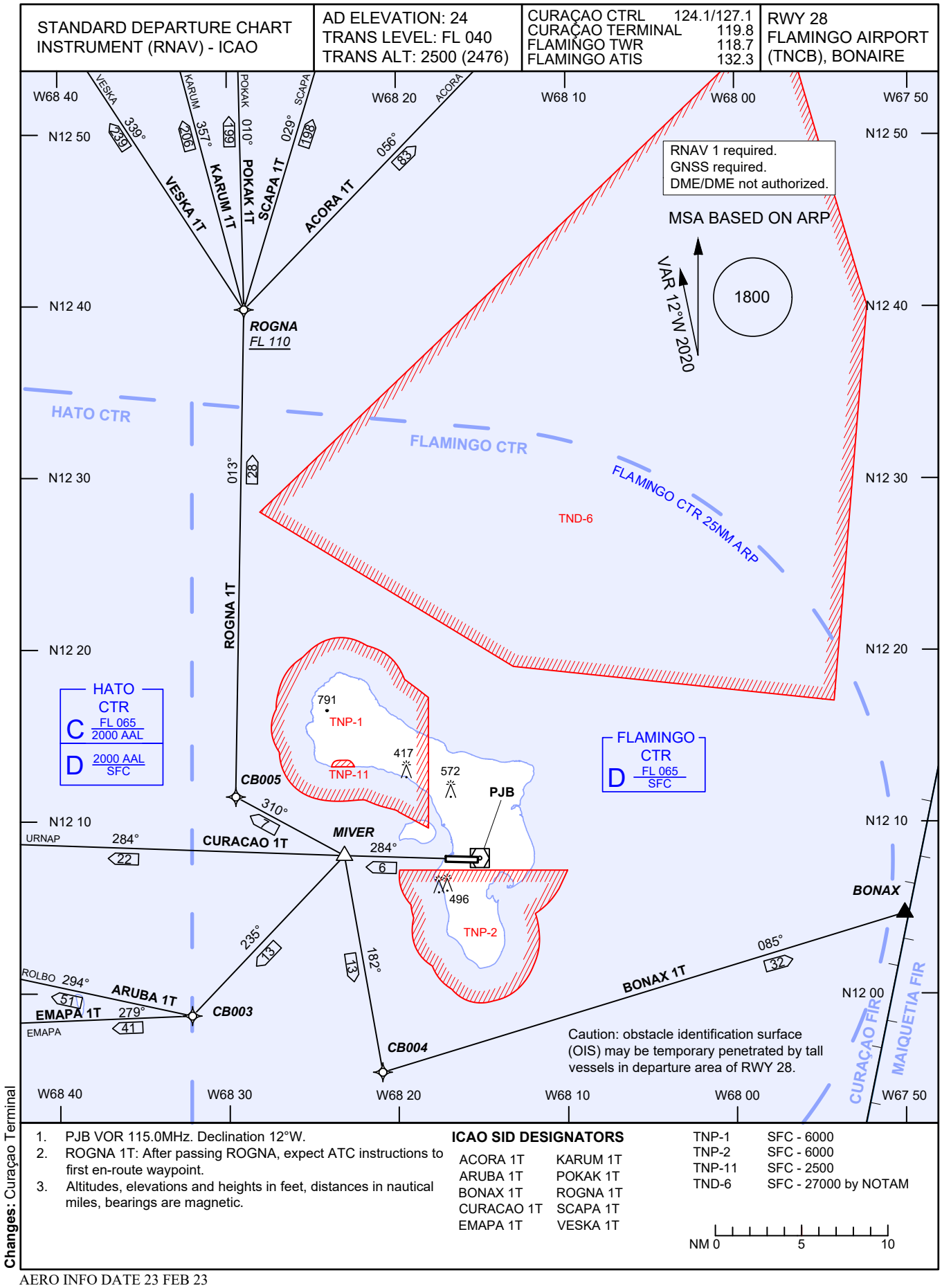
TNCB STANDARD INSTRUMENT DEPARTURE (RNAV) RWY 10 CODING TABLE											
Route designator/ *Serial number*	*Waypoint name*	*Path Terminator*	*Fly-over*	*Course/Track °M(°T)*	*Dist (NM)*	*Turn dir*	*Alt (ft/FL)*	*Speed (KIAS)*	*Mag var*	*VPA/TCH*	*Nav Spec*
ACORA 1R [ACOR1R]											
001	AMUXA	CF (PJB)	–	104 (091.7)	6.0	–	–	–	-12.0	–	RNAV 1
002	ITRIX	TF	–	022 (009.6)	28.1	L	+FL110	–	-12.0	–	RNAV 1
003	ACORA	TF	–	040 (027.6)	71.9	R	–	–	-12.4	–	RNAV 1
ARUBA 1R [ARUB1R]											
001	CB001	CF (PJB)	–	104 (091.7)	10.3	–	–	–	-12.0	–	RNAV 1
002	ODLAP	TF	–	223 (210.7)	13.9	R	–	–	-11.9	–	RNAV 1
003	MEMRU	TF	–	292 (279.6)	48.3	R	–	–	-11.5	–	RNAV 1
004	ELOTU	TF	–	299 (287.7)	40.5	R	–	–	-11.2	–	RNAV 1
005	ELUMO	TF	–	300 (288.4)	35.8	–	+FL040	–	-10.9	–	RNAV 1
BONAX 1R [BONX1R]											
001	CB001	CF (PJB)	–	104 (091.7)	10.3	–	–	–	-12.0	–	RNAV 1
002	BONAX	TF	–	113 (100.9)	14.8	R	–	–	-12.1	–	RNAV 1
CURACAO 1R [CUR1R]											
001	CB001	CF (PJB)	–	104 (091.7)	10.3	–	–	–	-12.0	–	RNAV 1
002	ODLAP	TF	–	223 (210.7)	13.9	R	–	–	-11.9	–	RNAV 1
EMAPA 1R [EMAP1R]											
001	CB001	CF (PJB)	–	104 (091.7)	10.3	–	–	–	-12.0	–	RNAV 1
002	ODLAP	TF	–	223 (210.7)	13.9	R	–	–	-11.9	–	RNAV 1
003	EMAPA	TF	–	284 (271.6)	60.5	R	–	–	-11.4	–	RNAV 1
ITRIX 1R [ITRI1R]											
001	AMUXA	CF (PJB)	–	104 (091.7)	6.0	–	–	–	-12.0	–	RNAV 1
002	ITRIX	TF	–	022 (009.6)	28.1	L	+FL110	–	-12.0	–	RNAV 1
KARUM 1R [KARU1R]											
001	AMUXA	CF (PJB)	–	104 (091.7)	6.0	–	–	–	-12.0	–	RNAV 1
002	ITRIX	TF	–	022 (009.6)	28.1	L	+FL110	–	-12.0	–	RNAV 1
003	KARUM	TF	–	351 (339.3)	217.9	L	–	–	-11.6	–	RNAV 1
POKAK 1R [POKA1R]											
001	AMUXA	CF (PJB)	–	104 (091.7)	6.0	–	–	–	-12.0	–	RNAV 1
002	ITRIX	TF	–	022 (009.6)	28.1	L	+FL110	–	-12.0	–	RNAV 1
003	POKAK	TF	–	004 (352.0)	205.7	L	–	–	-12.0	–	RNAV 1
SCAPA 1R [SCAP1R]											
001	AMUXA	CF (PJB)	–	104 (091.7)	6.0	–	–	–	-12.0	–	RNAV 1
002	ITRIX	TF	–	022 (009.6)	28.1	L	+FL110	–	-12.0	–	RNAV 1
003	SCAPA	TF	–	022 (009.7)	196.6	–	–	–	-12.5	–	RNAV 1
VESKA 1R [VESK1R]											
001	AMUXA	CF (PJB)	–	104 (091.7)	6.0	–	–	–	-12.0	–	RNAV 1
002	ITRIX	TF	–	022 (009.6)	28.1	L	+FL110	–	-12.0	–	RNAV 1
003	VESKA	TF	–	335 (322.8)	256.6	L	–	–	-10.9	–	RNAV 1

AERO INFO DATE 23 FEB 23

Fix name	*Coordinates (WGS-84)*
CB001	N 12 07 30.09 W 068 04 36.79
AMUXA	N 12 07 38.17 W 068 09 01.12
ELOTU	N 12 15 49.93 W 069 39 52.84
ELUMO	N 12 27 08.32 W 070 14 35.70
ITRIX	N 12 35 29.01 W 068 04 12.79
MEMRU	N 12 03 31.57 W 069 00 26.35
ODLAP	N 11 55 29.64 W 068 11 51.67

CHANGES: New procedures

AERO INFO DATE 23 FEB 23



Changes: Curaçao Terminal

1. PJB VOR 115.0MHz. Declination 12°W.
2. ROGNA 1T: After passing ROGNA, expect ATC instructions to first en-route waypoint.
3. Altitudes, elevations and heights in feet, distances in nautical miles, bearings are magnetic.

ICAO SID DESIGNATORS

ACORA 1T	KARUM 1T
ARUBA 1T	POKAK 1T
BONAX 1T	ROGNA 1T
CURACAO 1T	SCAPA 1T
EMAPA 1T	VESKA 1T

TNP-1	SFC - 6000
TNP-2	SFC - 6000
TNP-11	SFC - 2500
TND-6	SFC - 27000 by NOTAM

AERO INFO DATE 23 FEB 23

TNCB STANDARD INSTRUMENT DEPARTURE (RNAV) RWY 28 CODING TABLE											
Route designator/ *Serial number*	*Waypoint name*	*Path Terminator*	*Fly-over*	*Course/Track °M(°T)*	*Dist (NM)*	*Turn dir*	*Alt (ft/FL)*	*Speed (KIAS)*	*Mag var*	*VPA/TCH*	*Nav Spec*
ACORA 1T [ACOR1T]											
001	MIVER	CF (PJB)	–	284 (271.8)	6.0	–	–	–	-11.9	–	RNAV 1
002	CB005	TF	–	310 (298.4)	7.2	R	–	–	-11.8	–	RNAV 1
003	ROGNA	TF	–	013 (001.0)	28.2	R	+FL110	–	-11.8	–	RNAV 1
004	ACORA	TF	–	056 (044.0)	82.6	R	–	–	-12.4	–	RNAV 1
ARUBA 1T [ARUB1T]											
001	MIVER	CF (PJB)	–	284 (271.8)	6.0	–	–	–	-11.9	–	RNAV 1
002	CB003	TF	–	235 (223.5)	12.8	L	–	–	-11.8	–	RNAV 1
003	ROLBO	TF	–	294 (282.2)	51.2	R	–	–	-11.3	–	RNAV 1
004	ADRIV	TF	–	329 (317.5)	19.1	R	–	–	-11.2	–	RNAV 1
BONAX 1T [BONX1T]											
001	MIVER	CF (PJB)	–	284 (271.8)	6.0	–	–	–	-11.9	–	RNAV 1
002	CB004	TF	–	182 (170.0)	12.8	L	–	–	-11.9	–	RNAV 1
003	BONAX	TF	–	085 (073.0)	31.7	L	–	–	-12.1	–	RNAV 1
CURACAO 1T [CUR1T]											
001	MIVER	CF (PJB)	–	284 (271.8)	6.0	–	–	–	-11.9	–	RNAV 1
002	URNAP	TF	–	284 (272.0)	22.2	–	–	–	-11.7	–	RNAV 1
EMAPA 1T [EMAP1T]											
001	MIVER	CF (PJB)	–	284 (271.8)	6.0	–	–	–	-11.9	–	RNAV 1
002	CB003	TF	–	235 (223.5)	12.8	L	–	–	-11.8	–	RNAV 1
003	EMAPA	TF	–	279 (267.7)	40.8	R	–	–	-11.4	–	RNAV 1
KARUM 1T [KARU1T]											
001	MIVER	CF (PJB)	–	284 (271.8)	6.0	–	–	–	-11.9	–	RNAV 1
002	CB005	TF	–	310 (298.4)	7.2	R	–	–	-11.8	–	RNAV 1
003	ROGNA	TF	–	013 (001.0)	28.2	R	+FL110	–	-11.8	–	RNAV 1
004	KARUM	TF	–	357 (345.1)	206.3	L	–	–	-11.6	–	RNAV 1
POKAK 1T [POKA1T]											
001	MIVER	CF (PJB)	–	284 (271.8)	6.0	–	–	–	-11.9	–	RNAV 1
002	CB005	TF	–	310 (298.4)	7.2	R	–	–	-11.8	–	RNAV 1
003	ROGNA	TF	–	013 (001.0)	28.2	R	+FL110	–	-11.8	–	RNAV 1
004	POKAK	TF	–	010 (358.6)	199.4	–	–	–	-12.0	–	RNAV 1
ROGNA 1T [ROGN1T]											
001	MIVER	CF (PJB)	–	284 (271.8)	6.0	–	–	–	-11.9	–	RNAV 1
002	CB005	TF	–	310 (298.4)	7.2	R	–	–	-11.8	–	RNAV 1
003	ROGNA	TF	–	013 (001.0)	28.2	R	+FL110	–	-11.8	–	RNAV 1
SCAPA 1T [SCAP1T]											
001	MIVER	CF (PJB)	–	284 (271.8)	6.0	–	–	–	-11.9	–	RNAV 1
002	CB005	TF	–	310 (298.4)	7.2	R	–	–	-11.8	–	RNAV 1
003	ROGNA	TF	–	013 (001.0)	28.2	R	+FL110	–	-11.8	–	RNAV 1
004	SCAPA	TF	–	029 (016.7)	197.8	R	–	–	-12.5	–	RNAV 1
VESKA 1T [VESK1T]											
001	MIVER	CF (PJB)	–	284 (271.8)	6.0	–	–	–	-11.9	–	RNAV 1
002	CB005	TF	–	310 (298.4)	7.2	R	–	–	-11.8	–	RNAV 1
003	ROGNA	TF	–	013 (001.0)	28.2	R	+FL110	–	-11.8	–	RNAV 1
004	VESKA	TF	–	339 (326.7)	239.1	L	–	–	-10.9	–	RNAV 1

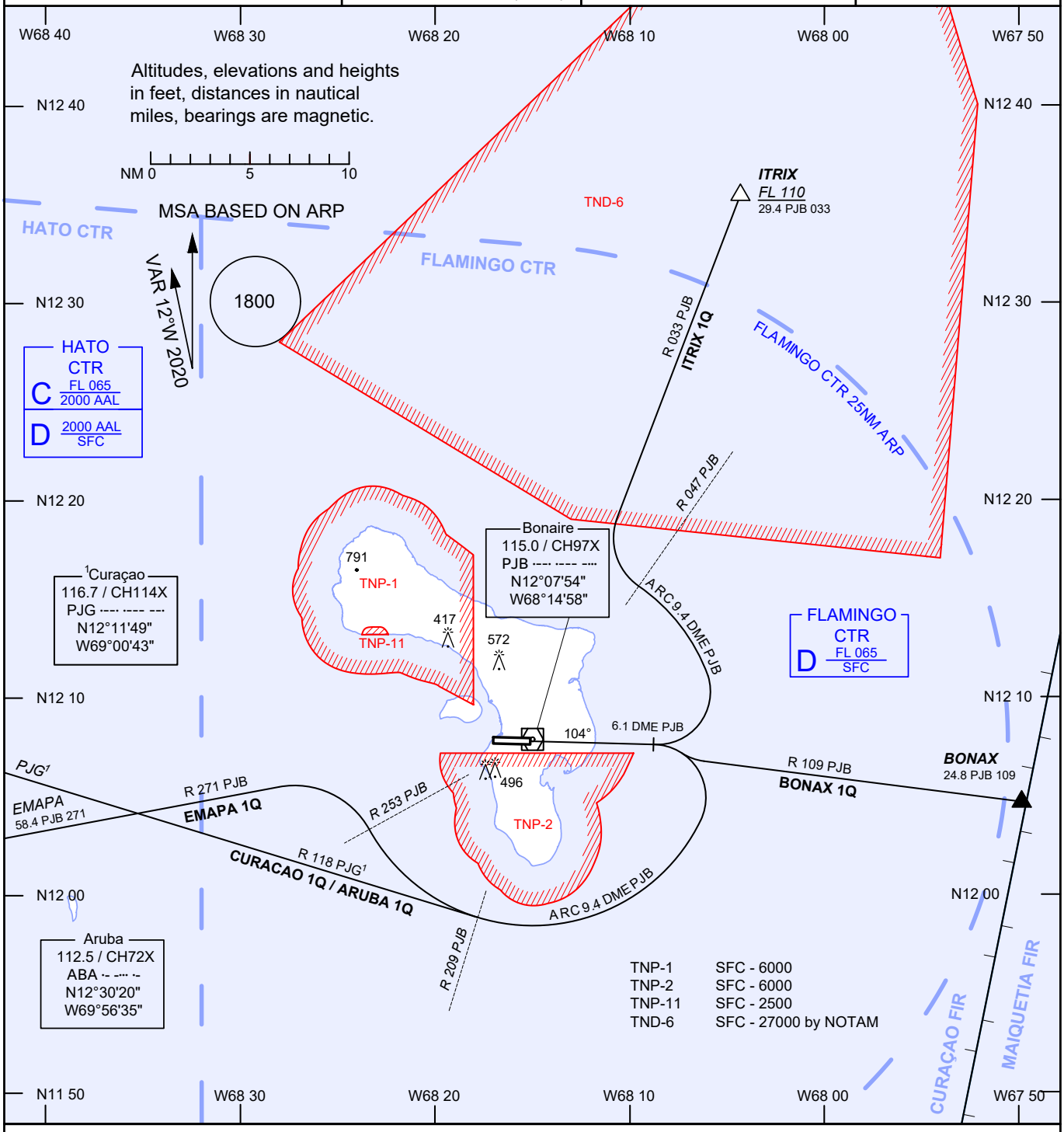
AERO INFO DATE 23 FEB 23

Fix name	*Coordinates (WGS-84)*
CB003	N 11 58 43.04 W 068 31 58.62
CB004	N 11 55 26.31 W 068 20 43.29
CB005	N 12 11 28.64 W 068 29 24.84
MIVER	N 12 08 03.35 W 068 22 58.83
ROGNA	N 12 39 50.20 W 068 28 55.23
ROLBO	N 12 09 29.62 W 069 23 02.90
URNAP	N 12 08 49.15 W 068 45 40.27

CHANGES: New procedures

AERO INFO DATE 23 FEB 23

STANDARD DEPARTURE CHART INSTRUMENT (VOR) - ICAO	AD ELEVATION: 24 TRANS LEVEL: FL 040 TRANS ALT: 2500 (2476)	CURAÇAO CTRL 124.1/127.1 CURAÇAO TERMINAL 119.8 FLAMINGO TWR 118.7 FLAMINGO ATIS 132.3	RWY 10 FLAMINGO AIRPORT (TNCB), BONAIRE



ARUBA 1Q
Climb on runway magnetic track 104° to 6.1 DME PJB. Turn right to proceed on arc 9.4 DME PJB to R 209 PJB. Intercept and follow R 118 PJG to PJG VOR/DME. Intercept and follow R 120 ABA to ABA VOR/DME.

CURACAO 1Q
Climb on runway magnetic track 104° to 6.1 DME PJB. Turn right to proceed on arc 9.4 DME PJB to R 209 PJB. Intercept and follow R 118 PJG to PJG VOR/DME.

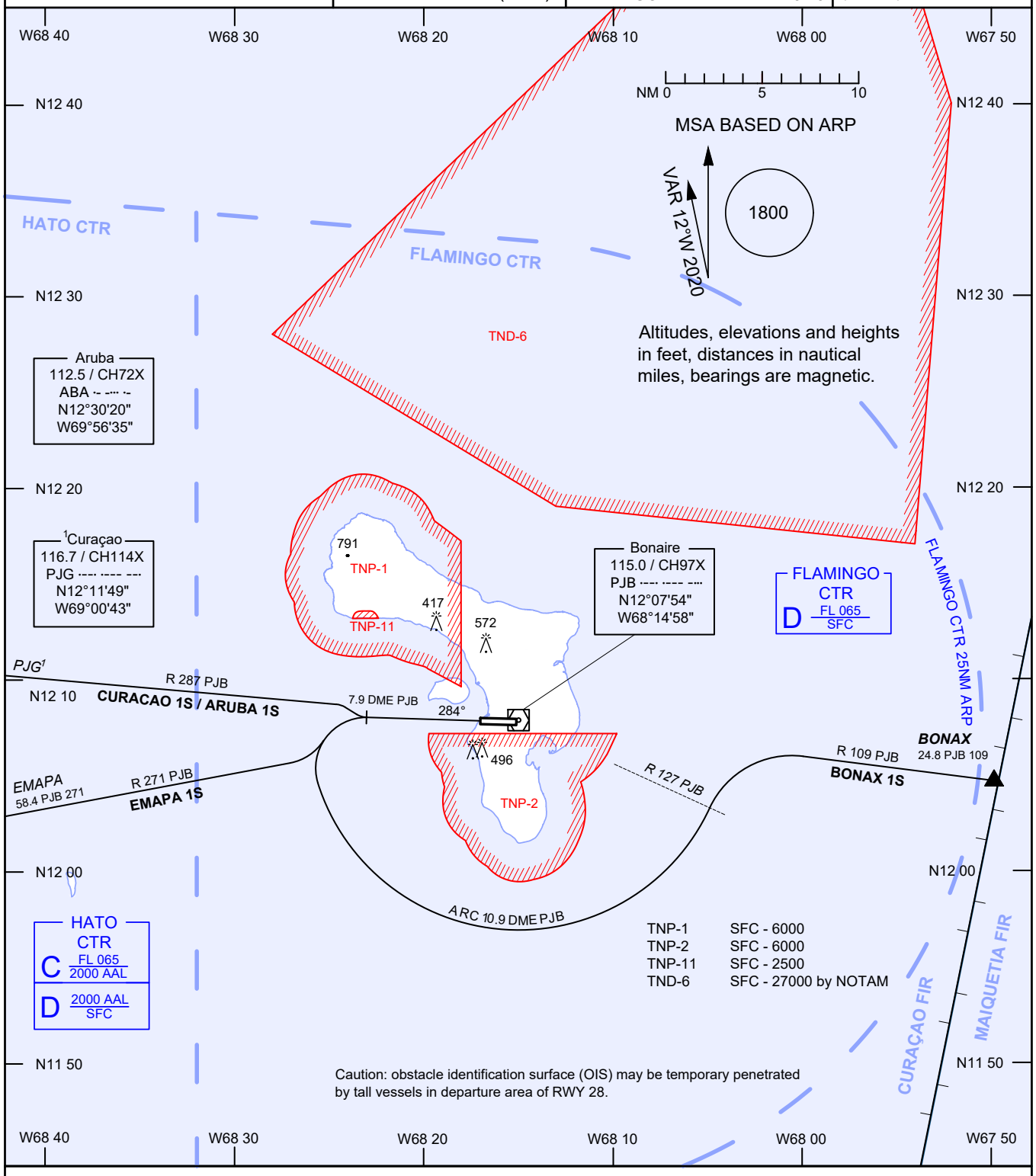
BONAX 1Q
Climb on runway magnetic track 104° to 6.1 DME PJB. Turn right to intercept and follow R 109 PJB to BONAX (24.8 DME PJB).

EMAPA 1Q
Climb on runway magnetic track 104° to 6.1 DME PJB. Turn right to proceed on arc 9.4 DME PJB to R 253 PJB. Turn left to intercept and follow R 271 PJB to EMAPA (58.4 DME PJB).

ITRIX 1Q
Climb on runway magnetic track 104° to 6.1 DME PJB. Turn left to proceed on arc 9.4 DME PJB to R 047 PJB. Turn right to intercept and follow R 033 PJB to ITRIX (24.8 DME PJB) at or above FL 110. After passing ITRIX, expect ATC instructions to first en-route waypoint.

Changes: Curaçao Terminal
AERO INFO DATE 23 FEB 23

STANDARD DEPARTURE CHART INSTRUMENT (VOR) - ICAO	AD ELEVATION: 24 TRANS LEVEL: FL 040 TRANS ALT: 2500 (2476)	CURAÇAO CTRL 124.1/127.1 CURAÇAO TERMINAL 119.8 FLAMINGO TWR 118.7 FLAMINGO ATIS 132.3	RWY 28 FLAMINGO AIRPORT (TNCB), BONAIRE



ARUBA 1S
Climb on runway magnetic track 284° to 7.9 DME PJB. Turn right to intercept and follow R 287 PJB to PJG VOR/DME. Turn right to intercept and follow R 120 ABA to MATUL (7.6 DME ABA).

CURACAO 1S
Climb on runway magnetic track 284° to 7.9 DME PJB. Turn right to intercept and follow R 287 PJB to PJG VOR/DME.

BONAX 1S
Climb on runway magnetic track 284° to 7.9 DME PJB. Turn left to proceed on arc 10.9 DME PJB to R 127 PJB. Turn right to intercept and follow R 109 PJB to BONAX (24.8 DME PJB).

EMAPA 1S
Climb on runway magnetic track 284° to 7.9 DME PJB. Turn left to intercept and follow R 271 PJB to EMAPA (58.4 DME PJB).

Changes: Curaçao Terminal

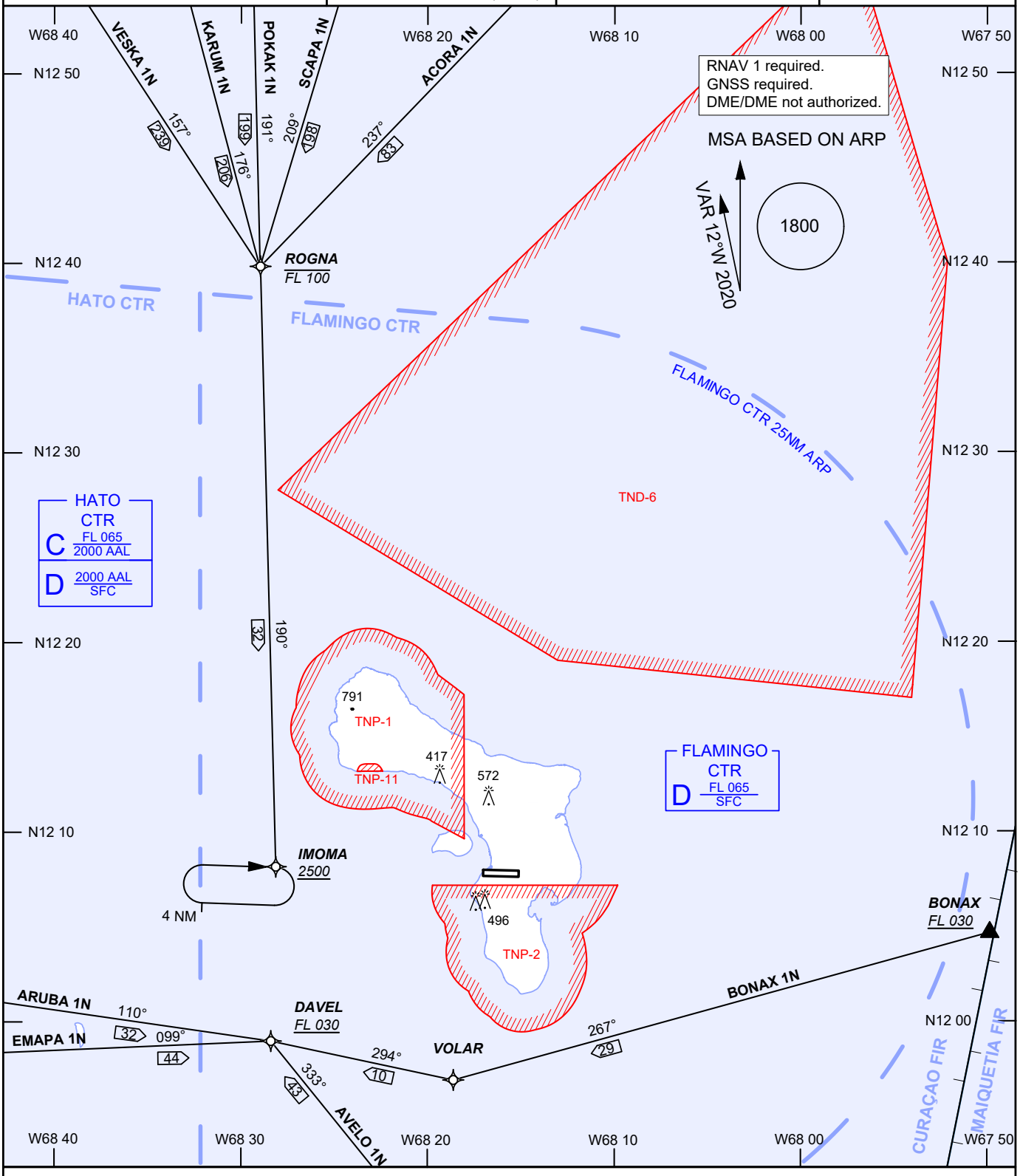
AERO INFO DATE 23 FEB 23

STANDARD ARRIVAL CHART
INSTRUMENT (RNAV) - ICAO

AD ELEVATION: 24
TRANS LEVEL: FL 040
TRANS ALT: 2500 (2476)

CURAÇAO CTRL	124.1/127.1
CURAÇAO TERMINAL	119.8
FLAMINGO TWR	118.7
FLAMINGO ATIS	132.3

RWY 10
FLAMINGO AIRPORT
(TNCB), BONAIRE



1. Expect clearance for RNP RWY 10 approach.
2. Altitudes, elevations and heights in feet, distances in nautical miles, bearings are magnetic.

ICAO STAR DESIGNATORS

ACORA 1N	KARUM 1N
ARUBA 1N	POKAK 1N
AVELO 1N	SCAPA 1N
BONAX 1N	VESKA 1N
EMAPA 1N	

TNP-1	SFC - 6000
TNP-2	SFC - 6000
TNP-11	SFC - 2500
TND-6	SFC - 27000 by NOTAM

NM 0 5 10

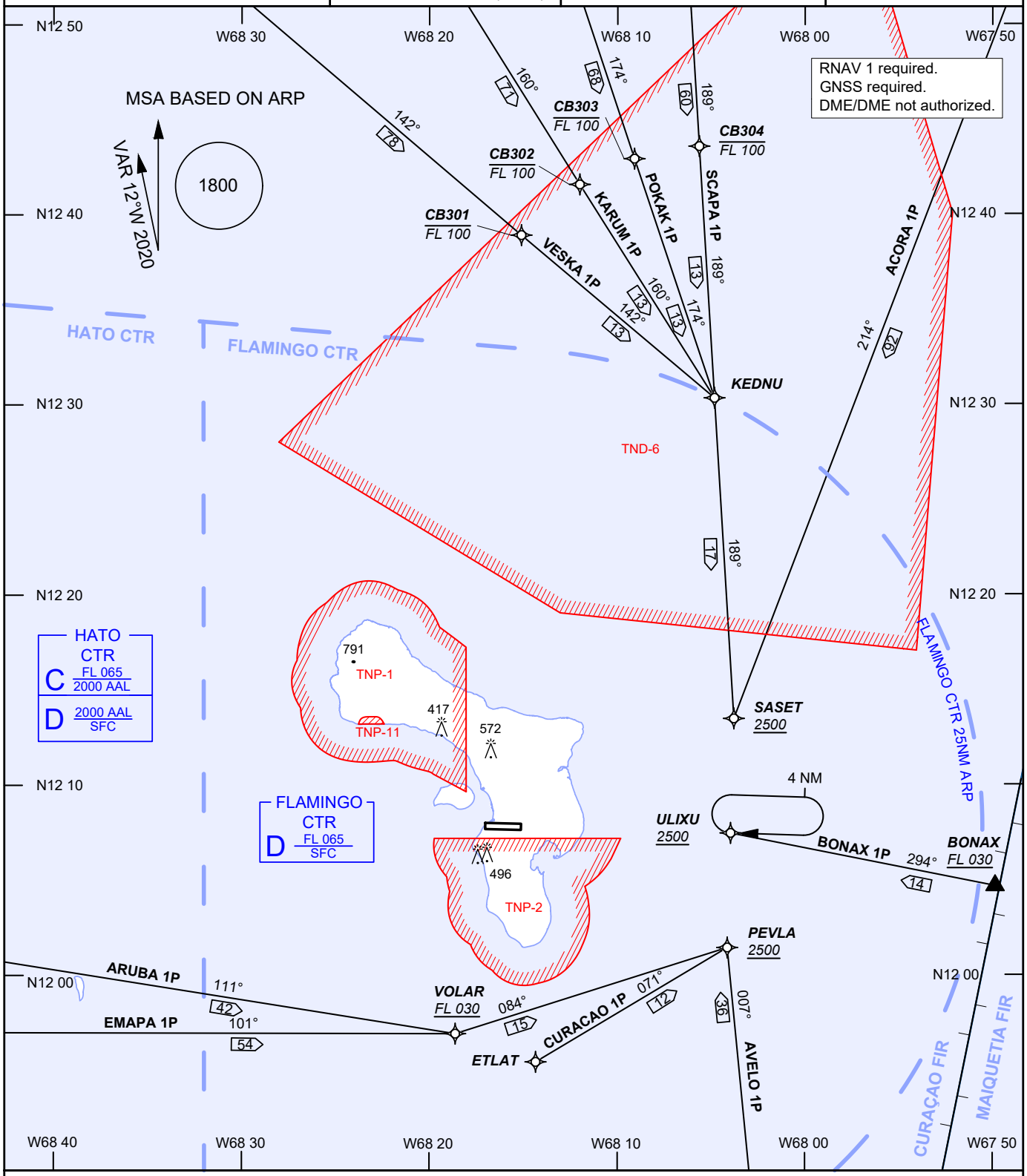
Changes: Curaçao Terminal
AERO INFO DATE 23 FEB 23

TNCB STANDARD ARRIVAL (RNAV) RWY 10 CODING TABLE											
Route designator/ *Serial number*	*Waypoint name*	*Path Terminator*	*Fly-over*	*Course/Track °M(°T)*	*Dist (NM)*	*Turn dir*	*Alt (ft/FL)*	*Speed (KIAS)*	*Mag var*	*VPA/TCH*	*Nav Spec*
ACORA 1N [ACOR1N]											
001	ACORA	IF	–	–	–	–	–	–	-12.4	–	RNAV 1
002	ROGNA	TF	–	237 (224.2)	82.6	–	-FL100	–	-11.8	–	RNAV 1
003	IMOMA	TF	–	190 (178.6)	31.5	L	+2500	–	-11.8	–	RNAV 1
ARUBA 1N [ARUB1N]											
001	ELOTU	IF	–	–	–	–	+FL070	–	-11.2	–	RNAV 1
002	ROLBO	TF	–	122 (110.9)	17.7	–	–	–	-11.3	–	RNAV 1
003	MEMRU	TF	–	116 (105.0)	22.9	L	–	–	-11.5	–	RNAV 1
004	DAVEL	TF	–	110 (098.1)	31.7	L	+FL030	–	-11.8	–	RNAV 1
AVELO 1N [AVEL1N]											
001	AVELO	IF	–	–	–	–	+FL030	–	-12.0	–	RNAV 1
002	DAVEL	TF	–	333 (321.1)	43.4	–	+FL030	–	-11.8	–	RNAV 1
BONAX 1N [BONX1N]											
001	BONAX	IF	–	–	–	–	+FL030	–	-12.1	–	RNAV 1
002	VOLAR	TF	–	267 (254.8)	29.3	–	–	–	-11.9	–	RNAV 1
003	DAVEL	TF	–	294 (282.1)	9.8	R	+FL030	–	-11.8	–	RNAV 1
EMAPA 1N [EMAP1N]											
001	EMAPA	IF	–	–	–	–	+FL030	–	-11.4	–	RNAV 1
002	DAVEL	TF	–	099 (087.4)	44.3	–	+FL030	–	-11.8	–	RNAV 1
KARUM 1N [KARU1N]											
001	KARUM	IF	–	–	–	–	–	–	-11.6	–	RNAV 1
002	ROGNA	TF	–	176 (164.9)	206.3	–	-FL100	–	-11.7	–	RNAV 1
003	IMOMA	TF	–	190 (178.6)	31.5	R	+2500	–	-11.8	–	RNAV 1
POKAK 1N [POKA1N]											
001	POKAK	IF	–	–	–	–	–	–	-12.0	–	RNAV 1
003	ROGNA	TF	–	191 (178.6)	199.4	–	-FL100	–	-11.8	–	RNAV 1
004	IMOMA	TF	–	190 (178.6)	31.5	–	+2500	–	-11.8	–	RNAV 1
SCAPA 1N [SCAP1N]											
001	SCAPA	IF	–	–	–	–	–	–	-12.5	–	RNAV 1
003	ROGNA	TF	–	209 (196.9)	197.8	–	-FL100	–	-11.8	–	RNAV 1
004	IMOMA	TF	–	190 (178.6)	31.5	L	+2500	–	-11.8	–	RNAV 1
VESKA 1N [VESK1N]											
001	VESKA	IF	–	–	–	–	–	–	-10.9	–	RNAV 1
002	ROGNA	TF	–	157 (146.2)	239.1	–	-FL100	–	-11.5	–	RNAV 1
003	IMOMA	TF	–	190 (178.6)	31.5	R	+2500	–	-11.8	–	RNAV 1

Fix name	*Coordinates (WGS-84)*
BONAX	N 12 04 41.10 W 067 49 49.30
DAVEL	N 11 59 00.77 W 068 28 23.92
ELOTU	N 12 15 49.93 W 069 39 52.84
IMOMA	N 12 08 12.34 W 068 28 07.29
MEMRU	N 12 03 31.57 W 069 00 26.35
ROGNA	N 12 39 50.20 W 068 28 55.23
ROLBO	N 12 09 29.62 W 069 23 02.90
VOLAR	N 11 56 56.99 W 068 18 36.99

CHANGES: Editorial corrections.

STANDARD ARRIVAL CHART INSTRUMENT (RNAV) - ICAO	AD ELEVATION: 24 TRANS LEVEL: FL 040 TRANS ALT: 2500 (2476)	CURAÇAO CTRL 124.1/127.1 CURAÇAO TERMINAL 119.8 FLAMINGO TWR 118.7 FLAMINGO ATIS 132.3	RWY 28 FLAMINGO AIRPORT (TNCB), BONAIRE



1. Expect clearance for RNP RWY 28 approach.
2. Altitudes, elevations and heights in feet, distances in nautical miles, bearings are magnetic.

ICAO STAR DESIGNATORS

ACORA 1P	EMAPA 1P
ARUBA 1P	KARUM 1P
AVELO 1P	POKAK 1P
BONAX 1P	SCAPA 1P
CURACAO 1P	VESKA 1P

TNP-1	SFC - 6000
TNP-2	SFC - 6000
TNP-11	SFC - 2500
TND-6	SFC - 27000 by NOTAM

NM 0 5 10

Changes: Curaçao Terminal

AERO INFO DATE 23 FEB 23

TNCB STANDARD ARRIVAL (RNAV) RWY 28 CODING TABLE											
Route designator/ *Serial number*	*Waypoint name*	*Path Terminator*	*Fly-over*	*Course/Track °M(°T)*	*Dist (NM)*	*Turn dir*	*Alt (ft/FL)*	*Speed (KIAS)*	*Mag var*	*VPA/TCH*	*Nav Spec*
ACORA 1P [ACOR1P]											
001	ACORA	IF	–	–	–	–	–	–	-12.4	–	RNAV 1
002	SASET	TF	–	214 (201.1)	91.7	–	+2500	–	-12.0	–	RNAV 1
ARUBA 1P [ARUB1P]											
001	ELOTU	IF	–	–	–	–	+FL070	–	-11.2	–	RNAV 1
002	ROLBO	TF	–	122 (110.9)	17.7	–	–	–	-11.3	–	RNAV 1
003	MEMRU	TF	–	116 (105.0)	22.9	L	–	–	-11.5	–	RNAV 1
004	VOLAR	TF	–	111 (099.0)	41.5	L	+FL030	–	-11.9	–	RNAV 1
005	PEVLA	TF	–	084 (072.5)	14.9	L	+2500	–	-12.0	–	RNAV 1
AVELO 1P [AVEL1P]											
001	AVELO	IF	–	–	–	–	+FL030	–	-12.0	–	RNAV 1
002	PEVLA	TF	–	007 (354.6)	36.4	–	+2500	–	-12.0	–	RNAV 1
BONAX 1P [BONX1P]											
001	BONAX	IF	–	–	–	–	+FL030	–	-12.1	–	RNAV 1
002	ULIXU	TF	–	294 (281.4)	14.1	–	+2500	–	-12.0	–	RNAV 1
CURACAO 1P [CUR1P]											
001	ETLAT	IF	–	–	–	–	–	–	-11.9	–	RNAV 1
002	PEVLA	TF	–	071 (059.2)	11.7	–	+2500	–	-12.0	–	RNAV 1
EMAPA 1P [EMAP1P]											
001	EMAPA	IF	–	–	–	–	+FL030	–	-11.4	–	RNAV 1
002	VOLAR	TF	–	101 (090.0)	53.9	–	+FL030	–	-11.9	–	RNAV 1
003	PEVLA	TF	–	084 (072.5)	14.9	L	+2500	–	-12.0	–	RNAV 1
KARUM 1P [KARU1P]											
001	KARUM	IF	–	–	–	–	–	–	-11.6	–	RNAV 1
002	CB202	TF	–	178 (166.6)	140.7	–	–	–	-11.7	–	RNAV 1
003	CB302	TF	–	160 (148.0)	71.4	L	-FL100	–	-12.0	–	RNAV 1
004	KEDNU	TF	–	160 (147.9)	13.2	–	–	–	-12.0	–	RNAV 1
005	SASET	TF	–	189 (176.7)	16.8	R	+2500	–	-12.0	–	RNAV 1
POKAK 1P [POKA1P]											
001	POKAK	IF	–	–	–	–	–	–	-12.0	–	RNAV 1
002	CB203	TF	–	191 (178.6)	132.2	–	–	–	-11.9	–	RNAV 1
003	CB303	TF	–	174 (161.7)	67.5	L	-FL100	–	-12.0	–	RNAV 1
004	KEDNU	TF	–	174 (161.7)	13.2	–	–	–	-12.0	–	RNAV 1
005	SASET	TF	–	189 (176.7)	16.8	R	+2500	–	-12.0	–	RNAV 1
SCAPA 1P [SCAP1P]											
001	SCAPA	IF	–	–	–	–	–	–	-12.5	–	RNAV 1
002	CB204	TF	–	209 (196.9)	131.0	–	–	–	-12.1	–	RNAV 1
003	CB304	TF	–	189 (176.7)	60.4	L	-FL100	–	-12.0	–	RNAV 1
004	KEDNU	TF	–	189 (176.7)	13.2	–	–	–	-12.0	–	RNAV 1
005	SASET	TF	–	189 (176.7)	16.8	–	+2500	–	-12.0	–	RNAV 1
VESKA 1P [VESK1P]											
001	VESKA	IF	–	–	–	–	–	–	-10.9	–	RNAV 1
002	CB201	TF	–	161 (149.7)	173.0	–	–	–	-11.5	–	RNAV 1
003	CB301	TF	–	142 (130.4)	77.7	L	-FL100	–	-12.0	–	RNAV 1
004	KEDNU	TF	–	142 (130.3)	13.2	–	–	–	-12.0	–	RNAV 1
005	SASET	TF	–	189 (176.7)	16.8	R	+2500	–	-12.0	–	RNAV 1

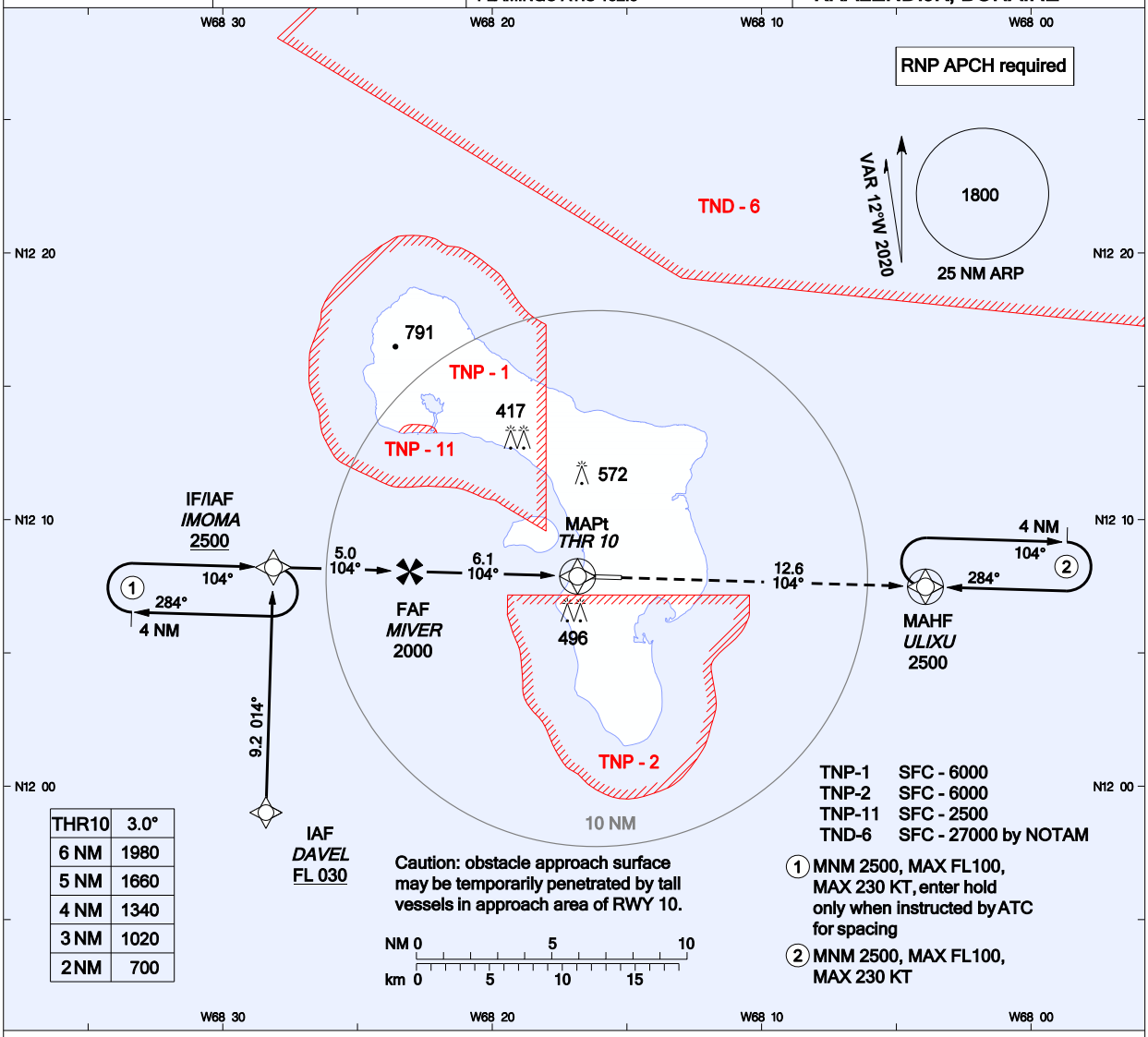
AERO INFO DATE 23 FEB 23

Fix name	*Coordinates (WGS-84)*
CB201	N 13 29 36.61 W 069 15 33.99
CB202	N 13 42 26.17 W 068 50 36.51
CB203	N 13 47 18.18 W 068 30 37.59
CB204	N 13 44 08.71 W 068 09 03.09
CB301	N 12 38 56.30 W 068 15 00.50
CB302	N 12 41 35.84 W 068 11 52.92
CB303	N 12 42 56.91 W 068 08 57.49
CB304	N 12 43 35.92 W 068 05 29.58
ELOTU	N 12 15 49.93 W 069 39 52.84
ETLAT	N 11 55 27.61 W 068 14 20.19
KEDNU	N 12 30 21.72 W 068 04 42.85
MEMRU	N 12 03 31.57 W 069 00 26.35
PEVLA	N 12 01 27.36 W 068 04 06.50
ROLBO	N 12 09 29.62 W 069 23 02.90
SASET	N 12 13 30.24 W 068 03 43.54
ULIXU	N 12 07 28.80 W 068 03 55.02
VOLAR	N 11 56 56.99 W 068 18 36.99

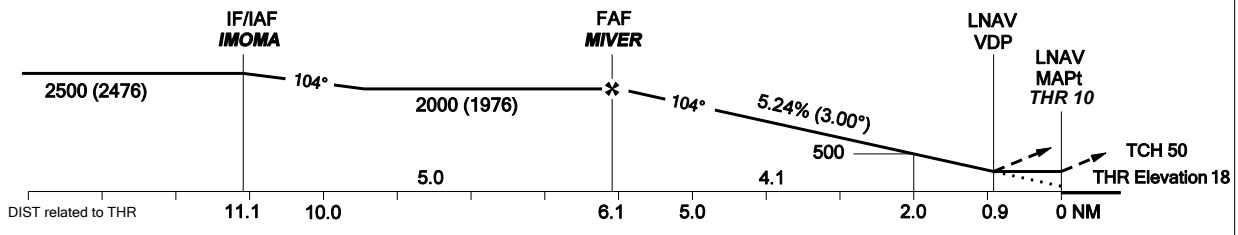
CHANGES: New procedures

AERO INFO DATE 23 FEB 23

INTRUMENT APPROACH CHART - ICAO	AD ELEVATION: 24 TRANS LEVEL: FL 040 TRANS ALT: 2500 (2476)	CURAÇAO CONTROL 124.1/127.1 CURAÇAO TERMINAL 119.8 FLAMINGO TOWER 118.7 FLAMINGO ATIS 132.3	RNP RWY 10 FLAMINGO AIRPORT (TNCB) KRALENDIJK, BONAIRE



MISSED APPROACH: Climb to 2500 ft AMSL direct ULIXU and hold, or as directed by ATC.



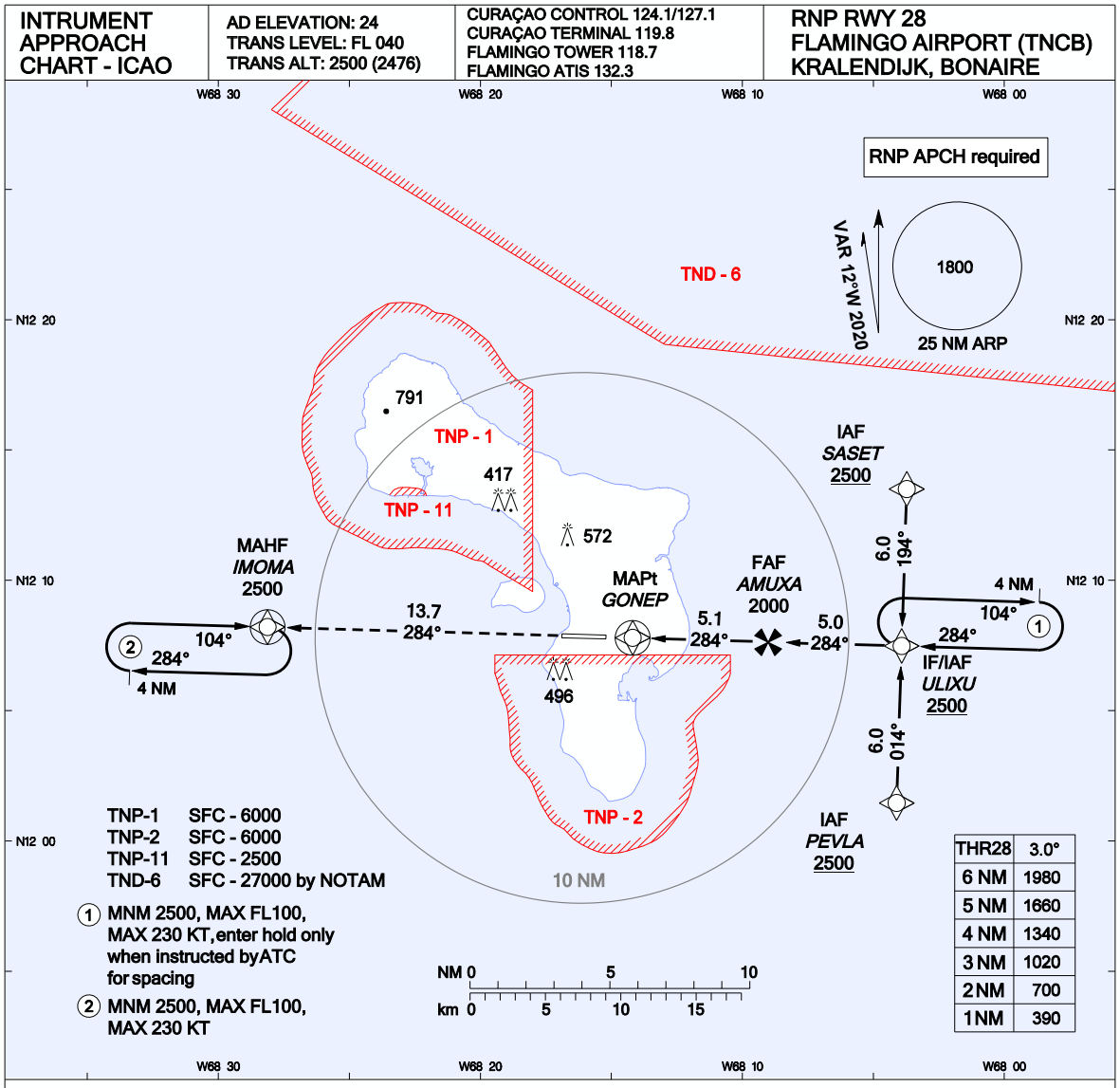
OCA(H)	A	B	C	D
LNAV/VNAV: MNM TEMP 0°C	340 (316)	340 (316)	340 (316)	340 (316)
LNAV	340 (316)	340 (316)	340 (316)	340 (316)
CIRCLING north side only	420 (396)	630 (606)	970 (946)	980 (956)

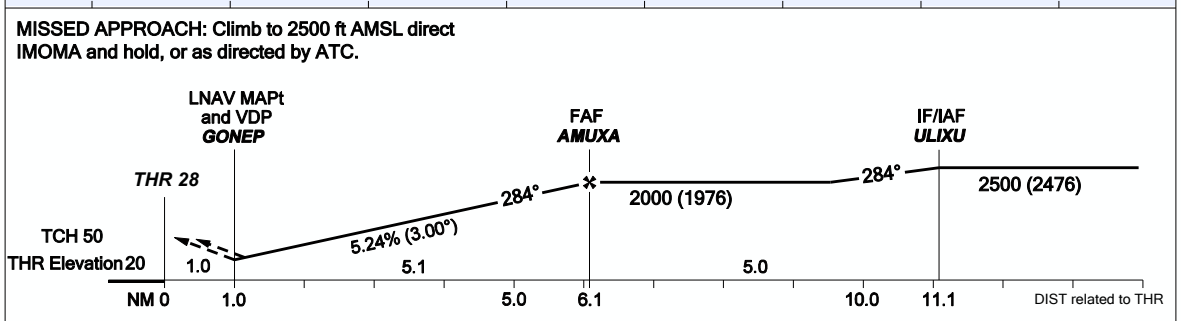
GROUNDSPEED - DESCENT RATE						
KT	70	90	100	120	140	160
ft/min	372	478	531	637	743	849

1. Visual descent point (VDP) is where LNAV OCA intersects 3° descent slope.
2. 3° PAPI slope and 3° final approach slope not coincident.
3. Heights are relative to AD elevation.
4. Altitudes, elevations and heights in feet, distances in nautical miles, bearings are magnetic.

Changes: Curaçao Terminal.

AERO INFO DATE 23 FEB 23





OCA(H)	A	B	C	D
LNAV/VNAV: MNM TEMP 0°C	408 (384)	408 (384)	408 (384)	408 (384)
LNAV	390 (366)	390 (366)	390 (366)	390 (366)
CIRCLING north side only	420 (396)	630 (606)	970 (946)	980 (956)

GROUNDSPEED - DESCENT RATE						
KT	70	90	100	120	140	160
ft/min	372	478	531	637	743	849

1. Visual descent point (VDP) is where LNAV OCA intersects 3° descent slope. VDP is co-located with LNAV MAPt.
2. 3° PAPI slope and 3° final approach slope not coincident.
3. Heights are relative to AD elevation.
4. Altitudes, elevations and heights in feet, distances in nautical miles, bearings are magnetic.

Changes: Curaçao Terminal.

AERO INFO DATE 23 FEB 23

TNCB RNP RWY 28 APPROACH CODING TABLE											
Fix Name	*Fix Type*	*Path Terminator*	*Fly-over*	*Course/Track °M(°T)*	*Dist (NM)*	*Turn dir*	*Alt (ft/FL)*	*Speed (KIAS)*	*Mag var*	*VPA/TCH*	*RNP value*
From SASET											
SASET	IAF	IF	–	–	–	–	+2500	–	-11.9	–	–
ULIXU	IF/IAF	TF	–	194 (181.79)	6.0	R	+2500	–	-11.9	–	1.0
From PEVLA											
PEVLA	IAF	IF	–	–	–	–	+2500	–	-11.9	–	–
ULIXU	IF/IAF	TF	–	014 (001.79)	6.0	L	+2500	–	-11.9	–	1.0
From ULIXU											
ULIXU	–	–	–	–	–	–	+2500	–	-11.9	–	1.0
AMUXA	FAF	TF	–	284 (271.79)	5.0	–	2000	–	-11.9	–	1.0
GONEP	MAPt	TF	Y	284 (271.77)	5.1	–	–	–	-11.9	-3.00/50	0.3
IMOMA	MAHF	CF	Y	284 (271.75)	13.7	–	2500	–	-11.9	–	1.0
Other: 1. ULIXU holding inbound track 284° (271.79°T), MNM alt 2500, MXM alt FL100, outbound 4.0 NM. 2. IMOMA holding inbound track 104° (091.69°T), MNM alt 2500, MXM alt FL100, outbound 4.0 NM.											

Fix name	*Coordinates (WGS-84)*
AMUXA	N 12 07 38.17 W 068 09 01.12
GONEP	N 12 07 47.55 W 068 14 10.96
IMOMA	N 12 08 12.34 W 068 28 07.29
PEVLA	N 12 01 27.36 W 068 04 06.50
SASET	N 12 13 30.24 W 068 03 43.54
ULIXU	N 12 07 28.80 W 068 03 55.02

CHANGES: MAGVAR 2020, altitude restriction at ULIXU.

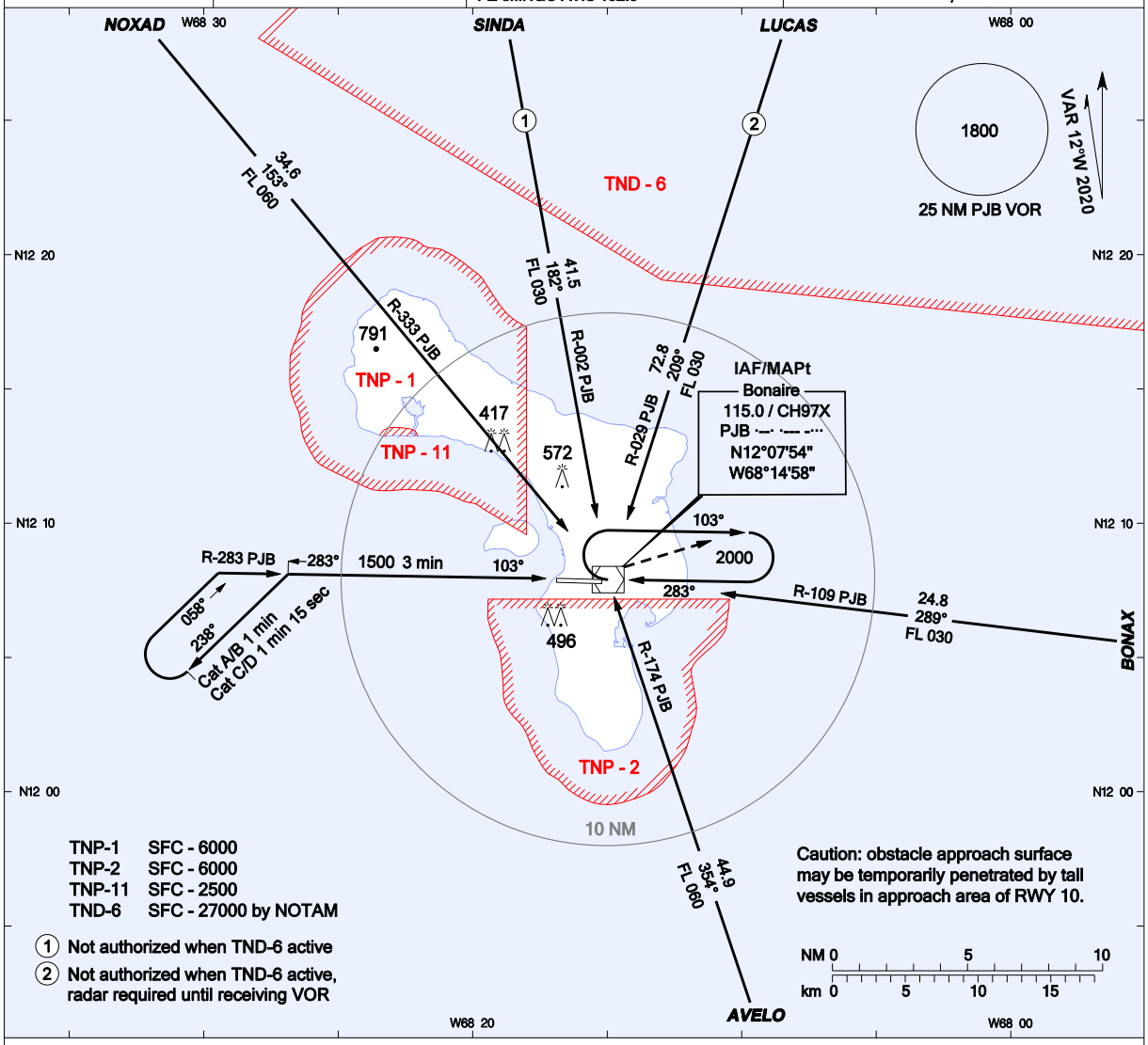
AERO INFO DATE 23 FEB 23

INTRUMENT APPROACH CHART - ICAO

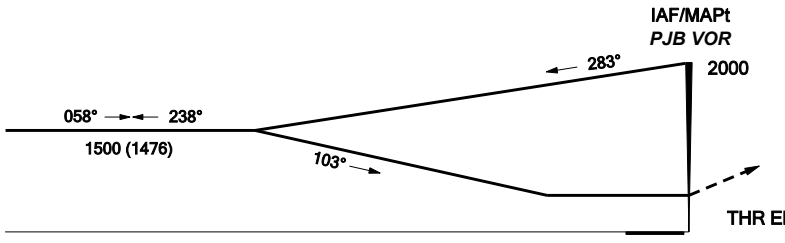
AD ELEVATION: 24
TRANS LEVEL: FL 040
TRANS ALT: 2500 (2476)

CURAÇAO CONTROL 124.1/127.1
CURAÇAO TERMINAL 119.8
FLAMINGO TOWER 118.7
FLAMINGO ATIS 132.3

VOR W RWY 10
FLAMINGO AIRPORT (TNCB)
KRALENDIJK, BONAIRE



MISSED APPROACH: Climb to 2000 ft AMSL in holding pattern, or as directed by ATC.



OCA(H)	A	B	C	D
STRAIGHT-IN	600 (576)	600 (576)	600 (576)	600 (576)
CIRCLING north side only	600 (576)	630 (606)	970 (946)	980 (956)

GROUNDSPEED - DESCENT RATE						
KT	70	90	100	120	140	160
ft/min	372	478	531	637	743	849

1. Aircraft arriving at the PJB VOR at FL 060 may descend in holding pattern before proceeding outbound on R-283 PJB. Notify ATC of this intention.
2. Heights are relative to AD elevation.
3. Altitudes, elevations and heights in feet, distances in nautical miles, bearings are magnetic.

Changes: Curaçao Terminal

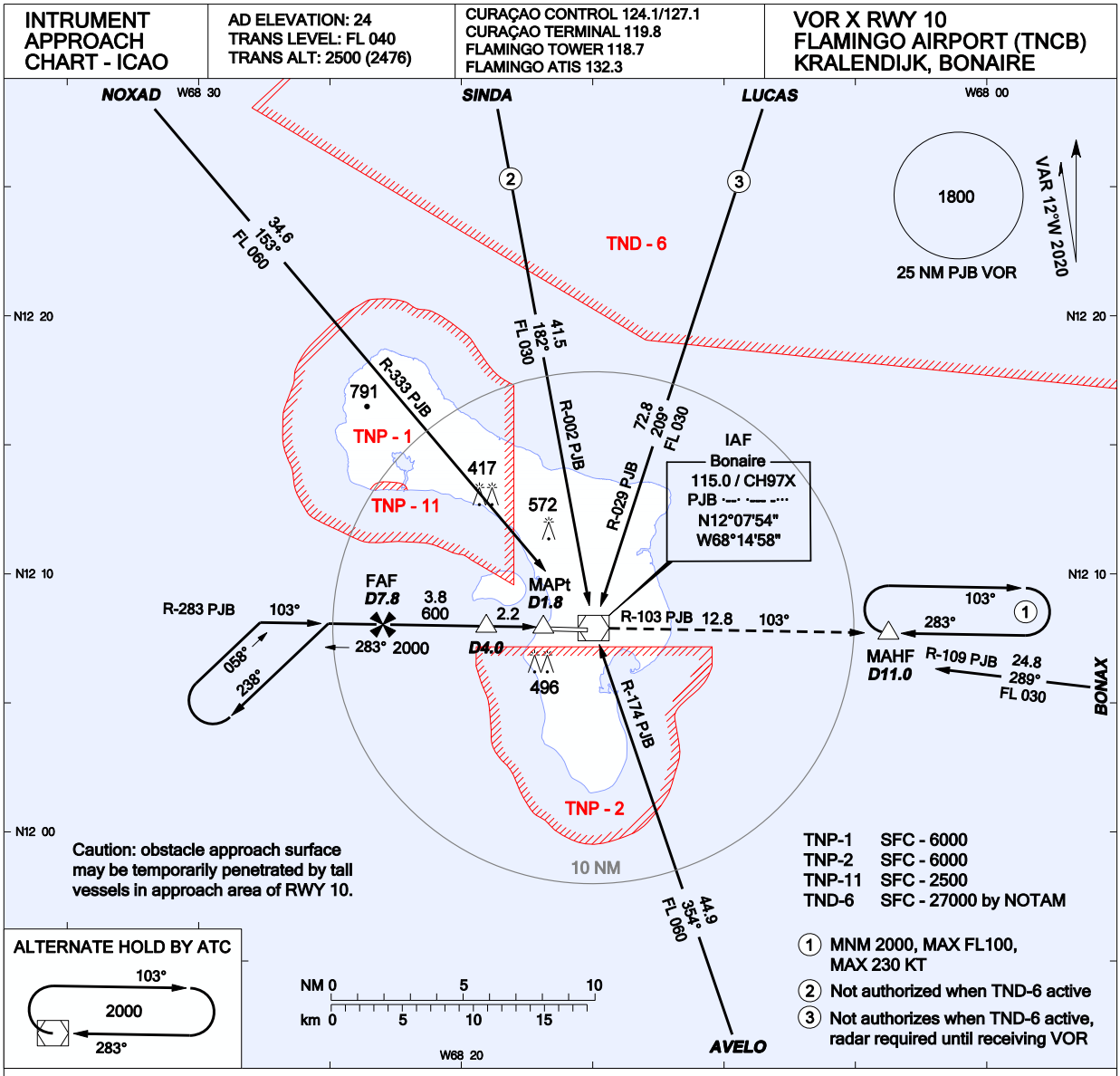
AERO INFO DATE 23 FEB 23

TNCB RNP RWY 10 APPROACH CODING TABLE											
Fix Name	*Fix Type*	*Path Terminator*	*Fly-over*	*Course/Track °M(°T)*	*Dist (NM)*	*Turn dir*	*Alt (ft/FL)*	*Speed (KIAS)*	*Mag var*	*VPA/TCH*	*RNP value*
From DAVEL											
DAVEL	IAF	IF	–	–	–	–	+FL030	–	-11.9	–	–
IMOMA	IF/IAF	TF	–	014 (001.70)	9.2	R	+2500	–	-11.9	–	1.0
From IMOMA											
IMOMA	–	–	–	–	–	–	+2500	–	-11.9	–	1.0
MIVER	FAF	TF	–	104 (091.69)	5.0	–	2000	–	-11.9	–	1.0
THR 10	MAPt	TF	Y	104 (091.73)	6.1	–	–	–	-11.9	-3.00/50	0.3
ULIXU	MAHF	CF	Y	104 (091.74)	12.6	–	2500	–	-11.9	–	1.0
Other: 1. IMOMA holding inbound track 104° (091.69°T), MNM alt 2500, MXM alt FL100, outbound 4.0 NM. 2. ULIXU holding inbound track 284° (271.79°T), MNM alt 2500, MXM alt FL100, outbound 4.0 NM.											

Fix name	*Coordinates (WGS-84)*
DAVEL	N 11 59 00.77 W 068 28 23.92
IMOMA	N 12 08 12.34 W 068 28 07.29
MIVER	N 12 08 03.35 W 068 22 58.83
NOXAD	N 12 34 51.17 W 068 37 21.41
THR 10	N 12 07 52.25 W 068 16 47.38
ULIXU	N 12 07 28.80 W 068 03 55.02

CHANGES: MAGVAR 2020.

AERO INFO DATE 23 FEB 23



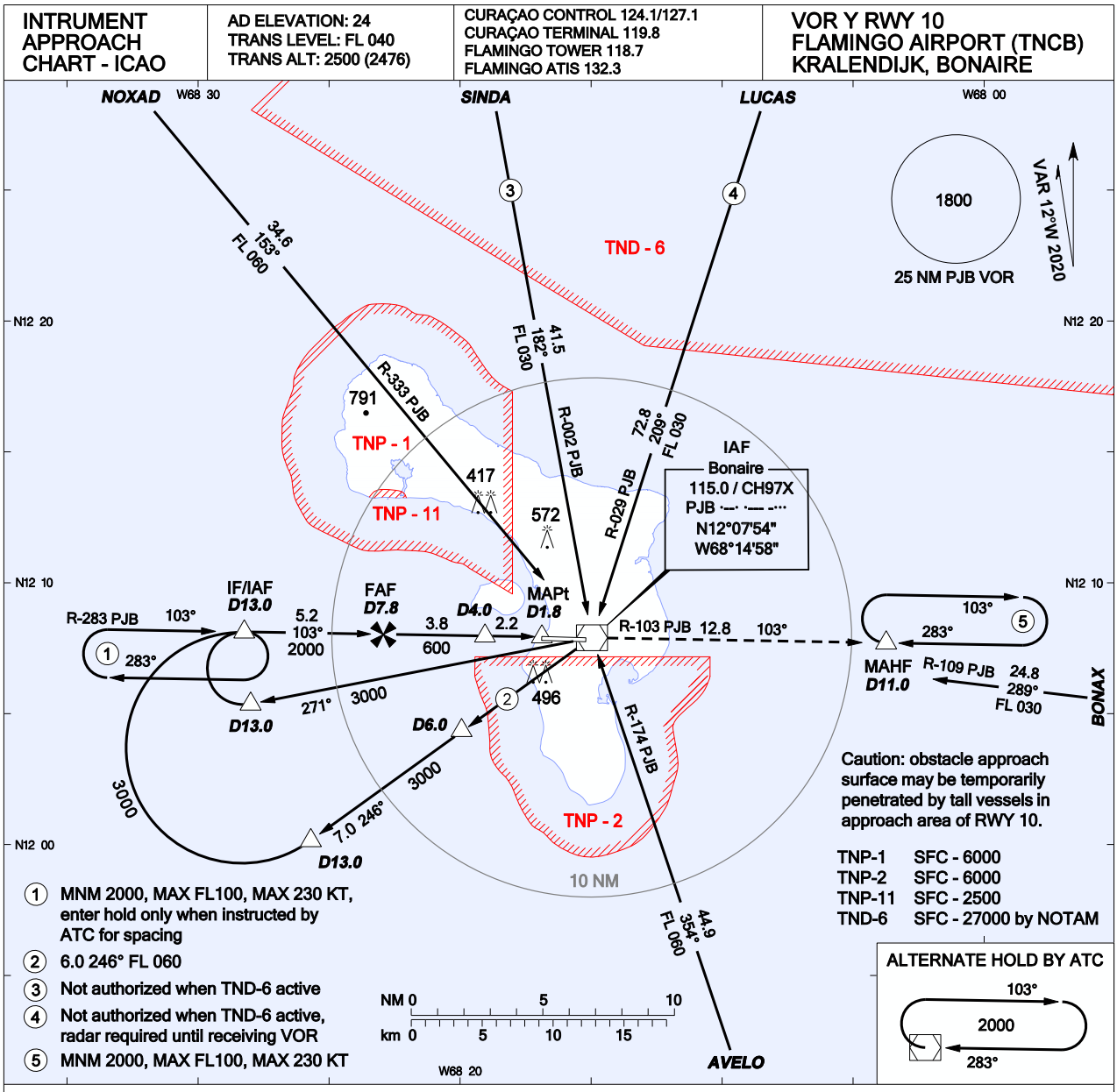
OCA(H)	A	B	C	D
STRAIGHT-IN	340 (316)	340 (316)	340 (316)	340 (316)
CIRCLING north side only	420 (396)	630 (606)	970 (946)	980 (956)

GROUNDSPEED - DESCENT RATE						
KT	70	90	100	120	140	160
ft/min	372	478	531	637	743	849

1. DME required.
2. Heights are relative to AD elevation.
3. Altitudes, elevations and heights in feet, distances in nautical miles, bearings are magnetic.

Changes: Curaçao Terminal.

AERO INFO DATE 23 FEB 23



OCA(H)	A	B	C	D
STRAIGHT-IN	340 (316)	340 (316)	340 (316)	340 (316)
CIRCLING north side only	420 (396)	630 (606)	970 (946)	980 (956)

GROUNDSPEED - DESCENT RATE						
KT	70	90	100	120	140	160
ft/min	372	478	531	637	743	849

1. DME required.
2. Heights are relative to AD elevation.
3. Altitudes, elevations and heights in feet, distances in nautical miles, bearings are magnetic.

Changes: Curaçao Terminal

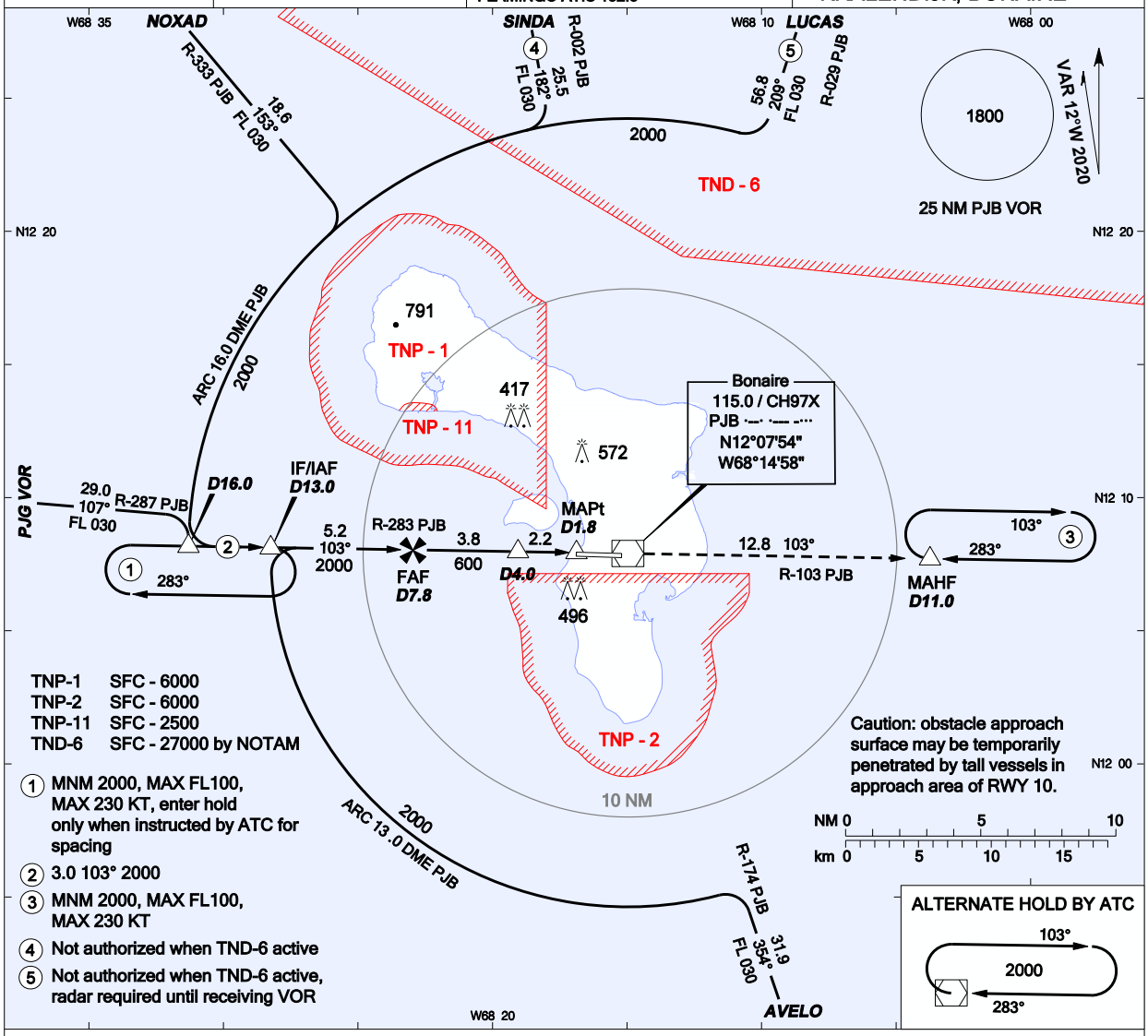
AERO INFO DATE 23 FEB 23

INTRUMENT APPROACH CHART - ICAO

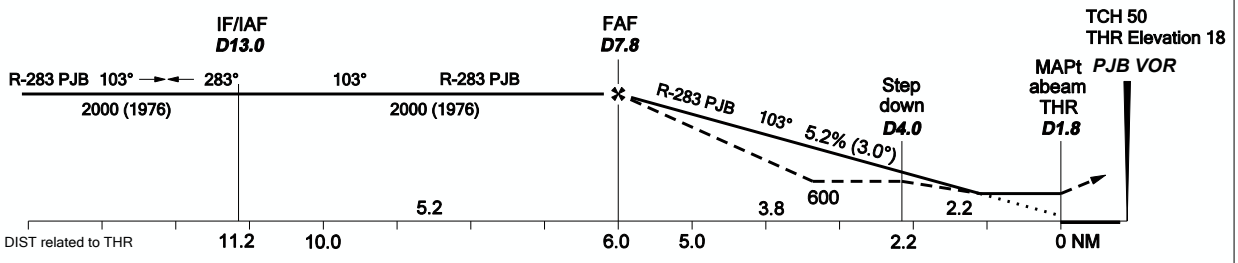
AD ELEVATION: 24
TRANS LEVEL: FL 040
TRANS ALT: 2500 (2476)

CURAÇAO CONTROL 124.1/127.1
CURAÇAO TERMINAL 119.8
FLAMINGO TOWER 118.7
FLAMINGO ATIS 132.3

VOR Z RWY 10
FLAMINGO AIRPORT (TNCB)
KRALENDIJK, BONAIRE



MISSED APPROACH: Climb to 2000 ft AMSL via R-103 PJB to 11.0 DME PJB and hold, or as directed by ATC.



OCA(H)	A	B	C	D
STRAIGHT-IN	340 (316)	340 (316)	340 (316)	340 (316)
CIRCLING north side only	420 (396)	630 (606)	970 (946)	980 (956)

GROUNDSPEED - DESCENT RATE						
KT	70	90	100	120	140	160
ft/min	372	478	531	637	743	849

1. DME required.
2. Heights are relative to AD elevation.
3. Altitudes, elevations and heights in feet, distances in nautical miles, bearings are magnetic.

Changes: Curaçao Terminal.

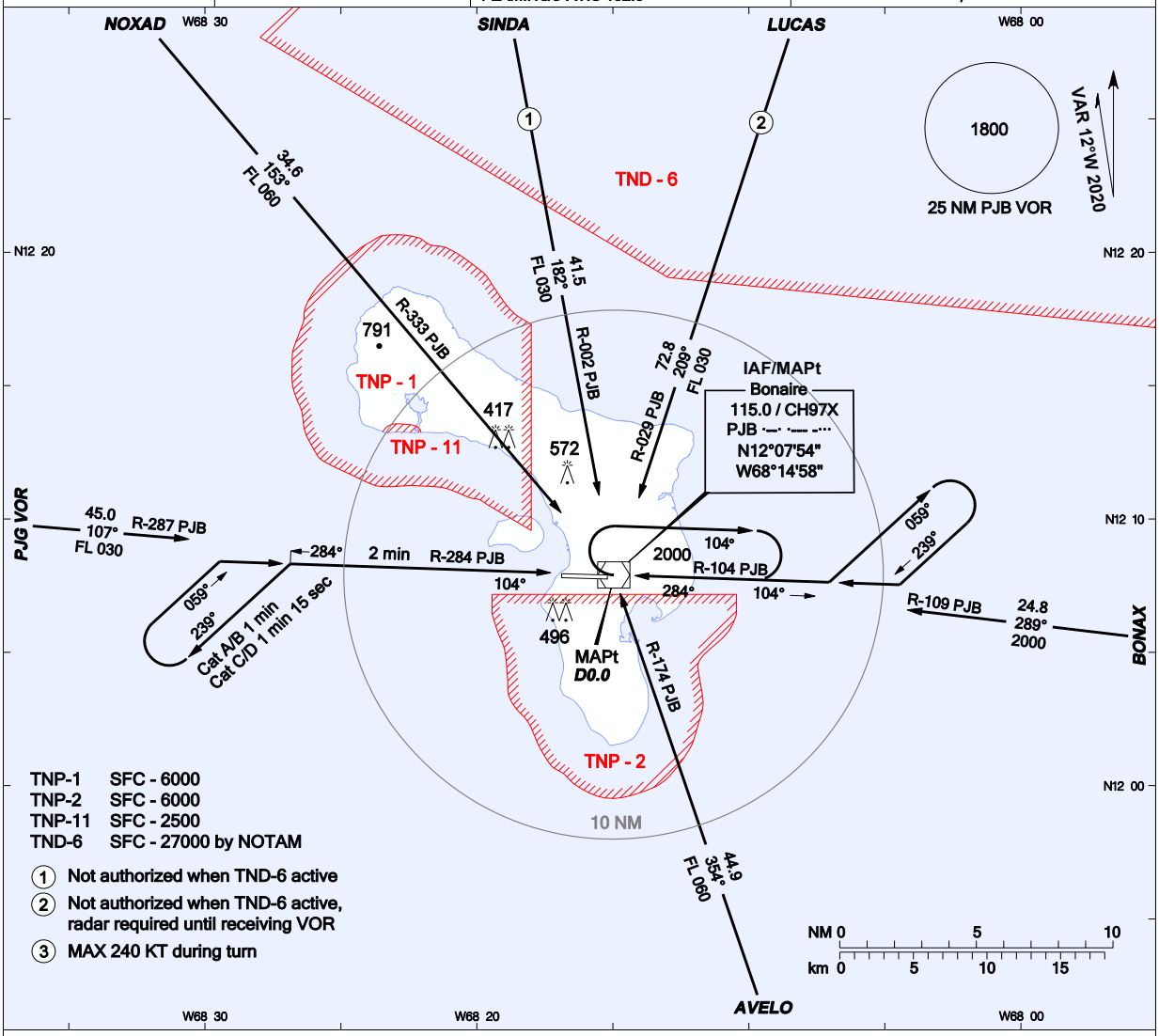
AERO INFO DATE 23 FEB 23

INSTRUMENT APPROACH CHART - ICAO

AD ELEVATION: 24
TRANS LEVEL: FL 040
TRANS ALT: 2500 (2476)

CURAÇAO CONTROL 124.1/127.1
CURAÇAO TERMINAL 119.8
FLAMINGO TOWER 118.7
FLAMINGO ATIS 132.3

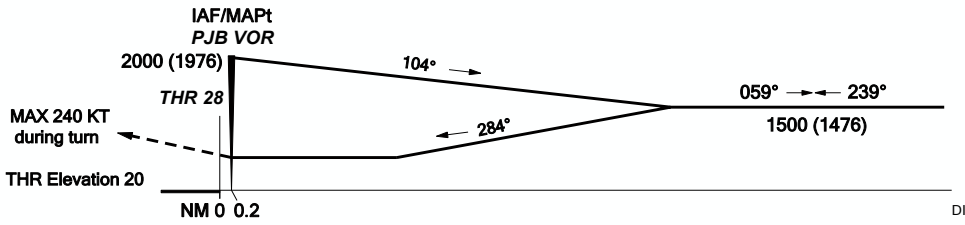
VOR X RWY 28
FLAMINGO AIRPORT (TNCB)
KRALENDIJK, BONAIRE



TNP-1 SFC - 6000
TNP-2 SFC - 6000
TNP-11 SFC - 2500
TND-6 SFC - 27000 by NOTAM

(1) Not authorized when TND-6 active
(2) Not authorized when TND-6 active, radar required until receiving VOR
(3) MAX 240 KT during turn

MISSED APPROACH: Climb to 2000 ft AMSL via depicted procedure turn and hold at PJB VOR, or as directed by ATC.



OCA(H)	A	B	C	D
STRAIGHT-IN	600 (576)	600 (576)	600 (576)	600 (576)
CIRCLING north side only	600 (576)	630 (606)	970 (946)	980 (956)

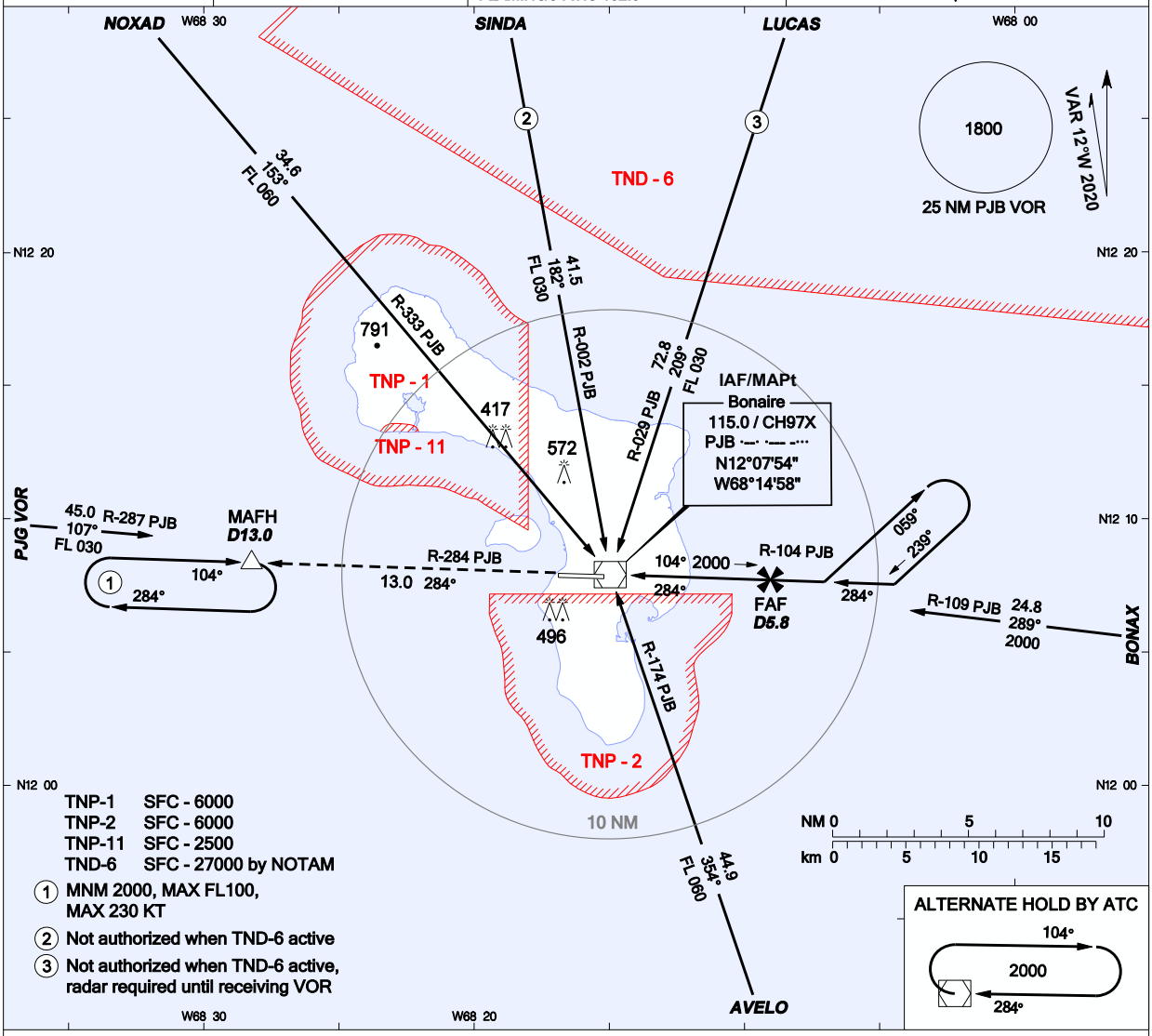
GROUNDSPEED - DESCENT RATE						
KT	70	90	100	120	140	160
ft/min	372	478	531	637	743	849

1. Aircraft arriving at the PJB VOR at FL 060 may descend in holding pattern before proceeding outbound on R-284 PJB. Notify ATC of this intention.
2. Heights are relative to AD elevation.
3. Altitudes, elevations and heights in feet, distances in nautical miles, bearings are magnetic.

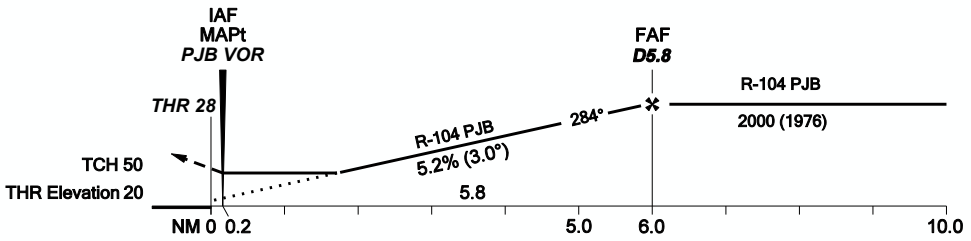
Changes: Curaçao Terminal.

AERO INFO DATE 23 FEB 23

INTRUMENT APPROACH CHART - ICAO	AD ELEVATION: 24 TRANS LEVEL: FL 040 TRANS ALT: 2500 (2476)	CURAÇAO CONTROL 124.1/127.1 CURAÇAO TERMINAL 119.8 FLAMINGO TOWER 118.7 FLAMINGO ATIS 132.3	VOR Y RWY 28 FLAMINGO AIRPORT (TNCB) KRALENDIJK, BONAIRE



MISSED APPROACH: Climb to 2000 ft AMSL via R-284 PJB to 13.0 DME PJB and hold, or as directed by ATC.



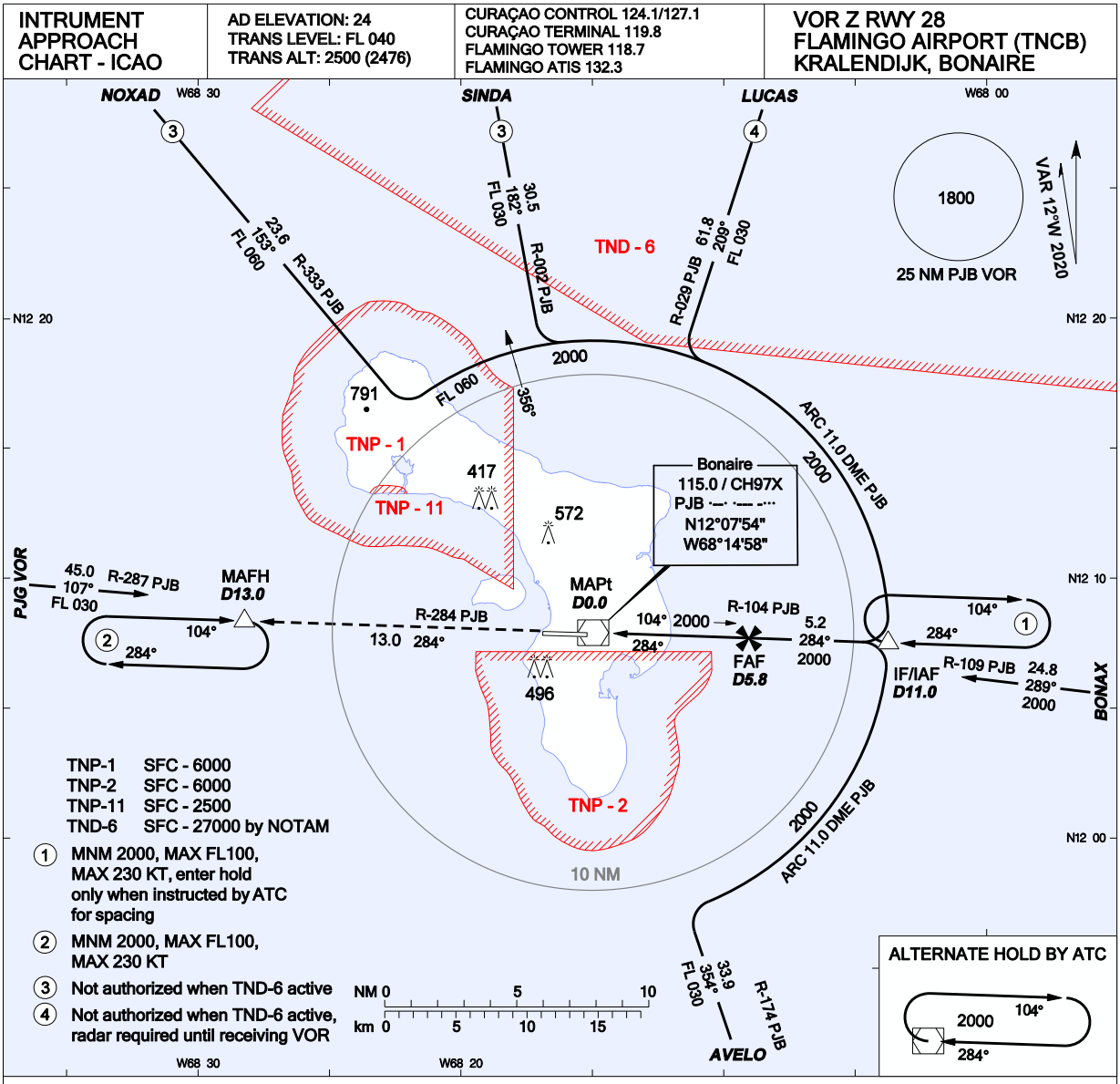
OCA(H)	A	B	C	D
STRAIGHT-IN	340 (316)	340 (316)	340 (316)	340 (316)
CIRCLING north side only	420 (396)	630 (606)	970 (946)	980 (956)

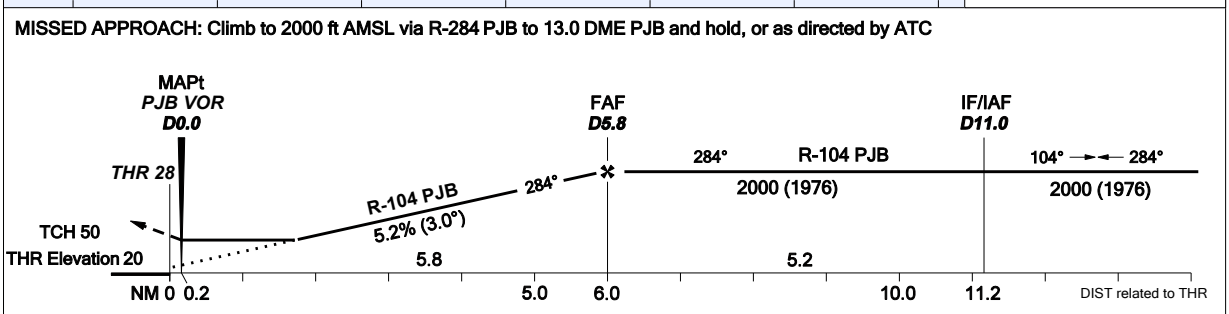
GROUNDSPEED - DESCENT RATE						
KT	70	90	100	120	140	160
ft/min	372	478	531	637	743	849

1. DME required.
2. Heights are relative to AD elevation.
3. Altitudes, elevations and heights in feet, distances in nautical miles, bearings are magnetic.

Changes: Curaçao Terminal.

AERO INFO DATE 23 FEB 23





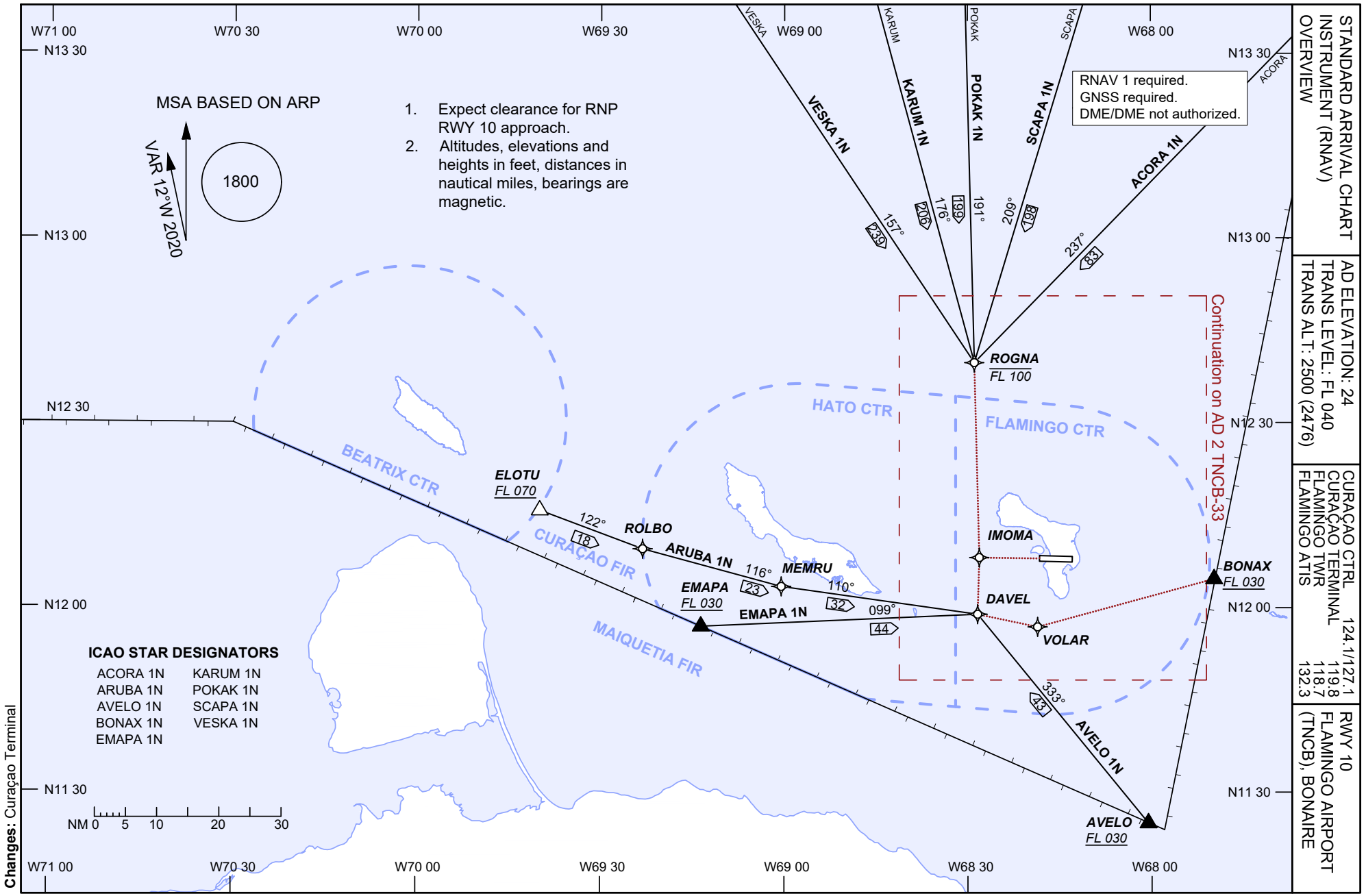
OCA(H)	A	B	C	D
STRAIGHT-IN	340 (316)	340 (316)	340 (316)	340 (316)
CIRCLING north side only	420 (396)	630 (606)	970 (946)	980 (956)

GROUNDSPEED - DESCENT RATE						
KT	70	90	100	120	140	160
ft/min	372	478	531	637	743	849

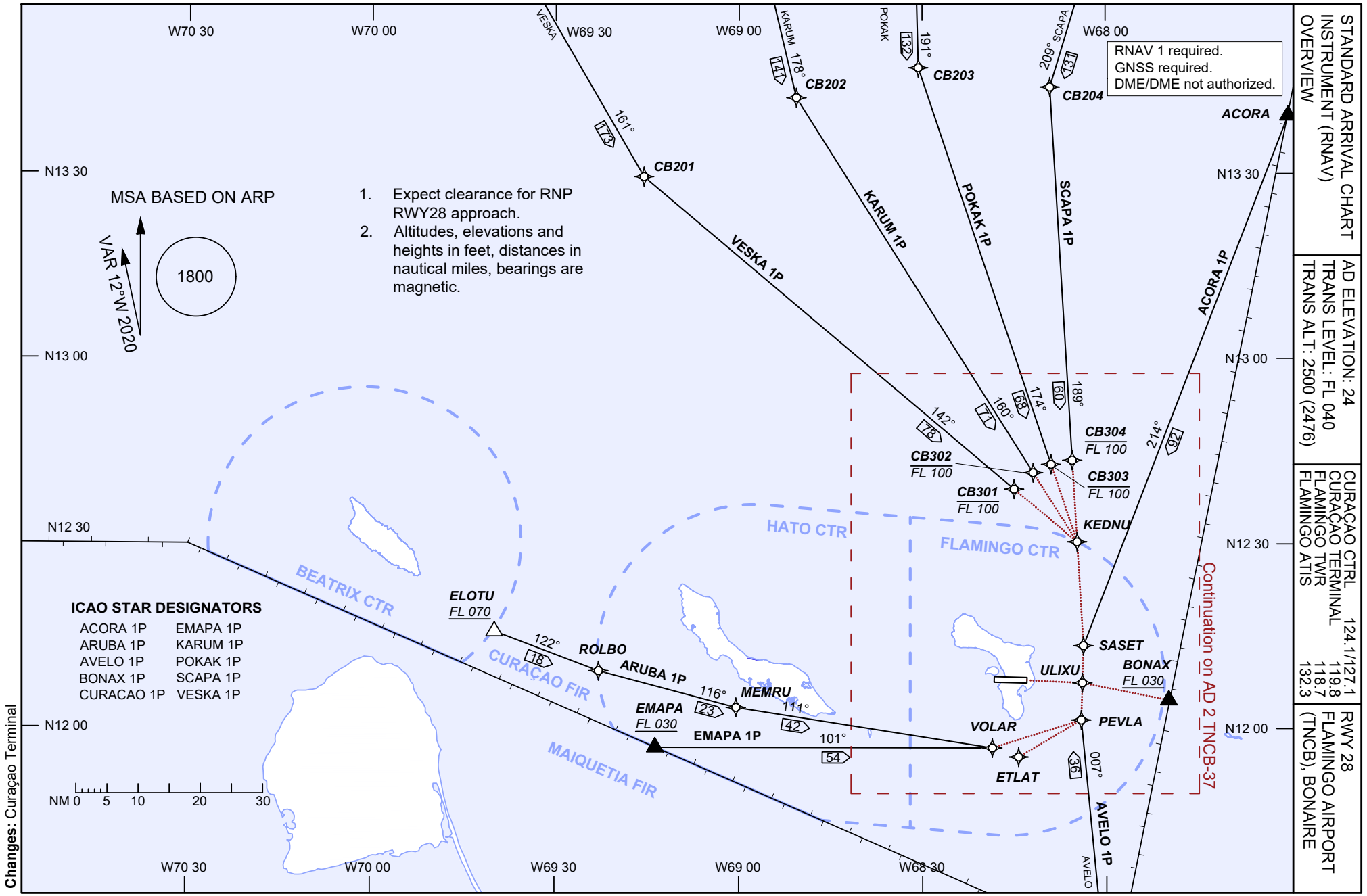
1. DME required.
2. Heights are relative to AD elevation.
3. Altitudes, elevations and heights in feet, distances in nautical miles, bearings are magnetic.

Changes: Curaçao Terminal.

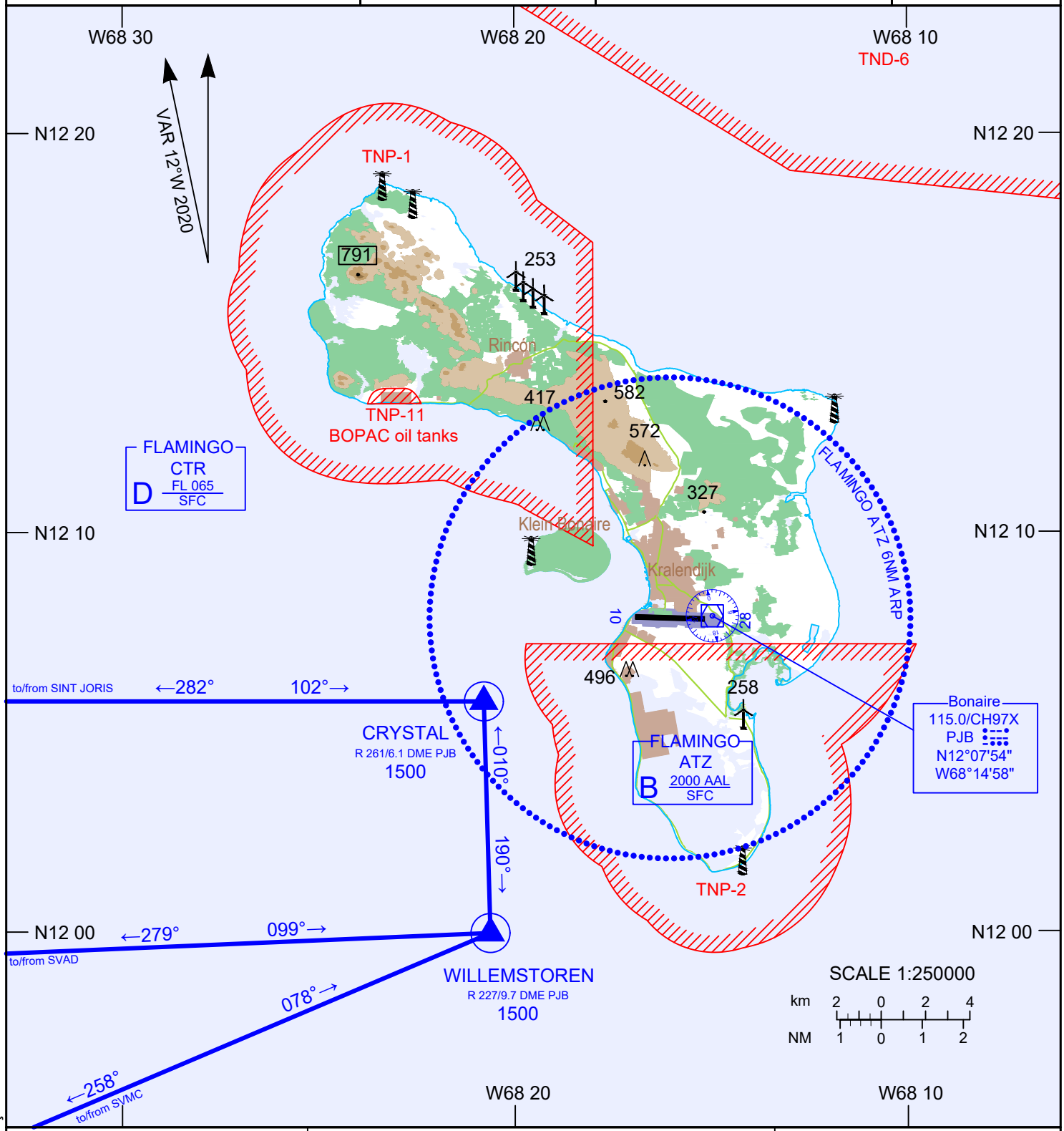
AERO INFO DATE 23 FEB 23



AERO INFO DATE 23 FEB 23


STANDARD ARRIVAL CHART
INSTRUMENT (RNAV)
OVERVIEW
AD ELEVATION: 24
TRANS LEVEL: FL 040
TRANS ALT: 2500 (2476)
CURAÇAO CTRL 124.1/127.1
CURAÇAO TERMINAL 119.8
FLAMINGO TWR 118.7
FLAMINGO ATIS 132.3
RWY 28
FLAMINGO AIRPORT
(TNCB), BONAIRE
RNAV 1 required.
GNSS required.
DME/DME not authorized.
MSA BASED ON ARP
1800
VAR 12°W 2020
1. Expect clearance for RNP RWY28 approach.
2. Altitudes, elevations and heights in feet, distances in nautical miles, bearings are magnetic.
ICAO STAR DESIGNATORS
ACORA 1P
ARUBA 1P
AVELO 1P
BONAX 1P
CURACAO 1P
EMAPA 1P
KARUM 1P
POKAK 1P
SCAPA 1P
VESKA 1P
CB201
CB202
CB203
CB204
CB301 FL 100
CB302 FL 100
CB303 FL 100
CB304 FL 100
ELOTU FL 070
ROLBO
MEMRU
EMAPA FL 030
BONAX FL 030
ACORA
KEDNU
SASET
ULIXU
PEVLA
VOLAR
ETLAT
VESKA 1P
KARUM 1P
POKAK 1P
SCAPA 1P
ACORA 1P
ARUBA 1P
EMAPA 1P
AVELO 1P
BEATRIX CTR
CURAÇAO FIR
MAIQUETIA FIR
HATO CTR
FLAMINGO CTR
Continuation on AD 2 TNCB-37
W70 30
W70 00
W69 30
W69 00
W68 30
W68 00
N13 30
N13 00
N12 30
N12 00
NM 0 5 10 20 30
Changes: Curaçao Terminal
AERO INFO DATE 23 FEB 23

VISUAL APPROACH CHART	AD ELEVATION: 24 TRANS LEVEL: FL 040 TRANS ALT: 2500 (2476)	CURAÇAO CTRL 124.1/127.1 CURAÇAO TERMINAL 119.8 FLAMINGO TWR 118.7 FLAMINGO ATIS 132.3	FLAMINGO AIRPORT (TNCB) BONAIRE



Changes: Curaçao Terminal

0 200 400 600 800 1000 1200

1. Highest known elevation on this chart: 791
2. For description VFR - procedures see TNCB AD 2.22.
3. VFR routes are advisory.
4. For inter-island flights, see ENR 6.1-19.
5. Altitudes, elevations and heights in feet, distances in nautical miles, bearings are magnetic.

TNP-1	SFC - 6000
TNP-2	SFC - 6000
TNP-11	SFC - 2500
TND-6	SFC - 27000 by NOTAM

AERO INFO DATE 23 FEB 23

TNCB AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

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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*	180227N 0630632W NIL
2	*Direction and distance from (city)*	265 ° TRUE – 3.8NM from Philipsburg
3	*Elevation / Reference temperature (Mean Low temperature)*	Elev: 4.3 M (14 FT) / T: 31° C (Mean Low T: NIL)
4	*Geoid undulation at AD ELEV PSN*	54.0 M (177.3 FT)
5	*MAG VAR / Annual change*	14° W
6	*AD Administration, address, telephone, telefax, telex, AFS*	Princess Juliana International Airport Operating Company-Simpson Bay P.O.Box2027 Tel: +1-721-546-7542 Telex: +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*	Fuel: JET A1, AVGAS 100LL Oil: OTHER W100
3	*Fuelling facilities/capacity*	1 Avagas 100LL refueler truck 3400 Lts 3 Jet A-1 refuelers each 25000 Lts 1 Jet A-1 refueler 18000 Lts 1 service truck for cleaning. Tanks: 3 Jet A-1 storage tanks 90.000 Lts each. 1 Jet A-1 storage tank 175000 Lts 4 Jet A-1 storage tank 22000 Lts each. 1 ISO container Avgas 100LL 23000 Lts
4	*De-icing facilities*	NIL
5	*Hangar space for visiting aircraft*	NIL

6	*Repair facilities for visiting aircraft*	NIL
7	*Remarks*	Service hours: from 06:00 to 21:00 or the last scheduled flihght.

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*	Bank: None Post: NIL
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

1	*Types of clearing equipment*	NIL
2	*Clearance priorities*	NIL
3	*Use of material for movement area surface treatment*	NIL
4	*Specially prepared winter runways*	NIL
5	*Remarks*	NIL

TNCM AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1 *Apron surface and strength*

Designator	*Surface*	*Strength*
TNCM A	NIL	PCN 50/F/B/X/U

2 *Taxiway width, surface and strength*

Designator of TWY	*Width*	*Surface*	*Strength*
TWY A	16.5 M	Asphalt	PCN 50/F/B/Y/U
TWY B	32.0 M	Asphalt	PCN 50/F/B/X/T
TWY C	27.5 M	Asphalt	PCN 50/F/B/X/U
TWY D	18.0 M	Asphalt	PCN 50/F/B/X/U
TWY E	21.5 M	Asphalt	PCN 50/F/B/X/U
TWY F	9.0 M	Asphalt	PCN 9/F/B/Y/T
TWY G1	8.0 M	Asphalt	PCN 9/F/B/Y/T
TWY G2	11.0 M	Asphalt	PCN 9/F/B/Y/T
TWY H	5.0 M	Asphalt	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 and runway guard lights*	NIL
4	*Other runway protection measures*	NIL
5	*Remarks*	NIL

TNCM AD 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID / Designation	*OBST type*	*OBST position*	*ELEV/ HGT*	*Markings/ Type, colour*	*Remarks*
a	*b*	*c*	*d*	*e*	*f*
TNCM-0001	Hazard Beacon	180247.7N 0630453.2W	602.0 FT / NIL	NIL	NIL
TNCM-0002	Hazard Beacon	180236.1N 0630426.6W	975.0 FT / NIL	NIL	NIL
TNCM-0003	Hazard Beacon	180226.0N 0630418.4W	1118.0 FT / NIL	NIL	NIL
TNCM-0004	Hazard Beacon	180157.1N 0630422.8W	576.0 FT / NIL	NIL	NIL
TNCM-0005	Hazard Beacon	180140.4N 0630428.0W	723.0 FT / NIL	NIL	NIL
TNCM-0006	Hazard Beacon	180117.1N 0630410.4W	584.0 FT / NIL	NIL	NIL
TNCM-0007	Old Radar	180302.0N 0630426.8W	1091.0 FT / NIL	NIL	NIL
TNCM-0008	Spot Elevation	180330.8N 0630439.7W	903.0 FT / NIL	NIL	NIL
TNCM-0009	Spot Elevation	180300.2N 0630540.2W	213.0 FT / NIL	NIL	NIL
TNCM-0010	Antenna Twr	180140.2N 0630517.6W	483.0 FT / NIL	NIL	NIL
TNCM-0011	Sailboat (Part Time)	180218.9N 0630551.5W	210.0 FT / NIL	NIL	NIL
TNCM-0012	East End of Clearway	180233.2N 0630551.5W	6.0 FT / NIL	NIL	NIL
In Area 3					
OBST ID / Designation	*OBST type*	*OBST position*	*ELEV/ HGT*	*Markings/ Type, colour*	*Remarks*
a	*b*	*c*	*d*	*e*	*f*
NIL					

TNCM AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	*Associated MET Office*	NIL
2	*Hours of service* *MET Office outside hours*	NIL
3	*Office responsible for TAF preparation* *Period of validity*	NIL
4	*Trend forecast* *Interval of issuance*	NIL
5	*Briefing/consultation provided*	NIL
6	*Flight documentation* *Language(s) used*	NIL
7	*Charts and other information available for briefing or consultation*	NIL
8	*Supplementary equipment available for providing information*	NIL
9	*ATS units provided with information*	NIL
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

RWY Designator	*TRUE BRG*	*Dimension of RWY (M)*	*Strength (PCN) and surface of RWY and SWY*	*THR coordinates RWY end coordinates THR geoid undulation*	*THR elevation and highest elevation of TDZ of precision APP RWY*
1	*2*	*3*	*4*	*5*	*6*
10	082.00°	2300 x 45	60/F/B/X/T SWY: NIL	180222.32N 0630707.49W END: NIL GUND: NIL	THR: 4 m (12 ft) TDZ: NIL
28	262.00°	2300 x 45	60/F/B/X/T SWY: NIL	180232.87N 0630553.54W END: NIL GUND: NIL	THR: 3 m (9 ft) TDZ: NIL

RWY Designator	*Slope of RWY-SWY*	*SWY dimensions (M)*	*CWY dimensions (M)*	*Strip dimensions (M)*	*RESA dimensions (M)*	*Location/ description of arresting system*	*OFZ*
1	*7*	*8*	*9*	*10*	*11*	*12*	*13*
10	NIL	NIL	60 x 150	2320 x 150	NIL	NIL	NIL
28	NIL	NIL	60 x 150	2320 x 150	NIL	NIL	NIL

RWY Designator	*Remarks*
1	*14*
10	NIL
28	NIL

TNCM AD 2.13 DECLARED DISTANCES

RWY Designator	TORA *(M)*	TODA *(M)*	ASDA *(M)*	LDA *(M)*	*Remarks*
1	*2*	*3*	*4*	*5*	*6*
10	2300	2360	2300	2200	NIL
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*
1	*2*	*3*	*4*	*5*	*6*
10	NIL	Green	PAPI Both sides/3°	NIL	NIL
28	NIL	Green	NIL	NIL	NIL

RWY Designator	*RWY edge LGT LEN, spacing colour INTST*	*RWY End LGT colour WBAR*	*SWY LGT LEN colour*	*Remarks*
1	*7*	*8*	*9*	*10*
10	2200 M, 59.5 M White	Red	NIL	NIL
28	2200 M, 59.5 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 OTHER 1100-0100 UTC IBN: NIL
2	*LDI location and LGT Anemometer location and LGT*	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*	Taxiway edge: TWY A 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*	NIL

TNCM AD 2.16 HELICOPTER LANDING AREA

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

TNCM AD 2.17 ATS AIRSPACE

JULIANA CONTROL ZONE (CTR)		
1	Designation and lateral limits	JULIANA CONTROL ZONE (CTR) ST. MAARTEN Area bounded by lines joining points 180900N 0625318W - 180313N 0625516W - 175921N 0625635W then along the clockwise arc of a circle of 10 NM radius centred on 180227N 0630634W to 180532N 0631633W - 180900N 0631522W to point of origin.
2	*Vertical limits*	FL055 GND
3	*Airspace classification*	C
4	*ATS unit call sign Language(s)*	JULIANA EMERGENCY JULIANA TOWER English
5	*Transition altitude*	5000 FT AMSL
6	*Hours of applicability*	NIL
7	*Remarks*	NIL

TNCM AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	*Callsign*	*Frequency*	*SATVOICE*	*Logon address*	*Hours of operation*	*Remarks*
1	2	3	4	5	6	7
CLEARANCE DELIVERY	JULIANA DELIVERY	121.650 MHZ	NIL	NIL	WHEN REQUIRED	NIL
JULIANA APP	JULIANA APPROACH	128.950 MHZ	NIL	NIL	NIL	NIL
JULIANA APP BACKUP	JULIANA APPROACH	119.700 MHZ	NIL	NIL	NIL	NIL
JULIANA ATIS	JULIANA ATIS	127.650 MHZ	NIL	NIL	Juliana ATIS will be operational on this frequency during operational hours	NIL
JULIANA EMERGENCY	JULIANA EMERGENCY	121.500 MHZ	NIL	NIL	NIL	NIL
JULIANA TWR	JULIANA TOWER	118.700 MHZ	NIL	NIL	NIL	NIL

TNCM AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid MAG VAR CAT of ILS/MLS DECL	*ID*	*Frequency*	*Hours of operation*	*Site of transmitting antenna coordinates*	*Elevation of DME transmitting antenna*	*Service volume radius from GBAS reference Point*	*Remarks*
1	*2*	*3*	*4*	*5*	*6*	*7*	*8*
VOR/DME (14° W/2014)	PJM	113.000 MHZ CH 77X	H24	180217.2N 0630705.8W	NIL	NIL	Coverage 200 NM

TNCM AD 2.20 LOCAL AERODROME 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.

TNCM AD 2.24 CHARTS RELATED TO AN AERODROME

Charts	*Pages*
TNCM - Aerodrome Chart	AD 2 TNCM - SINT MAARTEN 1 - 11
TNCM - Parking_Dock_Chart P.1	AD 2 TNCM - SINT MAARTEN 1 - 13
TNCM - Parking_Dock_Chart P.2	AD 2 TNCM - SINT MAARTEN 1 - 15
TNCM - Obstacle Chart	AD 2 TNCM - SINT MAARTEN 1 - 17
TNCM - RADAR	AD 2 TNCM - SINT MAARTEN 1 - 19
TNCM - SID BOPAT	AD 2 TNCM - SINT MAARTEN 1 - 21
TNCM - SID MODOR	AD 2 TNCM - SINT MAARTEN 1 - 23
TNCM - IAP RNAV RWY 10	AD 2 TNCM - SINT MAARTEN 1 - 25
TNCM - IAP RWY 10-CODING TABLE	AD 2 TNCM - SINT MAARTEN 1 - 27
TNCM - IAP VOR X RWY 10	AD 2 TNCM - SINT MAARTEN 1 - 29
TNCM - IAP VOR Y RWY 10	AD 2 TNCM - SINT MAARTEN 1 - 31
TNCM - IAP VOR Z RWY 10	AD 2 TNCM - SINT MAARTEN 1 - 33
TNCM - VAC PJIA	AD 2 TNCM - SINT MAARTEN 1 - 35
TNCM - VAC EAST	AD 2 TNCM - SINT MAARTEN 1 - 37

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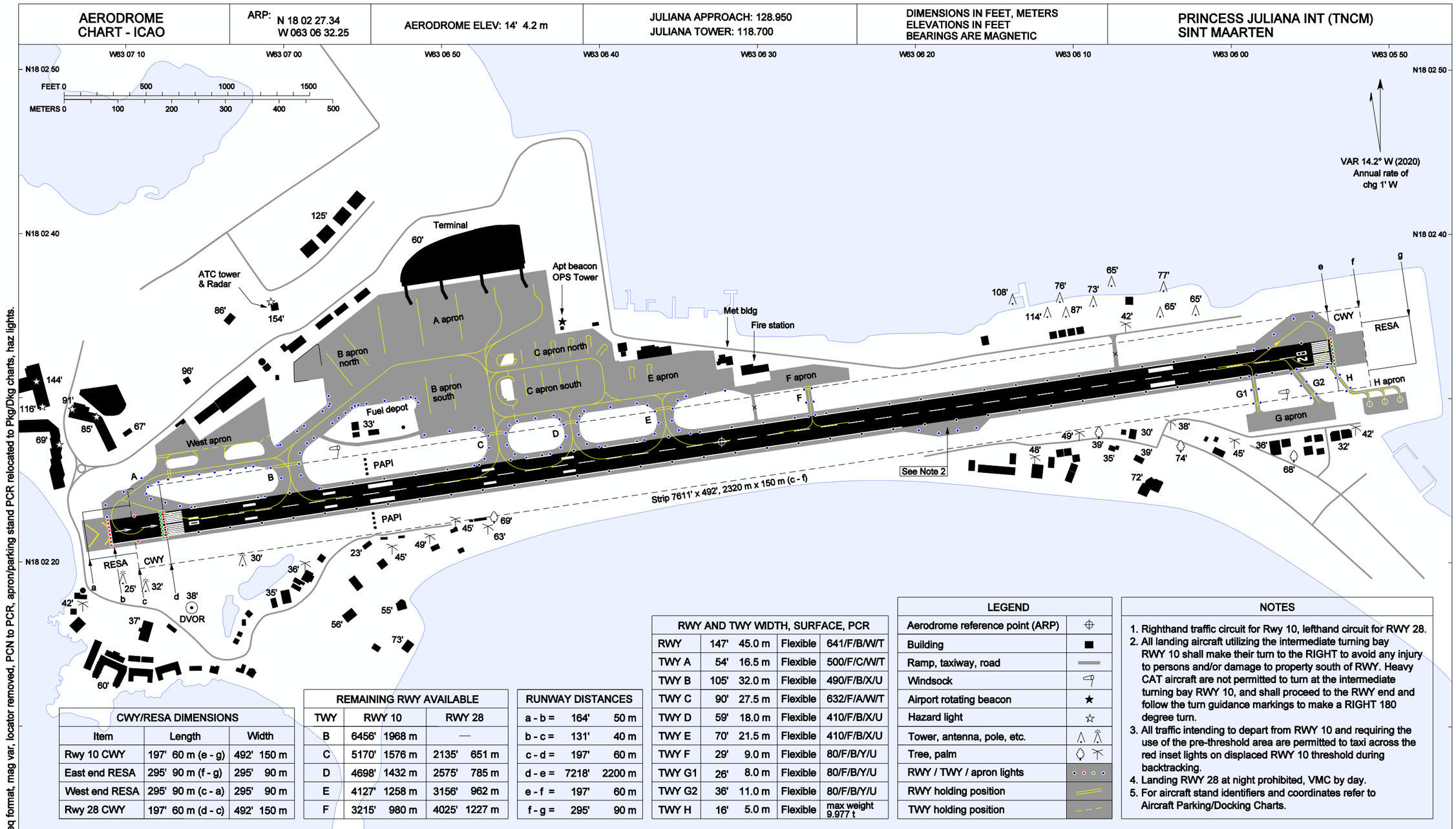
AERODROME CHART - ICAO	ARP: N 18 02 27.34 W 063 06 32.25	AERODROME ELEV: 14' 4.2 m	JULIANA APPROACH: 128.950 JULIANA TOWER: 118.700	DIMENSIONS IN FEET, METERS ELEVATIONS IN FEET BEARINGS ARE MAGNETIC	PRINCESS JULIANA INT (TNCM) SINT MAARTEN



CHANGES: Freq format, mag var, locator removed, PCN to PCR, apron/parking stand PCR relocated to Pkg/Dkg charts, haz lights.

CWY/RESA DIMENSIONS		
Item	Length	Width
Rwy 10 CWY	197' 60 m (e - g)	492' 150 m
East end RESA	295' 90 m (f - g)	295' 90 m
West end RESA	295' 90 m (c - a)	295' 90 m
Rwy 28 CWY	197' 60 m (d - c)	492' 150 m

REMAINING RWY AVAILABLE		
TWY	RWY 10	RWY 28
B	6456' 1968 m	—
C	5170' 1576 m	2135' 651 m
D	4698' 1432 m	2575' 785 m
E	4127' 1258 m	3156' 962 m
F	3215' 980 m	4025' 1227 m

RUNWAY DISTANCES		
a - b =	164'	50 m
b - c =	131'	40 m
c - d =	197'	60 m
d - e =	7218'	2200 m
e - f =	197'	60 m
f - g =	295'	90 m

RWY AND TWY WIDTH, SURFACE, PCR				
RWY	147' 45.0 m	Flexible	641/F/B/W/T
TWY A	54' 16.5 m	Flexible	500/F/C/W/T
TWY B	105' 32.0 m	Flexible	490/F/B/X/U
TWY C	90' 27.5 m	Flexible	632/F/A/W/T
TWY D	59' 18.0 m	Flexible	410/F/B/X/U
TWY E	70' 21.5 m	Flexible	410/F/B/X/U
TWY F	29' 9.0 m	Flexible	80/F/B/Y/U
TWY G1	26' 8.0 m	Flexible	80/F/B/Y/U
TWY G2	36' 11.0 m	Flexible	80/F/B/Y/U
TWY H	16' 5.0 m	Flexible	max weight 9.977 t

LEGEND	
Aerodrome reference point (ARP)	
Building	
Ramp, taxiway, road	
Windsock	
Airport rotating beacon	
Hazard light	
Tower, antenna, pole, etc.	
Tree, palm	
RWY / TWY / apron lights	
RWY holding position	
TWY holding position	

NOTES

1. Righthand traffic circuit for Rwy 10, lefthand circuit for RWY 28.
2. All landing aircraft utilizing the intermediate turning bay RWY 10 shall make their turn to the RIGHT to avoid any injury to persons and/or damage to property south of RWY. Heavy CAT aircraft are not permitted to turn at the intermediate turning bay RWY 10, and shall proceed to the RWY end and follow the turn guidance markings to make a RIGHT 180 degree turn.
3. All traffic intending to depart from RWY 10 and requiring the use of the pre-threshold area are permitted to taxi across the red inset lights on displaced RWY 10 threshold during backtracking.
4. Landing RWY 28 at night prohibited, VMC by day.
5. For aircraft stand identifiers and coordinates refer to Aircraft Parking/Docking Charts.

RWY	TORA	TODA	ASDA	LDA	START TORA/TODA/ASDA	POINT	ELEV	START LDA	POINT	ELEV	LIGHTING	BEARING
10	7546' 2300 m (b - e)	7743' 2360 m (b - f)	7546' 2300 m (b - e)	7218' 2200 m (d - e)	N18 02 21.84 W063 07 10.85	b	13' 3.9 m	N18 02 22.32 W063 07 07.49	d	12' 3.6 m	Embedded RWY end lights, PAPI-L/R 3°, medium intensity RWY edge lights	096°
28	7218' 2200 m (e - d)	7415' 2260 m (e - c)	7218' 2200 m (e - d)	7218' 2200 m (e - d)	N18 02 32.87 W063 05 53.54	e	9' 2.8 m	N18 02 32.87 W063 05 53.54	e	9' 2.8 m	Embedded RWY end lights, medium intensity RWY edge lights	276°

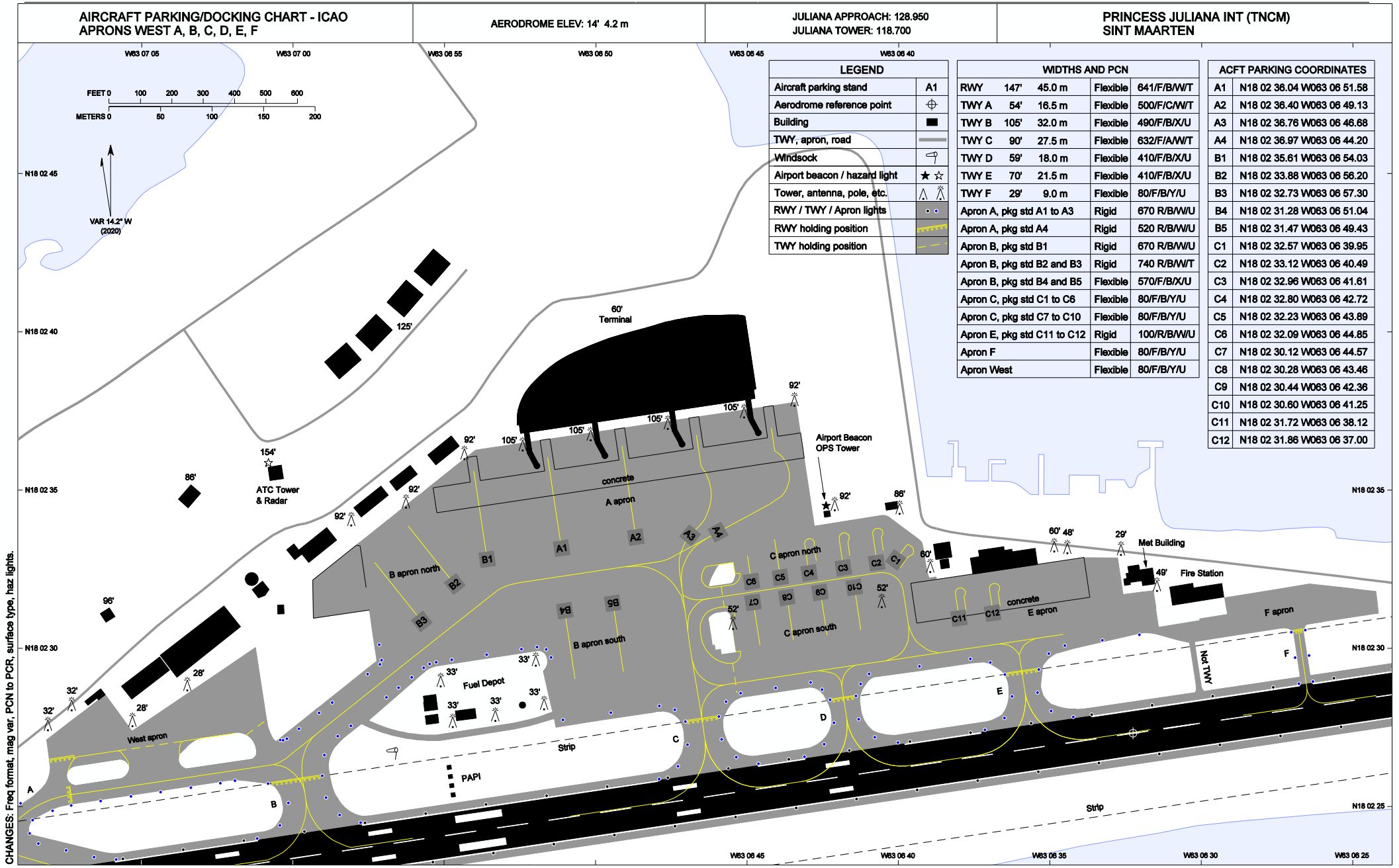
AERO INFO DATE 17 APR 2025

AIRCRAFT PARKING/DOCKING CHART - ICAO
APRONS WEST A, B, C, D, E, F

AERODROME ELEV: 14' 4.2 m

JULIANA APPROACH: 128.950
JULIANA TOWER: 118.700

PRINCESS JULIANA INT (TNCM)
SINT MAARTEN



LEGEND	
Aircraft parking stand	A1
Aerodrome reference point	
Building	
TWY, apron, road	
Windsock	
Airport beacon / hazard light	
Tower, antenna, pole, etc.	
RWY / TWY / Apron lights	
RWY holding position	
TWY holding position	

WIDTHS AND PCN				
RWY	147'	45.0 m	Flexible	641/F/B/W/T
TWY A	54'	16.5 m	Flexible	500/F/C/W/T
TWY B	105'	32.0 m	Flexible	490/F/B/X/U
TWY C	90'	27.5 m	Flexible	632/F/A/W/T
TWY D	59'	18.0 m	Flexible	410/F/B/X/U
TWY E	70'	21.5 m	Flexible	410/F/B/X/U
TWY F	29'	9.0 m	Flexible	80/F/B/Y/U
Apron A, pkg std A1 to A3			Rigid	670 R/B/W/U
Apron A, pkg std A4			Rigid	520 R/B/W/U
Apron B, pkg std B1			Rigid	670 R/B/W/U
Apron B, pkg std B2 and B3			Rigid	740 R/B/W/T
Apron B, pkg std B4 and B5			Flexible	570/F/B/X/U
Apron C, pkg std C1 to C6			Flexible	80/F/B/Y/U
Apron C, pkg std C7 to C10			Flexible	80/F/B/Y/U
Apron E, pkg std C11 to C12			Rigid	100/R/B/W/U
Apron F			Flexible	80/F/B/Y/U
Apron West			Flexible	80/F/B/Y/U

ACFT PARKING COORDINATES	
A1	N18 02 36.04 W063 06 51.58
A2	N18 02 36.40 W063 06 49.13
A3	N18 02 36.76 W063 06 46.68
A4	N18 02 36.97 W063 06 44.20
B1	N18 02 35.61 W063 06 54.03
B2	N18 02 33.88 W063 06 56.20
B3	N18 02 32.73 W063 06 57.30
B4	N18 02 31.28 W063 06 51.04
B5	N18 02 31.47 W063 06 49.43
C1	N18 02 32.57 W063 06 39.95
C2	N18 02 33.12 W063 06 40.49
C3	N18 02 32.96 W063 06 41.61
C4	N18 02 32.80 W063 06 42.72
C5	N18 02 32.23 W063 06 43.89
C6	N18 02 32.09 W063 06 44.85
C7	N18 02 30.12 W063 06 44.57
C8	N18 02 30.28 W063 06 43.46
C9	N18 02 30.44 W063 06 42.36
C10	N18 02 30.60 W063 06 41.25
C11	N18 02 31.72 W063 06 38.12
C12	N18 02 31.86 W063 06 37.00

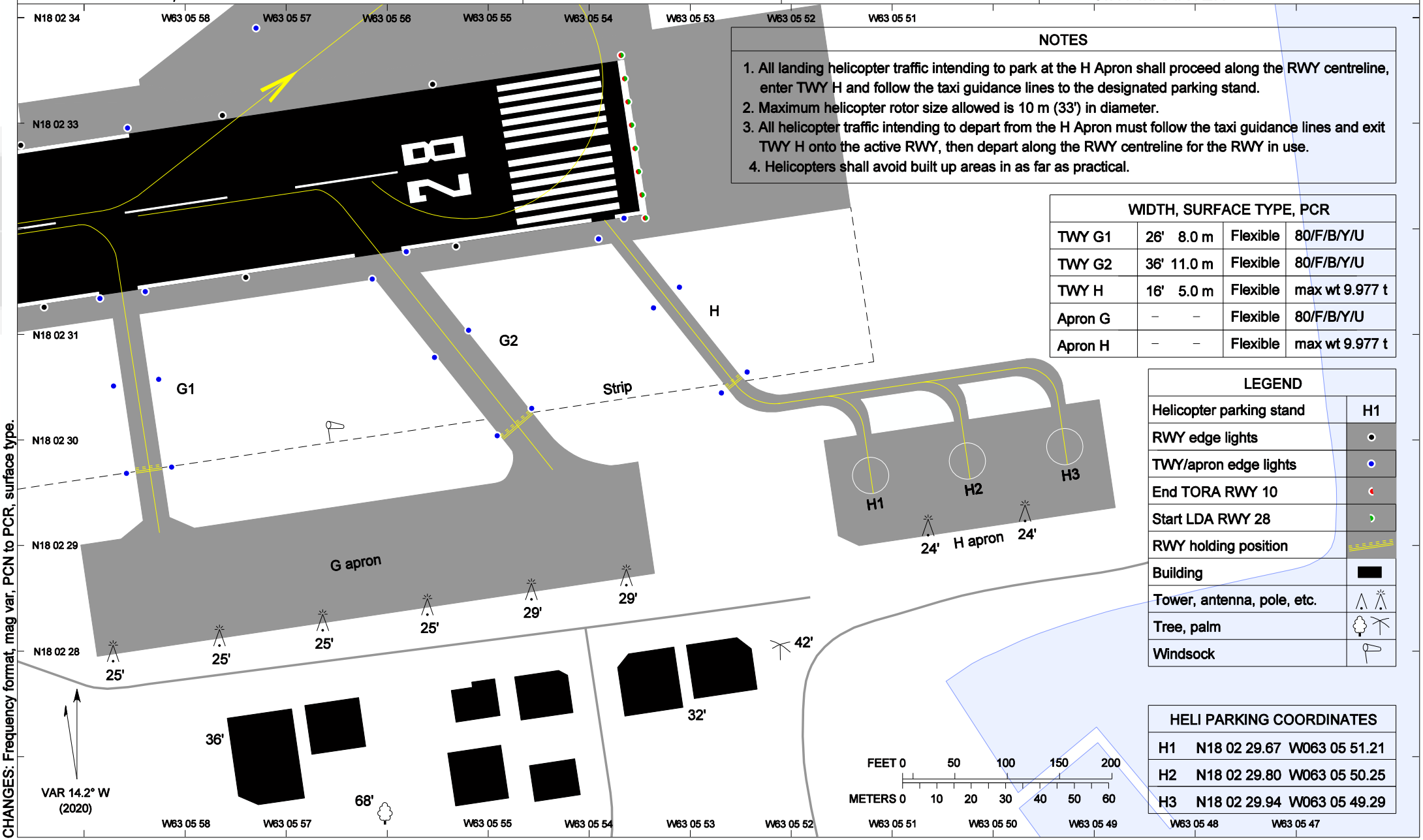
CHANGES: Freq format, mag var, PCN to PCR, surface type, haz lights.

AIRCRAFT PARKING/DOCKING CHART - ICAO
APRONS G, H

APRON G ELEV	4'	1.2 M
APRON H ELEV	5'	1.4 M

JULIANA TOWER: 118.700

PRINCESS JULIANA INT (TNCM)
SINT MAARTEN



NOTES

1. All landing helicopter traffic intending to park at the H Apron shall proceed along the RWY centreline, enter TWY H and follow the taxi guidance lines to the designated parking stand.
2. Maximum helicopter rotor size allowed is 10 m (33') in diameter.
3. All helicopter traffic intending to depart from the H Apron must follow the taxi guidance lines and exit TWY H onto the active RWY, then depart along the RWY centreline for the RWY in use.
4. Helicopters shall avoid built up areas in as far as practical.

WIDTH, SURFACE TYPE, PCR				
TWY G1	26'	8.0 m	Flexible	80/F/B/Y/U
TWY G2	36'	11.0 m	Flexible	80/F/B/Y/U
TWY H	16'	5.0 m	Flexible	max wt 9.977 t
Apron G	–	–	Flexible	80/F/B/Y/U
Apron H	–	–	Flexible	max wt 9.977 t

LEGEND	
Helicopter parking stand	H1
RWY edge lights	
TWY/apron edge lights	
End TORA RWY 10	
Start LDA RWY 28	
RWY holding position	
Building	
Tower, antenna, pole, etc.	
Tree, palm	
Windsock	

HELI PARKING COORDINATES	
H1	N18 02 29.67 W063 05 51.21
H2	N18 02 29.80 W063 05 50.25
H3	N18 02 29.94 W063 05 49.29

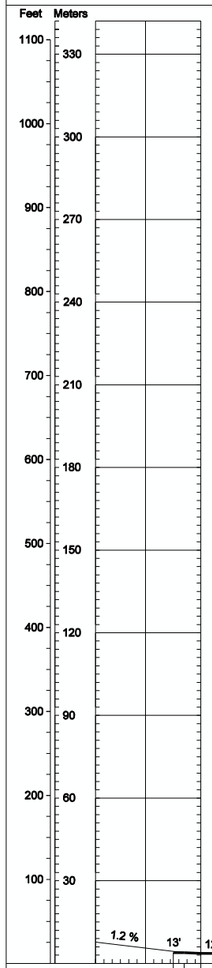
CHANGES: Frequency format, mag var, PCN to PCR, surface type.

AERO INFO DATE 17 APR 2025

DIMENSIONS IN FEET / METERS
ELEVATIONS IN FEET

AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

PRINCESS JULIANA INT (TNCM)
SINT MAARTEN



RWY 10 / 28 DECLARED DISTANCES				
RWY 10			RWY 28	
7546'	2300 m	Take-off run available (TORA)	7218'	2200 m
7743'	2360 m	Take-off distance available (TODA)	7415'	2260 m
7546'	2300 m	Accelerate stop distance available (ASDA)	7218'	2200 m
7218'	2200 m	Landing distance available (LDA)	7218'	2200 m

LEGEND	PLANVIEW	PROFILE
Identification number	①	INSIDE ① OUTSIDE ②
Pole, tower, spire, antenna		
Hazard beacon	☆	
Spot elevation	•	
Building		

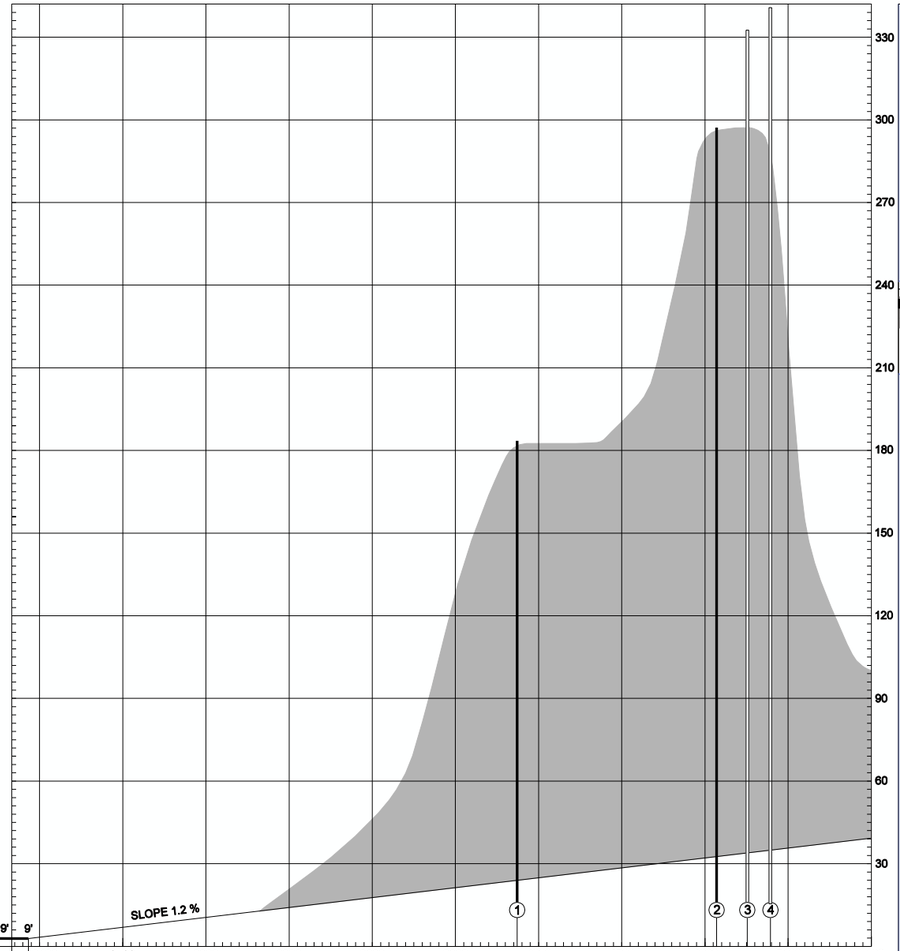
RWY 10 DEPARTURE NOTES

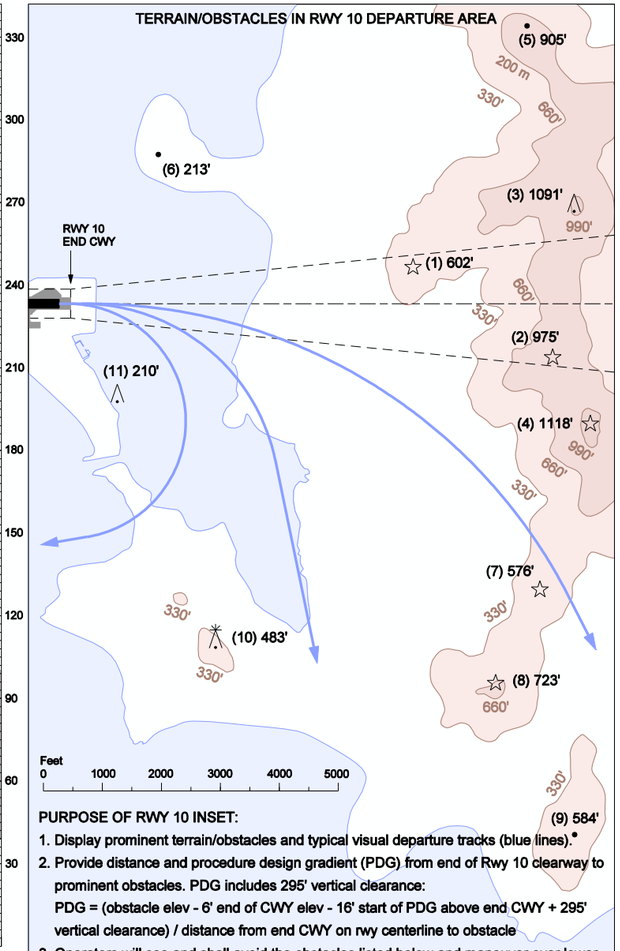
1. The top of the ridge East of the runway must be visible.
2. Aircraft shall make a mandatory right turn as soon as practicable.
3. Left turn shall be requested prior to take-off and may be approved by ATC.

Magnetic variation: 14° W (2020)
Order of accuracy: in accordance with ICAO standards.

METERS
0 500 1000 1500 2000
0 1000 2000 3000 4000 5000 6000
FEET

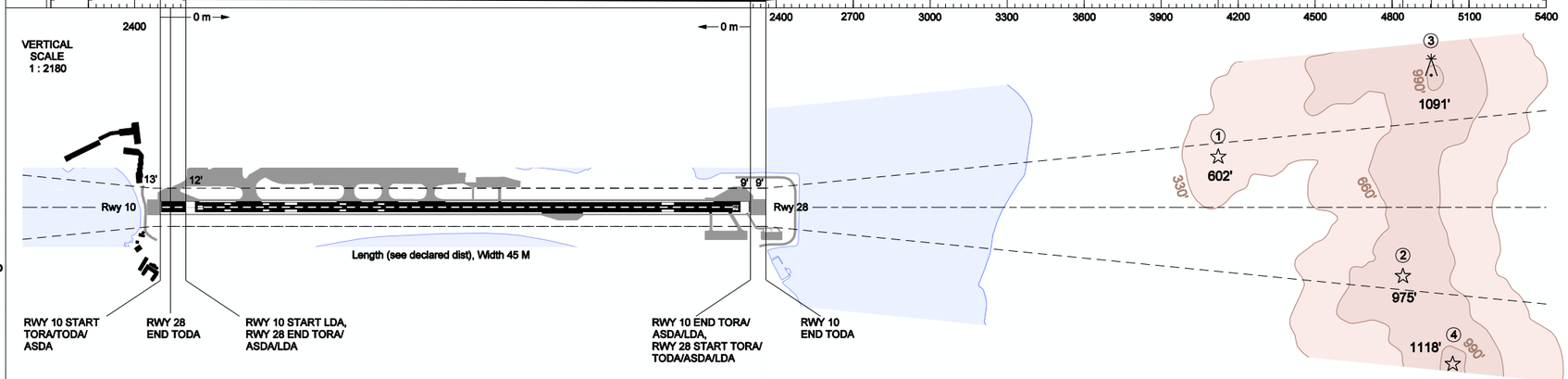
HORIZONTAL SCALE 1 : 21800





PURPOSE OF RWY 10 INSET:

1. Display prominent terrain/obstacles and typical visual departure tracks (blue lines).•
2. Provide distance and procedure design gradient (PDG) from end of Rwy 10 clearway to prominent obstacles. PDG includes 295' vertical clearance:
   PDG = (obstacle elev - 6' end of CWY elev - 16' start of PDG above end CWY + 295' vertical clearance) / distance from end CWY on rwy centerline to obstacle
3. Operators will see and shall avoid the obstacles listed below and maneuver over lower terrain, permitting a lower PDG.



RWY 10 DEPARTURE OBSTACLE DATA AND PDG

ITEM NO.	DESCRIPTION	ELEV	WGS-84 COORDINATES	END CWY TO OBST DIST	PDG
1	Hazard beacon	602'	N180247.73 W0630453.16	5820'	15.1%
2	Hazard beacon	975'	N180236.13 W0630426.60	8199'	15.3%
3	Old radar	1091'	N180301.99 W0630426.83	8673'	15.8%
4	Hazard beacon	1118'	N180225.99 W0630418.35	9019'	15.5%
5	Spot elevation	905'	N180330.83 W0630439.67	9048'	13.1%
6	Spot elevation	213'	N180300.24 W0630540.24	2940'	16.6%
7	Hazard beacon	576'	N180157.07 W0630422.76	9305'	9.2%
8	Hazard beacon	723'	N180140.38 W0630428.01	9657'	10.4%
9	Spot elevation	584'	N180117.05 W0630410.35	12417'	7.0%
10	Tower	483'	N180140.21 W0630517.60	6263'	12.1%
11	Sailboat (part time)	210'	N180218.88 W0630540.78	1850'	see/avoid
East end of clearway		6'	N180233.16 W0630551.52		

CHANGES: Magnetic variation.

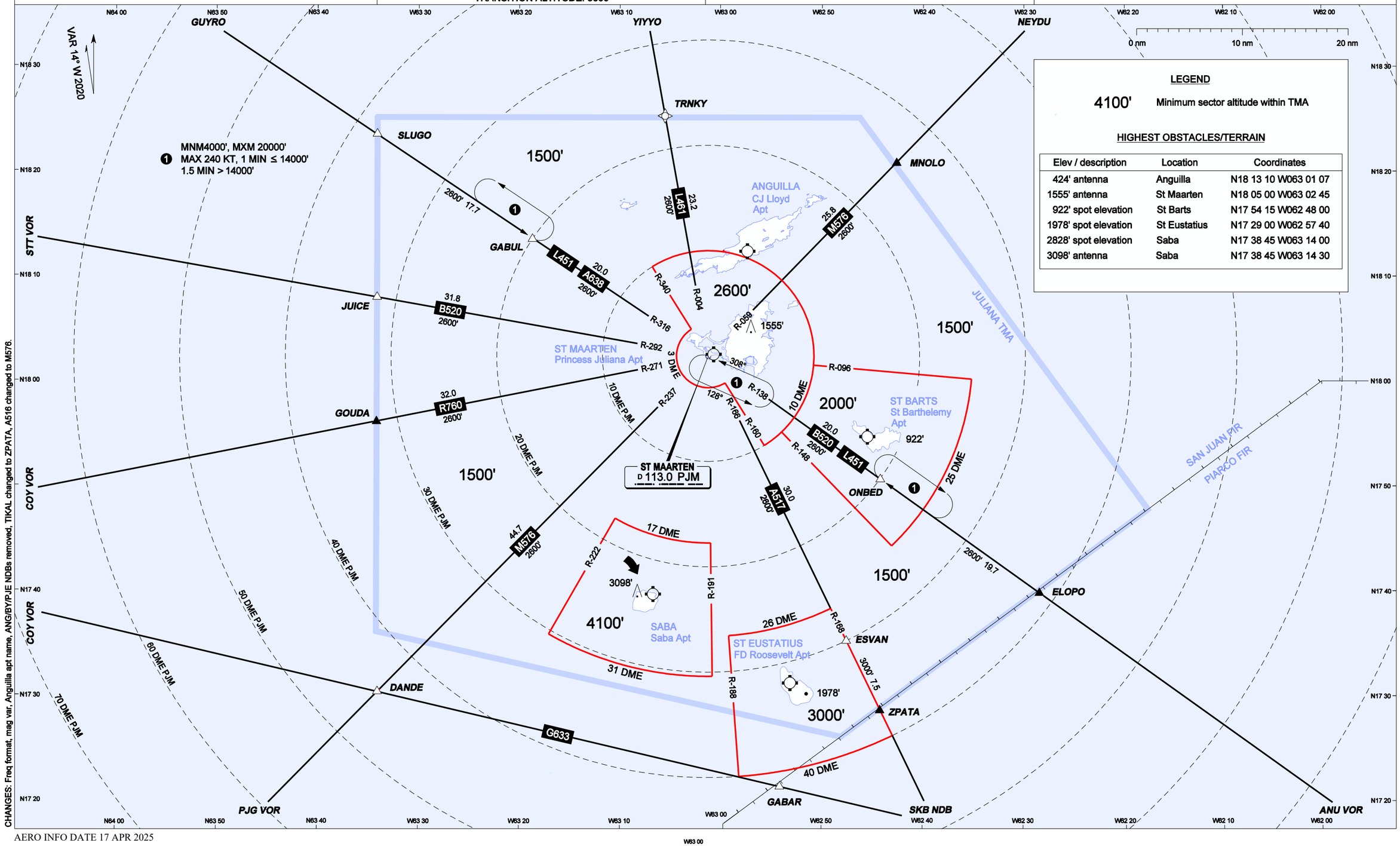
AERO INFO DATE 17 APR 2025

RADAR MINIMUM ALTITUDE CHART - ICAO

AERODROME ELEVATION: 14'
TRANSITION LEVEL: FL65
TRANSITION ALTITUDE: 5000'

JULIANA APPROACH 128.950 (PRIMARY), 118.700
JULIANA TOWER 118.700

PRINCESS JULIANA INT (TNCM)
SINT MAARTEN



LEGEND

4100' Minimum sector altitude within TMA

HIGHEST OBSTACLES/TERRAIN

Elev / description	Location	Coordinates
424' antenna	Anguilla	N18 13 10 W063 01 07
1555' antenna	St Maarten	N18 05 00 W063 02 45
922' spot elevation	St Barts	N17 54 15 W062 48 00
1978' spot elevation	St Eustatius	N17 29 00 W062 57 40
2828' spot elevation	Saba	N17 38 45 W063 14 00
3098' antenna	Saba	N17 38 45 W063 14 30

CHANGES: Freq format, mag var, Anguilla apt name, ANG/BY/PJE NDBs removed, TIKAL changed to ZPATA, A516 changed to M576.

AERO INFO DATE 17 APR 2025

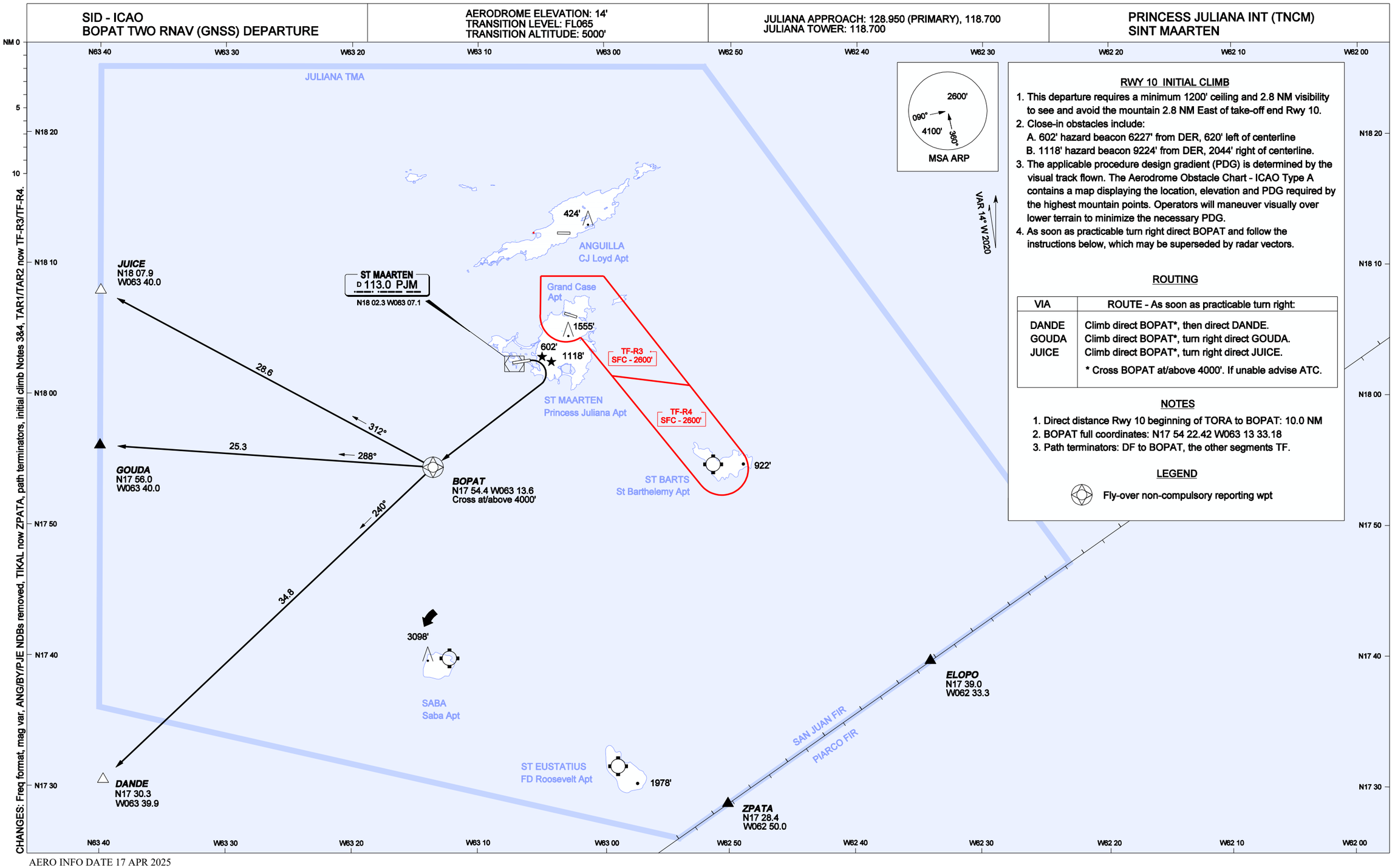
SID - ICAO
BOPAT TWO RNAV (GNSS) DEPARTURE

AERODROME ELEVATION: 14'
TRANSITION LEVEL: FL065
TRANSITION ALTITUDE: 5000'

JULIANA APPROACH: 128.950 (PRIMARY), 118.700
JULIANA TOWER: 118.700

PRINCESS JULIANA INT (TNCM)
SINT MAARTEN

CHANGES: Freq format, mag var, ANG/BY/PJE NDBs removed, TIKAL now ZPATA, path terminators, initial climb Notes 3&4, TAR1/TAR2 now TF-R3/TF-R4.



RWY 10 INITIAL CLIMB

1. This departure requires a minimum 1200' ceiling and 2.8 NM visibility to see and avoid the mountain 2.8 NM East of take-off end Rwy 10.
2. Close-in obstacles include:
   A. 602' hazard beacon 6227' from DER, 620' left of centerline
   B. 1118' hazard beacon 9224' from DER, 2044' right of centerline.
3. The applicable procedure design gradient (PDG) is determined by the visual track flown. The Aerodrome Obstacle Chart - ICAO Type A contains a map displaying the location, elevation and PDG required by the highest mountain points. Operators will maneuver visually over lower terrain to minimize the necessary PDG.
4. As soon as practicable turn right direct BOPAT and follow the instructions below, which may be superseded by radar vectors.

ROUTING

VIA	ROUTE - As soon as practicable turn right:
DANDE	Climb direct BOPAT*, then direct DANDE.
GOUDA	Climb direct BOPAT*, turn right direct GOUDA.
JUICE	Climb direct BOPAT*, turn right direct JUICE.
	* Cross BOPAT at/above 4000'. If unable advise ATC.

NOTES

1. Direct distance Rwy 10 beginning of TORA to BOPAT: 10.0 NM
2. BOPAT full coordinates: N17 54 22.42 W063 13 33.18
3. Path terminators: DF to BOPAT, the other segments TF.

LEGEND

Fly-over non-compulsory reporting wpt

AERO INFO DATE 17 APR 2025

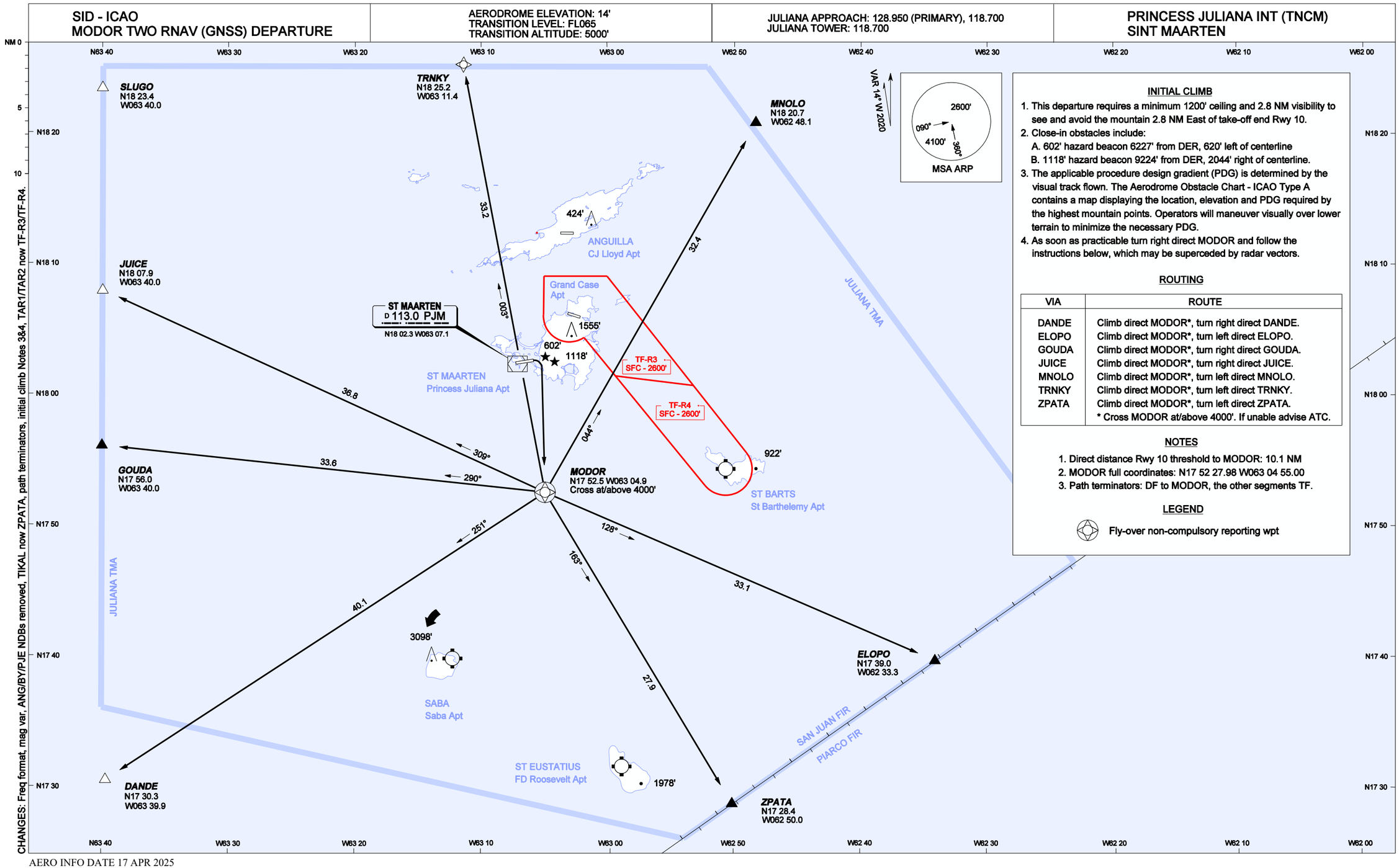
SID - ICAO
MODOR TWO RNAV (GNSS) DEPARTURE

AERODROME ELEVATION: 14'
TRANSITION LEVEL: FL065
TRANSITION ALTITUDE: 5000'

JULIANA APPROACH: 128.950 (PRIMARY), 118.700
JULIANA TOWER: 118.700

PRINCESS JULIANA INT (TNCM)
SINT MAARTEN

CHANGES: Freq format, mag var, ANG/BY/PJE NDBs removed, TIKAL now ZPATA, path terminators, initial climb Notes 3&4, TAR1/TAR2 now TF-R3/TF-R4.



INITIAL CLIMB

1. This departure requires a minimum 1200' ceiling and 2.8 NM visibility to see and avoid the mountain 2.8 NM East of take-off end Rwy 10.
2. Close-in obstacles include:
   A. 602' hazard beacon 6227' from DER, 620' left of centerline
   B. 1118' hazard beacon 9224' from DER, 2044' right of centerline.
3. The applicable procedure design gradient (PDG) is determined by the visual track flown. The Aerodrome Obstacle Chart - ICAO Type A contains a map displaying the location, elevation and PDG required by the highest mountain points. Operators will maneuver visually over lower terrain to minimize the necessary PDG.
4. As soon as practicable turn right direct MODOR and follow the instructions below, which may be superceded by radar vectors.

ROUTING

VIA	ROUTE
DANDE	Climb direct MODOR*, turn right direct DANDE.
ELOPO	Climb direct MODOR*, turn left direct ELOPO.
GOUDA	Climb direct MODOR*, turn right direct GOUDA.
JUICE	Climb direct MODOR*, turn right direct JUICE.
MNOLO	Climb direct MODOR*, turn left direct MNOLO.
TRNKY	Climb direct MODOR*, turn left direct TRNKY.
ZPATA	Climb direct MODOR*, turn left direct ZPATA.
	* Cross MODOR at/above 4000'. If unable advise ATC.

NOTES

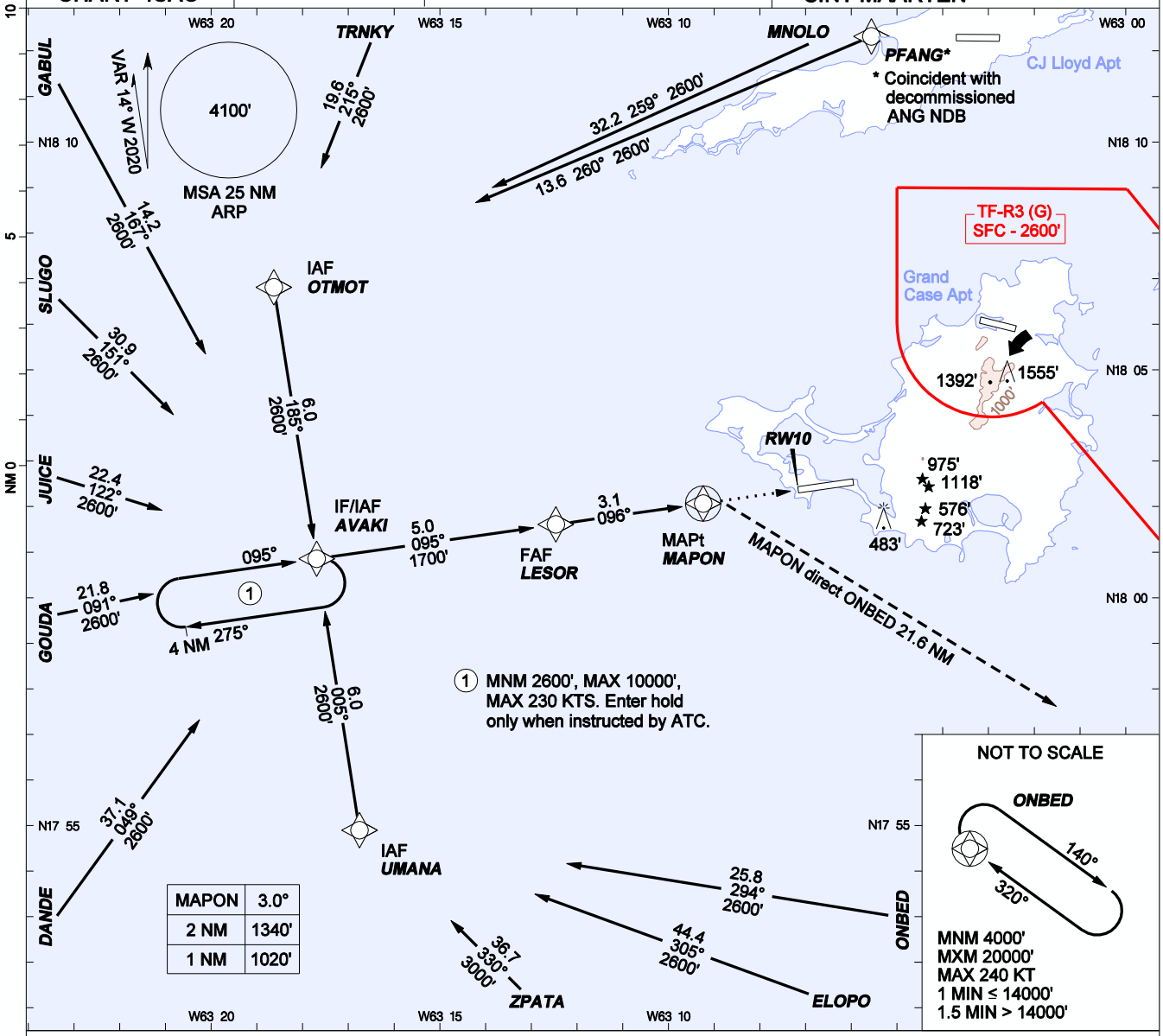
1. Direct distance Rwy 10 threshold to MODOR: 10.1 NM
2. MODOR full coordinates: N17 52 27.98 W063 04 55.00
3. Path terminators: DF to MODOR, the other segments TF.

LEGEND

Fly-over non-compulsory reporting wpt

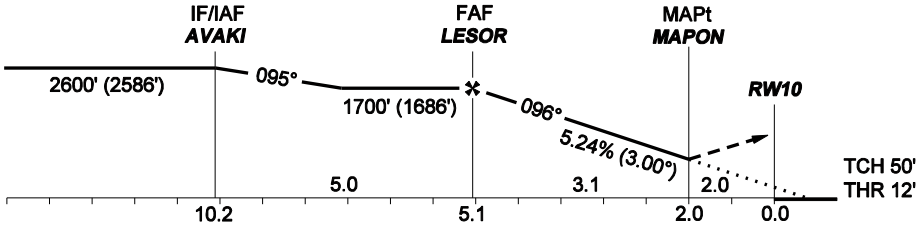
AERO INFO DATE 17 APR 2025

INSTRUMENT APPROACH CHART- ICAO	AD ELEVATION: 14' TRANS LEVEL: FL065 TRANS ALT: 5000'	JULIANA: APPROACH 128.950 (PRIMARY), 118.700 TOWER 118.700	RNAV (GNSS) RWY 10 PRINCESS JULIANA INT (TNCM) SINT MAARTEN



MAPON	3.0°
2 NM	1340'
1 NM	1020'

MISSED APPROACH: climbing right turn to 4000' direct ONBED and hold, or as directed by ATC. Maximum 205 KIAS until established direct ONBED if using 700' OCA.



OCA(H)	A	B	C	D
LNAV (Note 1 below)	700' (686')	700' (686')	700' (686')	700' (686')
LNAV	770' (756')	770' (756')	770' (756')	770' (756')
CIRCLING				

GROUNDSPEED - DESCENT RATE						
KNOTS	70	90	100	120	140	160
FT/MIN	372	478	531	637	743	849

1. Missed approach restricted to maximum 205 KIAS until established direct ONBED.
2. GNSS required. DME/DME not authorized.
3. Bearings are magnetic, altitudes and elevation in feet, heights are relative to AD elevation, distance in NM.

CHANGES: Freq format, mag var, TIKAL now ZPATA, TAR1 now TF-R3.

AERO INFO DATE 17 APR 2025

TNCM RNAV (GNSS) RWY 10 APPROACH CODING TABLE											
Fix name	*Fix Type*	*Path Terminator*	*Fly-Over*	*Course* °M (°T)	*Dist NM*	*Turn Dir*	*Min alt Ft*	*Max KIAS*	*Mag Var*	*VPA°* (TCH Ft)	*RNP value*
Pfang Arrival											
PFANG	Terminal	IF	-	-	-	-	+2600	-	+14	-	-
OTMOT	IAF	TF	-	260 (246.26)	13.6	L	+2600	-	+14	-	1.0
AVAKI	IF/IAF	TF	-	185 (171.44)	6.0	L	2600	-	+14	-	1.0
Mnolo Arrival											
MNOLO	Terminal	IF	-	-	-	-	+2600	-	+14	-	-
OTMOT	IAF	TF	-	259 (244.54)	32.2	L	+2600	-	+14	-	1.0
AVAKI	IF/IAF	TF	-	185 (171.44)	6.0	L	2600	-	+14	-	1.0
Trnky Arrival											
TRNKY	Terminal	IF	-	-	-	-	+2600	-	+14	-	-
OTMOT	IAF	TF	-	215 (200.63)	19.6	L	+2600	-	+14	-	1.0
AVAKI	IF/IAF	TF	-	185 (171.44)	6.0	L	2600	-	+14	-	1.0
Gabul Arrival											
GABUL	Terminal	IF	-	-	-	-	+2600	-	+14	-	-
AVAKI	IF/IAF	TF	-	167 (152.60)	14.2	L	2600	-	+14	-	1.0
Slugo Arrival											
SLUGO	Terminal	IF	-	-	-	-	+2600	-	+14	-	-
AVAKI	IF/IAF	TF	-	151 (136.50)	30.9	L	2600	-	+14	-	1.0
Juice Arrival											
JUICE	Terminal	IF	-	-	-	-	+2600	-	+14	-	-
AVAKI	IF/IAF	TF	-	122 (108.10)	22.4	L	2600	-	+14	-	1.0
Gouda Arrival											
GOUDA	Terminal	IF	-	-	-	-	+2600	-	+14	-	-
AVAKI	IF/IAF	TF	-	091 (077.22)	21.8	R	2600	-	+14	-	1.0
Dande Arrival											
DANDE	Terminal	IF	-	-	-	-	+2600	-	+14	-	-
AVAKI	IF/IAF	TF	-	049 (034.73)	37.1	R	2600	-	+14	-	1.0
Zpata Arrival											
ZPATA	Terminal	IF	-	-	-	-	+3000	-	+14	-	-
UMANA	IAF	TF	-	330 (316.02)	36.7	R	+3000	-	+14	-	1.0
AVAKI	IF/IAF	TF	-	005 (351.44)	6.0	R	2600	-	+14	-	1.0
Elopo Arrival											
ELOPO	Terminal	IF	-	-	-	-	+2600	-	+14	-	-
UMANA	IAF	TF	-	305 (291.00)	44.4	R	+2600	-	+14	-	1.0
AVAKI	IF/IAF	TF	-	005 (351.44)	6.0	R	2600	-	+14	-	1.0
Onbed											
ONBED	Terminal	IF	-	-	-	-	+2600	-	+14	-	-
UMANA	IAF	TF	-	294 (279.65)	25.8	R	+2600	-	+14	-	1.0
AVAKI	IF/IAF	TF	-	005 (351.44)	6.0	R	2600	-	+14	-	1.0
Intermediate, final, missed											
AVAKI	IF/IAF	IF	-	-	-	-	2600	-	+14	-	-
LESOR	FAF	TF	-	095 (081.41)	5.0	-	1700	-	+14	-	1.0
MAPON	MAPt	TF	Y	096 (081.50)	3.1	R	-	-	+14	-3.00 (50)	0.3
ONBED	MAHF	DF	Y	136 (121.97)	21.6	-	4000	-	+14	-	1.0

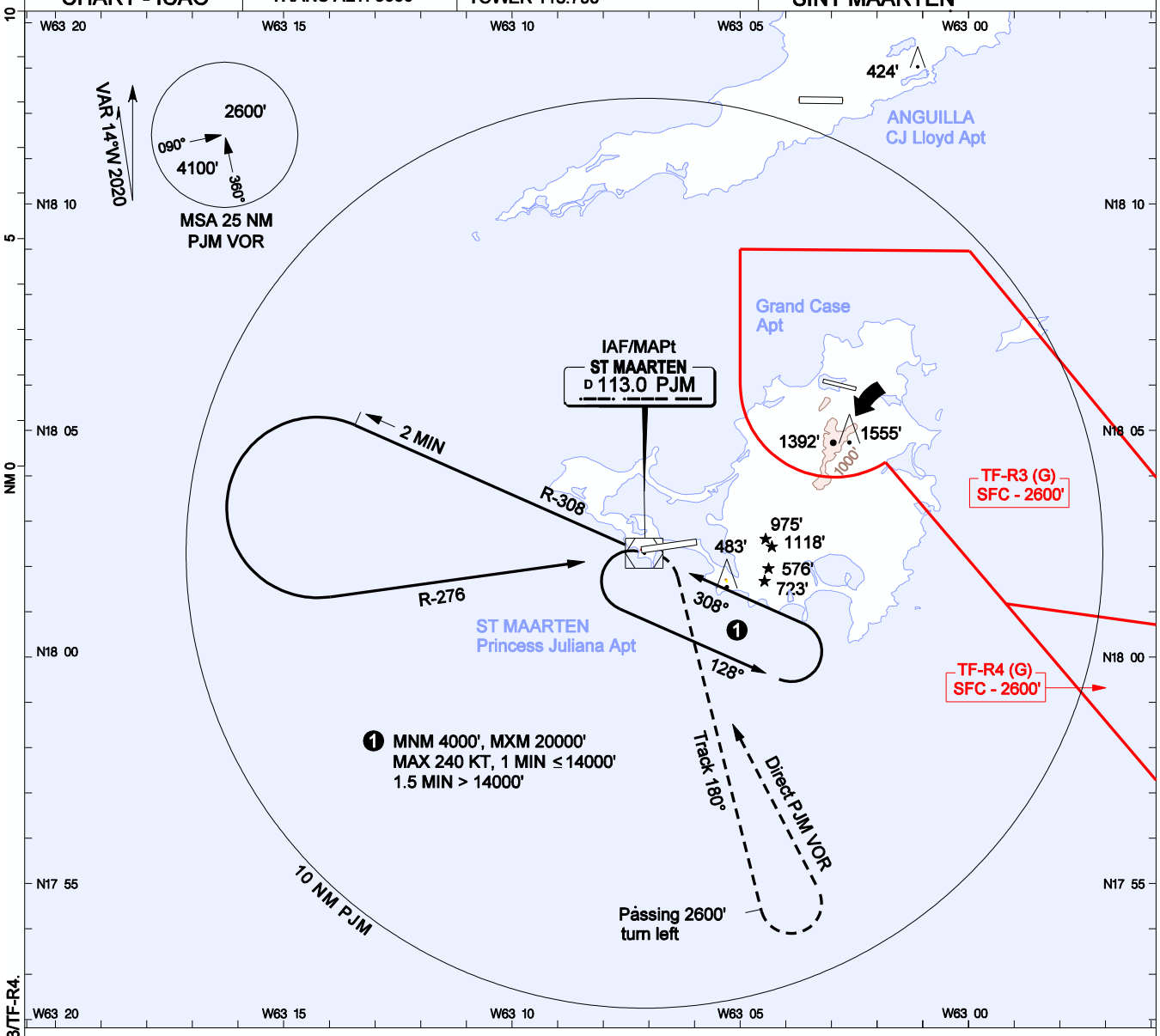
Fix name	Coordinates (WGS-84)
AVAKI	N18 00 51.24 W063 17 41.52
DANDE	N17 30 15.00 W063 39 53.00
ELOPO	N17 39 00.00 W062 33 16.00
GABUL	N18 13 29.00 W063 24 32.00
GOUDA	N17 56 02.00 W063 40 00.00
JUICE	N18 07 51.00 W063 40 00.00
LESOR	N18 01 36.50 W063 12 27.82
MAPON	N18 02 04.11 W063 09 14.45
MNOLO	N18 20 44.00 W062 48 08.00

Fix name	Coordinates (WGS-84)
ONBED	N17 50 34.97 W062 50 03.06
OTMOT	N18 06 48.64 W063 18 37.78
PFANG*	N18 12 18.89 W063 05 33.53
RWY 10	N18 02 22.32 W063 07 07.49
SLUGO	N18 23 22.00 W063 40 00.00
TRNKY	N18 25 13.00 W063 11 23.00
UMANA	N17 54 53.83 W063 16 45.32
ZPATA	N17 28 23.00 W062 50 00.00
* Coincident with decommissioned ANG NDB	

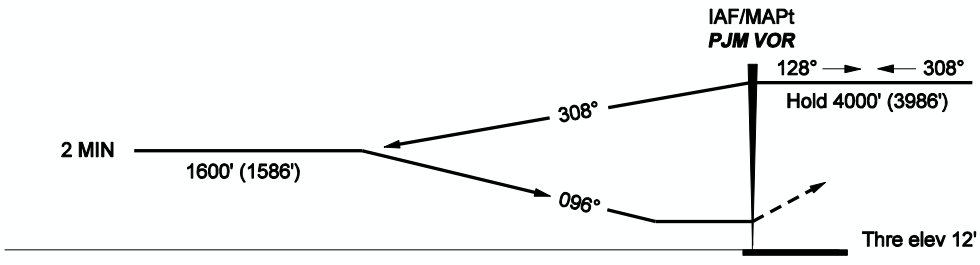
CHANGES: TIKAL changed to ZPATA.

AERO INFO DATE 17 APR 2025

INSTRUMENT APPROACH CHART - ICAO	AD ELEVATION: 14' TRANS LEVEL: FL65 TRANS ALT: 5000'	JULIANA: APPR 128.950 (PRIMARY), 118.700 TOWER 118.700	VOR X RWY 10 (CAT C/D) PRINCESS JULIANA INT (TNCM) SINT MAARTEN



MISSED APPROACH: Track 180° climbing to 4000', passing 2600' turn left direct PJM VOR and hold.

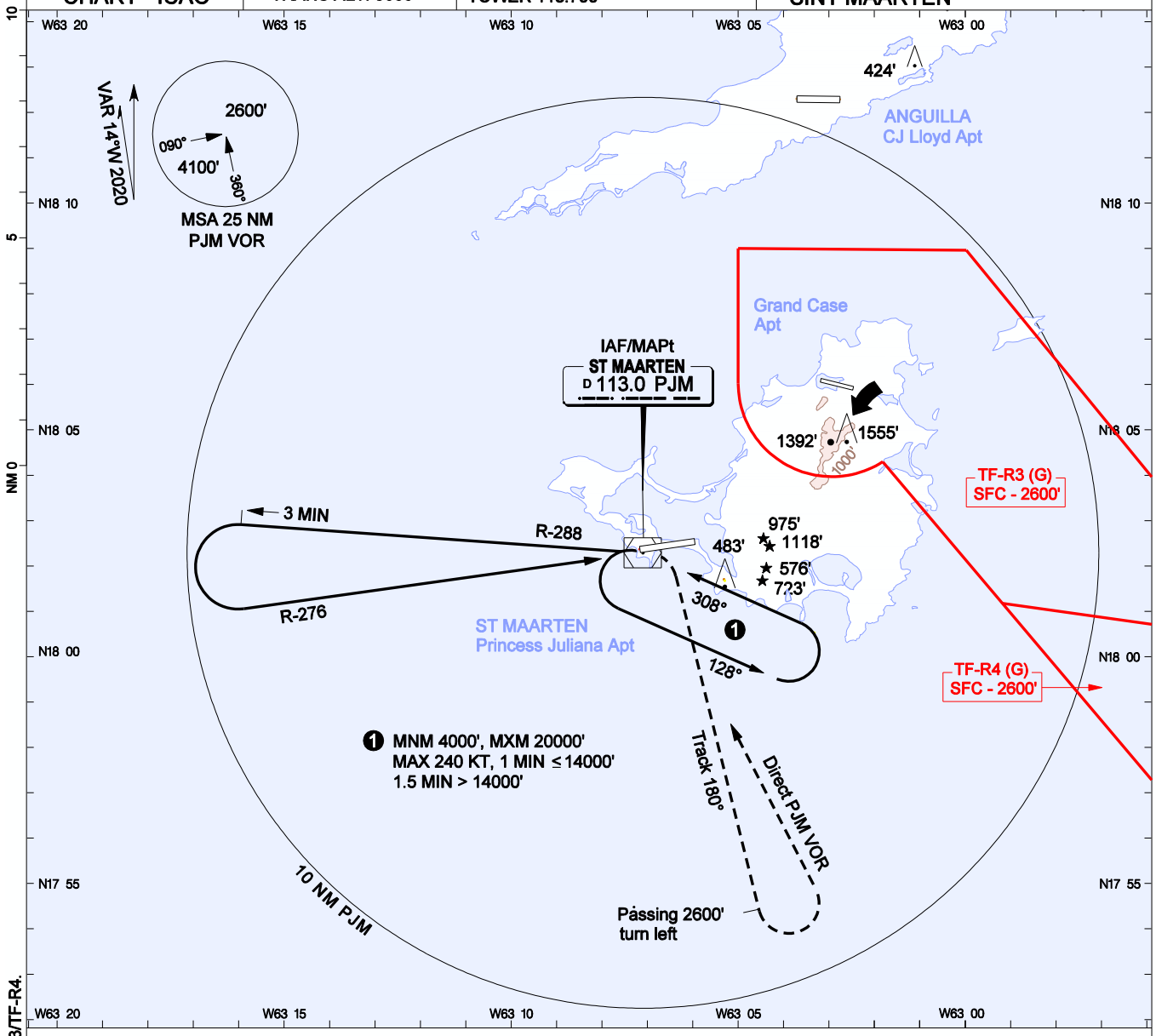


OCA(H)	A	B	C	D
STRAIGHT-IN			1040' (1026')	1040' (1026')
CIRCLING				

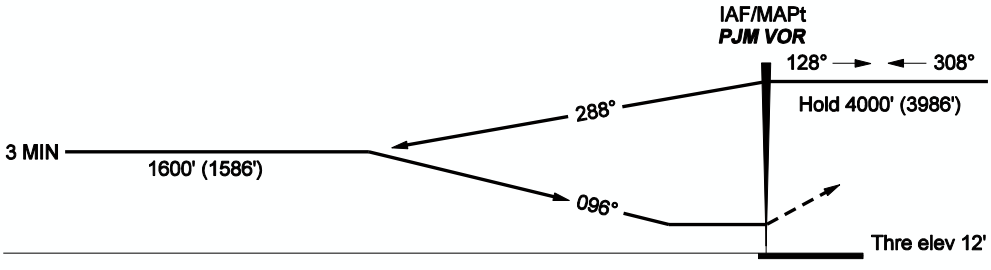
NOTES:
1. Timing not authorized for defining MAPt.
2. Altitudes are relative to MSL. Heights are relative to AD elevation. Distances are in nautical miles. Bearings are magnetic.

CHANGES: Freq format, mag var, ANG NDB removed, TAR1/TAR2 now TF-R3/TF-R4.

INSTRUMENT APPROACH CHART - ICAO	AD ELEVATION: 14' TRANS LEVEL: FL65 TRANS ALT: 5000'	JULIANA: APPR 128.950 (PRIMARY), 118.700 TOWER 118.700	VOR Y RWY 10 (CAT A/B) PRINCESS JULIANA INT (TNCM) SINT MAARTEN



MISSED APPROACH: Track 180° climbing to 4000', passing 2600' turn left direct PJM VOR and hold.



OCA(H)	A	B	C	D
STRAIGHT-IN	990' (986')	990' (986')		
CIRCLING				

NOTES:
1. Timing not authorized for defining MAPt.
2. Altitudes are relative to MSL. Heights are relative to AD elevation. Distances are in nautical miles. Bearings are magnetic.

CHANGES: Freq format, mag var, ANG NDB removed, TAR1/TAR2 now TF-R3/TF-R4.

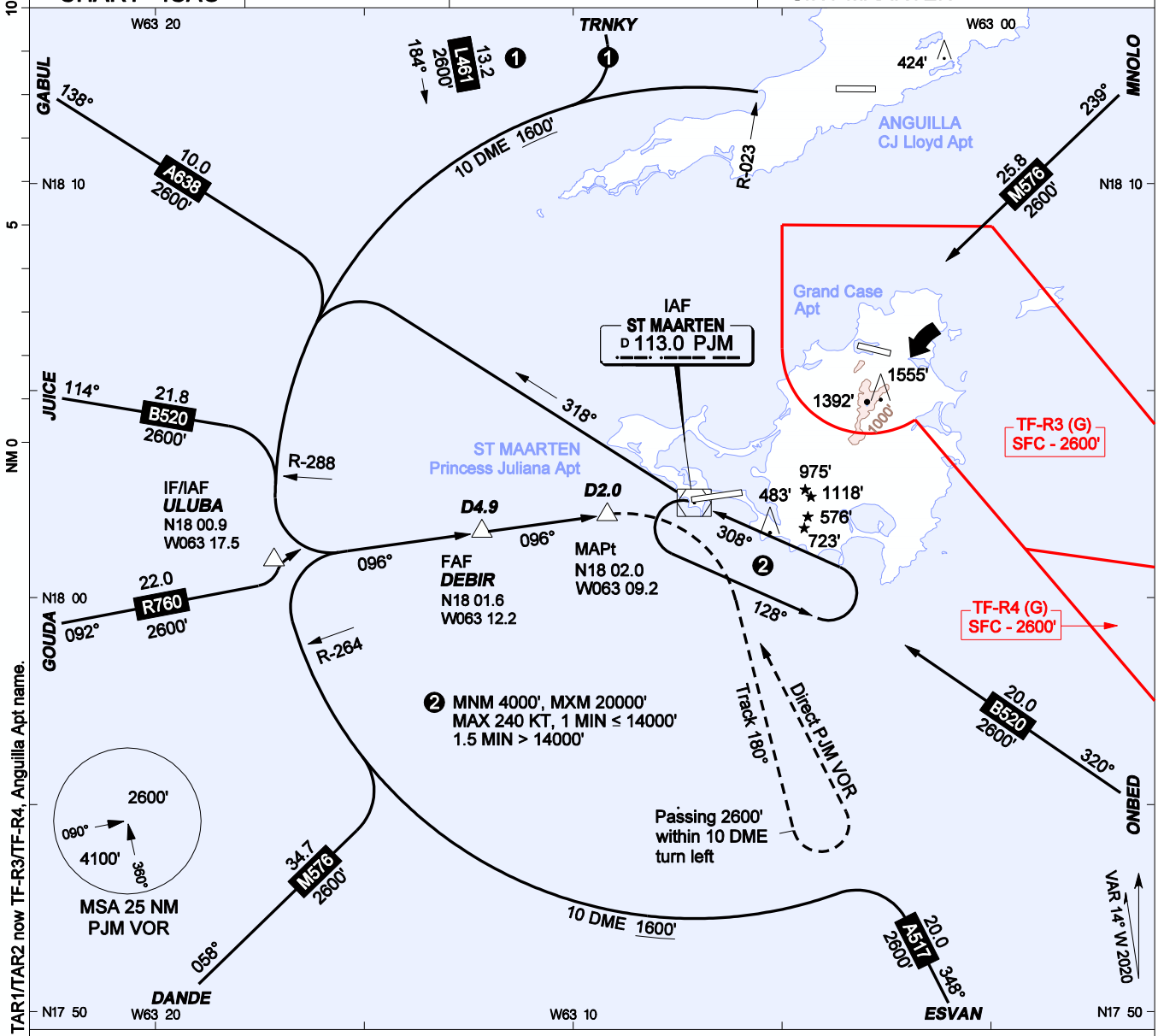
AERO INFO DATE 17 APR 2025

INSTRUMENT APPROACH CHART - ICAO

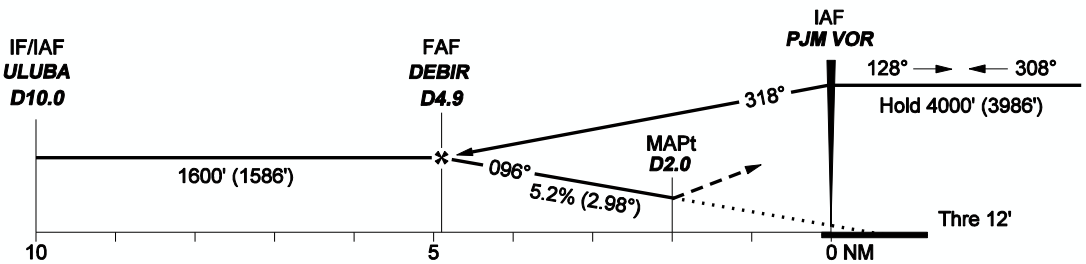
AD ELEVATION: 14'
TRANS LEVEL: FL065
TRANS ALT: 5000'

JULIANA:
APPR 128.950 (PRIMARY), 118.700
TOWER 118.700

VOR Z RWY 10
PRINCESS JULIANA INT (TNCM)
SINT MAARTEN



MISSED APPROACH: Track 180° climbing to 4000', passing 2600' within 10 DME turn left direct PJM VOR and hold. Maximum 205 KIAS until tracking 180° if using 500' OCA.



OCA(H)	A	B	C	D
STRAIGHT-IN (Note 1)	500' (486')	500' (486')	500' (486')	500' (486')
STRAIGHT-IN	770' (756')	770' (756')	770' (756')	770' (756')
CIRCLING				

GROUNDSPEED - DESCENT RATE						
KNOTS	70	90	100	120	140	160
FT/MIN	372	478	531	637	743	849

NOTES:
1. Missed approach restricted to maximum 205 KIAS until tracking 180°.
2. DME required.
3. Timing not authorized for defining MAPt.
4. Altitudes are relative to MSL. Heights are relative to AD elevation. Distances are in nautical miles. Bearings are magnetic.

ULUBA N18 00 53.11 W063 17 29.27
DEBIR N18 01 35.89 W063 12 12.65
D2.0 N18 02 00.44 W063 09 10.51

CHANGES: freq format, mag var, ANG NDB removed, A516 changed to M576, TAR1/TAR2 now TF-R3/TF-R4, Anguilla Apt name.

AERO INFO DATE 17 APR 2025

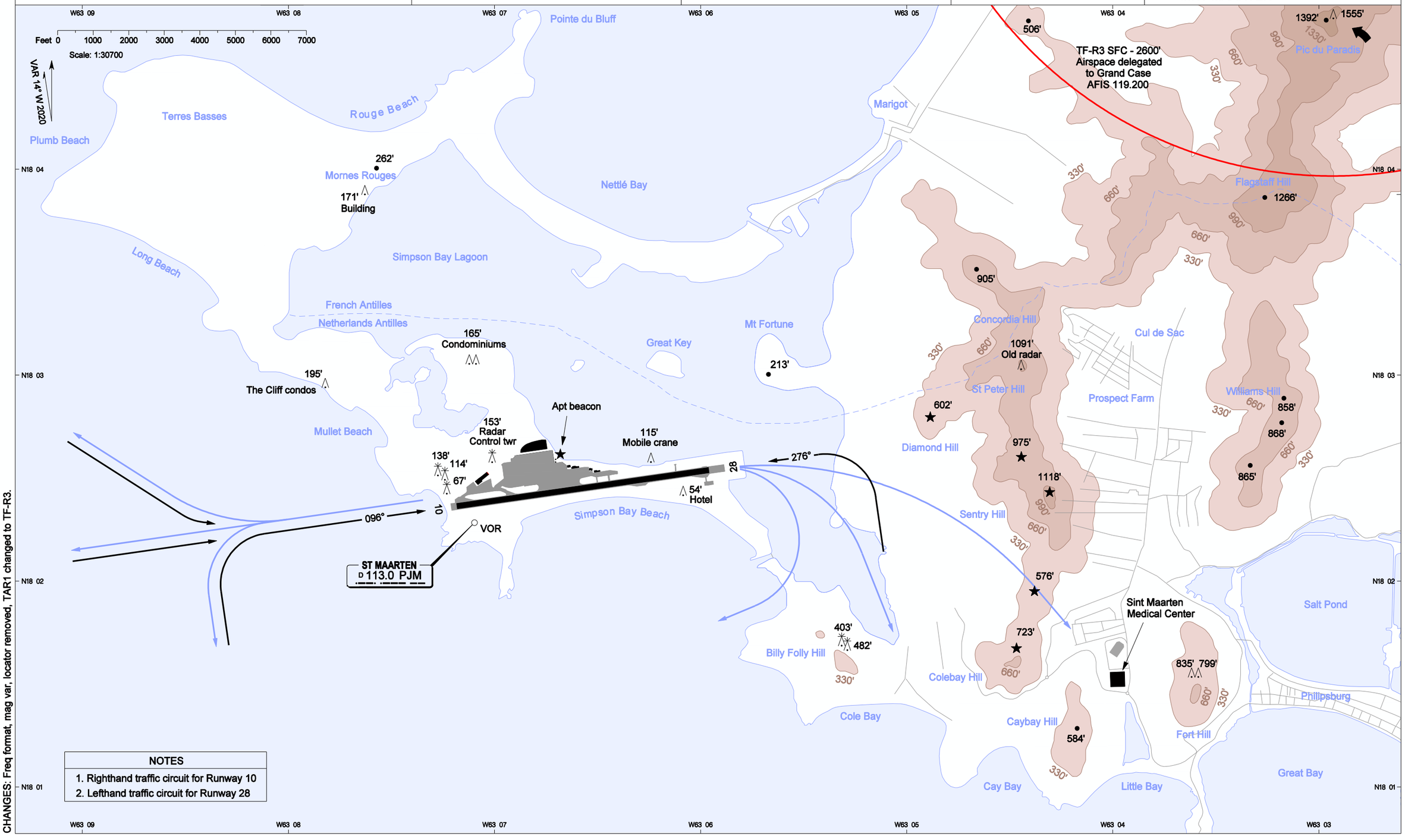
VISUAL APPROACH AND DEPARTURE CHART - ICAO

AERODROME ELEVATION: 14' / 4.2 M
ARP: N18 02 27.05 W063 06 34.26

JULIANA APPROACH: 128.950 (PRIMARY), 118.700
JULIANA TOWER: 118.700

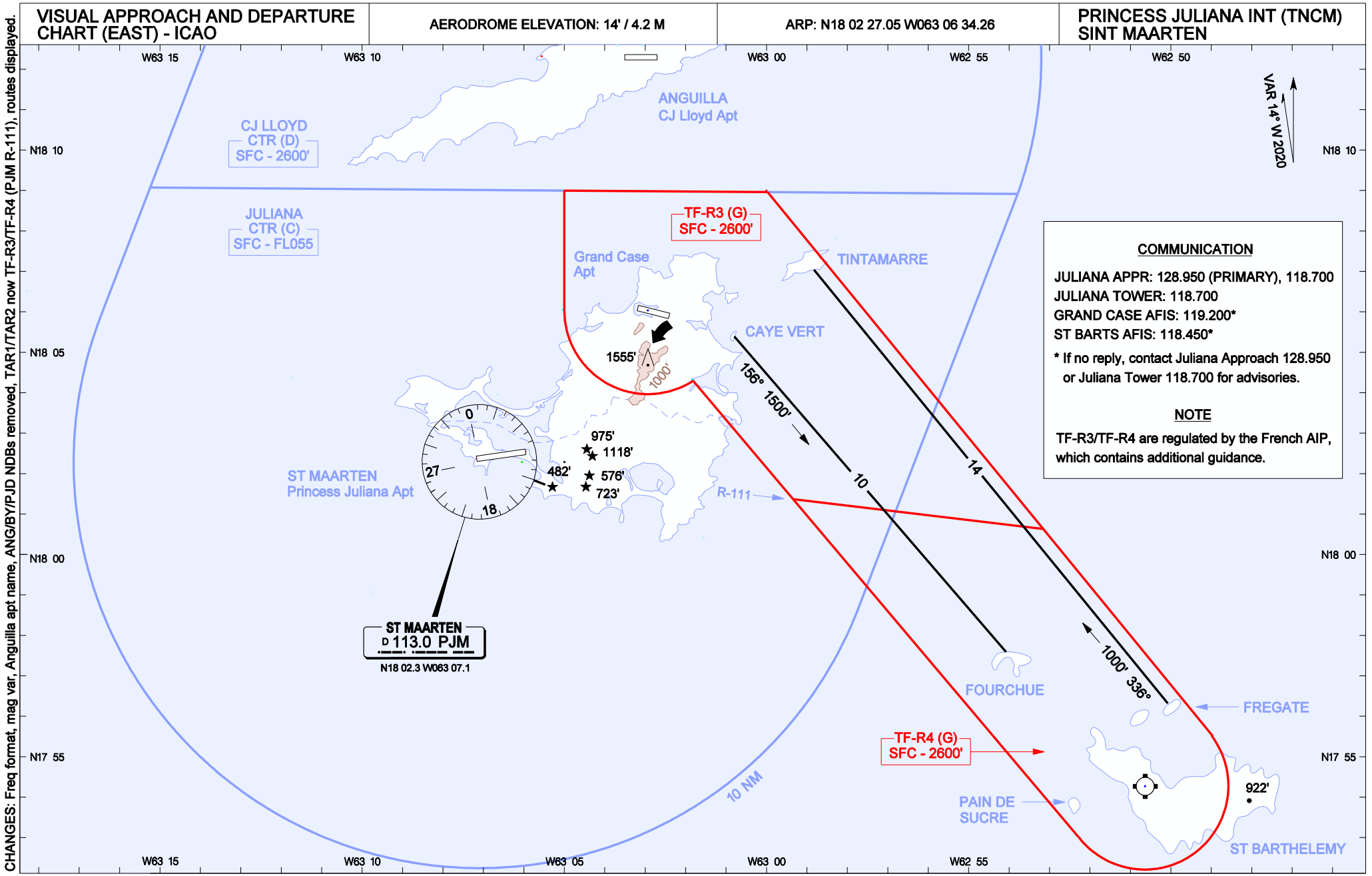
TRANSITION LEVEL: FL065
TRANSITION ALTITUDE: 5000'

PRINCESS JULIANA INT (TNCM) SINT MAARTEN



NOTES
1. Righthand traffic circuit for Runway 10
2. Lefthand traffic circuit for Runway 28

CHANGES: Freq format, mag var, locator removed, TAR1 changed to TF-R3.



AERO INFO DATE 17 APR 2025

TNCM AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

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TNCS AD 2.1 AERODROME LOCATION INDICATOR AND NAME

TNCS - JUANCHO E. YRAUSQUIN AIRPORT

TNCS AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	*ARP coordinates and site at AD*	173843N 0631313W RWY midpoint
2	*Direction and distance from (city)*	070° magnetic (056° true) - 6 NM from the Bottom
3	*Elevation / Reference temperature (Mean Low temperature)*	Elev: 37.5 M (123 FT) / T: 31° C (Mean Low T: NIL)
4	*Geoid undulation at AD ELEV PSN*	42 M (137.8 FT)
5	*MAG VAR / Annual change*	14° W (2020) / 0°3' W
6	*AD Administration, address, telephone, telefax, telex, AFS*	AD Administration: Executive Council of the Island of Saba Airport Manager Juancho Yrausquin Airport Flat Point Saba Dutch Caribbean Tel: 0115994162860 Telex: 0115994162851
7	*Types of traffic permitted (IFR/VFR)*	VFR
8	*Remarks*	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	*AD Administration*	1030-Sunset
2	*Customs and immigration*	AVBL O/R
3	*Health and sanitation*	NA
4	*AIS Briefing Office*	NA
5	*ATS Reporting Office (ARO)*	Competent ATS unit: ARO TNCM
6	*MET Briefing Office*	NIL
7	*ATS*	1100 UTC - sunset
8	*Fuelling*	NA
9	*Handling*	NA
10	*Security*	1030 UTC - sunset
11	*De-icing*	NA
12	*Remarks*	NIL

TNCS AD 2.4 HANDLING SERVICES AND FACILITIES

1	*Cargo-handling facilities*	NIL
2	*Fuel / oil types*	Fuel: NIL Oil: NIL
3	*Fuelling facilities/capacity*	NIL

4	*De-icing facilities*	NIL
5	*Hangar space for visiting aircraft*	NIL
6	*Repair facilities for visiting aircraft*	NIL
7	*Remarks*	NIL

TNCS AD 2.5 PASSENGER FACILITIES

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

TNCS AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	*AD category for fire fighting*	CAT 3
2	*Rescue equipment*	1 rapid intervention vehicle at the airport, 1 in The Bottom
3	*Capability for removal of disabled aircraft*	Crane / front end loader on request
4	*Remarks*	Rescue at sea is not available RFF downgraded between scheduled flights. For nonscheduled flights a PPR of 1.5 hrs is advised.

TNCS AD 2.7 SEASONAL AVAILABILITY

1	*Types of clearing equipment*	NIL
2	*Clearance priorities*	NIL
3	*Use of material for movement area surface treatment*	NIL
4	*Specially prepared winter runways*	NIL
5	*Remarks*	NIL

TNCS AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1 *Apron surface and strength*

Designator	*Surface*	*Strength*
APRON	Concrete	NIL

2 *Taxiway width, surface and strength*

Designator of TWY	*Width*	*Surface*	*Strength*
TWY	10.5 M	Concrete	NIL

3	*Altimeter checkpoint location and elevation*	Beginning RWY 12; 137 ft AMSL
4	*VOR checkpoints*	NIL
5	*INS checkpoints*	NIL
6	*Remarks*	NIL

TNCS 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*	TWY: yellow guide line on TWY, TWY holding position, ACFT stands marking Apron: flood lights
2	*RWY and TWY markings and LGT*	RWY lighting: RWY edge, threshold. RWY : Displaced THR, touchdown, centreline, RWY designators, guidance sign to TWY TWY : taxiway centreline, HLDG TWY : taxiway edge and TLOF lighting system
3	*Stop bars and runway guard lights*	NA
4	*Other runway protection measures*	NIL
5	*Remarks*	No Remarks.

TNCS AD 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID / Designation	*OBST type*	*OBST position*	*ELEV/ HGT*	*Markings/ Type, colour*	*Remarks*
a	*b*	*c*	*d*	*e*	*f*
NIL					
In Area 3					
OBST ID / Designation	*OBST type*	*OBST position*	*ELEV/ HGT*	*Markings/ Type, colour*	*Remarks*
a	*b*	*c*	*d*	*e*	*f*
NIL					

TNCS AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	*Associated MET Office*	De Bilt, Royal Netherlands Meteorological Institute (KNMI)
2	*Hours of service* *MET Office outside hours*	H24
3	*Office responsible for TAF preparation* *Period of validity*	NIL
4	*Trend forecast* *Interval of issuance*	NA
5	*Briefing/consultation provided*	Briefing and consultation on request by telephone from KNMI De Bilt (see#10)
6	*Flight documentation* *Language(s) used*	Charts, Reports, Forecasts English
7	*Charts and other information available for briefing or consultation*	P, W
8	*Supplementary equipment available for providing information*	NA
9	*ATS units provided with information*	NIL
10	*Additional information (limitation of service, etc.)*	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

RWY Designator	*TRUE BRG*	*Dimension of RWY (M)*	*Strength (PCN) and surface of RWY and SWY*	*THR coordinates RWY end coordinates THR geoid undulation*	*THR elevation and highest elevation of TDZ of precision APP RWY*
1	*2*	*3*	*4*	*5*	*6*
12	113.00°	401 x 18	5/R/C/W/T Concrete SWY: NIL	173845.18N 0631318.73W END: NIL GUND: NIL	THR: 41 m (134 ft) TDZ: NIL
30	293.00°	401 x 18	5/R/C/W/T Concrete SWY: NIL	173841.39N 0631309.41W END: NIL GUND: NIL	THR: 35 m (114 ft) TDZ: NIL

RWY Designator	*Slope of RWY-SWY*	*SWY dimensions (M)*	*CWY dimensions (M)*	*Strip dimensions (M)*	*RESA dimensions (M)*	*Location/ description of arresting system*	*OFZ*
1	*7*	*8*	*9*	*10*	*11*	*12*	*13*
12	-2.05%	NIL	NIL	461 x 60	NIL	NIL	NIL
30	+2.05%	NIL	NIL	461 x 60	NIL	NIL	NIL

RWY Designator	*Remarks*
1	*14*
12	No RESA AVBL.
30	No RESA AVBL.

TNCS AD 2.13 DECLARED DISTANCES

RWY Designator	TORA *(M)*	TODA *(M)*	ASDA *(M)*	LDA *(M)*	*Remarks*
1	*2*	*3*	*4*	*5*	*6*
12	401	401	401	349	NIL
30	401	401	401	355	NIL

TNCS 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*
1	*2*	*3*	*4*	*5*	*6*
12	NIL	Green	NIL	NIL	NIL
30	NIL	Green	NIL	NIL	NIL

RWY Designator	*RWY edge LGT LEN, spacing colour INTST*	*RWY End LGT colour WBAR*	*SWY LGT LEN colour*	*Remarks*
1	*7*	*8*	*9*	*10*
12	300 M, 70 M White	Red	NIL	NIL
30	300 M, 70 M White	Red	NIL	NIL

TNCS AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	*ABN/IBN location, characteristics and hours of operation*	ABN: NIL IBN: 24H
2	*LDI location and LGT Anemometer location and LGT*	None None
3	*TWY edge and centre line lighting*	Taxiway edge: TWY Blue TWY edge lights
4	*Secondary power supply/switch-over time*	Secondary power supply AVBL, manual switch over <2 minutes
5	*Remarks*	Wind Cone NNE of RWY lighted. Meteo farm mast NNE of RWY Lighted

TNCS AD 2.16 HELICOPTER LANDING AREA

1	*Coordinates TLOF or THR of FATO Geoid undulation*	TLOF: 173840.17N 0631310.90W GUND: NIL
2	*TLOF and/or FATO elevation M/FT*	TLOF: 35.0 M (114.8 FT)
3	*TLOF and FATO area dimensions, surface, strength, marking*	TLOF: 13.5x13.5 M,
4	*True BRG of FATO*	NIL
5	*Declared distance available*	NIL
6	*APP and FATO lighting*	OTHER Heli Pad and Approach lighting for nighttime Medivacs only
7	*Remarks*	

TNCS AD 2.17 ATS AIRSPACE

Yrausquin ATZ		
1	Designation and lateral limits	Yrausquin ATZ Circular area centered on 173843N 0631314W within a 5 NM radius.
2	*Vertical limits*	2600 FT AMSL GND
3	*Airspace classification*	G
4	*ATS unit call sign Language(s)*	Saba Information English
5	*Transition altitude*	5000 FT AMSL
6	*Hours of applicability*	NIL
7	*Remarks*	NIL

TNCS AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	*Callsign*	*Frequency*	*SATVOICE*	*Logon address*	*Hours of operation*	*Remarks*
1	2	3	4	5	6	7
Saba Information	Saba Information	118.250 MHZ	NIL	NIL	1100 UTC-sunset in VMC only	NIL
		121.500 MHZ			1100 UTC -sunset	

TNCS AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid MAG VAR CAT of ILS/MLS DECL	*ID*	*Frequency*	*Hours of operation*	*Site of transmitting antenna coordinates*	*Elevation of DME transmitting antenna*	*Service volume radius from GBAS reference Point*	*Remarks*
1	*2*	*3*	*4*	*5*	*6*	*7*	*8*
NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL

TNCS AD 2.20 LOCAL AERODROME 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 within Juancho Yrausquin 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.

a. Taxiing to the apron or parking area after the landing.

b. Missed approach and the intentions following

c. 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 AN AERODROME

Charts	*Pages*
TNCS - Aerodrome Chart	AD 2 TNCS - SABA 1 - 11
TNCS - IAP RNAV GNSS RWY 12 APP	AD 2 TNCS - SABA 1 - 13
TNCS - IAP RNAV GNSS RWY 12 APP - CODING TABLE EFF	AD 2 TNCS - SABA 1 - 15

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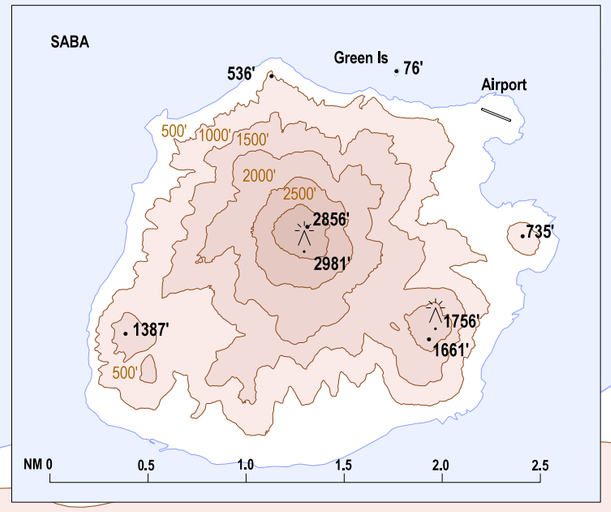
AERODROME CHART - ICAO	ARP: N 17 38 43.33 W 063 13 14.07	AERODROME ELEV: 138' 42.1m	SABA AFIS 118.25	DIMENSIONS IN FEET / METERS ELEVATIONS IN FEET BEARINGS ARE MAGNETIC	JUANCHO YRAUSQUIN APT (TNCS) SABA



63 13 35 63 13 30 63 13 25 63 13 20 63 13 15 63 13 10 63 13 05

17 38 50

17 38 40

17 28 45

17 28 40

VAR 14.0` W (2020)
Annual rate of
chg 3' W

100'
200'
300'
400'
500'
600'

a
b
c
d

Strip 1512' x 492' (461m x 60m)

12
30

Caution: high
terrain in strip

Car park
Solar panels
Solar panels
Apron
1
2
3
4
5
Terminal
Fire station
AFIS Tower

FATO
N17 38 40.14 W063 13 10.99
Elev: 111'

FT 0 100 200 300 400 500 600 700
M 0 50 100 150 200

CAUTIONS
1. Sudden drop off at each runway end. 2. Wind shear potential when the wind is from the south. 3. Observe published wind speed limitations. 4. High terrain south of rwy.

RWY/TWY WIDTH
RWY 64' 19.5m TWY 49' 15.0m

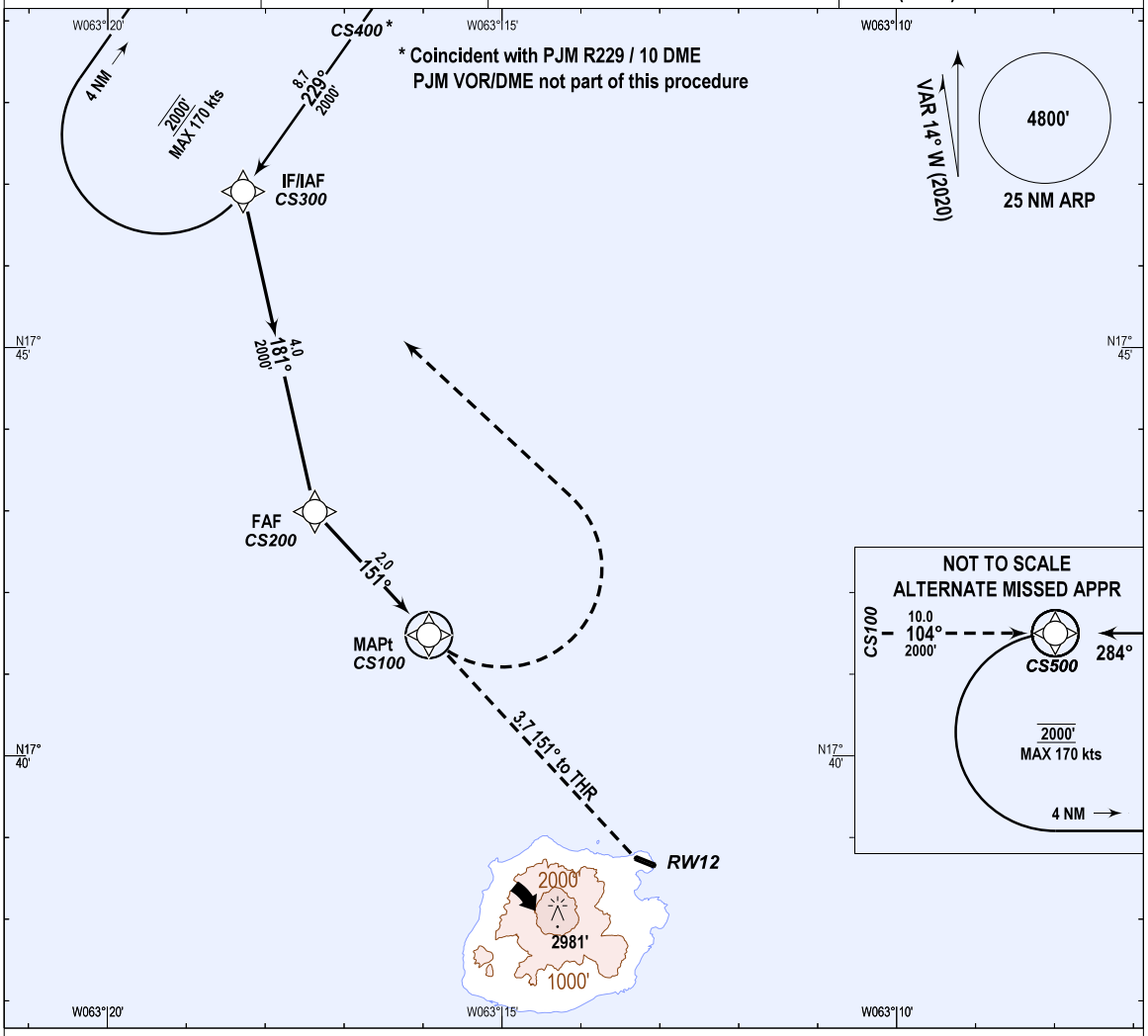
CHANGES: Runway magnetic bearing.

RWY	TORA	TODA	ASDA	LDA	START OF TORA/TODA/ASDA	POINT	ELEV	START OF LDA	POINT	ELEV	LIGHTING	BEARING
12	1315' 401m (a - d)	1315' 401m (a - d)	1315' 401m (a - d)	1142' 348m (b - d)	N17 38 45.78 W063 13 20.44	a	134'	N17 38 45.15 W063 13 18.75	b	131'	Approach lights, PAPI, runway edge	126°
30	1315' 401m (a - d)	1315' 401m (a - d)	1315' 401m (a - d)	1152' 351m (c - a)	N17 38 40.80 W063 13 07.87	d	107'	N17 38 41.39 W063 13 09.41	c	111'	Runway edge	306°

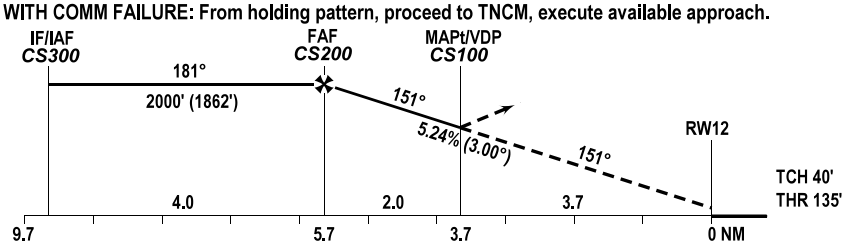
AERO INFO DATE 23 FEB 23

OPERATOR APPROVAL REQUIRED

INSTRUMENT APPROACH CHART - ICAO	AD ELEVATION: 138' TRANS LEVEL: FL65 TRANS ALT: 5000'	JULIANA APPR 128.95 (PRIMARY) JULIANA TWR 118.7 (SECONDARY) SABA AFIS 118.25	RNAV (GNSS) RWY 12 JUANCHO YRAUSQUIN APT SABA (TNCS)



MISSED APCH: Climbing left turn to 2000' direct CS300 and hold.
ALT MISSED APCH BY ATC: Climbing left turn to 2000' direct CS500 and hold.
MISSED APCH WITH COMM FAILURE: From holding pattern, proceed to TNCM, execute available approach.



OCA(H)	A	B		
LNAV	1350' (1212')	1350' (1212')		
Circling north side only	1350' (1212')	1350' (1212')		

GROUNDSPEED - DESCENT RATE						
KNOTS	70	90	100	120	140	160
FT/MIN	372	478	531	637	743	849

1. Caution: Observe published wind speed limitations.
2. GNSS required. DME/DME not authorized.
3. Visual descent point (VDP) is where LNAV OCA intersects 3°descent slope.
4. Bearings are magnetic, altitudes and elevation in feet, heights are relative to AD elevation, distance in NM.

Fly-over on demand reporting wpt

Fly-by on demand reporting wpt

CHANGES: Editorial.

AERO INFO DATE 07 OCT 21

TNCS RNAV (GNSS) RWY 12 APPROACH CODING TABLE											
Fix name	*Fix Type*	*Path Terminator*	*Fly-Over*	*Course* °M (°T)	*Dist NM*	*Turn Dir*	*Min alt Ft*	*Max KIAS*	*Mag Var*	*VPA°* (TCH Ft)	*RNP value*
From CS400											
CS400	Terminal	IF	-	-	-	-	+2000	-	+14.0	-	-
CS300	IF/IAF	TF	-	229 (214.86)	8.7	L	+2000	-	+14.0	-	1.0
CS200	FAF	TF	-	181 (167.45)	4.0	L	2000	-	+14.0	-	-
CS100	MAPt	TF	Y	151 (137.43)	2.0	L	-	-	+14.0	-3.00(40)	0.3
CS300	MAHF	DF	Y	-	-	-	2000	-	+14.0	-	1.0
Alternate missed approach											
CS100	MAPt	TF	Y	151 (137.43)	2.0	L	-	-	+14.0	-3.00(40)	0.3
CS500	MAHF	DF	Y	-	10.0	-	2000	-	+14.0	-	1.0

Fix name	Coordinates (WGS-84)
CS100	N17 41 28.90 W063 15 55.56
CS200	N17 42 59.47 W063 17 22.34
CS300	N17 46 54.67 W063 18 16.99
CS400	N17 54 02.99 W063 13 05.66
CS500	N17 41 28.62 W063 05 27.10

CHANGES: New chart.

AERO INFO DATE 23 JUL 15

TNCS AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

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TNCE AD 2.1 AERODROME LOCATION INDICATOR AND NAME

TNCE - F.D. ROOSEVELT AIRPORT

TNCE AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	*ARP coordinates and site at AD*	172946N 0625848W RWY midpoint
2	*Direction and distance from (city)*	032° magnetic (018° true) - 1 NM from Oranjestad
3	*Elevation / Reference temperature (Mean Low temperature)*	Elev: 34.1 M (112 FT) / T: 31° C (Mean Low T: NIL)
4	*Geoid undulation at AD ELEV PSN*	41.7 M (136.8 FT)
5	*MAG VAR / Annual change*	14° W (2020) / 0°3' W
6	*AD Administration, address, telephone, telefax, telex, AFS*	AD Administration: Executive Council of the Island of St. Eustatius Airport Manager F.D. Roosevelt Airport Concordia St. Eustatius, Dutch Caribbean Tel: (+599) 318-2887 Tel: Mobile: (+599) 3188183 Telex: (+599) 318-2887 or 318-2914
7	*Types of traffic permitted (IFR/VFR)*	IFR/VFR
8	*Remarks*	Reference Temperature: JUN - OCT. Aerodrome operates under VMC only.

TNCE AD 2.3 OPERATIONAL HOURS

1	*AD Administration*	1100 to 2100 UTC
2	*Customs and immigration*	AD OPR HRS
3	*Health and sanitation*	NA
4	*AIS Briefing Office*	NA
5	*ATS Reporting Office (ARO)*	Competent ATS unit: ARO TNCM
6	*MET Briefing Office*	NIL
7	*ATS*	1100 to 0100 UTC in VMC only
8	*Fuelling*	AD OPR HRS
9	*Handling*	AD OPR HRS
10	*Security*	1000 to 0100 UTC
11	*De-icing*	NA
12	*Remarks*	NIL

TNCE AD 2.4 HANDLING SERVICES AND FACILITIES

1	*Cargo-handling facilities*	AVBL
2	*Fuel / oil types*	Fuel: JET A, AVGAS 100 Oil: NIL
3	*Fuelling facilities/capacity*	Fuel truck
4	*De-icing facilities*	NIL
5	*Hangar space for visiting aircraft*	NIL
6	*Repair facilities for visiting aircraft*	Light aircraft only
7	*Remarks*	NIL

TNCE AD 2.5 PASSENGER FACILITIES

1	*Hotels*	Available in Oranjestad
2	*Restaurants*	Available in Oranjestad
3	*Transportation*	Taxis and rental cars
4	*Medical facilities*	First aid treatment hospital in Oranjestad
5	*Bank and Post Office*	Bank: Available in Oranjestad Post: Yes
6	*Tourist Office*	Available in Oranjestad
7	*Remarks*	NIL

TNCE AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	*AD category for fire fighting*	CAT 5
2	*Rescue equipment*	1 RIV, 2 Crash Tenders and 3 City Truckers at the airport.
3	*Capability for removal of disabled aircraft*	Crane on request
4	*Remarks*	NIL

TNCE AD 2.7 SEASONAL AVAILABILITY

1	*Types of clearing equipment*	NIL
2	*Clearance priorities*	NIL
3	*Use of material for movement area surface treatment*	NIL
4	*Specially prepared winter runways*	NIL
5	*Remarks*	NIL

TNCE AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	*Apron surface and strength*	*Designator*		*Surface*	*Strength*
		APRON		Asphalt	NIL
2	*Taxiway width, surface and strength*	*Designator of TWY*	*Width*	*Surface*	*Strength*
		TWY	15.0 M	Asphalt	PCN 15/F/B/W/T
3	*Altimeter checkpoint location and elevation*	Apron; 124 ft AMSL.			
4	*VOR checkpoints*	NIL			
5	*INS checkpoints*	NIL			
6	*Remarks*	NIL			

TNCE 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*	Taxiway guide lines
2	*RWY and TWY markings and LGT*	Runway and Taxiway markings and lights
3	*Stop bars and runway guard lights*	NIL
4	*Other runway protection measures*	NIL
5	*Remarks*	NIL

TNCE AD 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID / Designation	*OBST type*	*OBST position*	*ELEV/ HGT*	*Markings/ Type, colour*	*Remarks*
a	*b*	*c*	*d*	*e*	*f*
TNCE-0001	Red hazard light	172922.6N 0625922.0W	343.0 FT / NIL	NIL	NIL
TNCE-0002	Red hazard light	172940.7N 0625900.4W	721.0 FT / NIL	NIL	NIL
TNCE-0003	Red hazard light	173002.9N 0625900.4W	329.0 FT / NIL	NIL	NIL
TNCE-0004	Terrain	172900.0N 0625740.0W	1978.0 FT / NIL	NIL	NIL
TNCE-0005	ANTENNA	172850.5N 0625813.3W	931.0 FT / NIL	NIL	NIL
TNCE-0006	ANTENNA	172850.5N 0625847.3W	351.0 FT / NIL	NIL	NIL
TNCE-0007	ANTENNA	172901.8N 0625913.0W	236.0 FT / NIL	NIL	NIL
TNCE-0008	Terrain	172905.4N 0625826.3W	512.0 FT / NIL	NIL	NIL
TNCE-0009	Terrain	172943.7N 0625924.8W	767.0 FT / NIL	NIL	NIL
TNCE-0010	Terrain	173115.0N 0625950.0W	950.0 FT / NIL	NIL	NIL
In Area 3					
OBST ID / Designation	*OBST type*	*OBST position*	*ELEV/ HGT*	*Markings/ Type, colour*	*Remarks*
a	*b*	*c*	*d*	*e*	*f*
NIL					

TNCE AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	*Associated MET Office*	De Bilt, Royal Netherlands Meteorological Institute (KNMI)
2	*Hours of service* *MET Office outside hours*	H24
3	*Office responsible for TAF preparation* *Period of validity*	NIL
4	*Trend forecast* *Interval of issuance*	NA
5	*Briefing/consultation provided*	Briefing and consultation on request by telephone from Mo De Built (see #10).
6	*Flight documentation* *Language(s) used*	English
7	*Charts and other information available for briefing or consultation*	P,W
8	*Supplementary equipment available for providing information*	NA
9	*ATS units provided with information*	NIL

10	*Additional information (limitation of service, etc.)*	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 Meteorological antenna with two obstruction red lights is located 350 meters eastward from runway threshhold 06, and 125 meters north from runway centerline.

TNCE AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

RWY Designator	*TRUE BRG*	*Dimension of RWY (M)*	*Strength (PCN) and surface of RWY and SWY*	*THR coordinates RWY end coordinates THR geoid undulation*	*THR elevation and highest elevation of TDZ of precision APP RWY*
1	*2*	*3*	*4*	*5*	*6*
06	050.00°	1199 x 30	21/F/A/X/T Asphalt SWY: NIL	172933.98N 0625903.21W END: NIL GUND: NIL	THR: 39 m (129 ft) TDZ: NIL
24	230.00°	1199 x 30	21/F/A/X/T Asphalt SWY: NIL	172958.80N 0625831.86W END: NIL GUND: NIL	THR: 30 m (97 ft) TDZ: NIL

RWY Designator	*Slope of RWY-SWY*	*SWY dimensions (M)*	*CWY dimensions (M)*	*Strip dimensions (M)*	*RESA dimensions (M)*	*Location/ description of arresting system*	*OFZ*
1	*7*	*8*	*9*	*10*	*11*	*12*	*13*
06	NIL	NIL	NIL	1319 x 150	NIL	NIL	NIL
24	NIL	NIL	NIL	1319 x 150	NIL	NIL	NIL

RWY Designator	*Remarks*
1	*14*
06	NIL
24	NIL

TNCE AD 2.13 DECLARED DISTANCES

RWY Designator	TORA *(M)*	TODA *(M)*	ASDA *(M)*	LDA *(M)*	*Remarks*
1	*2*	*3*	*4*	*5*	*6*
06	1199	1199	1199	1199	NIL
24	1199	1199	1199	1199	NIL

TNCE 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*
1	*2*	*3*	*4*	*5*	*6*
06	SALS	Green	PAPI	NIL	NIL
24	NIL	Green	NIL	NIL	NIL

RWY Designator	*RWY edge LGT LEN, spacing colour INTST*	*RWY End LGT colour WBAR*	*SWY LGT LEN colour*	*Remarks*
1	*7*	*8*	*9*	*10*
06	60 M White	Red	NIL	NIL
24	60 M White	Red	NIL	NIL

TNCE AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	*ABN/IBN location, characteristics and hours of operation*	ABN: Aerodrome Beacon located on top of AFIS, signal lights colours are White and Green. Operational hours of Beacon: From sunset until the last schedule flight which is about 23.30 - 00.00 UTC and during poor visibility.
2	*LDI location and LGT Anemometer location and LGT*	NA NA
3	*TWY edge and centre line lighting*	Taxiway edge: TWY edge lights, Blue
4	*Secondary power supply/switch-over time*	Secondary power supply AVBL, automatic switch over <2 sec.
5	*Remarks*	NIL

TNCE AD 2.16 HELICOPTER LANDING AREA

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

TNCE AD 2.17 ATS AIRSPACE

Roosevelt ATZ		
1	Designation and lateral limits	Roosevelt ATZ Circular area centered on 172947N 0625846W within a 5 NM radius.
2	*Vertical limits*	2600 FT AMSL GND
3	*Airspace classification*	G
4	*ATS unit call sign Language(s)*	Roosevelt Information English
5	*Transition altitude*	5000 FT AMSL

6	*Hours of applicability*	NIL
7	*Remarks*	NIL

TNCE AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	*Callsign*	*Frequency*	*SATVOICE*	*Logon address*	*Hours of operation*	*Remarks*
1	2	3	4	5	6	7
Roosevelt Information	Roosevelt Information	118.100 MHZ	NIL	NIL	1100-0100 UTC in VMC only	NIL
		121.500 MHZ			1100-0100 UTC	

TNCE AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid MAG VAR CAT of ILS/MLS DECL	*ID*	*Frequency*	*Hours of operation*	*Site of trans-mitting anten-na coordinates*	*Elevation of DME transmitting antenna*	*Service volume radius from GBAS reference Point*	*Remarks*
1	*2*	*3*	*4*	*5*	*6*	*7*	*8*
NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL

TNCE AD 2.20 LOCAL AERODROME REGULATIONS

1 Area of responsibility

The area of responsibility of Aerodrome Flight Information Service within the Roosevelt 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 TNCE AD 2.17.

2 Flight Planning

A flight plan shall be submitted for any flight intended to be operated within Roosevelt 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 Helicopter operations

Helicopters are permitted HEMS flights BTN 0100 UTC-1100 UTC need permission from CAA-NL

Helicopters flights BTN vessels and airport need permission from CAA-NL.

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

9 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

10 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.

11 Ground to ground Communication failure

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

TNCE AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

TNCE 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.

TNCE AD 2.23 ADDITIONAL INFORMATION

NIL

TNCE AD 2.24 CHARTS RELATED TO AN AERODROME

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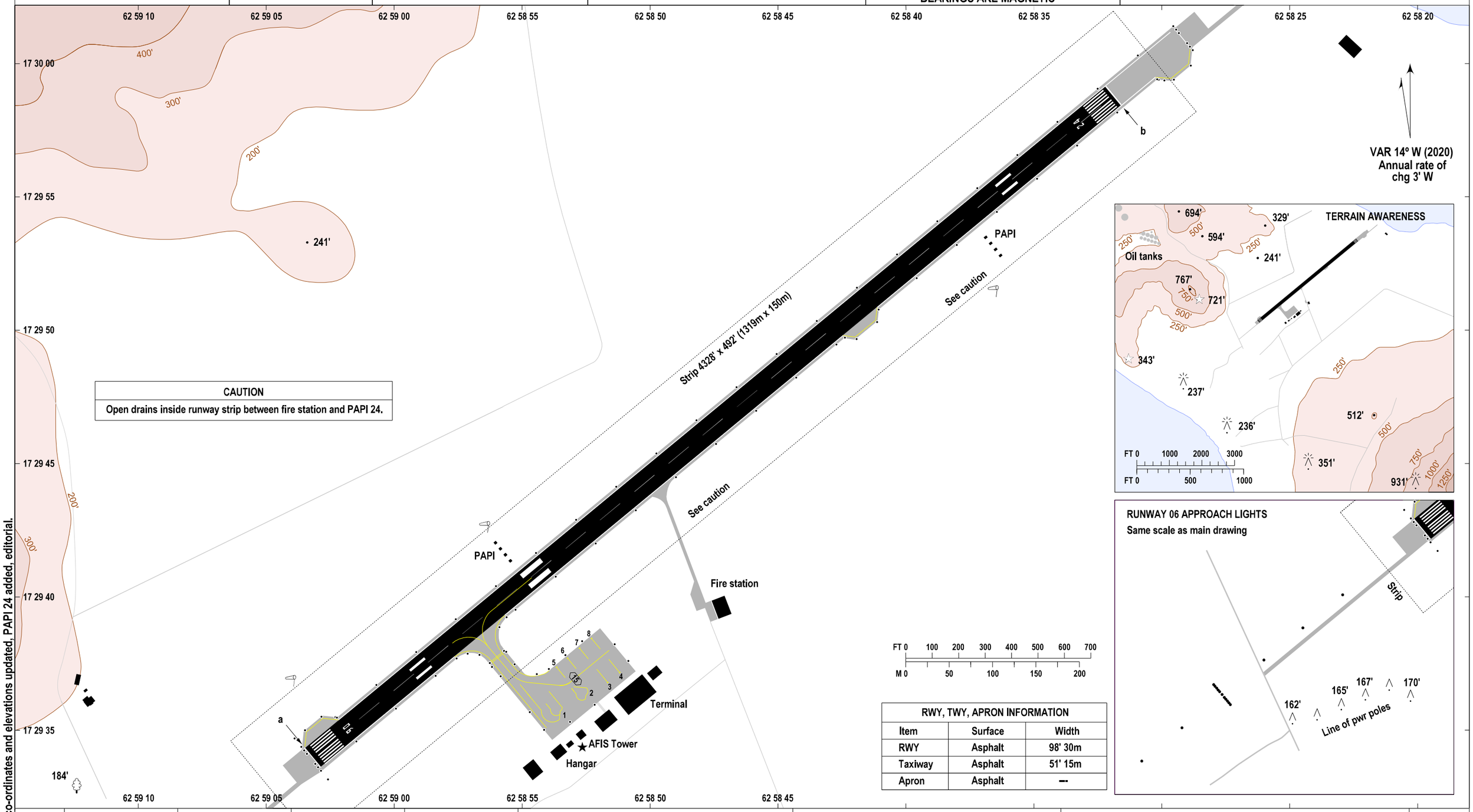
AERODROME CHART - ICAO	ARP: N 17 29 46.39 W 062 58 47.53	AERODROME ELEV: 112'	STATIA AFIS 118.10	DIMENSIONS IN FEET/METERS ELEVATIONS IN FEET BEARINGS ARE MAGNETIC	F D ROOSEVELT APT (TNCE) ST EUSTATIUS



RWY, TWY, APRON INFORMATION		
Item	Surface	Width
RWY	Asphalt	98' 30m
Taxiway	Asphalt	51' 15m
Apron	Asphalt	---

RWY	TORA	TODA	ASDA	LDA	START OF TORA/TODA/ASDA	POINT	ELEV	START OF LDA	POINT	ELEV	LIGHTING	BEARING
06	3934' 1199 m (a - b)	3934' 1199 m (a - b)	3934' 1199 m (a - b)	3934' 1199 m (a - b)	N 17 29 33.98 W 062 59 03.21	a	129'	N 17 29 33.98 W 062 59 03.21	a	129'	Approach lights, PAPI, runway end, runway edge	064`
24	3934' 1199 m (b - a)	3934' 1199 m (b - a)	3934' 1199 m (b - a)	3934' 1199 m (b - a)	N 17 29 58 58.80 W 062 58 31.86	b	97'	N 17 29 58 58.80 W 062 58 31.86	b	97'	PAPI, threshold, runway end, runway edge	244`

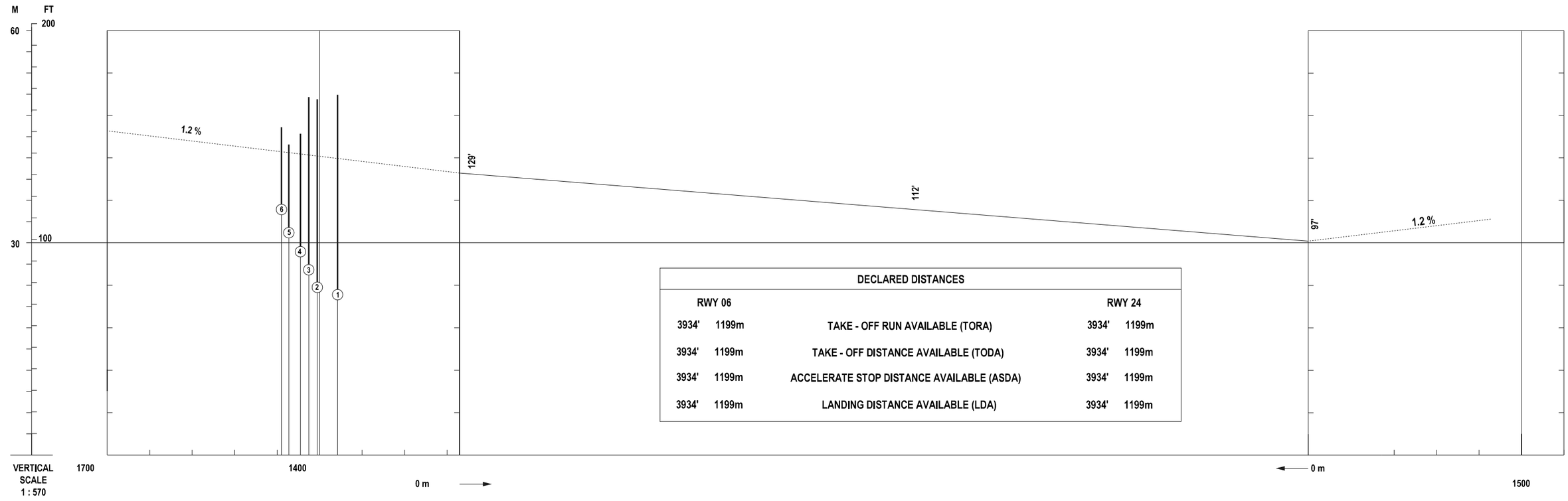
CHANGES: co-ordinates and elevations updated, PAPI 24 added, editorial.

AERO INFO DATE 30 NOV 23

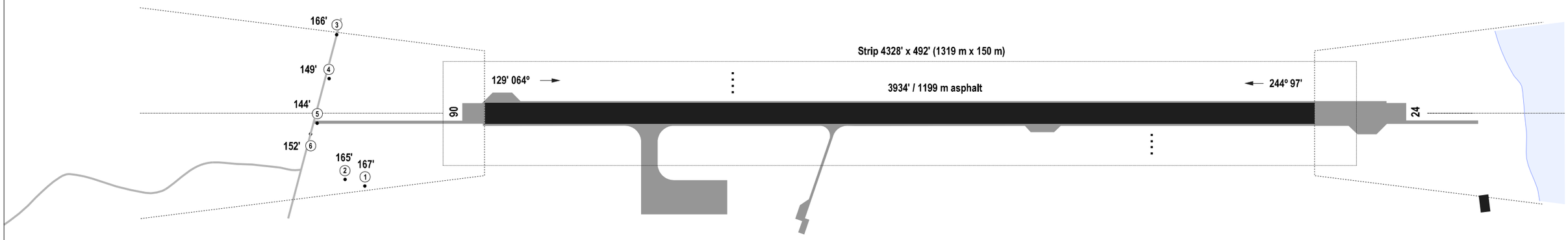
DIMENSIONS IN FEET / METERS
ELEVATIONS IN FEET

AERODROME OBSTACLE CHART - ICAO
TYPE A - OPERATING LIMITATIONS RWY 06 / 24

F D ROOSEVELT APT (TNCE)
ST EUSTATIUS



DECLARED DISTANCES					
RWY 06				RWY 24	
3934'	1199m	TAKE - OFF RUN AVAILABLE (TORA)		3934'	1199m
3934'	1199m	TAKE - OFF DISTANCE AVAILABLE (TODA)		3934'	1199m
3934'	1199m	ACCELERATE STOP DISTANCE AVAILABLE (ASDA)		3934'	1199m
3934'	1199m	LANDING DISTANCE AVAILABLE (LDA)		3934'	1199m



LEGEND	PLANVIEW
IDENTIFICATION NUMBER	①
POWER POLE, VEHICLE, FENCE	•
TREE	
ROAD	

MAGNETIC VARIATION: 14° W 2020
HORIZONAL SCALE - 1 : 5,700
ORDER OF ACCURACY - In accordance with ICAO standards

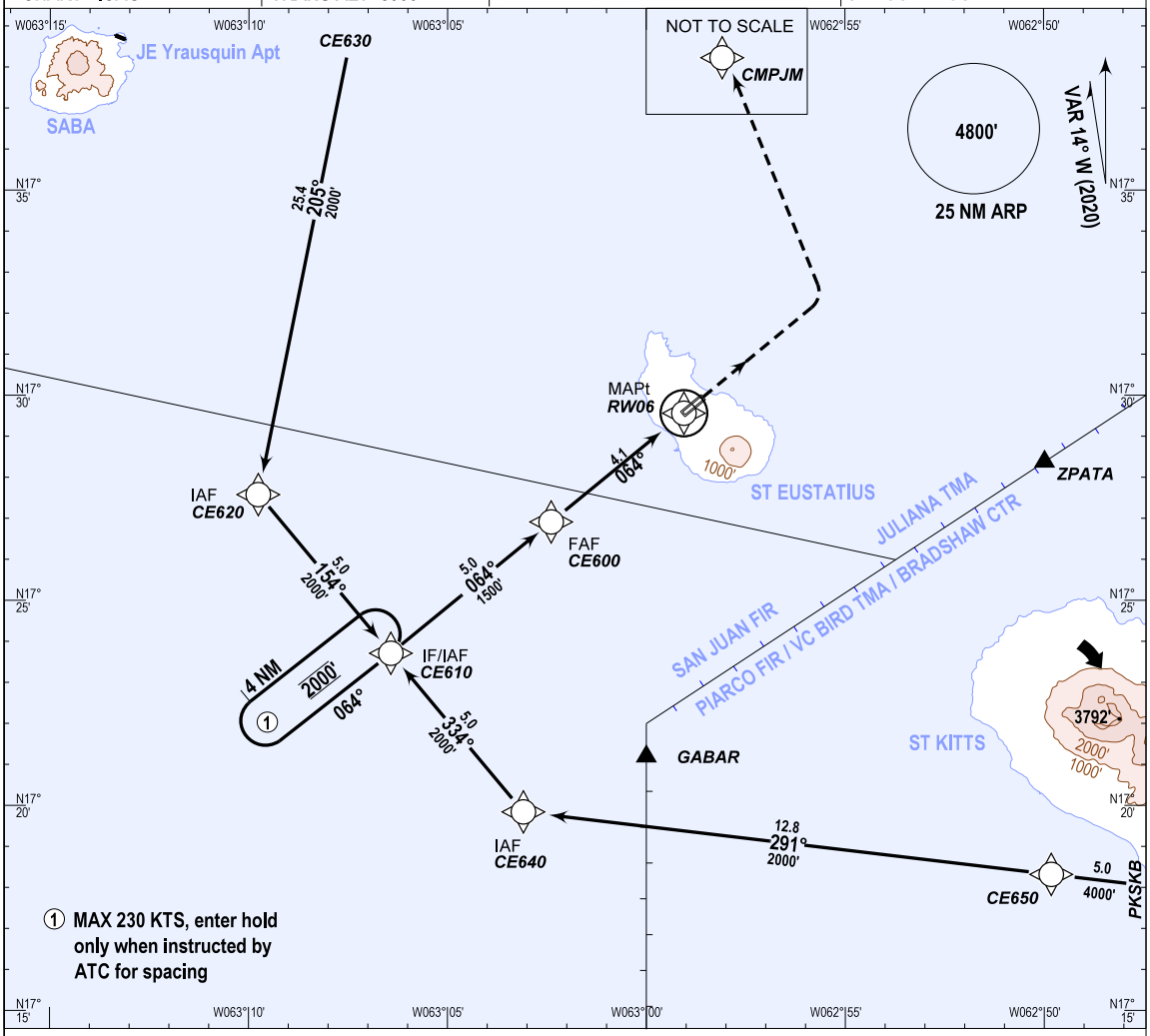
FEET 0 1000 2000 3000
METERS 0 500 1000

OBSTACLES DISPLAYED
① 167' POWER POLE
② 165' POWER POLE
③ 166' VEHICLE ON ROAD
④ 149' FENCE
⑤ 144' FENCE
⑥ 152' VEHICLE

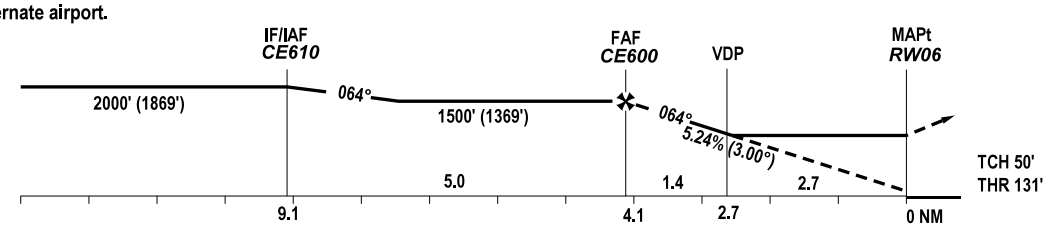
Changes: elevations updated, PAPI 24 added.

AERO INFO DATE 30 NOV 23

INSTRUMENT APPROACH CHART - ICAO	AD ELEVATION: 131' TRANS LEVEL: FL65 TRANS ALT: 5000'	JULIANA APPR 128.95 (PRIMARY) JULIANA TWR 118.7 (SECONDARY) STATIA AFIS 118.10	RNAV (GNSS) RWY 06 FD ROOSEVELT APT (TNCE) ST EUSTATIUS



MISSED APCH: Climb on rwy track to 2000', then climbing left turn to 3000' direct CMPJM, or as directed by ATC.
MISSED APCH WITH COMM FAILURE: Same as above. Reaching CMPJM execute available approach to TNCM or proceed to alternate airport.



OCA(H)	A	B	C
LNAV/VNAV	850' (719')	870' (739')	900' (769')
LNAV	1040' (909')	1040' (909')	1040' (909')
CIRCLING north side only	1250' (1119')	1250' (1119')	1350' (1219')

GROUNDSPEED - DESCENT RATE						
KNOTS	70	90	100	120	140	160
FT/MIN	372	478	531	637	743	849

CHANGES: Editorial.

1. GNSS required. DME/DME not authorized.
2. PJM VOR/DME is not part of procedure and is not required.
3. Visual descent point (VDP) is where LNAV OCA intersects 3°descent slope.
4. Bearings are magnetic, altitudes and elevation in feet, heights are relative to AD elevation, distance in NM.
5. Waypoint PKSKB is coincident with SKB NDB.
6. Waypoint CMPJM is coincident with PJM VOR.
7. Waypoint CE630 is coincident with PJM VOR R-180 10 DME.

Fly-over on demand reporting wpt
Fly-by on demand reporting wpt

AERO INFO DATE 07 OCT 21

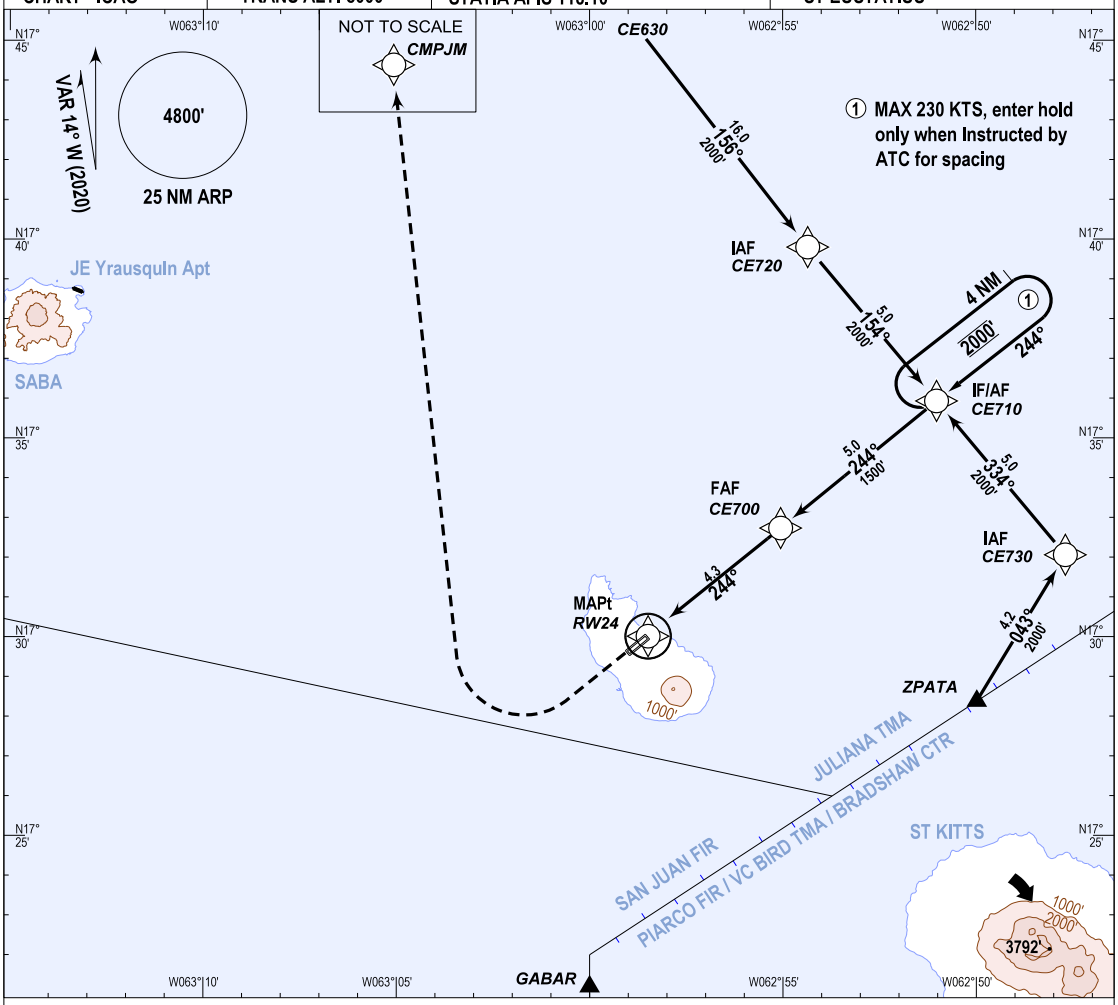
TNCE RNAV (GNSS) RWY 06 APPROACH CODING TABLE											
Fix name	*Fix Type*	*Path Terminator*	*Fly-Over*	*Course* °M (°T)	*Dist NM*	*Turn Dir*	*Min alt Ft*	*Max KIAS*	*Mag Var*	*VPA*° (TCH Ft)	*RNP value*
CE630 Arrival											
CE630	Terminal	IF	-	-	-	-	+2000	-	+14.0	-	-
CE620	IAF	TF	-	205 (191.30)	25.4	L	+2000	-	+14.0	-	1.0
CE610	IF/IAF	TF	-	154 (140.36)	5.0	L	2000	-	+14.0	-	1.0
PKSKB Arrival											
PKSKB	Terminal	IF	-	-	-	-	+4000	-	+14.0	-	-
CE650	Terminal	TF	-	291 (276.89)	5.0	-	+4000	-	+14.0	-	1.0
CE640	IAF	TF	-	291 (276.87)	12.8	R	+2000	-	+14.0	-	1.0
CE610	IF/IAF	TF	-	334 (320.40)	5.0	R	2000	-	+14.0	-	1.0
Intermediate, final, missed											
CE610	IF/IAF	IF	-	-	-	-	2000	-	+14.0	-	1.0
CE600	FAF	TF	-	064 (050.38)	5.0	-	1500	-	+14.0	-	1.0
RW06	MAPt	TF	Y	064 (050.40)	4.1	-	-	-	+14.0	-3.00 (50)	0.3
Climb to alt	Missed	VA	-	064 (050.42)	-	L	2000	-	+14.0	-	1.0
CMPJM	Missed	DF	-	-	-	-	+3000	-	+14.0	-	1.0

Fix name	Coordinates (WGS-84)
CE600	N17 26 54.94 W063 02 23.57
CE610	N17 23 42.80 W063 06 25.46
CE620	N17 27 34.79 W063 09 45.59
CE630	N17 52 32.71 W063 04 33.61
CE640	N17 19 50.75 W063 03 05.47
CE650	N17 18 19.07 W062 49 49.30
RW06	N17 29 33.96 W062 59 03.20
PKSKB*	N17 17 43.00 W062 44 38.00
CMPJM**	N18 02 17.22 W063 07 05.80
* Coincident with SKB NDB ** Coincident with PJM VOR	

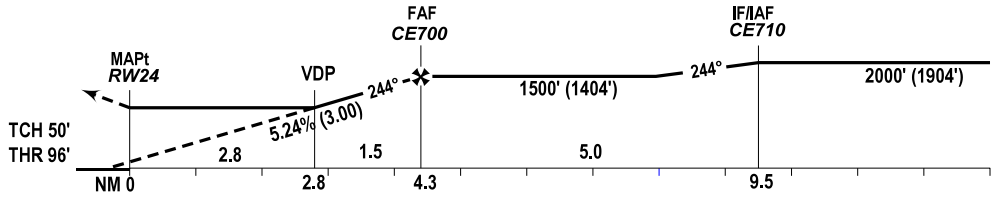
CHANGES: None.

AERO INFO DATE 28 MAR 19

INSTRUMENT APPROACH CHART - ICAO	AD ELEVATION: 131' TRANS LEVEL: FL65 TRANS ALT: 5000'	JULIANA APPR 128.95 (PRIMARY) JULIANA TWR 118.7 (SECONDARY) STATIA AFIS 118.10	RNAV (GNSS) RWY 24 FD ROOSEVELT APT (TNCE) ST EUSTATIUS



MISSED APCH: Climb on rwy track to 2000', then climbing right turn to 3000' direct CMPJM, or as directed by ATC.
MISSED APCH WITH COMM FAILURE:
Same as above. Reaching CMPJM execute available approach to TNCM or proceed to alternate airport.



OCA(H)	A	B	C
LNAV/VNAV	850' (754')	870' (774')	880' (784')
LNAV	1040' (944')	1040' (944')	1040' (944')
CIRCLING north side only	1250' (1119')	1250' (1119')	1350' (1219')

GROUNDSPEED-DESCENT RATE						
KNOTS	70	90	100	120	140	160
FT/MIN	372	478	531	637	743	849

1. GNSS required. DME/DME not authorized.
2. Visual descent point (VDP) is where LNAV OCA intersects 3°descent slope.
3. Bearings are magnetic,altitudes and elevation in feet, straight-in height relative to THR elev, circling height relative to AD elev, distance in NM.
4. Waypoint CMPJM is coincident with PJM VOR.
5. Waypoint CE630 is coincident with PJM VOR R-180 10 DME.

Fly-over on demand reporting wpt
Fly-by on demand reporting wpt

CHANGES: Editorial.

AERO INFO DATE 07 OCT 21

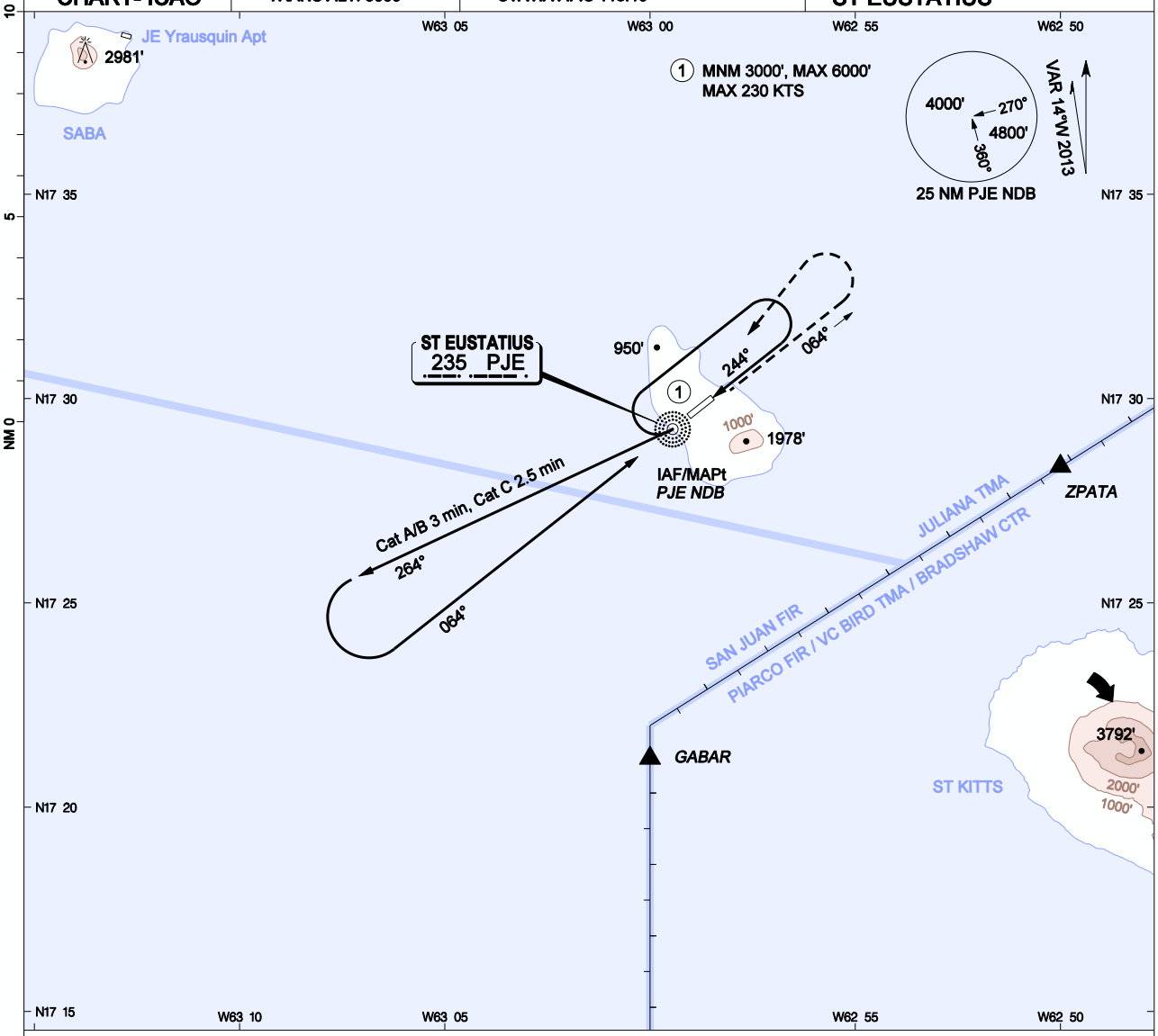
TNCE RNAV (GNSS) RWY 24 APPROACH CODING TABLE											
Fix name	*Fix Type*	*Path Terminator*	*Fly-Over*	*Course* °M (°T)	*Dist NM*	*Turn Dir*	*Min alt Ft*	*Max KIAS*	*Mag Var*	*VPA°* (TCH Ft)	*RNP value*
CE630 Arrival											
CE630	Terminal	IF	-	-	-	-	+2000	-	+14.0	-	-
CE720	IAF	TF	-	156 (142.47)	16.0	L	+2000	-	+14.0	-	1.0
CE710	IF/IAF	TF	-	154 (140.45)	5.0	R	2000	-	+14.0	-	1.0
ZPATA Arrival											
ZPATA	Terminal	IF	-	-	-	-	+2000	-	+14.0	-	-
CE730	Terminal	TF	-	043 (029.23)	4.2	L	+2000	-	+14.0	-	1.0
CE710	IF/IAF	TF	-	334 (320.49)	5.0	L	2000	-	+14.0	-	1.0
Intermediate, final, missed											
CE710	IF/IAF	IF	-	-	-	-	2000	-	+14.0	-	1.0
CE700	FAF	TF	-	244 (230.47)	5.0	-	1500	-	+14.0	-	1.0
RW24	MAPt	TF	Y	244 (230.45)	4.3	-	-	-	+14.0	-3.00 (50)	0.3
Climb to alt	Missed	VA	-	244 (230.43)	-	R	2000	-	+14.0	-	1.0
CMPJM	Missed	DF	-	-	-	-	+3000	-	+14.0	-	1.0

Fix name	Coordinates (WGS-84)
CE630	N17 52 32.71 W063 04 33.61
CE700	N17 32 44.09 W062 55 03.35
CE710	N17 35 55.85 W062 51 01.19
CE720	N17 39 48.14 W062 54 21.16
CE730	N17 32 03.51 W062 47 41.36
CMPJM*	N18 02 17.22 W063 07 05.80
RW24	N17 30 00.95 W062 58 29.17
ZPATA	N17 28 23.00 W062 49 59.00
* Coincident with PJM VOR	

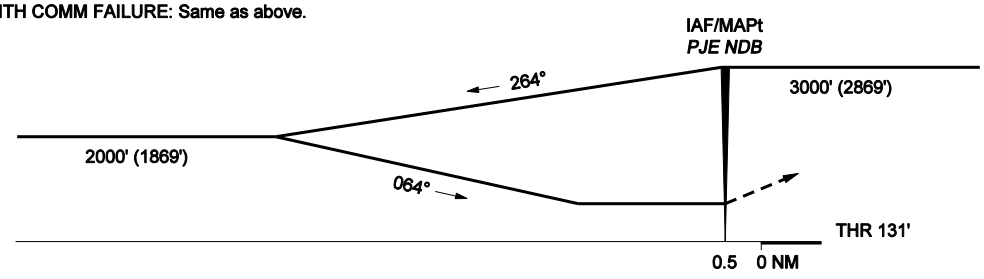
CHANGES: For ZPATA Arrival, CE710 fix type changed to IF/IAF.

AERO INFO DATE 07 NOV 19

INSTRUMENT APPROACH CHART- ICAO	AD ELEVATION: 131' TRANS LEVEL: FL65 TRANS ALT: 5000'	JULIANA APPR 128.95 (PRIMARY) JULIANA TWR 118.7 (SECONDARY) STATIA AFIS 118.10	NDB RWY 06 FD ROOSEVELT APT (TNCE) ST EUSTATIUS



MISSED APPROACH: Climb on rwy track to 3000', then left turn direct PJE NDB and hold. Execute another approach or proceed direct PJM VOR for any TNCM approach.
MISSED APPR WITH COMM FAILURE: Same as above.



OCA(H)	A	B	C
STRAIGHT-IN	1700' (1569')	1720' (1589')	1740' (1609')
CIRCLING north side only	1700' (1569')	1720' (1589')	1740' (1609')

1. Bearings are magnetic, altitudes and elevation in feet, heights are relative to AD elevation, distance in NM.

CHANGES: TIKAL changed to ZPATA, ZPATA coordinates.

AERO INFO DATE 28 MAR 19

TNCE AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

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