



AD 2 AERODROMES

TNCS

AD 2. AERODROME

TNCS AD 2.1 AERODROME LOCATION INDICATOR AND NAME

TNCS - JUANCHO E. YRAUSQUIN AIRPORT

TNCS AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat : 173843.330N Long : 0631314.070W Site : RWY midpoint
2	Direction and distance from city	070° magnetic (056° true) - 6 NM from the Bottom
3	Elevation/Reference Temperature	42M (138FT) / 31.0 °C
4	Geoid undulation at AD ELEV PSN	
5	MAG VAR/Annual change	-14 °(2013) -2
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 Telefax: 0115994162851
7	Types of traffic permitted (IFR/VFR)	VFR
8	Remarks	Reference Temperature: JUN-OCT. Aerodrome operates under VMC only. RESTRICTED TO VFR. Fixed Wing: Not open to public Heli flights: UDP only RESTRICTED VFR, not open for public use. Operations-Outside UDP are restricted only to specific operators, heli-exempted: Heli emergency flights, Coast guard-Guard - and Dutch military-Military flights.

TNCS AD 2.3 OPERATIONAL HOURS

1	AD Administration	1030-1830 UTC
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	H24
7	ATS	1100 UTC - sunset
8	Fuelling	NA
9	Handling	NA
10	Security	1030 UTC - sunset
11	De-icing	NA

12	Remarks	NIL	
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TNCS AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	NIL
2	Fuel/Oil types	NIL
3	Fuelling facilities/capacity	NIL
4	De-icing	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	Available in Windward side and The Bottom
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 and firefighting services will leave the airport for emergencies in the Villages.

TNCS AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

TNCS AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surface and strength	APRON : Type of surface: CONC
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2	Taxiway width, surface and strength	TWY Width: 15 M Type of surface: CONC Strength: Nil
3	ACL location and elevation	Beginning RWY 12; 138 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	Taxiway lines
2	RWY and TWY markings and LGT	RWY: displaced THR, touchdown, centerline, RWY designators, turning bay lines, temporary Heli Pad and Approach lighting, TWY: Taxiway lines, Ramp lights.
3	Stop bars	NA
4	Remarks	Holding point markings AVBL.

TNCS AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			In circling area and at AD		Remarks
1	2	3	4	5	6
RWY NR/Area	Obstacle type/Elevation	Coordinates	Obstacle type/Elevation	Coordinates	
affected	Markings/LGT		Markings/LGT		
a	b	c	a	b	
12	Terrain lighted windsock	201 ft 44.93N 63 13 22.39W	Terrain	536 ft	Never drift south of the extended center line RWY 12. During takeoff from RWY 30 make a right turn as soon as possible.
30	NIL		Lighted antenna	2981 ft	
			Lighted antenna	1756 ft	

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 Periods of validity	NIL	
4	Type of landing forecast Interval of issuance	NA	
5	Briefing / consultation provided	Briefing and consultation on request by telephone from MO De Bilt (see#10)	
6	Flight documentation Language(s) used	Charts, Reports, Forecasts English	
7	Charts and other information available for briefing or consultatio	P, W	
8	Supplementary equipment available for providing information	NA	
9	ATS units provided with information	Yrausquin AFIS, Juliana ATS	
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

Designations RWY NR	TRUE & MAG BRG	Dimension of RWY (M)	Strength(PCN) and surface of RWY and SWY	THR Coordinate/ (Beginning of paved surface)	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
RWY 12	112°	303 x 20	ASPH	173845.17N 0631318.74W	THR 41 m (135 ft)
RWY 30	292°	303 x 20	ASPH	173841.14N 0631309.24W	THR 35 m (115 ft)

Slope of RWY- SWY	SWY Dimensions (M)	CWY Dimensions (M)	Strip Dimension (M)	OFZ	Remarks
7	8	9	10	11	12
-2.1%	Nil		401 x 60		Nil
2.1%	Nil		401 x 60		The white "X" at each RWY end does not apply to T/O. These markings will be removed in the future. 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

RWY 12	401	401	401	303	Nil	<input checked="" type="checkbox"/>
RWY 30	401	401	401	303	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	RWY edge LGT LEN, spacing colour INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
RWY 12		GREEN	Nil			300 m 60 m WHITE	RED		Nil
RWY 30		GREEN	Nil			300 m 60 m WHITE	RED		Nil

TNCS AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: 2 Red obstacle lights on top of terminal building IBN: 24H
2	LDI location and LGT Anemometer location and LGT	LDI: None None
3	TWY edge and centreline lighting	Edge: 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	17 38 40.19N 063 13 11.69W
2	TLOF and/or FATO elevation M/FT	35 m / 115 ft
3	Coordinates TLOF or THR of FATO Geoid undulation	19 x 19 m (62 x 62 ft) Concrete
4	True and MAG BRG of FATO	NA
5	Declared distances available	NA
6	APP and FATO lighting	Heli Pad and Approach lighting for nighttime Medivacs only
7	Remarks	NIL

TNCS AD 2.17 ATS AIRSPACE

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

TNCS AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of Operation	Remarks
1	2	3	4	5
AFIS	Saba Information	118.25 MHZ	1100 UTC-sunset in VMC only	Nil
		121.50 MHZ	1100 UTC -sunset	Emergency frequency

TNCS AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR CAT of ILS/MLS (For VOR/ILS/ MLS, give declination)	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7

TNCS AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Airport regulations

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

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

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

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



the ramp.

2. Helicopter traffic -- limitation

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

Any request for approval of traffic shall contain the following information:

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

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

TNCS AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

TNCS AD 2.22 FLIGHT PROCEDURES

1. GENERAL

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

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

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

2. DEPARTURE PROCEDURES

2.1 Introduction

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

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

2.2 Start-up and taxi permission



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

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

2.3 Flights outside Yrausquin ATZ

2.3.1 General

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

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

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

2.3.2 En route clearance

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

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

2.3.3 Standard instrument departures

Not defined

2.3.4 ATC unit and COM channel after take-off

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

2.3.5 Communication failure

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



3. INSTRUMENT APPROACH PROCEDURES

3.1 Introduction

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

During initial and intermediate approach to Saba, radar services may be provided by Juliana APP.

Transfer of communication to Saba Information generally takes place before leaving controlled airspace, within the range of Saba Information.

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

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

3.2 Initial approach

3.2.1 Approach instructions

Approach instructions will be issued by Juliana APP, containing:

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

3.2.2 Transfer to Saba Information

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

3.3 Final approach procedure

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

3.4 Missed approach procedure (with or without communication failure)

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

3.5 Communication failure

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

TNCS AD 2.23 ADDITIONAL INFORMATION

Bird concentrations in the vicinity of the airport

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

As far as practicable, AFIS will inform pilots of this bird activity and the estimated heights AGL. Their presence shall also be advised by NOTAM.



During the above periods pilots of aircraft are advised, where the design limitations of aircraft installations permit, to operate landing lights in flight, within the terminal area and during take-off, approach-to-land and climb and descent procedures.