

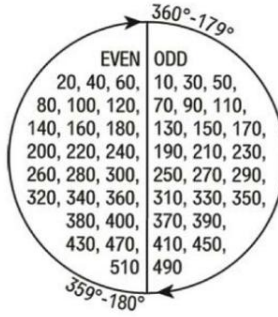
QUICK REFERENCE GUIDE VATSIM – TNCA / TNCB / TNCC

INTENDED FOR FLIGHT/ATC SIMULATION ONLY – NOT FOR OPERATIONAL USE

Version: 1.1 by Danny (CID 963639)

Updated: 24 Dec '25

TNCA – Beatrix Airport - ARUBA		TNCB – Flamingo Airport – BONAIRE		TNCC – Hato Airport - CURAÇAO	
Elevation	ADR 19m / 62ft RWY 11 3.5m / 11ft RWY 29 18.8m / 62ft	Elevation	ADR 7.4m / 24ft RWY 10 5.9m / 19ft RWY 28 6.0m / 20ft	Elevation	ADR 11.1m / 36ft RWY 11 9.8m / 32ft RWY 29 11.1m / 36ft
Runways	11 (BRG 115°) 29 (BRG 295°)	Runways	10 (BRG 104°) 28 (BRG 284°)	Runways	11 (BRG 114°) 29 (BRG 294°)
Transition Alt.	2500ft	Transition Alt.	2500ft	Transition Alt.	2500ft
Transition Lvl.	FL040	Transition Lvl.	FL040	Transition Lvl.	FL040
VOR/DME	BEA 113.8 (---- · ·-)	VOR/DME	PJB 115.0 (---- ---- ----)	VOR/DME	PJG 116.7 (---- ---- ----)
ILS/DME	RWY 11 IBE 108.7 (·- ---- ·) 115°			ILS/DME	RWY 11 IATO 111.9 (·- ·- - -) 114°
Airsapces & Operational Positions					
Beatrix	TNCA_APP	Curacao	TNCF_APP	Curacao	TNCF_APP
Approach	120.900	Terminal	119.800	Terminal	119.800
(Beatrix CTR)	SFC – FL065 (D)	(TMA Lower)	SFC – 2500FT (G)	(TMA Lower)	SFC – 2500FT (G)
		(TMA Lower)	2500FT – FL195 (E)	(TMA Lower)	2500FT – FL195 (E)
		(TMA Upper)	FL195 – FL245 (A)	(TMA Upper)	FL195 – FL245 (A)
Beatrix	TNCA_TWR	Curacao	TNCF_APP	Curacao	TNCF_APP
Tower	118.000	Terminal	119.800	Terminal	119.800
(Beatrix ATZ)	SFC – 2000FT (B)	(Flamingo CTR)	SFC – FL065 (D)	(Hato CTR)	SFC – 2000FT (C)
				(Hato CTR)	2000FT – FL065 (D)
Beatrix	TNCA_RMP	Flamingo	TNCB_TWR	Hato	TNCC_TWR
Apron	121.600	Tower	118.700	Tower	118.300
(Beatrix Apron)	Apron/Ramp	(Flamingo ATZ)	SFC – 2500FT (B)	(Hato ATZ)	SFC – 2000FT (B)
Operational Notes					
RWY 11 Dimension: 2828m x 45m TORA: 2828m TODA: 2828m ASDA: 2828m LDA: 2744m MA/GA: Runway Heading, ↑FL040 Circuits: Right hand pattern 1500FT			RWY 10 Dimension: 3057m x 45m TORA: 3057m TODA: 3197m ASDA: 3057m LDA: 2880m MA/GA: Runway Heading, ↑2500FT Circuits: Left hand pattern 1500FT		
RWY 29 Dimension: 2828m x 45m TORA: 2828m TODA: 2828m ASDA: 2828m LDA: 2802m MA/GA: Runway Heading, ↑FL040 Circuits: Left hand pattern 1500FT			RWY 28 Dimension: 3057m x 45m TORA: 2880m TODA: 3030m ASDA: 2880m LDA: 2880m MA/GA: Runway Heading, ↑2500FT Circuits: Right hand pattern 1500FT		
VFR Reporting points North: LIGHTHOUSE (6.9DME R356 from BEA) South: SIMON (6.0DME R201 from BEA) East: REFINERY (11.7DME R155 from BEA) - Initial climb is FL040 - TWY G is controlled by Tower , west of TWY C - Offer Intersection F dep. for all light Aircraft parked on the GA apron - Departures from RWY 11 to a Curaçao FIR boundary point not on a SID must fly the WALLP1F - Departures from RWY 29 to a Curaçao FIR boundary point not on a SID must fly the XUBAX1H			VFR Reporting points South: WILLEMSTOREN (9.7DME R227 from PJB) West: CRYSTAL (6.1DME R261 from PJB) West: SINT JORIS (33.2DME R278 from PJB) - Initial climb is FL240 - An intersection departure on Runway 10 via Taxiway B, C, D shall only be offered to aircraft with a wingspan less than 24m. (Class A & B) - Departures from RWY 10 to a Curaçao FIR boundary point not on a SID must fly the ITRIX1R - Departures from RWY 28 to a Curaçao FIR boundary point not on a SID must fly the ROGNA1T		
			RWY 11 Dimension: 3413m x 60m TORA: 3413m TODA: 3413m ASDA: 3413m LDA: 2578m MA/GA: Runway Heading, ↑2500FT Circuits: Right hand pattern 1500FT		
			RWY 29 Dimension: 3413m x 60m TORA: 3413m TODA: 3413m ASDA: 3413m LDA: 3413m MA/GA: Runway Heading, ↑2500FT Circuits: Left hand pattern 1500FT		
			VFR Reporting points North & West: CORAL (11.3DME R286 from PJG) South: BRIDGE (8.5DME R181 from PJG) East: SINT JORIS (13.1DME R129 from PJG) East: CRYSTAL (39.6DME R110 from PJG) West: VILLAS (3.6DME R260 from PJG) - Initial climb is FL240 - Offer Intersection B dep. for all light&medium Aircraft. - Departures from RWY 11 to a Curaçao FIR boundary point not on a SID must fly the AMIPU1K - Departures from RWY 29 to a Curaçao FIR boundary point not on a SID must fly the SATEX1M		

CRUISING ALTITUDES OVERVIEW	Clearance Delivery
(RVSM Levels FL290 – FL410) 	IFR clearances shall be given in the following order and consist of: - Cleared destination; - Departure (SID or departure instructions as coordinated with tower); - Runway; - Initial climb; - Transponder code; VFR aircraft shall be given aerodrome information in the following order and consist of: - Start-up approved; - QNH; - Current ATIS information [letter]; - Runway in use; - Transponder code;

Aircraft Wake Turbulence Separation			
DEPARTURES			
Lead / Trail	Light (L)	Medium (M)	Heavy (H)
Super (J)	3 min	3 min	3 min
Heavy (H)	2 min	2 min	
Medium (M)	2 min		
ARRIVALS / ENROUTE			
	HEAVY	MEDIUM	LIGHT
SUPER	9.3 km (5.0 NM)	13.0 km (7.0 NM)	14.9 km (8.0 NM)
HEAVY	7.4 km (4.0 NM)	9.3 km (5.0 NM)	11.1 km (6.0 NM)
MEDIUM			9.3 km (5.0 NM)
NOTE: when a wake turbulence restriction is not required, then separation reverts to surveillance separation minimum prescribed by the ATS authority			

Assigned Transponder Codes TNCA		
Flight Rules	Destination	SSR Range
IFR	International	3101 - 3127
IFR	Domestic (TNCA, TNCB, TNCC)	2101 - 2127
VFR	Domestic (TNCA, TNCB, TNCC)	1701 - 1727
TNCB		
Flight Rules	Destination	SSR Range
IFR	International	3161 - 3177
IFR	Domestic (TNCA, TNCB, TNCC)	2161 - 2177
VFR	Domestic (TNCA, TNCB, TNCC)	1761 - 1777
TNCC		
Flight Rules	Destination	SSR Range
IFR	International	3131 - 3157
IFR	Domestic (TNCA, TNCB, TNCC)	2131 - 2157
VFR	Domestic (TNCA, TNCB, TNCC)	1731 - 1757

Definitions of Runway Declared Distances

TORA - Takeoff Run Available

The runway length available and suitable for the ground run of an airplane taking off.

TODA - Takeoff Distance Available

The TORA plus any clearway, representing the distance available for takeoff and initial climb.

ASDA - Accelerate Stop Distance Available

The TORA plus any stopway, representing the distance available for an aircraft to accelerate and, if needed, stop safely.

LDA - Landing Distance Available

The runway length available and suitable for landing an aircraft.

Stopway

An area beyond the runway (included in ASDA) designed for stopping an aircraft during a rejected takeoff; not used for the takeoff run.

Clearway

An area beyond the runway (included in TODA) free of obstacles, used to provide additional distance for the aircraft's initial climb after takeoff; not used for the ground run.

