



BEATRIX AIRPORT ATC PROCEDURES

IVAO Netherlands Division

Table of Content

1. General Information

1.1. Beatrix International Airport

2. Controlling at AUA

2.1. FRA's

2.1.1. Beatrix

2.1.3. Curaçao

2.2. Sectorfiles and programs

~~2.2.1. IVAG~~

~~2.2.2. IVAG~~

2.2.3. Aurora

2.3. Coordination

2.3.1. Text coordination

2.3.2. Voice coordination

3. Airports informations

3.1. Parkings

3.1.1. General aviation

3.1.2. Main Apron

3.1.3. Cargo Area

3.1.2. Taxiways

3.1.3. Runways

4. Ground Management

4.1. Beatrix Apron Management Unit

4.1.1 Clearance Delivery

4.1.2. Airport Circuit

4.1.5. Handoffs

5. ATZ Management

5.1. Beatrix ATZ

5.1.1. Clearance Delivery

5.1.2. Airport Circuit

5.1.3. Special Areas

5.1.4. Handoffs

6. CTR Management

6.1. Beatrix CTR

6.1.1. Traffic management

6.1.2. Special Areas

6.1.3. Letters of agreement

6.1.4. Handoffs

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| Eyoniel Wawoe 354367 | Update of the document <ul style="list-style-type: none">• 2.2.1 / 2.2.1 strikeout | 14/07/2024 |

1. General Information

1.1. Beatrix International Airport

Beatrix airport (ICAO: TNCA, IATA: AUA), located on Aruba island. Handling IFR/VFR.

2. Controlling at AUA

2.1. FRA's

2.1.1. Beatrix

| POSITION | RATING |
|------------------|----------------------------|
| Beatrix Apron | ATC Applicant (AS1) |
| Beatrix Tower | Advanced ATC Trainee (AS3) |
| Beatrix Approach | Aerodrome Controller (ADC) |

2.1.3. Curaçao

| POSITION | RATING |
|--------------------------|----------------------------|
| Curaçao Control | Aerodrome Controller (ADC) |
| Curaçao (Lower) Control* | Chief ATC Instructor (CAI) |
| Curaçao (Upper) Control* | Chief ATC Instructor (CAI) |

*: On special occasions only or under AO Dep or div HQ authorization.

2.2. Sectorfiles and programs

2.2.3. Aurora

Our division is focused on this software, you can download and update your sectorfile directly in Aurora.

2.3. Coordination

2.3.1. Text coordination

You can do text coordination with other ATC's using the CommBox of your software, but we remind you that this solution is not the quickest and easiest to use while busy.

2.3.2. Voice coordination

You can and we recommend you to do voice coordination with other ATC's using our Discord server and using the appropriate channels, invitation links can be found on our website at nl.ivao.aero under the category "communication".

3. Airports informations

3.1. Parkings

Beatrix airport is used for many flight operations like GA, Commercial flights, Cargo flights.

3.1.1. General aviation

General Aviation apron and FBO is located at the south of the airport, the access is possible through the holding point F and E

3.1.2. Main Apron

The main apron is used for all the commercial flights coming to TNCA, gates 1, 3 and 7 shall be used for all the Heavy aircrafts, stands 20 to 24 shall be used for light and mediums commuters between ABC and the rest can be used for Light and Medium.

This apron is located at the North-Eastern part of the airport.

3.1.3. Cargo Area

The Cargo area is located on the Main Apron on the stands 11 to 17 along the taxiway K.

3.1.2. Taxiways

Beatrix has one taxiway along the runway named "G", and one alternate taxiway "K"

3.1.3. Runways

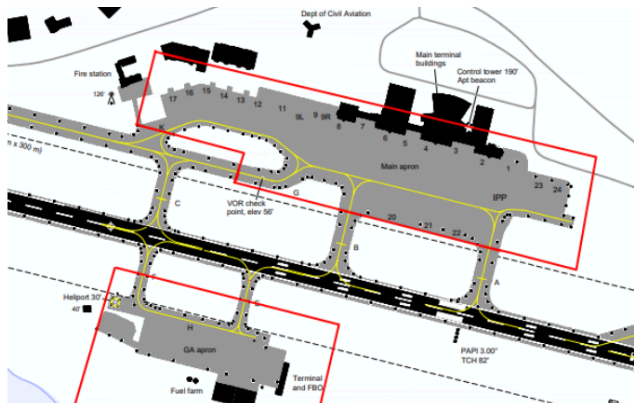
| RWY | QFU | DIMENSION | TORA | TODA | ASDA | LDA |
|------------|------------|------------------|-------------|-------------|-------------|------------|
| 11 | 104 | 2828 m x 45 m | 2803 | 2803 | 2803 | 2719 |
| 29 | 284 | | 2744 | 2744 | 2744 | 2719 |

Runway are designated by the winds, but the runway 11 is the preferential runway.

4. Ground Management

4.1. Beatrix Apron Management Unit

The Beatrix Apron area of responsibility is represented in red on this schema.



This area is managed by "Beatrix Apron" (TNCA_A_GND). Primary language is English, Spanish language can be used as secondary.

4.1.1 Clearance Delivery

Apron Management Unit is not able to give a clearance on it's own if an upper position is online, Apron Management Unit gives startup clearance upon upper position approval.

Clearances are usually given 10' before the off-block time.

Direct clearance shall be given under coordination with upper ATCs.

There exist RNAV and NON-RNAV SID, indicated on the charts.

VFR are cleared to VFR reporting fixes depending the direction :

- Northbound to "Lighthouse"
- Southbound to "Simon"
- Eastbound to "Refinery"

4.1.2. Airport Circuit

Both traffic circuits could be used on both runways, but left hand circuit is preferential on runway 11, right hand circuit is preferential on runway 29.

4.1.5. Handoffs

To the Tower or other upper position available, when the aircraft get out of the area of responsibility.

From the Tower or other upper position available, to the apron as soon as the traffic vacates the runway.

5. ATZ Management

5.1. Beatrix ATZ

The Beatrix ATZ is a class BRAVO airspace within 3 miles around Beatrix Airport center point from Surface to 2000ft AAL.

This airspace is managed by BEATRIX TOWER (TNCA_TWR)

Primary language is English, Spanish language can be used as secondary.

5.1.1. Clearance Delivery

Beatrix Tower shall transmit the clearances to Beatrix Apron.

Clearances are usually given 10' before the off-block time.

Direct clearance shall be given under coordination with upper ATCs.

There exist RNAV and NON-RNAV SID, indicated on the charts.

5.1.2. Airport Circuit

Both traffic circuits could be used on both runways, but left hand circuit is preferential on runway 11, right hand circuit is preferential on runway 29.

5.1.3. Special Areas

All TNP are SFC/2500ft.

5.1.4. Handoffs

To the Upper control position when the aircraft is airborne for IFR's.

When leaving the ATZ for VFR.

6. CTR Management

6.1. Beatrix CTR

The Beatrix CTR are class DELTA airspace from 2000ft/FL65.

This airspace is managed by BEATRIX APPROACH (TNCA_APP).

Primary language is English, Spanish language can be used as secondary.

Even if the upper limit is FL65, in application BEATRIX APPROACH provides service up to FL140 with class D airspace rules.

6.1.1. Traffic management

Pilots are vectored or monitored on their assigned procedures by ATC.

6.1.2. Special Areas

All TNP are SFC/2500ft

TNR-4 "Vader-Piet" is active by NOTAM and is SFC/NOTAM

6.1.3. Letters of agreement

BEATRIX APPROACH is subject to LOA's with HATO RADAR, CURACAO ACC and MAIQUETIA ACC. Informations can be found at nl.ivao.aero

6.1.4. Handoffs

When cleared FL140 and out of conflict to the upper control position.

Southbound departures shall be transferred to SVZM ACC instead of TNCF ACC.

Flights to HATO shall be transferred when reaching 25Nm of PJG, if HATO is offline transfers shall be done to TNCF ACC or UNICOM when aircraft reach airspace boundaries.