



HATO AND FLAMINGO AIRPORT ATC PROCEDURES

IVAO Netherlands Division

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1. General Information

1.1. Hato International Airport

Hato airport (ICAO: TNCC, IATA: CUR), located on Curaçao island.

Handling IFR/VFR including Coastguard ops and military USAF traffics flying GAT.

1.2. Flamingo International Airport

Flamingo Airport (ICAO: TNCB, IATA: BON), located on Bonaire island.

Handling IFR/VFR.

2. Controlling at CUR/BON

2.1. FRA's

2.1.1. Hato

POSITION	RATING
Hato Tower	Advanced ATC Trainee (AS3)
Hato Radar	Aerodrome Controller (ADC)

2.1.2. Flamingo

POSITION	RATING
Flamingo Tower	ATC Applicant (AS1)

2.1.3. Curaçao

POSITION	RATING
Curaçao Control	Approach Controller (APC)
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 xc.ivao.aero under the category "communication".

3. Airports informations

3.1. Hato International

3.1.1. Parkings

Hato airport is used for many flight operations like GA, Commercial flights, Cargo flights, SAR operations, military operations.

3.1.1.1. General aviation

General Aviation apron is located at the east of the airport, along taxiway A, under holding point D. This apron is used for all the GA coming at Hato and for some long duration parking.

The aeroclub apron is used for most of the based General Aviation traffics and is located at the east of the General Aviation apron.

3.1.1.2. Commercial Apron

The commercial apron is used for all the commercial flights coming to TNCC, gates 1 to 4 shall be used for all the Medium aircrafts and gates 5 to 6 for Heavy aircrafts, gates 6L and 6R can be used independently for 2 Medium Aircrafts.

This apron is located along taxiway A between holding points C and D.

3.1.1.3. Commuter Apron

The commuter apron is used for all the Light aircrafts performing commuter flights between ABC or for other Light aircrafts performing commercial flights.

This apron is located under holding point C, containing stand 7 to 12.

3.1.1.4. Cargo Apron

The cargo apron is used for all the cargo flights coming to TNCC.

This apron is located next to the commuter apron, and contains gates 14 to 16.

3.1.1.5. Coastguard Apron

The coastguard apron is used by the **Dutch Caribbean Coastguard only**. This apron is located at the west of the airport.

3.1.1.6. USAF Apron

The USAF apron is used by the **US AIR FORCE or military aircrafts only**. This apron is located at the west of the airport.

3.1.2. Taxiways

Hato has one taxiway along the runway named "A", the holding point of the beginning of runway 11 is called "A WEST", and the holding point of the beginning of runway 29 is called "A EAST".

3.1.3. Runways

RWY	QFU	DIMENSION	TORA	TODA	ASDA	LDA
11	111	3413 m x 60 m	3413	3413	3413	2578
29	293		3413	3413	3413	3413

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

3.2. Flamingo International

3.2.1. Parkings

Flamingo airport has mainly commuter flights from Divi-Divi Air & ZAir added to some long-haul arrivals from the Netherlands.

3.2.1.1. General Aviation Apron

The general aviation apron of Flamingo is located at the west and is reachable via Holding points A and B, he gathers all the private flights coming to Bonaire.

3.2.1.2. Main Apron

Used by all commercial flights using light and medium aircraft, this apron is located at the centre of the airport, reachable via holding points C and D.

3.2.1.3. Wide Body Apron

This apron is used by all the aircraft with a greater wingspan than 36 meters.

3.1.2. Area of circulation

Aircrafts are taxiing from their parking position to their assigned holding-point, if required they can request to backtrack the runway to use the full runway length.

3.1.3. Runways

RWY	QFU	DIMENSION	TORA	TODA	ASDA	LDA
10	103	3057 m x 45	3057	3197	3057	2880
28	283	m	2880	3030	2880	2880

Runway are designated by the winds, the runway 10 is the preferential

4. ATZ Management

4.1. Hato ATZ

The Hato ATZ is a class BRAVO airspace within a 10NM radius around Hato Airport center point from Surface to 2000ft AAL.

This airspace is managed by HATO TOWER (TNCC_TWR).

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

4.1.1. Clearance Delivery

Clearances are usually given during taxi, at the earliest 10' prior engine start-up or taxi.

Direct clearance shall be given under coordination with upper ATCs.

All the SID's are RNAV, NON-RNAV traffic should receive vector clearance to intercept their airway. VFR are cleared to N/S/W/E boundary of the CTR depending on their destination.

4.1.2. Airport Circuit

The circuit is mandatory left-hand if runway 11 is in use. The circuit is mandatory right-hand if runway 29 is in use.

4.1.3. Special VFR

Special VFR flights are approved upon ATC approval if these conditions are met:

- The ground visibility is not less than 1500 m
- Separation is effected between IFR and SVFR flights
- Separation is effective between SVFR flights

Note: SVFR flights are prohibited between Sunset and Sunrise but keep in mind that some pilots are simulating daylight conditions.

4.1.4. Special Areas

All TNP are SFC/2500ft, except TNP14 SFC/900ft and TNP8 SFC/400ft

4.1.5. Handoffs

To the Upper control position when the aircraft passes 1500ft for IFR's. When leaving the ATZ for VFR's.

4.2. Flamingo ATZ

The Flamingo ATZ is a class BRAVO airspace within 5 miles around Bonaire Airport center point from Surface to 2500ft AAL.

This airspace is managed by FLAMINGO TOWER (TNCB_TWR) Primary language is English, Spanish language can be used as secondary.

4.2.1. Clearance Delivery

Clearances are given before taxi, at the earliest 10' prior engine start-up or taxi.

Direct clearance shall be given under coordination with upper ATCs.

All the SID's are RNAV, NON-RNAV traffic should receive vector clearance to intercept their airway. VFR are cleared to N/S/W/E boundary of the CTR depending on their destination.

4.2.2. Airport Circuit

The circuit is mandatory right-hand if runway 10 is in use. The circuit is mandatory left-hand if runway 28 is in use.

4.2.3. Special Areas

The Airport is surrounded by TNP-1/11 at the north SFC/6000ft and SFC/2500ft, and by TNP-2 at the south SFC/6000ft.

4.2.4. Handoffs

To the Upper control position when the aircraft pass 1500ft for IFR's. When leaving the ATZ for VFR's.

5. CTR Management

4.1. Hato and Flamingo CTR

The Hato and Flamingo CTR are class DELTA airspace from SFC/2000ft and class C from 2000ft/FL65. These airspaces are managed by HATO RADAR (TNCC_APP).

Primary language is English, Spanish language can be used as secondary. Even if the upper limit is FL65, in application HATO RADAR provides service up to FL140 with class C airspace rules.

4.1.1. Traffic management

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

4.1.2. Special Areas

All TNP are SFC/2500ft

TNR-3 "WACAO" is active by NOTAM and is SFC/NOTAM

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