



# PRINCESS JULIANA AIRPORT ATC PROCEDURES

IVAO Netherlands Division

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# Authors and contributors

Author/Contributor	Add	Date
Arthur Wdowiak 484906	Creation of the document	26/11/2020
Eyoniel Wawoe 354367	Update of the document <ul style="list-style-type: none"><li>• 2.2.1 / 2.2.1 <del>strikeout</del></li></ul>	14/07/2024

# 1. TMA Airports Informations

## 1.1. Princess Juliana International Airport

Princess Juliana airport (ICAO: TNCM, IATA: SXM), located on Sint-Maarten island (Dutch part) (Lesser Antilles).

Handling IFR/VFR.

## 1.2. Saint-Barth Gustaf III Airport

Gustaf III Airport (ICAO: TFFJ, IATA: SBH), located on Saint-Barthelemy island (Lesser Antilles).

Handling VFR traffic ONLY ( Responsible division is FR), Flight information service only.

## 1.3. Grand-Case Espérance Airport

Grand-Case Airport (ICAO: TFFG, IATA: SFG/CCE), located on Sint-Maarten island (French part) (Lesser Antilles).

Handling VFR traffic ONLY ( Responsible division is FR), Flight information service only.

## 1.4. Juancho E. Yrausquin Airport

Juancho E. Yrausquin Airport (ICAO: TNCS, IATA: SAB), located on Saba island (Lesser Antilles).

Handling VFR traffic ONLY, Flight information service only.

## 1.5. F. D. Roosevelt Airport

Juancho E. Yrausquin Airport (ICAO: TNCE, IATA: EUX), located on Sint-Eustatius "Statia" (Lesser Antilles).

Handling VFR traffic ONLY, Flight information service only.

## 1.6. Clayton J. Lloyd International Airport

Clayton J. Lloyd International Airport (ICAO: TQPF, IATA: AXA), located on Anguilla (Lesser Antilles). Handling IFR/VFR. (Responsible division is XU)

## 2. Controlling in Juliana TMA

### 2.1. FRA's

#### 2.1.1. Juliana

POSITION	RATING
Juliana Delivery	Advanced ATC Trainee (AS3)
Juliana Tower	Aerodrome Controller (ADC)
Juliana Approach	Approach Controller (APC)

#### 2.1.3. San Juan\*

POSITION	RATING
San Juan Center	Aerodrome Controller (ADC)
San Juan Center South (Sector 8/2)	Aerodrome Controller (ADC)

\*San Juan Center is **NOT** under the NL division, however, our members have the possibility to pass an US GCA for San Juan Center, contact NL-AOC for more information.

## 2.2. Sectorfiles and softwares

#### 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](http://nl.ivao.aero) under the category "communication".

## 3. Airports informations

### 3.1. Parkings

Princess Juliana airport covers many different operations like passenger, cargo, business ,general aviation, etc ...

#### 3.1.1. General aviation

GA parkings are present at the East and West Apron and F Apron.

#### 3.1.2. Passenger aprons

A, B and C apron carry all the passenger flights of Princess Juliana.

- A Apron: This apron is equipped with jetways linked to the terminal, gates A1 and A2 carry aircraft up to category H, A3, A4 carry only up to category M.

- B Apron: This apron is used for both cargo and passenger operations, stand B1 carry aircraft up to category H, the other carry only up to category M.

B4 and B5 works sometimes like an apron for business jet

#### 3.1.3. Cargo Area

Cargo flights are operated on the B apron, for some exceptional flights B4/B5 is used as one parking stand.

**TO BE USED FOR SIMULATION USE ONLY**

### 3.1.2. Taxiways

The main taxiway is named "APRON" and allow pilots to taxi to A, B, C, D, E intersections

### 3.1.3. Runways

RWY	QFU	DIMENSION	TORA	TODA	ASDA	LDA
10	96	2300 m x 45 m	2300	2360	2300	2200
28	276		2200	2260	2200	2200

The runway 10 is used at all times for take off and landing operations, even if the winds are not favorable due to the terrain and the impossibility for aircraft up to CAT B to land on runway 28.

The runway 28 can be used on request by pilots and at the ATC discretion, this runway can be also used for landings of light aircraft of the category A and B **ONLY**.

## 4. Ground management

### 4.1. Clearance Delivery

Clearance are issued by "Juliana Delivery" connected as TNCM\_DEL, clearance can be given by the published SID and their transition, but are most of the time given on the following format in real :

Let's consider that DAL785 have filed this route in his FPL : "BOPAT2 JUICE B520 STT RTE6 SJU ACONY LETON L451 JAINS PITRW STOCR3"

"DAL785 Cleared to Charlotte via B520 to Saint-Thomas VOR (STT) then flight plan route, climb 5000ft squawk code 6632"

On the highlighted part of the clearance, you can see that we are re-clearing the pilot via PJM B520 STT and the rest of the clearance still normal.



After the departure, the pilot will be instructed to fly a heading (usually Heading 180) then will be cleared direct to the Juliana TMA boundary waypoint (in our example it would be DCT JUICE).

These clearances can be used for RNAV-equipped aircraft and Conventional IFR flights, the difference will be that instead of a DCT [Boundary WPT] the pilot will be vectored to intercept B520.

Here is a list of “Airway clearance” as they are given in real-life:

<b>AIRWAY</b>	<b>BOUNDARY WPT</b>	<b>DEST WPT</b>	<b>INIT CLB</b>
B520	JUICE	STT Saint-Thomas VOR	By ATC
R760	GOUDA	COY Saint-Croix VOR	By ATC
M576	DANDE	DANDE	By ATC
A517	ZPATA (ZAPATA)	ZPATA (ZAPATA)	By ATC
B520	ELOPO	ELOPO	By ATC
M576	MNOLO (MONOLO)	MNOLO (MONOLO)	By ATC
L461	TRNKY (TRUNKEE)	TRNKY (TRUNKEE)	By ATC
A369	SLUGO	SLUGO	By ATC

## 4.2. Ground Management

Juliana Ground position doesn't exist, that means that Juliana Tower (TNCM\_TWR) manages the ground movements.

Heavy aircraft category should taxi via intersection C and backtrack the runway due to their wingspan and jet blast, that means that you should anticipate the movement of that types of aircraft by coordinating with upper ATC's to maintain a fluid traffic flow at the airport.

## 4.3. Handoffs

After receiving their clearance from JULIANA DELIVERY, pilots contact JULIANA TOWER for their push and start or taxi clearance.

## 5. CTR Management

### 5.1. Juliana CTR

The Juliana CTR is a class Charlie airspace from SFC/FL55. This airspace is managed by JULIANA TOWER (TNCM\_TWR). Language is English.

### 5.2. FR-TAR1

The FR-TAR1 is a class Golf restricted area from SFC/2600ft.

This airspace is managed by GRAND CASE INFORMATION (TFFG\_I\_TWR).

Language is French/English.

When GRAND CASE INFO is not connected, this area is the responsibility of TNCM\_TWR in English language.

This airspace stands there to create a corridor with FR-TAR1 and FR-TAR2 between Grand Case and St Barth, any other flights can cross this corridor below 2600ft.

### 5.3. Handoffs

Departing IFR are transferred to the APP after the completion of the right turn or passing 1000ft for departures out of runway 28.

Other VFR's flights are transferred to the next stations (CJ Lloyd Tower, Grand Case Info, St-Barth Info, Saba Info) when reaching the CTR boundaries.

## 6. TMA Management

### 6.1. Princess Juliana Airport

#### 6.1.1. Traffic management

Separation Minima between IFR arrivals is 4 minutes or 15 Nautical Miles. Departures are vectored to their boundary waypoint and cleared to the FL150.

#### **6.1.4. Handoffs**

When established on their assigned approach traffics are transferred to the towers or AFIS (CJ. Lloyd Tower, Juliana Tower, Grand Case Information, St-Barth Information, Roosevelt Information).

Departing traffic to the NORTH, SOUTH and WEST should be transferred to San Juan Center, traffic to the EAST should be transferred to Piarco Control if their cruise level will be above FL245, otherwise they should be transferred to VC. Bird Approach.