

AUA-TNCA

1-10

AOI

GENERAL

Operational Hours

ATS Hours: 1100-0400

AD ADMIN Hours: Office hours

Airport Information

RFF: CAT 9

Fuel: H24

PCN: RWY 11/29: 68/F/A/W/T

Operation

Traffic Note

All commercial ACFT, including cargo ACFT, need prior clearance/slot-times from Aruba Airport Authority. No clearance/slot-times will be given for cargo flights on SAT and SUN between 1400-2359. Traffic not adhering to the slot-time, will be diverted to ALTN. This clearance/slot-times shall be obtained at least 7 days in advance by the Aruba Airport Authority

TWY Restriction

TWY E, F, H, K width 18m / 59ft.

Taxi/Parking

After LDG and leaving TWY contact Beatrix APN and adhere instructions received.

AMU (Apron Management Unit) responsible for all movements on N or S APN.

Do not use reverse thrust on APN including all stands.

Marshaller is mandatory.

All DEP shall cross DEP end before turning.

Warnings

Avoid overflying oil refinery/installation below 2500ft is prohibited.

Skydiving from SR-SS, bearing 5.8NM on R348 of BEA VOR/DME.

Birds in vicinity of AD.

ARRIVAL

Arrival Procedure

VFR Traffic Pattern: RWY 11 right-hand circuit.

DEPARTURE

Take-off Minima

| RWY | | 11/29 | |
|----------|-----------|----------|---------|
| All ACFT | ft - m/km | 0 - 400V | HJ only |
| | | 0 - 800V | HN |

Communication

COM Failure: If COM-failure during contact with Beatrix APN, remain on TWR FREQ.

AUA-TNCA

1-20

AOI

DEPARTURE

Departure Procedure

Start-up/Pushback

REQ start-up CLR 10min prior to off-block time via Apron FREQ.

Noise Abatement Procedure

All ACFT certified in accordance with Chapter 2 ICAO Annex 16 VOL.1, departing RWY 11 must maintain RWY heading for at least D6 from BEA VOR or climb to 2500ft, whichever comes first, before turning left or right on course. Avoid SUA R4, when active.

Warnings

RWY 11: DEP shall exercise extreme caution to avoid entering area TN R4.

Effective 09-NOV-2017

Aruba Aruba Oranjestad Reina Beatrix Intl

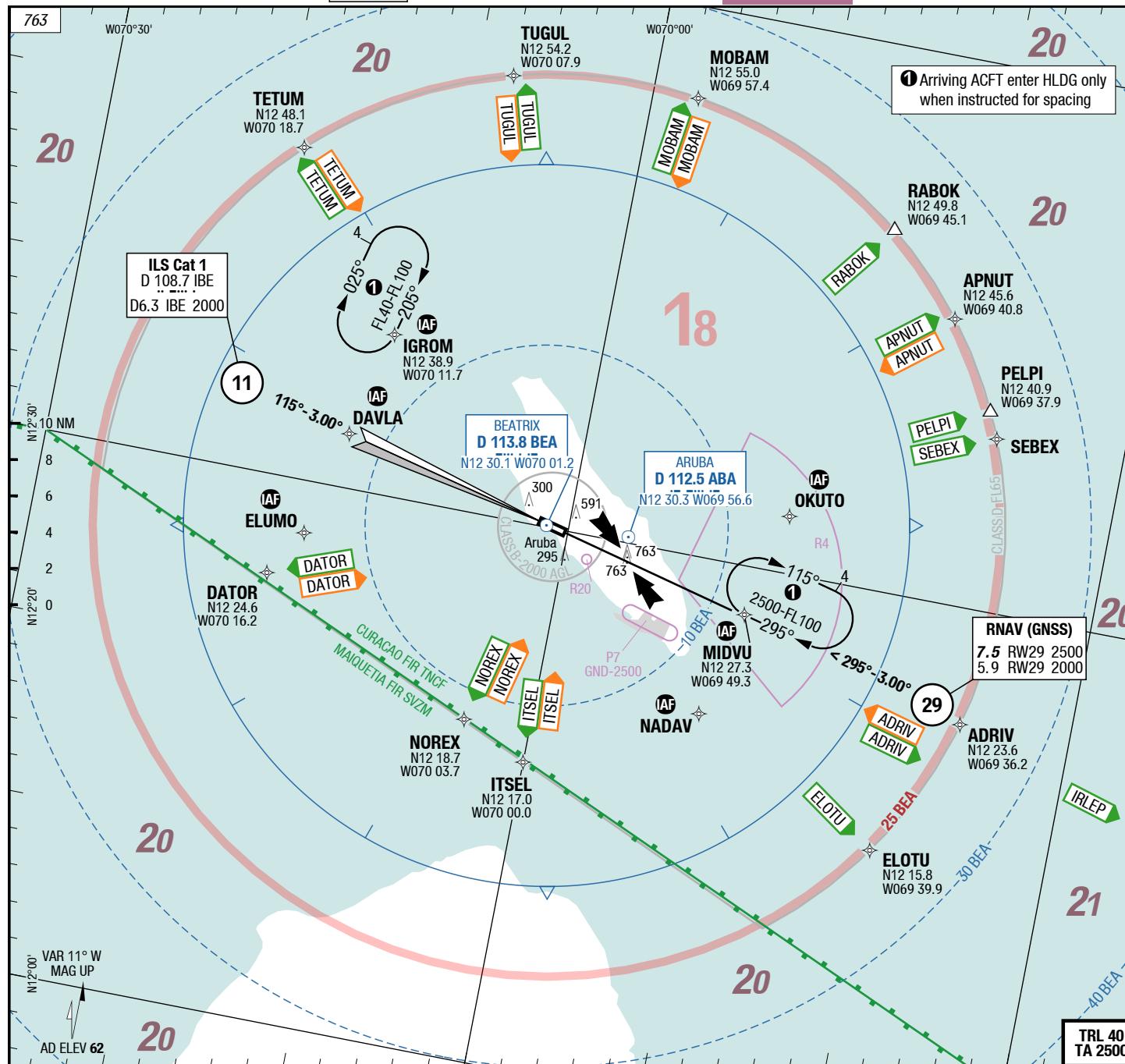
AUA-TNCA

2-10

AGC
AFC

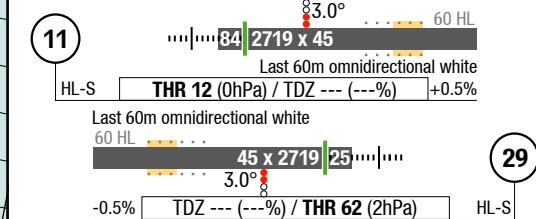
AE

Oranjestad Reina Beatrix Intl **Aruba** Aruba



| | | |
|--------------------|---------|-------------|
| ATIS | 132.100 | 1100 - 0400 |
| Beatrix APP | 120.900 | 1100 - 0400 |
| | 128.850 | 1100 - 0400 |
| Beatrix TWR | 120.900 | 1100 - 0400 |
| | 128.850 | 1100 - 0400 |
| Beatrix GND | 121.900 | 1100 - 0400 |
| | 118.000 | 1600 - 2200 |
| Beatrix APN | 121.600 | 1100 - 0400 |

Landing RWY system:



Effective 09-NOV-2017

02-NOV-2017

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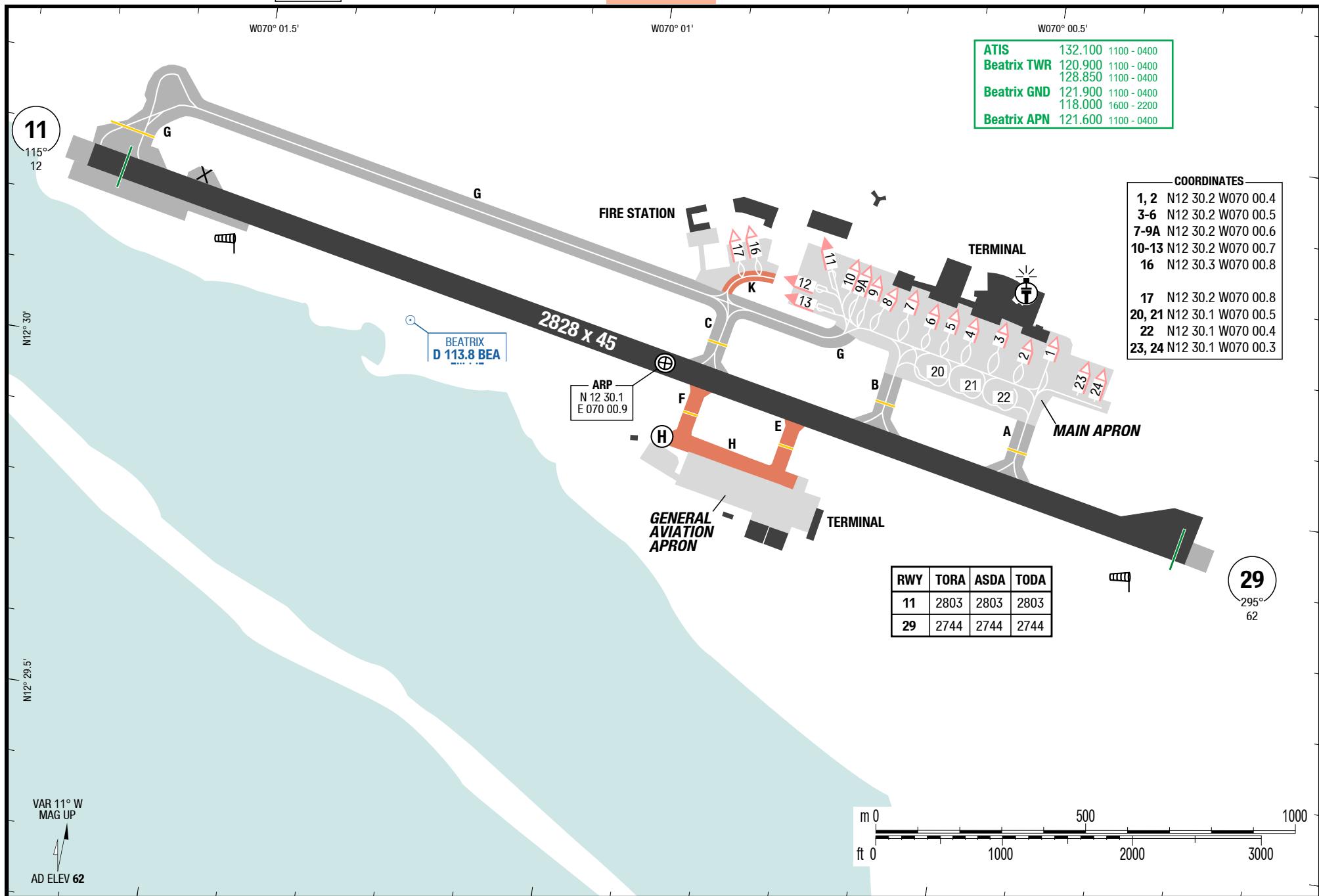
3-20

AGC

AGC

Oranjestad Reina Beatrix Intl Aruba Aruba

AGC



Changes: RWY length, Declared distances

Effective 14-SEP-2017

07-SEP-2017

Aruba Aruba Oranjestad Reina Beatrix Intl

RNAV SIDs RWY 29

4-10

RNAV SIDs RWY 11

SID

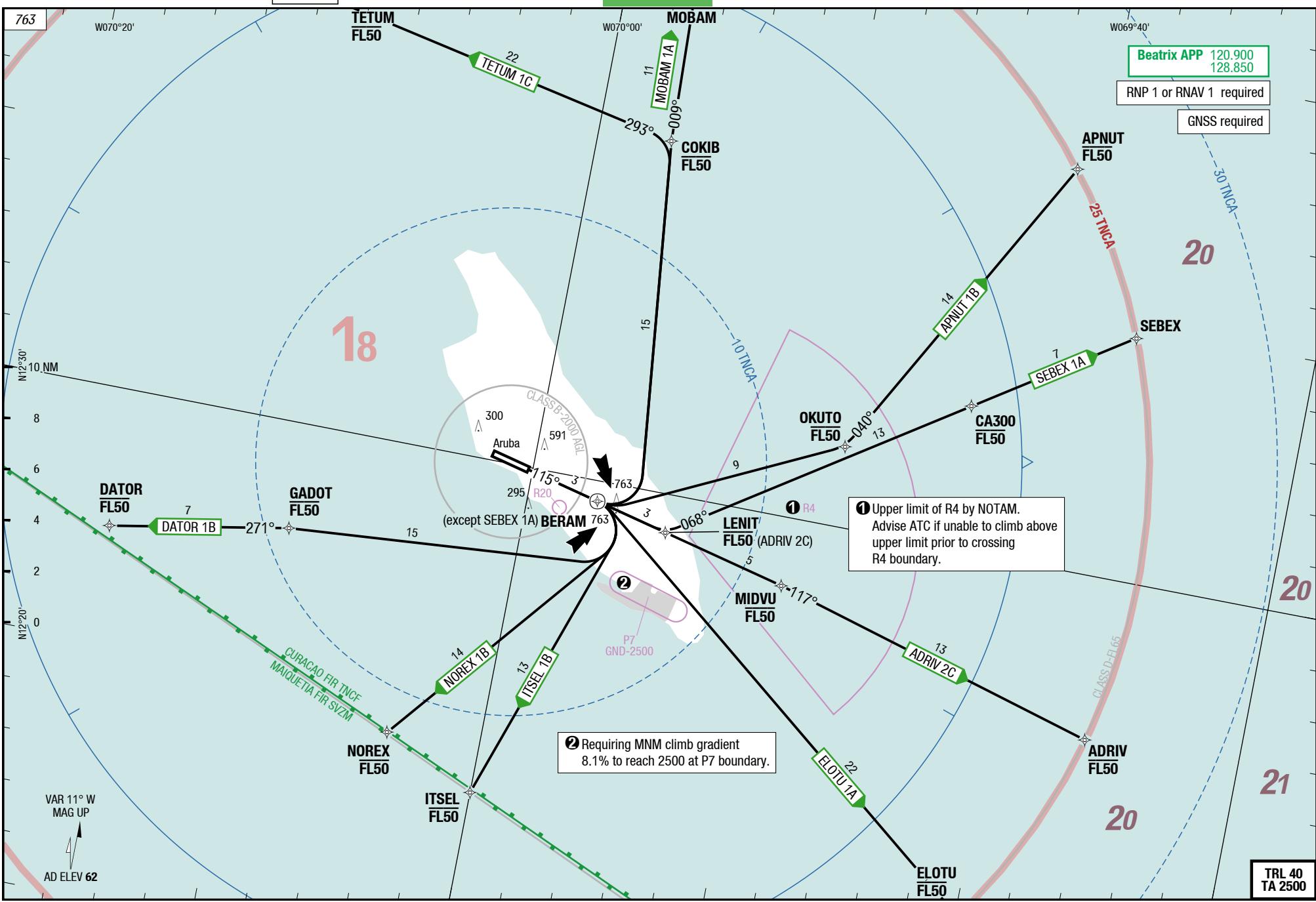
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Oranjestad Reina Beatrix Intl Aruba Aruba

RNAV SIDs RWY 29

RNAV SIDs RWY 11

AUA-TNCA

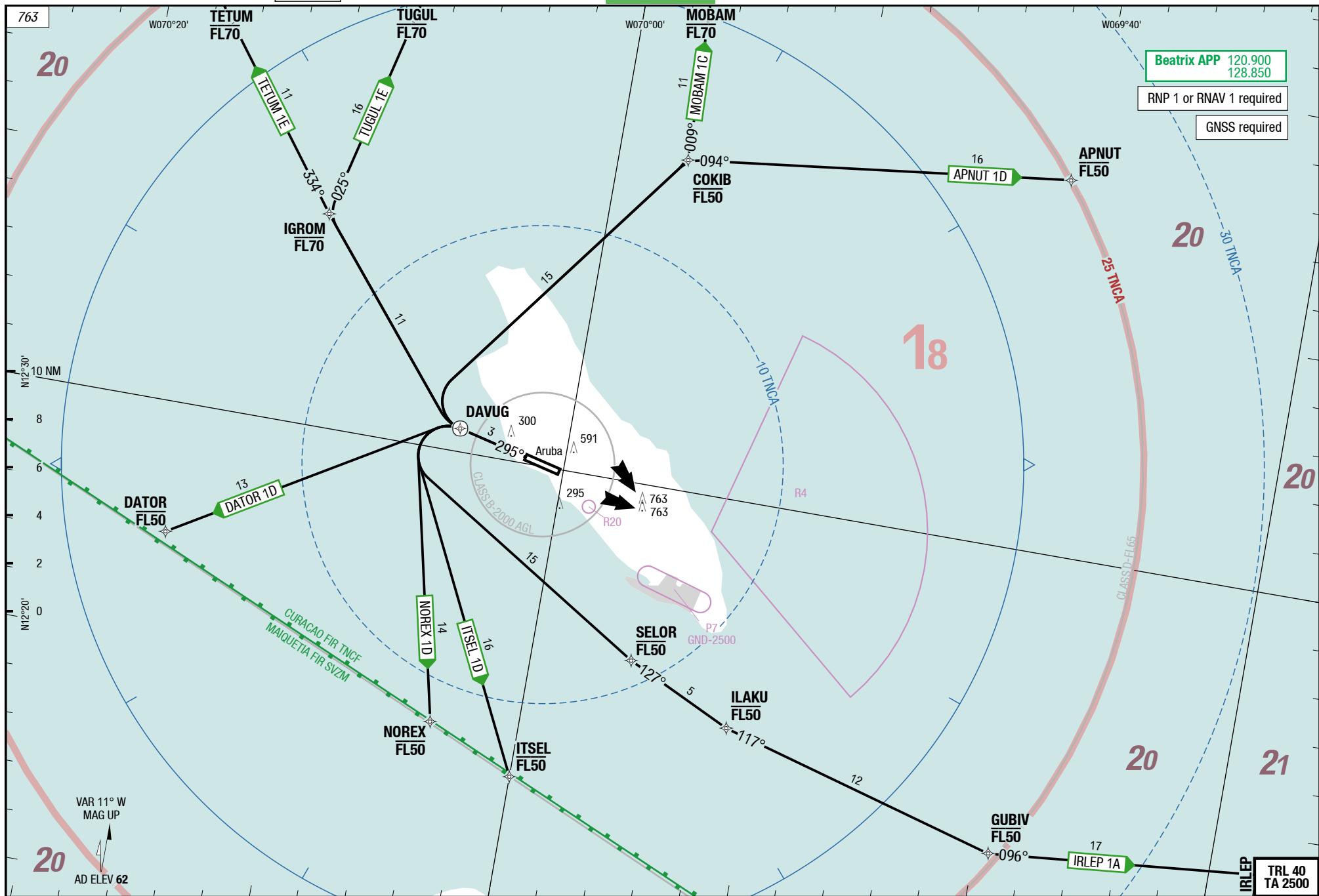


4-20

RNAV SIDs RWY 29

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RNAV SIDs RWY 29



Effective 14-SEP-2017

07-SEP-2017

Aruba Aruba Oranjestad Reina Beatrix Intl

SIDs RWY 29

4-30

SIDs RWY 11

AUA-TNCA

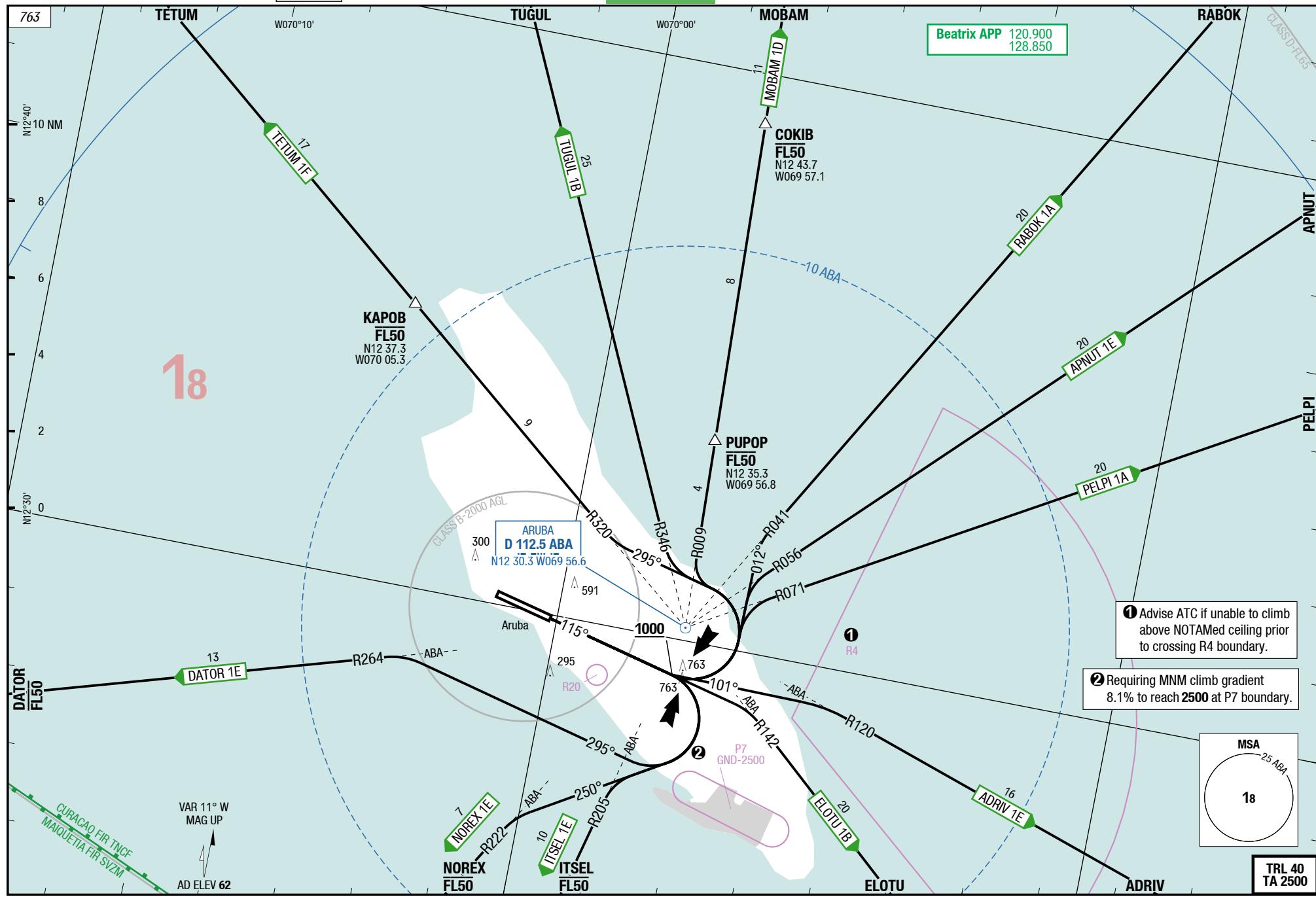
SID

SID

Oranjestad Reina Beatrix Intl Aruba Aruba

SIDs RWY 29

SIDs RWY 11



Effective 14-SEP-2017

07-SEP-2017

Aruba Aruba Oranjestad Reina Beatrix Intl

AUA-TNCA

4-40

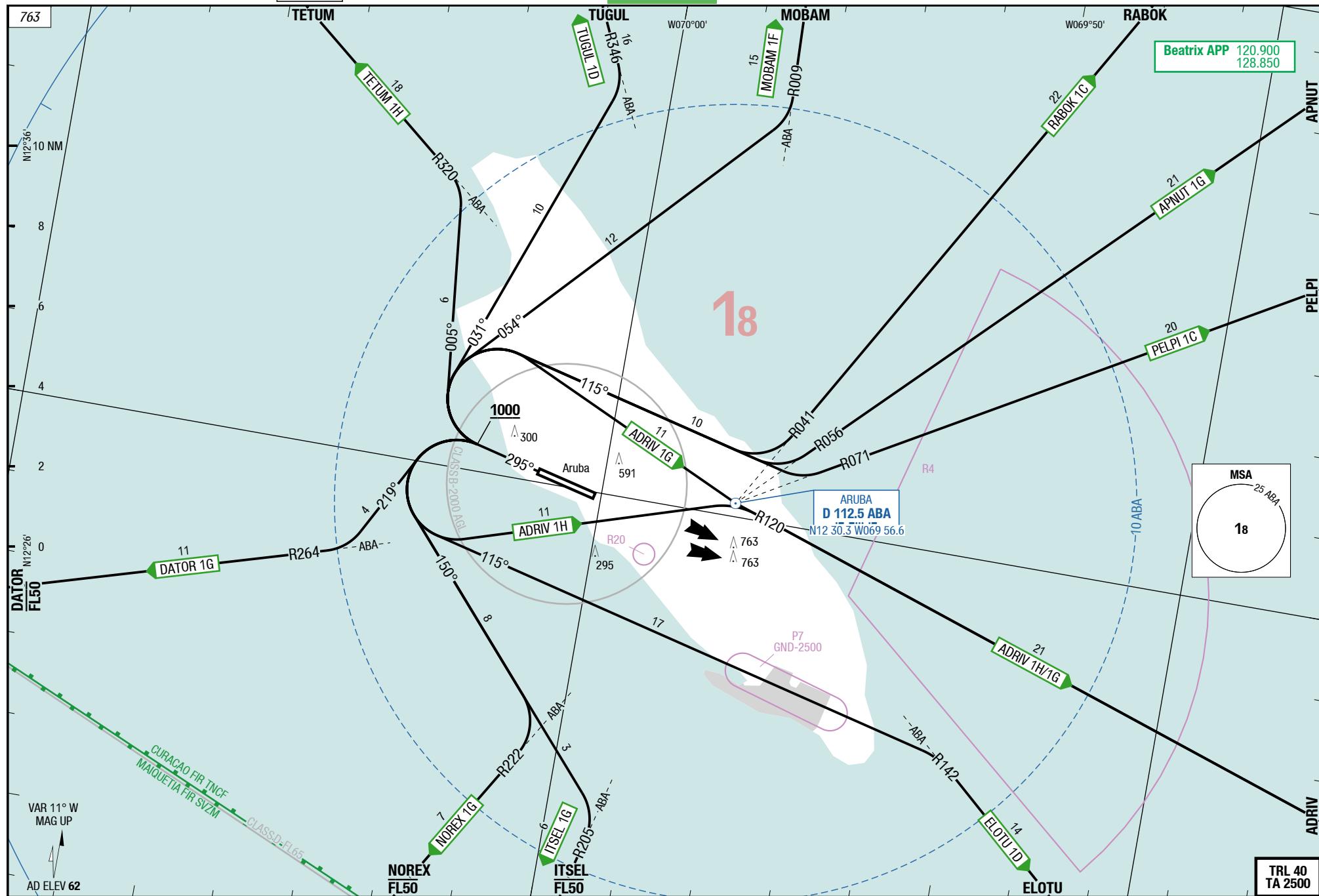
SIDs RWY 29

SID

SID

Oranjestad Reina Beatrix Intl Aruba Aruba

SIDs RWY 29



Changes: SUAs, OBST, Editorial

AUA-TNCA

5-10

RNAV SIDs RWY 11

ADRIV 2C / APNUT 1B / DATOR 1B / ELOTU 1A / ITSEL 1B / MOBAM 1A

RWY 11 (115°)

| | GS | 120 | 150 | 180 | 210 | 240 | 270 |
|------|--------|------|------|------|------|------|------|
| 3.9% | ft/MIN | 500 | 600 | 800 | 900 | 1000 | 1100 |
| 8.1% | ft/MIN | 1000 | 1300 | 1500 | 1800 | 2000 | 2300 |

| DESIGNATOR | ROUTING | ALTITUDES |
|--|--------------------------------------|---|
| | Runway 11 | |
| ADRIV 2C 3.9% to 800 8.1% to 2500 120.900 ①② | <u>BERAM</u> - LENIT - MIDVU - ADRIV | LENIT MAX FL50 MIDVU MAX FL50 ADRIV MAX FL50 |
| APNUT 1B 3.9% to 800 8.1% to 2500 120.900 ①② | <u>BERAM</u> - OKUTO - APNUT | OKUTO MAX FL50 APNUT MAX FL50 |
| DATOR 1B 3.9% to 800 8.1% to 2500 120.900 ①② | <u>BERAM</u> - GADOT - DATOR | GADOT MAX FL50 DATOR MAX FL50 |
| ELOTU 1A 3.9% to 800 8.1% to 2500 120.900 ①② | <u>BERAM</u> - ELOTU | ELOTU MAX FL50 |
| ITSEL 1B 3.9% to 800 8.1% to 2500 120.900 ①② | <u>BERAM</u> - ITSEL | ITSEL MAX FL50 |
| MOBAM 1A 3.9% to 800 8.1% to 2500 120.900 ①② | <u>BERAM</u> - COKIB - MOBAM | COKIB MAX FL50 |

① Climb gradient 8.1% to reach 2500ft at P7 boundary.

② Upper limit of R4 by NOTAM. Advise ATC if unable to climb above upper limit prior to crossing R4 boundary.

AUA-TNCA

5-20

RNAV SIDs RWY 11

NOREX 1B / SEBEX 1A / TETUM 1C

RWY 11 (115°)

| | GS | 120 | 150 | 180 | 210 | 240 | 270 |
|------|--------|------|------|------|------|------|------|
| 3.9% | ft/MIN | 500 | 600 | 800 | 900 | 1000 | 1100 |
| 8.1% | ft/MIN | 1000 | 1300 | 1500 | 1800 | 2000 | 2300 |

| DESIGNATOR | ROUTING | ALTITUDES |
|--|------------------------------|--|
| | Runway 11 | |
| NOREX 1B 3.9% to 800 8.1% to 2500 120.900 ①② | <u>BERAM</u> - NOREX | NOREX MAX FL50 |
| SEBEX 1A 3.9% to 800 8.1% to 2500 120.900 ①② | <u>LENIT</u> - CA300 - SEBEX | CA300 MAX FL50 |
| TETUM 1C 3.9% to 800 8.1% to 2500 120.900 ①② | <u>BERAM</u> - COKIB - TETUM | COKIB MAX FL50 TETUM MAX FL50 |

① Climb gradient 8.1% to reach 2500ft at P7 boundary.

② Upper limit of R4 by NOTAM. Advise ATC if unable to climb above upper limit prior to crossing R4 boundary.

08-DEC-2016

AUA-TNCA**5-30****RNAV SIDs RWY 29**

SIDPT

**APNUT 1D / DATOR 1D / IRLEP 1A / ITSEL 1D / MOBAM 1C / NOREX 1D / TETUM 1E /
TUGUL 1E
RWY 29 (295°)**

| DESIGNATOR | ROUTING | ALTITUDES |
|-----------------------------|--|--|
| Runway 29 | | |
| APNUT 1D 120.900 | <u>DAVUG</u> - COKIB - APNUT | COKIB MAX FL50 APNUT MAX FL50 |
| DATOR 1D 120.900 | <u>DAVUG</u> - DATOR | DATOR MAX FL50 |
| IRLEP 1A 120.900 | <u>DAVUG</u> - SELOR - ILAKU - GUBIV - IRLEP | SELO R MAX FL50 ILAKU MAX FL50 GUBIV MAX FL50 |
| ITSEL 1D 120.900 | <u>DAVUG</u> - ITSEL | ITSEL MAX FL50 |
| MOBAM 1C 120.900 | <u>DAVUG</u> - COKIB - MOBAM | COKIB MAX FL50 MOBAM MAX FL70 |
| NOREX 1D 120.900 | <u>DAVUG</u> - NOREX | NOREX MAX FL50 |
| TETUM 1E 120.900 | <u>DAVUG</u> - IGROM - TETUM | IGROM MAX FL70 TETUM MAX FL70 |
| TUGUL 1E 120.900 | <u>DAVUG</u> - IGROM - TUGUL | IGROM MAX FL70 TUGUL MAX FL70 |

08-DEC-2016

AUA-TNCA**5-40****SIDs RWY 11**

ADRIV 1E / APNUT 1E / DATOR 1E / ELOTU 1B / ITSEL 1E / MOBAM 1D / NOREX 1E
RWY 11 (115°)

| | GS | 120 | 150 | 180 | 210 | 240 | 270 |
|------|--------|------|------|------|------|------|------|
| 3.9% | ft/MIN | 500 | 600 | 800 | 900 | 1000 | 1100 |
| 8.1% | ft/MIN | 1000 | 1300 | 1500 | 1800 | 2000 | 2300 |

| DESIGNATOR | ROUTING | ALTITUDES |
|---|---|--|
| | Runway 11 | |
| ADRIV 1E 3.9% to 800 120.900 ② | at MNM 1000 turn - follow assigned route | |
| APNUT 1E 3.9% to 800 120.900 ② | at MNM 1000 turn - follow assigned route | |
| DATOR 1E 3.9% to 800 8.1% to 2500 120.900 ① | at MNM 1000 turn - follow assigned route | DATOR MAX FL50 |
| ELOTU 1B 3.9% to 800 120.900 | at MNM 1000 turn - follow assigned route | |
| ITSEL 1E 3.9% to 800 8.1% to 2500 120.900 ① | at MNM 1000 turn - follow assigned route | ITSEL MAX FL50 |
| MOBAM 1D 3.9% to 800 120.900 | at MNM 1000 turn - follow assigned route | PUPOP MAX FL50 COKIB MAX FL50 |
| NOREX 1E 3.9% to 800 8.1% to 2500 120.900 ① | at MNM 1000 turn - follow assigned route | NOREX MAX FL50 |

① Climb gradient 8.1% required to reach 2500 at P7 boundary.

② Advise ATC if unable to climb above NOTAMed ceiling prior to crossing R4 boundary.

AUA-TNCA

5-50

SIDs RWY 11

PELPI 1A / RABOK 1A / TETUM 1F / TUGUL 1B

RWY 11 (115°)

| | | | | | | | |
|------|--------|-----|-----|-----|-----|------|------|
| | GS | 120 | 150 | 180 | 210 | 240 | 270 |
| 3.9% | ft/MIN | 500 | 600 | 800 | 900 | 1000 | 1100 |

| DESIGNATOR | ROUTING | ALTITUDES |
|---|---|-----------------------|
| | Runway 11 | |
| PELPI 1A 3.9% to 800 120.900 ① | at MNM 1000 turn - follow assigned route | |
| RABOK 1A 3.9% to 800 120.900 | at MNM 1000 turn - follow assigned route | |
| TETUM 1F 3.9% to 800 120.900 | at MNM 1000 turn - follow assigned route | KAPOB MAX FL50 |
| TUGUL 1B 3.9% to 800 120.900 | at MNM 1000 turn - follow assigned route | |

① Advise ATC if unable to climb above NOTAMed ceiling prior to crossing R4 boundary.

AUA-TNCA

5-60

SIDs RWY 29

**ADRIV 1G / ADRIV 1H / APNUT 1G / DATOR 1G / ELOTU 1D / ITSEL 1G / MOBAM 1F /
NOREX 1G / PELPI 1C / RABOK 1C / TETUM 1H / TUGUL 1D
RWY 29 (295°)**

| DESIGNATOR | ROUTING | ALTITUDES |
|-----------------------------|--|-----------------------|
| Runway 29 | | |
| ADRIV 1G 120.900 | at MNM 1000 turn - follow assigned route | |
| ADRIV 1H 120.900 | at MNM 1000 turn - follow assigned route | |
| APNUT 1G 120.900 | at MNM 1000 turn - follow assigned route | |
| DATOR 1G 120.900 | at MNM 1000 turn - follow assigned route | DATOR MAX FL50 |
| ELOTU 1D 120.900 | at MNM 1000 turn - follow assigned route | |
| ITSEL 1G 120.900 | at MNM 1000 turn - follow assigned route | ITSEL MAX FL50 |
| MOBAM 1F 120.900 | at MNM 1000 turn - follow assigned route | |
| NOREX 1G 120.900 | at MNM 1000 turn - follow assigned route | NOREX MAX FL50 |
| PELPI 1C 120.900 | at MNM 1000 turn - follow assigned route | |
| RABOK 1C 120.900 | at MNM 1000 turn - follow assigned route | |
| TETUM 1H 120.900 | at MNM 1000 turn - follow assigned route | |
| TUGUL 1D 120.900 | at MNM 1000 turn - follow assigned route | |

Effective 14-SEP-2017

07-SEP-2017

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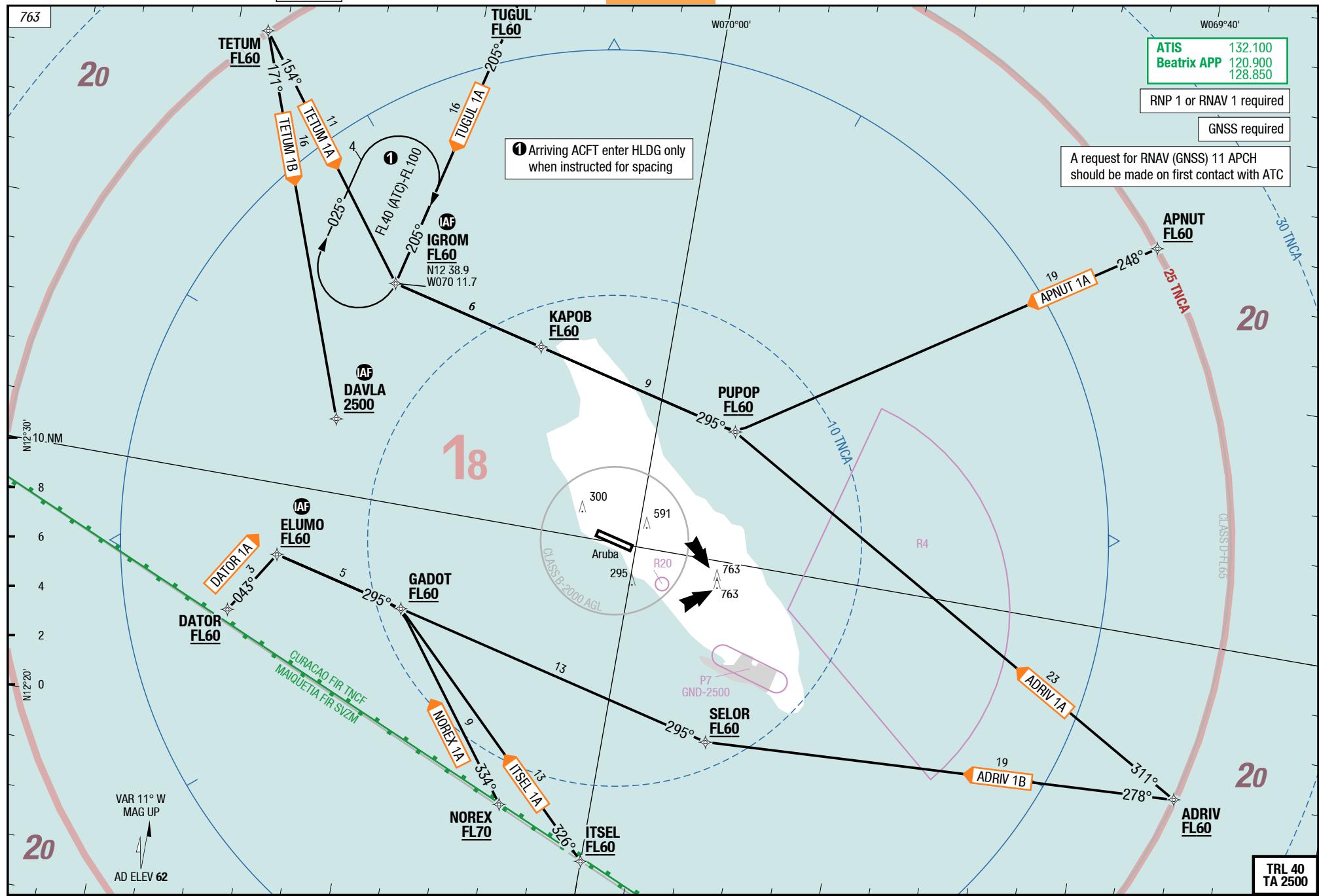
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RNAV STARs RWY 11

STAR

STAR

RNAV STARs RWY 17



6-20

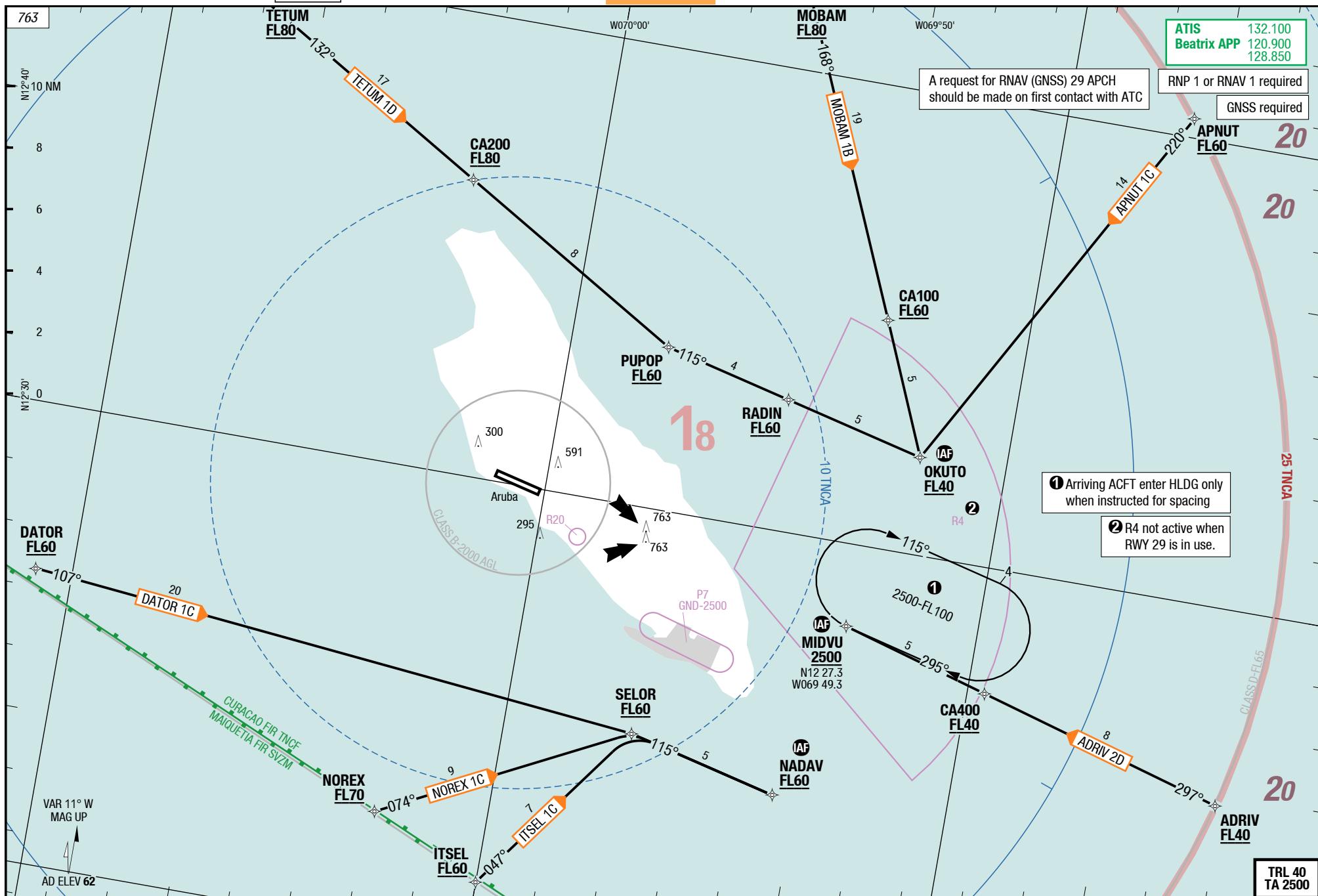
RNAV STARs RWY 29

STAR

CTAD

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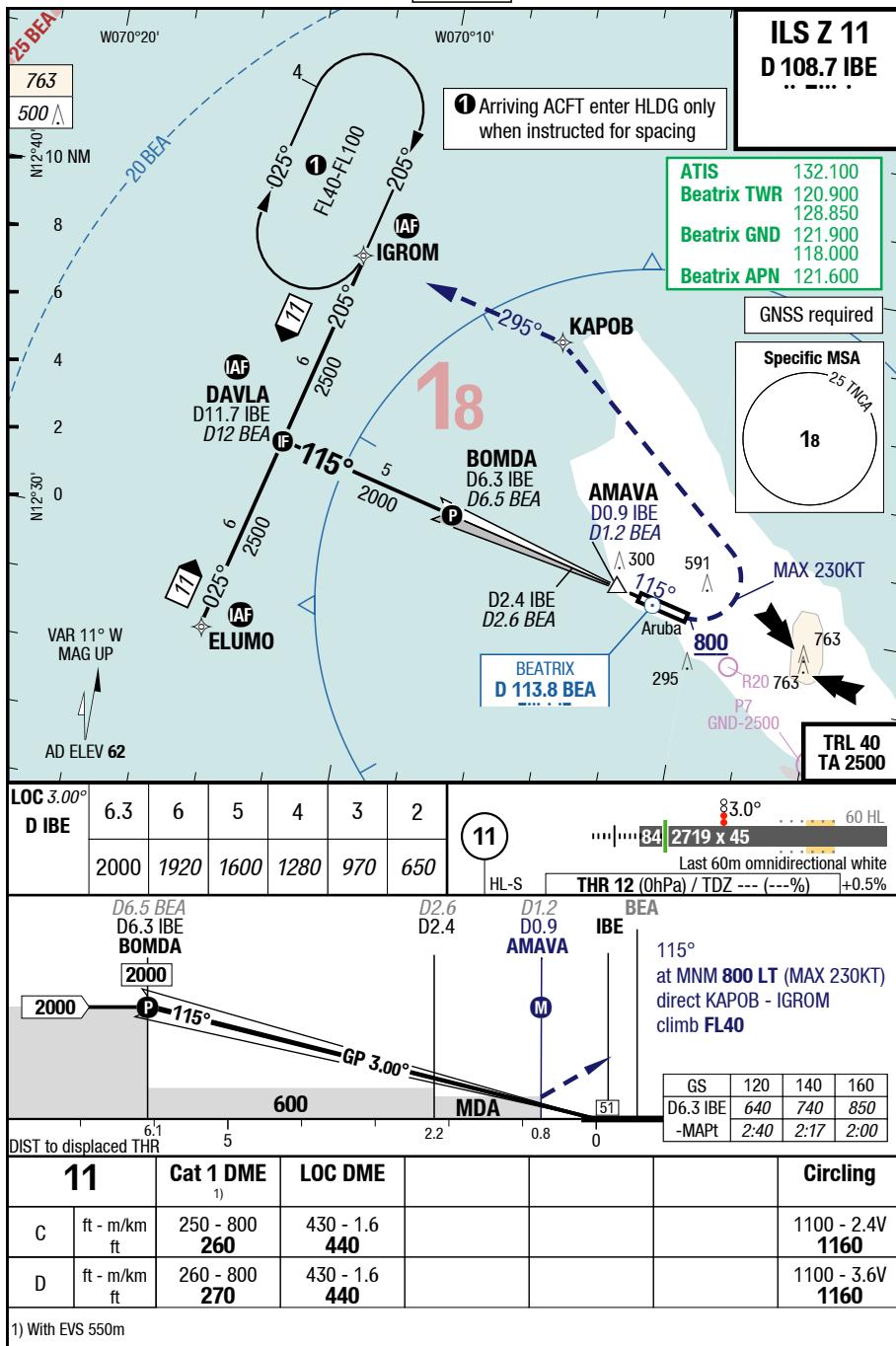
RNAV STARs RWY 29



AUA-TNCA

7-10

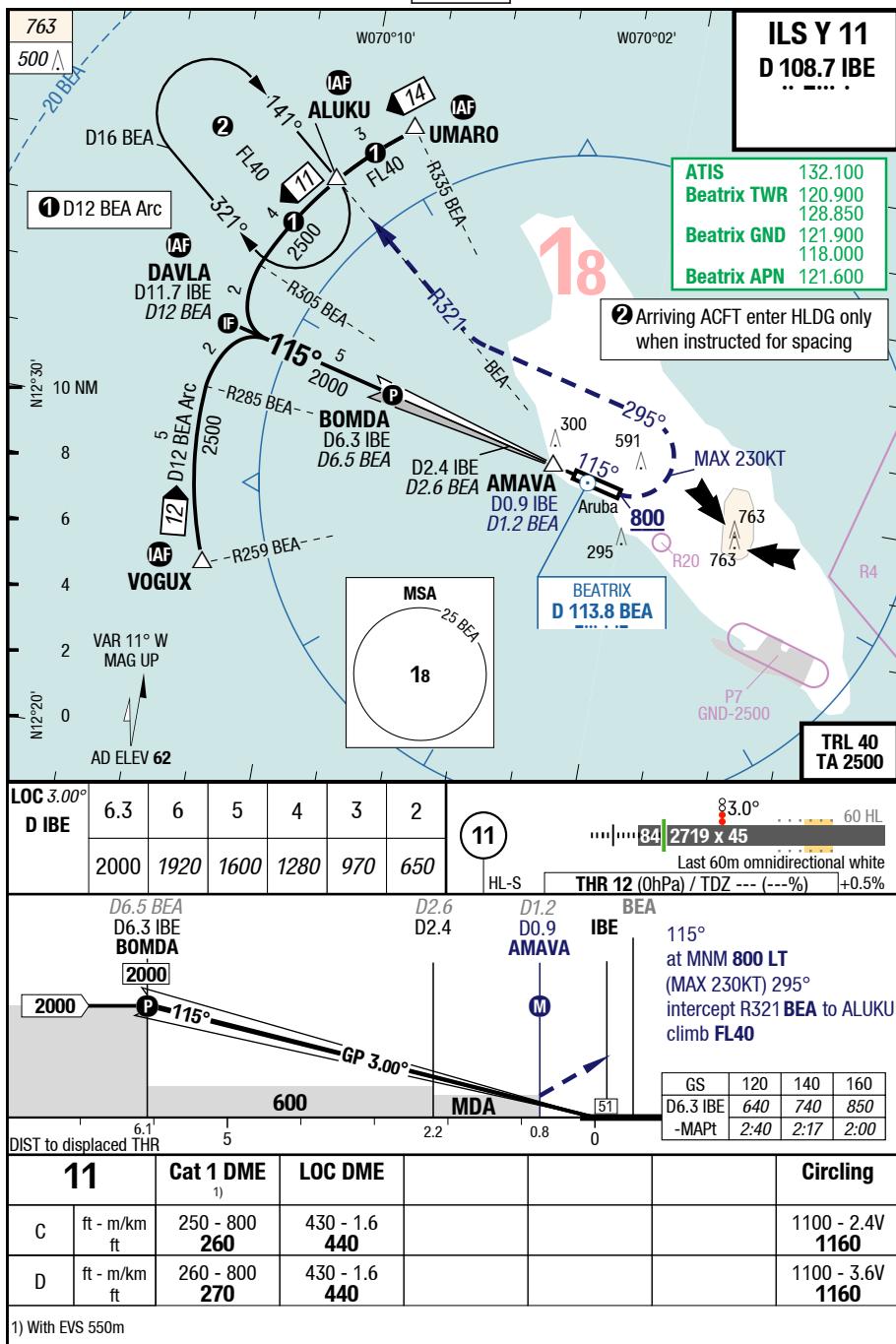
ILS Z 11



AUA-TNCA

7-20

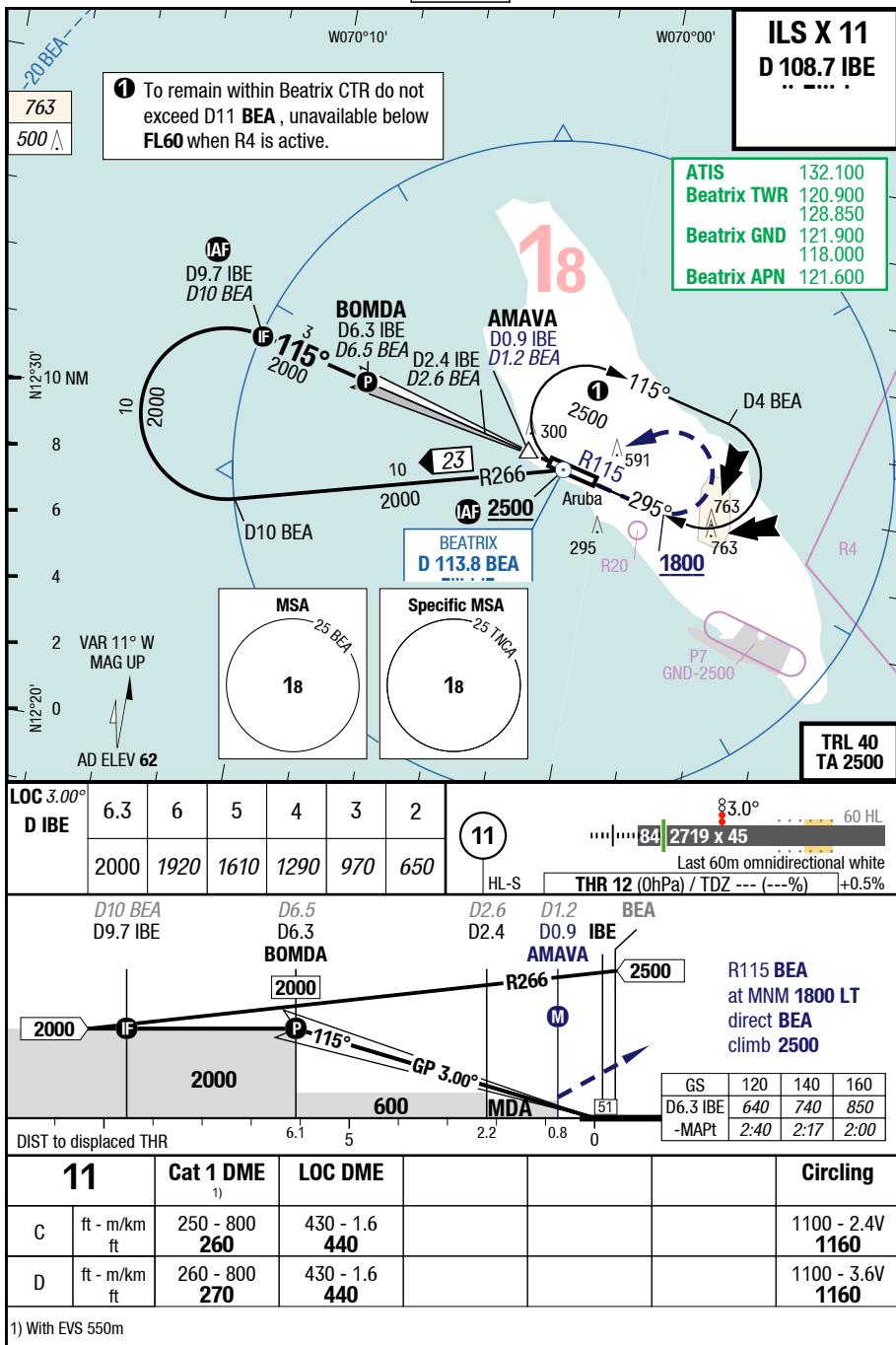
ILS Y 11



AUA-TNCA

7-30

ILS X 11

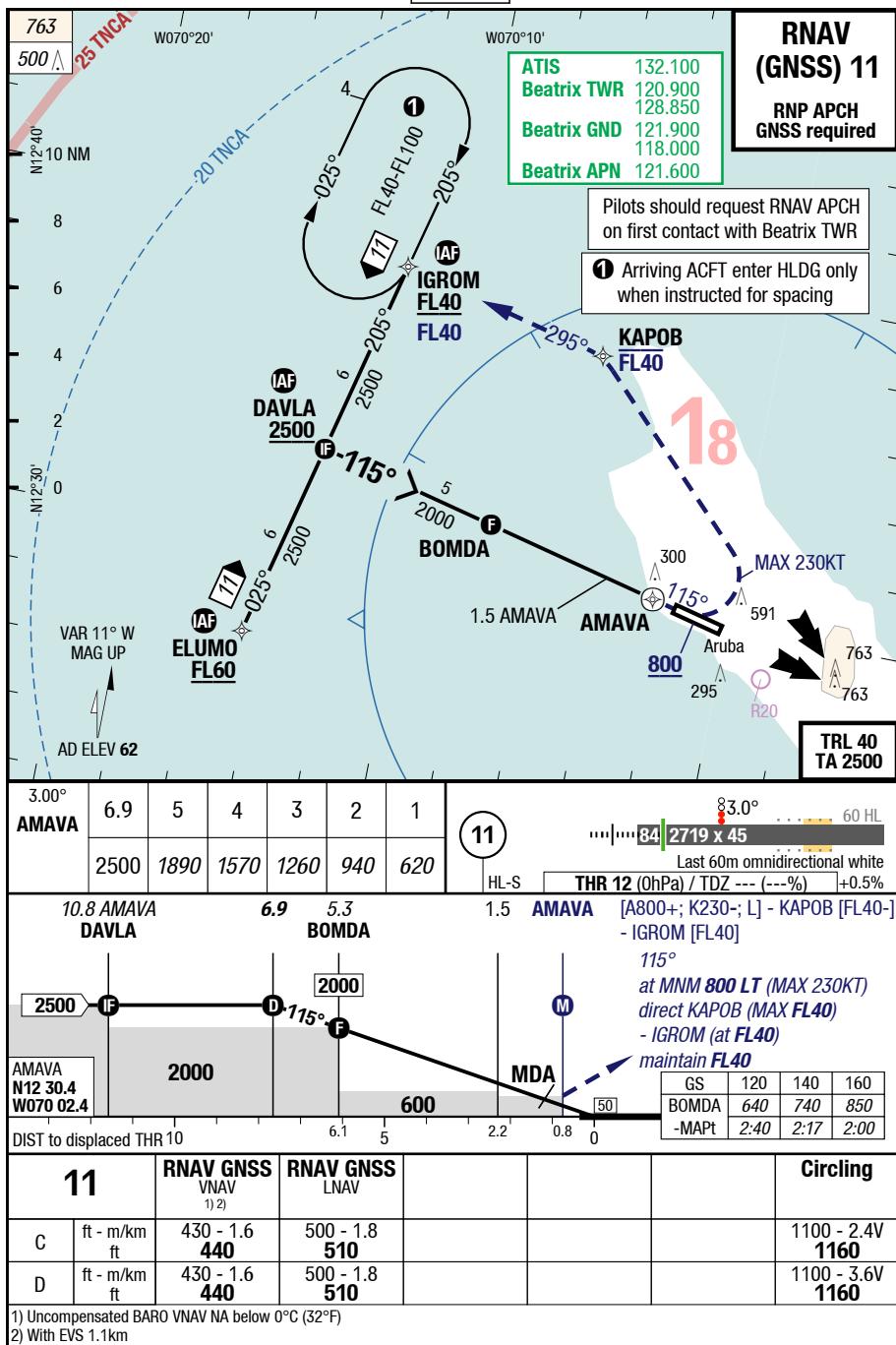


02-NOV-2017

AUA-TNCA

7-50

RNAV (GNSS) 11



Changes: Nil

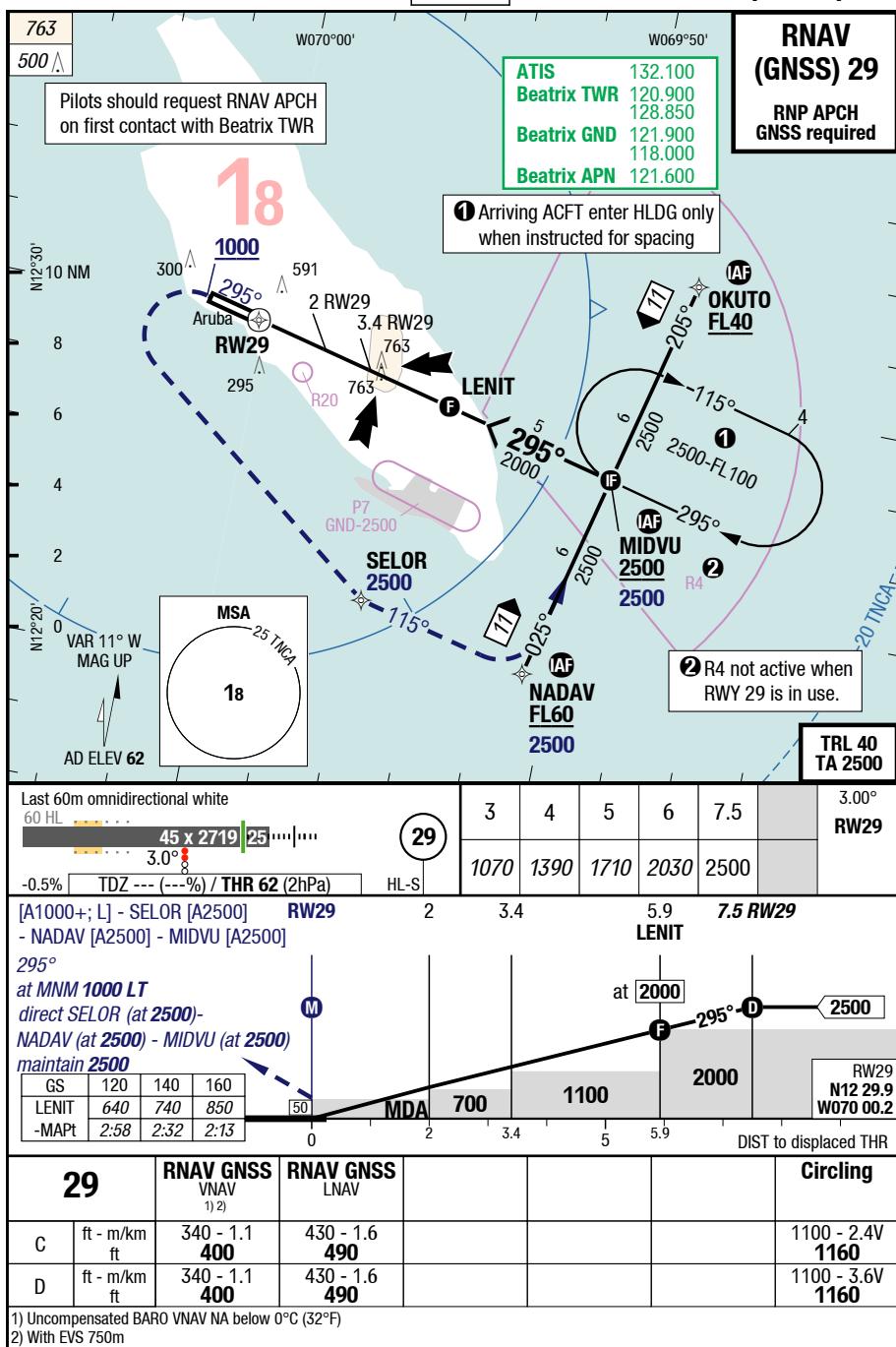
02-NOV-2017

AUA-TNCA

7-60

RNAV (GNSS) 29

IAC

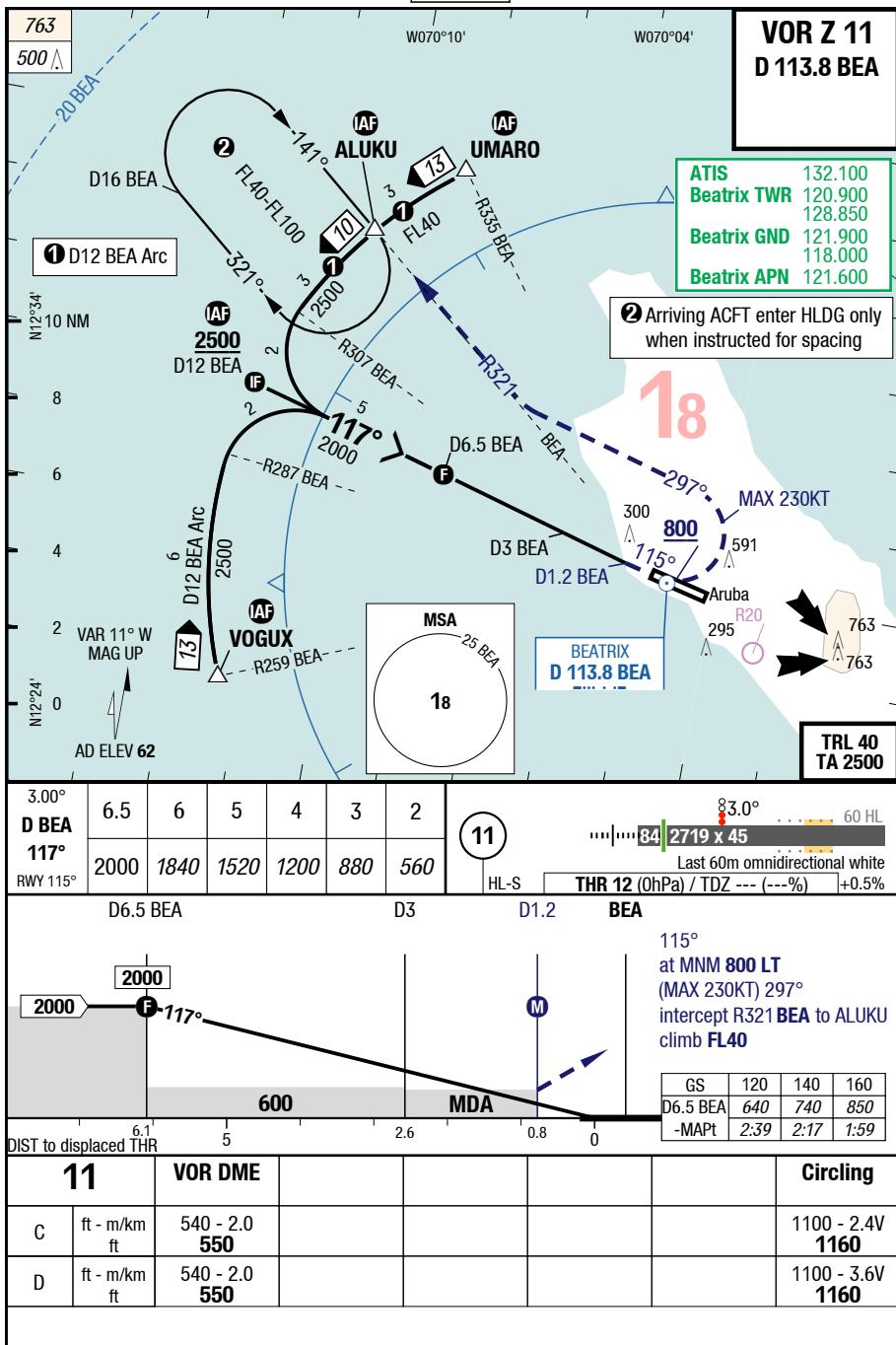


Changes: ALT

AUA-TNCA

7-70

VOR Z 11



AUA-TNCA

7-80

VOR Y 11

763

W070°10'

W070°00'

**VOR Y 11
D 113.8 BEA**

| | |
|--------------------|---------|
| ATIS | 132.100 |
| Beatrix TWR | 120.900 |
| | 128.850 |
| Beatrix GND | 121.900 |
| | 118.000 |
| Beatrix APN | 121.600 |

PROC not available when R4 is active

① To remain within Beatrix CTR do not exceed D11 BEA

PROC not available when R4 is active

To remain within Beatrix CTR do not exceed D11 BEA

MSA
25 BEA
18

BEATRIX
D 113.8 BEA

18

117°

D9 BEA

D6.5 BEA

D3 BEA

D1.2 BEA

D4 BEA

R268

2000

3000

2500

2000

1800

1500

1200

900

600

300

295

591

763

763

Aruba

297°

717°

117°

2500

2000

1800

P7 GND-2500

TRL 40 TA 2500

VAR 11° W MAG UP

AD ELEV 62

N12°20'

10 NM

9

8

7

6

5

4

3

2

1

0

18

**TRL 40
TA 2500**

| | | | | | | | | |
|---|------|------|------|------|-----|-----|------------|---|
| 3.00° D BEA 117° RWY 115° | 6.5 | 6 | 5 | 4 | 3 | 2 | | 83.0° 84 [2719 x 45] 60 HL Last 60m omnidirectional white |
| | 2000 | 1840 | 1520 | 1210 | 890 | 570 | 11 HI-S | THR 12 (hPa) / TDZ --- (--- %) +0.5% |

D9 BEA D6.5 D3 D1.2 BEA

R117 BEA
at MNM 1800 LT
direct BEA
climb 2500

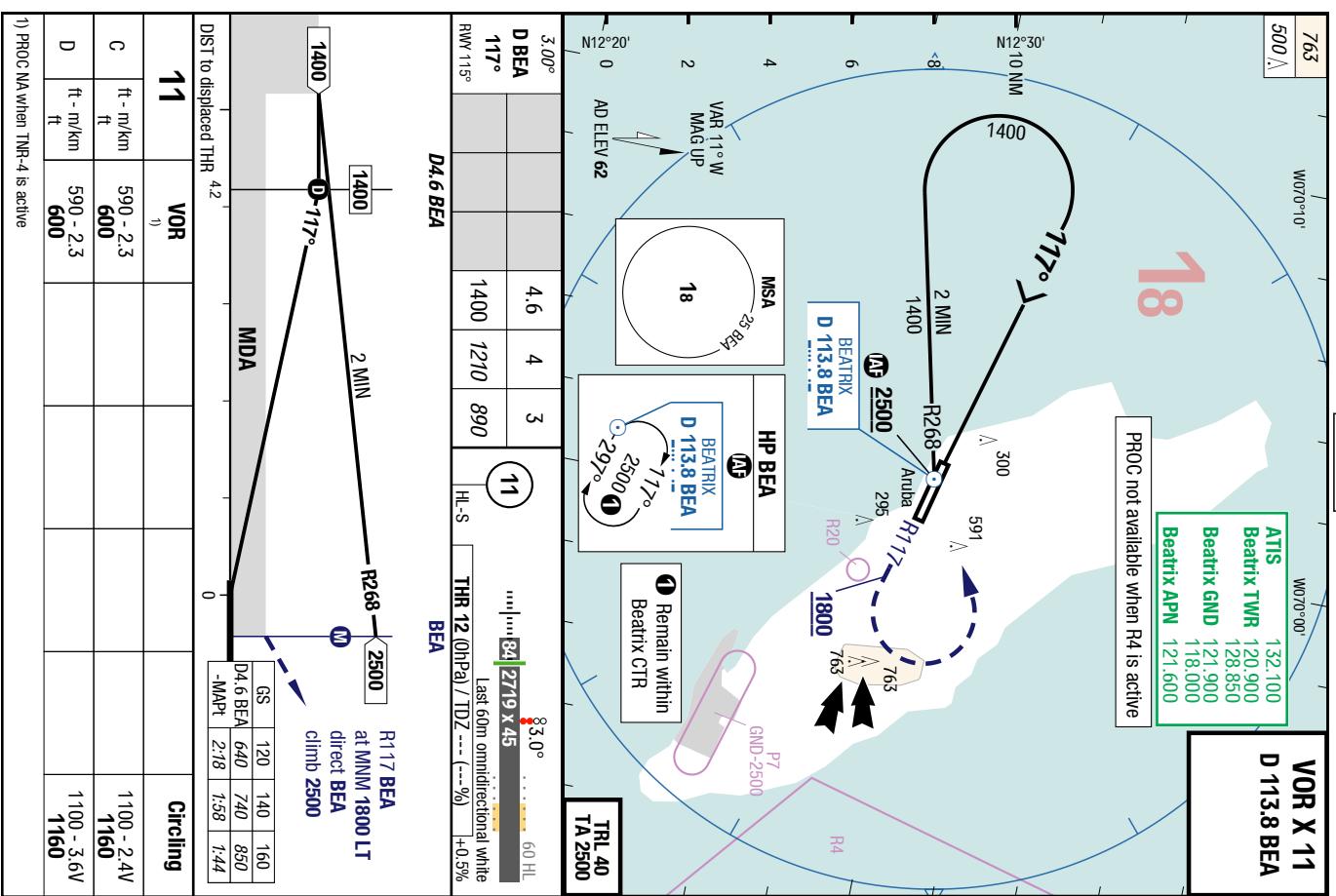
The diagram illustrates a flight profile starting at 2000 ft above displaced THR at 6.1 miles. The aircraft descends to 600 ft at 5 miles, reaching MDA. From 2.6 miles, it continues to 0 ft at 0.8 miles, then descends further. A dashed blue line indicates a steeper descent path starting from 2.6 miles.

| DIST to displaced THR | ALT |
|-----------------------|----------------|
| 6.1 | 2000 |
| 5 | 600 |
| 2.6 | MDA |
| 0.8 | 0 ft |
| 0 | 2500 ft (R268) |

| | | | |
|----------|------|------|------|
| GS | 120 | 140 | 160 |
| D6.5 BEA | 640 | 740 | 850 |
| -MAPt | 2:39 | 2:17 | 1:59 |

| DIST to displaced THR | | VOR DME 1) | | | | | Circling |
|-----------------------|-----------------|-------------------------|--|--|--|--|----------------------------|
| C | ft - m/km ft | 540 - 2.0 550 | | | | | 1100 - 2.4V 1160 |
| D | ft - m/km ft | 540 - 2.0 550 | | | | | 1100 - 3.6V 1160 |

1) PROC NA when TNR-4 is active



Changes: SUAs, OBST

DIST to displaced THR

MDA

4200

0

1100 - 2440

1160

1100 - 3630

0

1200

1400

1600

GS

640

740

850

-MAPT

2.18

1.58

1.44

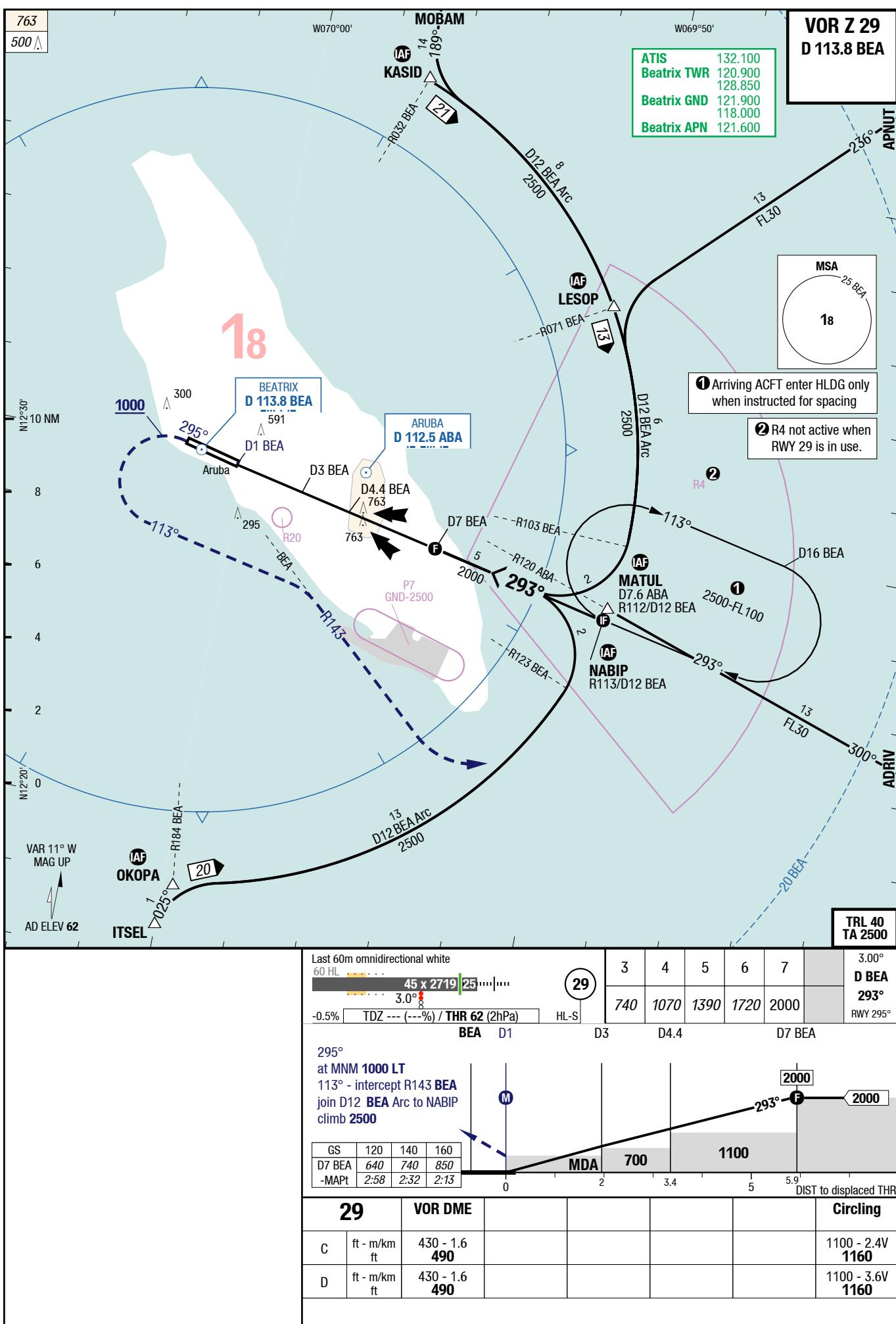
11

VOR

Circling

) PROC NA when TNR-4 is active

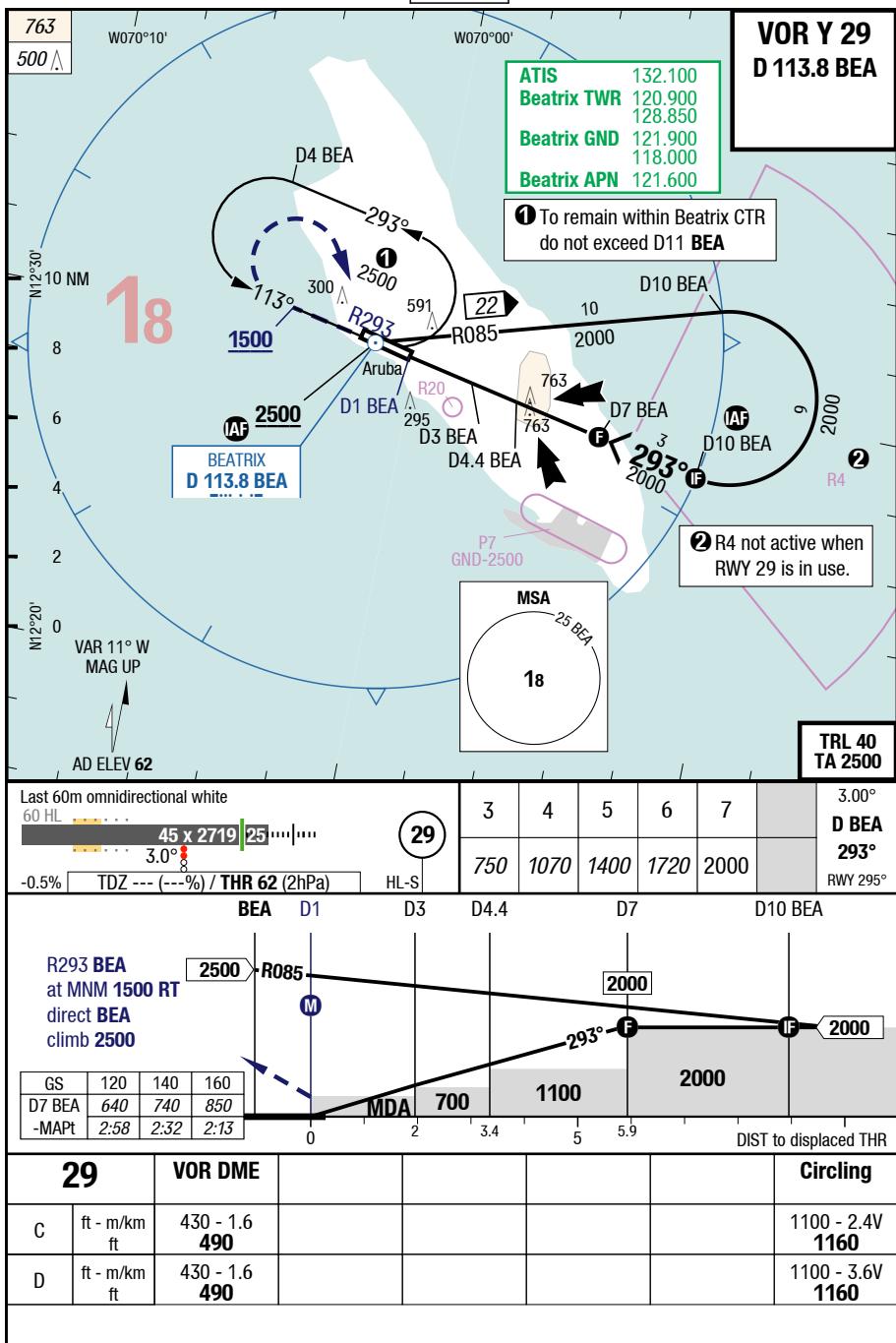
Changes: PROC, SUAs, OBST



AUA-TNCA

7-110

VOR Y 29



AUA-TNCA

7-120

VOR X 29

7-120

VOR X 29

| | |
|--------------------|---------|
| ATIS | 132.100 |
| Beatrix TWR | 120.900 |
| | 128.850 |
| Beatrix GND | 121.900 |
| | 118.000 |
| Beatrix APN | 121.600 |

**VOR X 29
D 113.8 BEA**

VOR X 29
D 113.8 BEA

ATIS 132.100
Beatrix TWR 120.900
128.850
Beatrix GND 121.900
118.000
Beatrix APN 121.600

18

① Remain within Beatrix CTR

② R4 not activated when RWY 29 is in use.

HP BEA

MSA

P7 GND-2500

TRL 40 TA 2500

3.00° D BEA 293° RWY 295°

BEA **D 5.4 BEA**

R293 BEA
at MNN 1500 RT
direct BEA
climb 2500

2500 **R085** **2 MIN**

M

1500 **293°** **1500**

GS 120 140 160
D 5.4 BEA 640 740 850
-MAlt 2:41 2:18 2:01

0 **4.3** DIST to displaced THR

| 29 | | VOR | | | | | | Circling |
|-----------|-----------------|---------------------------|--|--|--|--|--|----------------------------|
| C | ft - m/km ft | 1000 - 2.4 1060 | | | | | | 1100 - 2.4V 1160 |
| D | ft - m/km ft | 1000 - 2.4 1060 | | | | | | 1100 - 3.6V 1160 |