Flying VFR in the Netherlands Antilles can be fun to do. There are enough fields to test your skills like Sint Bartelemy (TFFJ) or Saba (TNCS). But there are also enough fields to start VFR flying at an easy level.

In this document we will tell you about the general procedures for VFR flights and specific information about the several fields within the Curacao FIR (Flight Information Region) and the Juliana TMA (Terminal Area)

Although the information mentioned in this document is tried to be as real as it gets, it is to be used for Flight Simulation only.
Inhoud

1. General rules for the VFR Flight ................................................................. 3
   A. weather conditions .................................................................................. 3
   B. Traffic pattern .......................................................................................... 3
   C. Flying a pattern with a Cessna 172 ............................................................. 4
   D. Airspace classification .............................................................................. 4
   E. Radio phraseology ...................................................................................... 5
      I. Controlled airspace (where ATC clearance is required) ............................. 5
      II. Uncontrolled airspace (where no ATC clearance is requested) ............... 7
   F. Some other information: ........................................................................... 8

2. Aerodromes in the Curacao FIR ................................................................. 9
   A. General ...................................................................................................... 9
   B. Aruba (TNCA) ........................................................................................... 9
   C. Curacao (TNCC) ....................................................................................... 9
   D. Bonaire (TNCB) ....................................................................................... 9

3. Aerodromes in the Juliana TMA ................................................................. 10
   A. General ..................................................................................................... 10
   B. Airspace classifications within TNCM-TMA .............................................. 10
   C. VFR chart TNCM-TMA ............................................................................ 11
   D. Princes Juliana (TNCM) ........................................................................... 12
   E. Clayton J. Lloyd International Airport (TQPF) ......................................... 14
   F. Saba (TNCS) ............................................................................................ 15
   G. F.D. Roosevelt Airport (TNCE) ................................................................. 16
   H. Gustaf III Airport (TFFJ) .......................................................................... 17
   I. L’Espérance Airport (TFFG) .................................................................... 19
   J. Restricted Area TA R1 and TA R2 ............................................................. 21

4. Used sources: .............................................................................................. 22
1. General rules for the VFR Flight

A. weather conditions

In aviation, visual meteorological conditions (or VMC) is an aviation flight category in which visual flight rules (VFR) flight is permitted—that is, conditions in which pilots have sufficient visibility to fly the aircraft maintaining visual separation from terrain and other aircraft. They are the opposite of Instrument Meteorological Conditions (IMC). The boundary criteria between IMC and VMC are known as the VMC minima and are defined by: visibility, cloud ceilings (for takeoffs and landings), and cloud clearances.

Some general information:
Distance from clouds: 1500m horizontally, 300m vertically
Flight visibility: 8 km at/above 3050m - 10,000 feet
5 Km below 3050m - 10,000 feet
(however it can be different due local regulations)

B. Traffic pattern

The first thing you need to learn is to fly a pattern. Here below you see a standard pattern. The pilot in command (PIC) is normally sitting in the left chair. Therefore he has a perfect view through the left window, besides his normal view through the cockpit window. Making a turn to the left will be much easier, because he has a better view. Therefore the standard circuit is a left hand circuit. But right hand circuit also exists (for instance Sint Maarten and Aruba).

Remember, downwind and final are mandatory reporting points.

For further information check the following documentation:
https://ivao.aero/training/documentation/books/PP_joining_circuit.pdf
C. Flying a pattern with a Cessna 172

Here is a link where how to fly a pattern with a Cessna 172:
https://ivao.aero/training/documentation/books/PP_Flying_The_Circuit.pdf

D. Airspace classification

Not everywhere you are allowed to fly VFR. There can be special circumstances that doesn’t allow you to fly VFR in specific reasons. Or the airspace you want to fly in, cannot allow VFR flights. So check the charts or notams for this.

ICAO Airspace Classification (VFR)

<table>
<thead>
<tr>
<th>Controlled/uncontrolled</th>
<th>Controlled airspace</th>
<th>Uncontrolled Airspace</th>
</tr>
</thead>
<tbody>
<tr>
<td>Airspace class</td>
<td>A</td>
<td>B</td>
</tr>
</tbody>
</table>

Separation provided for VFR

| From all aircraft | VFR from IFR | None |

Service provided for VFR

| Control | - Control for separation of VFR from IFR | - Traffic information between VFR and IFR (avoidance advice on request) | Traffic information as far as practical | Flight information |

VFR speed limit

| none | 250kt IAS |

ATC clearance required

| Yes | No |

Two-way radio contact

| Required | Not required |

VMC minima

Distance from clouds: 1500m horizontally, 300m vertically
Flight visibility: 8 km at/above 3050m - 10.000 feet
5 Km below 3050m - 10.000 feet

IFR/VFR flightlevel for VFR

| IFR | VFR |

---

1) IFR is allowed in class A to G
2) Airspace not covered by classes A to G is UNCLASSIFIED
3) Class F and G are the same for VFR, but not for IFR
4) 3050m - 10.000 feet AMSL when Transition Altitude is at/above 3050 m - 10.000 feet
11.2D when Transition Altitude is below 3050m - 10.000 feet

5) When so prescribed by ATC authority:
   Lower flight visibilities to 250ft may be permitted for flights operating:
   1) at speeds that, in prevailing visibility, will give adequate opportunity to observe
      other traffic or any obstacle in time to avoid collision; or
   2) in circumstances in which the probability of encounters with other traffic would
      normally be very low.

6) Not part of official ICAO airspace classification

Also downloadable at:
E. Radio phraseology

I. Controlled airspace (where ATC clearance is required)

Before starting the engine (specific Netherlands):

**Pilot:** Hato Tower, PJFUN, at the general aviation parking, VFR to Bonaire, Request start-up;
**ATC:** PUN, Hato Tower hello, start-up approved, QNH 1006, Runway 11 in use, winds 200 at 10.
**Pilot:** Start up approved, QNH 1006, Runway 11 in use, PUN

When the pilot is ready for taxi:

**Pilot:** PUN request taxi;
**ATC:** PUN taxi hold short runway 11, via taxiway A west.
**Pilot:** Taxi hold short runway 11, via taxiway A west, PUN

When the airplane is at the holding point and ready for departure:

**Pilot:** PUN at holding point runway 11, ready for departure;
**ATC:** PUN Wind 200 degrees 10 Knots, runway 11 cleared for takeoff;
**Pilot:** Runway 11, cleared for takeoff, PUN.

When the airplane is leaving the CTR, on initiative of the pilot:

**Pilot:** PUN is leaving the CTR, request to leave the frequency for Bonaire tower;
**ATC:** PUN, leaving the frequency approved, bye bye;
**Pilot:** Leaving the frequency approved, bye bye. PUN.

When approaching a CTR (so before entering!), on initiative of the pilot:

**Pilot:** Hato Tower, PJFUN;
**ATC:** PUN, Hato tower, go ahead;
**Pilot:** PUN is a Cessna 172, 2 POB, VFR from Bonaire to Curacao, east of your CTR at 2000 feet, request the enter the CTR for a full stop landing;
**ATC:** PUN, entering the CTR is approved, QNH1012, runway 11 is use, follow the coastline (no further information, so it is a left hand pattern);
**Pilot:** Entering the CTR is approved, QNH1012, runway 11 is use, we will follow the coastline, PUN.
When entered the circuit the pilot must report downwind (mandatory reporting point):

Pilot: Hato tower, PUN is downwind runway 11 (and off course the airplane is at circuit altitude);
ATC: PUN, roger, report final runway 11.

When the aircraft is final:

Pilot: PUN is final runway 11;
ATC: PUN, winds 110/12 knots, runway 11, cleared to land;
Pilot: Runway 11, cleared to land, PUN.

Crossing airspace:

Pilot: Juliana Approach, French West 250;
ATC: French West 250, Juliana Approach, go ahead;
Pilot: French West 250, type ATR, 10 POB, VFR from TFFF to TIST, abeam SKB, at FL125, request crossing Delta-airspace from south-east to the west at FL125;
ATC: French West 250, crossing Delta-airspace from south-east to the west approved
Pilot: Crossing approved, French West 250

And off course the pilot will inform the Air traffic controller when he is leaving the Delta-airspace

Pilot: French West 250 is leaving Delta-airspace, request leaving the frequency for San Juan Center;
ATC: French West 250, leaving the frequency approved, bye, bye;
Pilot: Leaving approved, thank you for your cooperation, bye, bye, French West 250.
II. Uncontrolled airspace (where no ATC clearance is requested)

No start up clearance is needed or issues (remember, it is uncontrolled)

After starting the engine:

Pilot: Saint Barthélemy Radio, PJFUN, at the general aviation parking, VFR to TNCE, Request aerodrome information;
ATC: PJFUN, Saint Barthélemy Radio, hello, QNH 1006, Runway 10 in use, left hand circuit;

When the pilot is ready for taxi:

Pilot: PJFUN is taxiing out to runway 10;
ATC: PJFUN, roger (or sometimes the radio operator will push his microphone speak button two times after each other without saying anything).

When the airplane is at the holding point and ready for departure:

Pilot: PJFUN at holding point runway 10, ready for departure;
ATC: PJFUN Wind check 200 degrees 10 Knots (TFFJ radio is not allowed to give you any clearance. So the pilot must also check if there is no traffic on final. However, if the radio operator knows there is traffic on final he will inform the pilot about this. But he is not obligated to do so).

Pilot: PJFUN is lining up runway 10;

Pilot: PJFUN is departing runway 10;
ATC: PJFUN roger. (or pushing his microphone speak button twice)

When the airplane is leaving the traffic pattern, on initiative of the pilot:

Pilot: PUN is leaving the circuit to the south, leaving the frequency, bye bye;
ATC: PJFUN, bye bye.

When approaching a ATZ (so before entering!), on initiative of the pilot:

Pilot: Saint Barthélemy Radio, PJFUN;
ATC: PJFUN, Saint Barthélemy Radio, go ahead;
Pilot: PJFUN is a Cessna 172, 2 POB, VFR from TFFG to TFFJ, over FOURCHUE at 2000 feet, request aerodrome information for a full stop landing;
ATC: PJFUN, Saint Barthélemy Radio, hello, QNH 1006, Runway 10 in use, left hand circuit;
Pilot: QNH1012, runway 10 is use, PJFUN.
When entered the circuit the pilot must report downwind, or in this case over “PAIN DE SUCRE” at 1500 ft.

Pilot: PJFUN is over PAIN DE SUCRE at 1500 feet.

Pilot: PJFUN, is short final runway 10;
ATC: PFJUN, winds 150 at 10 (no landing clearance can be issued).

When the aircraft has vacated the runway;

Pilot: PJFUN has vacated the runway.

F. Some other information:

The pilot must always insure he is not colliding with any other traffic. The radio operator doesn’t have any radar equipment and will NOT warn the pilot if he is moving towards another aircraft. Because he cannot see this.

It is not mandatory for the radio operator at TFFJ to respond on any request. So if the pilot doesn’t receive any response at his call, all messages must be reported to the other traffic, although it is unclear for the pilot if there is any.

For instance:

Pilot: Saint Barthélemy traffic, PJFUN is over PAIN DE SUCRE

If there is any traffic in the region, he will know you out there and also know your position after you stated your general message.
2. Aerodromes in the Curacao FIR

A. General
   To be completed

B. Aruba (TNCA)
   To be completed

C. Curacao (TNCC)
   To be completed

D. Bonaire (TNCB)
   To be completed
3. Aerodromes in the Juliana TMA

A. General

The Juliana TMA is an airspace of the Dutch Kingdom. So in this region the JAA applies and ICAO phraseology must be used. Although the Juliana TMA is inside the San Juan FIR where FAA phraseology must be used. The TA is fixed at 5000 feet and the TL is fixed at FL065.

Since official opening of the new control-tower TNCM Air Traffic Controllers have two radar systems at their disposal with a range of 50 nautical miles (93 km; 58 mi) and 250 NM (460 km; 290 mi). TNCM air traffic control manages 4,000 sq nmi (14,000 km²; 5,300 sq mi) of airspace around the airport. Besides providing approach, tower and ground control at TNCM, Juliana air traffic services also provides approach control for Wallblake Airport (Anguilla), L’Esperance Airport (St Martin, French West Indies), Gustaf III Airport (St. Barths, French West Indies), F.D. Roosevelt Airport (St. Eustatius, Netherlands Antilles) and Juancho E. Yrausquin Airport (Saba, Netherlands Antilles).

B. Airspace classifications within TNCM-TMA

<table>
<thead>
<tr>
<th>Airspace classifications</th>
<th>controlled by</th>
<th>frequency</th>
<th>when offline handled by</th>
</tr>
</thead>
<tbody>
<tr>
<td>TNCM TMA</td>
<td>TNCM_APP</td>
<td>128,95</td>
<td>TIZ5 CTR</td>
</tr>
<tr>
<td>TNCM TMA</td>
<td>TNCM_APP</td>
<td>128,95</td>
<td>TIZ5 CTR</td>
</tr>
<tr>
<td>TNCM CTR</td>
<td>TNCM TWR</td>
<td>118,70</td>
<td>TNCM_APP</td>
</tr>
<tr>
<td>TNCE ATZ</td>
<td>TNCE_I_TWR</td>
<td>118,10</td>
<td>unicom</td>
</tr>
<tr>
<td>TNCS ATZ</td>
<td>TNCE_I_TWR</td>
<td>118,10</td>
<td>unicom</td>
</tr>
<tr>
<td>TQPF CTR</td>
<td>TQPF_TWR</td>
<td>118,50</td>
<td>TNCM_APP</td>
</tr>
<tr>
<td>TFFJ ATZ</td>
<td>TFFJ_I_TWR</td>
<td>118,45</td>
<td>unicom</td>
</tr>
<tr>
<td>TFFG ATZ</td>
<td>TFFG_I_TWR</td>
<td>119,20</td>
<td>TNCM_TWR</td>
</tr>
<tr>
<td>TA R1</td>
<td>TFFG_I_TWR</td>
<td>119,20</td>
<td>TNCM_TWR</td>
</tr>
<tr>
<td>TA R2</td>
<td>TFFG_I_TWR</td>
<td>119,20</td>
<td>TNCM_TWR</td>
</tr>
</tbody>
</table>
C. VFR chart TNCM-TMA
D. Princes Juliana (TNCM)

Runway 10: The pattern is right hand.
Runway 28: Only departing traffic and on special request
Circuit altitude: 1500 feet.
Airspace classification: C from surface till fl055
Juliana Tower (TNCM_TWR): 118.700, when not online TNCM_APP at 128.950, when not online TJZS_CTR at 135.700

Princess Juliana International Airport (IATA: SXM, ICAO: TNCM) (also known as Sint Maarten International Airport) serves the Dutch part of the island of Saint Martin. The airport serves as a hub for Windward Islands Airways and is the major gateway for the smaller Leeward Islands, including Anguilla, Saba, St. Barthélemy and St. Eustatius. It is named after Juliana of the Netherlands, who as crown princess landed here in 1944, the year after the airport opened. The airport is perhaps best known for very low-altitude flyover landing approaches due to one end of its runway being extremely close to the shore and Maho Beach.

Runway 10 is almost always in use. Runway 28 is sometimes only in use for departures. This on special request by the pilot or due aircraft limitations.

When using the Fly Tampa 1.7 scenery, parking area’s C1 till C10 can be used for Twin Otters or similar aircrafts. Other VFR can be parked at the general aviation parking.
Here some VFR approaches to TNCM. And also with some extra instructions VFR pilots can expect when their approach needs to be delayed for some other (IFR) traffic.
E. Clayton J. Lloyd International Airport (TQPF)

Runway 12: The pattern is left hand.
Runway 30: The pattern is left hand.
Circuit altitude: 1500 feet.
Airspace classification: D from surface till 2600 feet

C.J. Lloyd Tower (TQPF_TWR): 118.500, when not online TNCM_APP at 128.950, when not online TJZS_CTR at 135.700

Inside the TMA is the airport The Clayton J. Lloyd International Airport (IATA: AXA, ICAO: TQPF) (formerly known as the Anguilla Wallblake Airport) is a small international airport located on the island of Anguilla, a British Overseas Territory in the Caribbean. It is located very close to The Valley, the island's capital.

Source: AIP Eastern Caribbean
F. Saba (TNCS)

RWY 12: The pattern is left hand.
RWY 30: The pattern is right hand.
Circuit altitude: 1500 feet.
Airspace classification: G from surface till 2600 feet AGL
No radio: 122.800

The airport has the shortest commercial runway in the world, only 400 meters long, flanked on one side by high hills, with cliffs that drop into the sea at both ends.[1]

Although the airport is closed to all traffic (so that’s why the “X” on the runway), regional airline propeller aircraft are able to land there under waivers from The Netherlands Antilles’ Civil Aviation Authority. The most common aircraft to land there are the Twin Otter and BN-2 Islander.
G. F.D. Roosevelt Airport (TNCE)

RWY 06: The pattern is right hand.
RWY 24: The pattern is right hand.
Circuit altitude: 1500 feet.
Airspace classification: G from surface till 2600 feet AGL
Roosevelt Radio (TNCE_I_TWR): 118.100, when not online TNCM-APP at 128.950, when not online TJZS_CTR at 135.700

F.D. Roosevelt Airport (IATA: EUX, ICAO: TNCE) is the airport located on the island of Sint Eustatius, Caribbean Netherlands. It was opened as "Golden Rock Airport" in 1946 and renamed for Franklin Delano Roosevelt. As of 2012, the only commercial aircraft that serves the island is the DHC-6 Twin Otter (can operate chartered flights with Britten-Norman Islander and Cessna 208 Caravan), although the runway can accommodate larger turboprop aircraft and some smaller jets.
H. Gustaf III Airport (TFFJ)

RWY 10: The pattern is left hand.
RWY 28: The pattern is left hand.

Circuit altitude: 1500 feet.

Airspace classification: G from surface till 2600 feet AGL

Saint Barthélemy Radio (TFFJ_I_TWR): 118.450, when not online Unicom 122.80

Gustaf III Airport (IATA: SBH, ICAO: TFFJ), also known as Saint Barthelemy Airport, sometimes as St. Jean Airport (French: Aérodrome de St Jean), is a public use airport located in the village of St. Jean on the Caribbean island of Saint Barthelemy. Both the airport and the island’s main town of Gustavia are named for King Gustaf III of Sweden, under whom Sweden obtained the island from France in 1784 (it was sold back to France in 1878). The airport is served by small regional commercial aircraft and charters. Most visiting aircraft carry fewer than twenty passengers, such as the Twin Otter, a common sight throughout the northern West Indies. The short airstrip is at the base of a gentle slope ending directly on the beach. The arrival descent is extremely steep over the hilltop traffic circle and departing planes fly right over the heads of sunbathers (although small signs advise sunbathers not to lie directly at the end of the runway).

Procedures and special instructions
Strictly comply with published reporting points.
Procedures and special instructions regarding aerodrome use also apply to helicopters.

RWY 10:
* Mandatory air position reports:
   ----> over “FOURCHUE” or abeam “FOURCHUE” when coming from N.
   ----> over “GROUPER” or abeam GROUPER when coming from NW or W.
   ----> over “COCO” or abeam “COCO” when coming from S or SE.
   ----> over “PAIN DE SUCRE” at 1500 ft.
   ----> in short final.
* After take off, mandatory left turn. Do not turn before RWY end.

RWY 28:
* Right hand or left hand AD traffic circuit.
* Mandatory air position reports:
   ----> over “FOURCHUE” or abeam “FOURCHUE” when coming from N.
   ----> over “GROUPER” or abeam GROUPER when coming from NW or W.
   ----> then over “FREGATE” (1000 ft) or “PAIN DE SUCRE” (1500 ft).
   ----> over “COCO” or abeam “COCO” when coming from S or SE.
* Going around is prohibited in short final.
* Take off prohibited.
Preferred QFU 103° due to environment.
TFFJ chart

Source: SIA France
I. L'Espérance Airport (TFFG)

RWY 12: The pattern is left hand.
RWY 30: The pattern is right hand.
Circuit altitude: 1500 feet.
Airspace classification: G from surface till 2600 feet AGL

Grand Case Radio (TFFG_I_TWR): 118.450, when not online Juliana Tower 118.70

L'Espérance Airport (IATA: SFG/CCE, ICAO: TFFG), also known as Grand Case Airport (French: Aérodrome de Grand-Case Espérance), is a public use airport located in Grand Case, on the French side of the Caribbean island of Saint Martin. The airport is used only for smaller aircraft.

Procedures and special instructions
TKOF RWY 30: compulsory right turn.
Prohibited to turn before reaching the sea.
TKOF RWY 12: Prohibited to turn before reaching the sea.
Pilots must be sure to be able to overfly a 15 ft-height restrictor located 55 m away from THR 30.
Compulsory transponder with coding altimeter squawk 2000.
Preferred QFU: 121° due to aerology, environment and infrastructure.

Night VFR
Approved regarding that obstacle lights published on chart work properly.
TFFG chart

Source: SIA France
J. Restricted Area TA R1 and TA R2

Saint Barthélemy AFIS is responsible for providing information and alert services within the restricted area TA R2, by delegation of Saint Martin Juliana approach authority. Compulsory transponder with coding altimeter squawk 2000.

SAINT-MARTIN GRAND-CASE AFIS is responsible for providing flight information and alert services within the restricted area TA R1, by delegation of SAINT-MARTIN JULIANA approach authority.
4. Used sources:

Wikipedia

www.ais-netherlands.nl

www.sia.aviation-civile.gouv.fr

AIP Eastern Caribbean

an.ivao.aero

www.ivao.aero