JEPPESEN
JeppView for Windows

List of pages in this Trip Kit

General Information

Location: ARUBA ISLAND XJS
ICAO/IATA: TNCA / AUA
Lat/Long: N12° 30.1', W070° 00.9'
Elevation: 62 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: +4:00 = UTC
Magnetic Variation: 11.0° W

Fuel Types: Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1037 Z
Sunset: 2212 Z

Runway Information

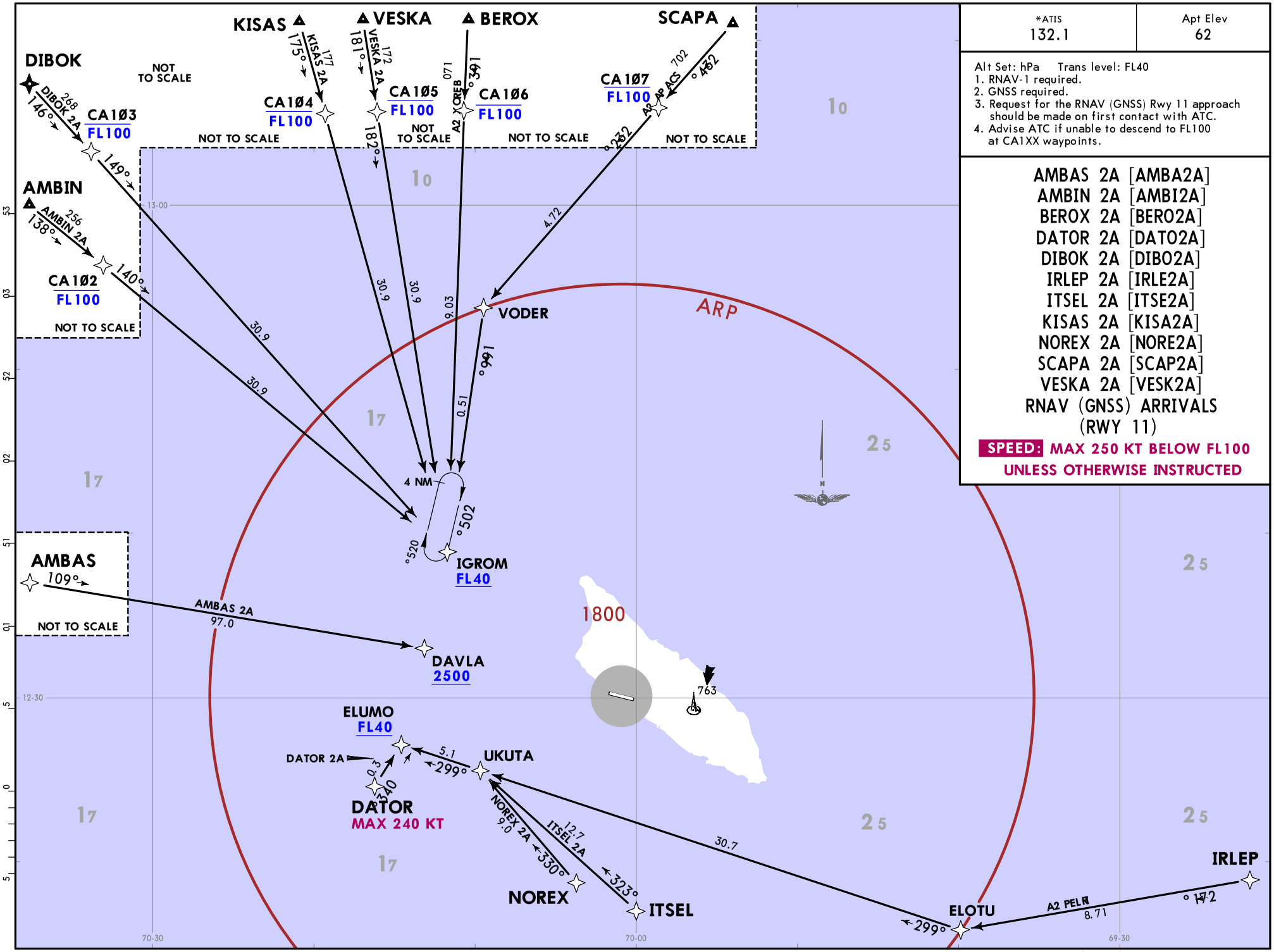
Runway: 11
Length x Width: 9278 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 12 ft
Lighting: Edge, ALS
Displaced Threshold: 274 ft

Runway: 29
Length x Width: 9278 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 62 ft
Lighting: Edge, ALS
Displaced Threshold: 82 ft

Communication Information

ATIS: 132.100
Beatrix Tower: 118.000
Beatrix Apron Ramp/Taxi: 121.600
Beatrix Approach: 120.900
Beatrix Approach: 118.000
Rescue And Fire Fighting Emergency: 121.700

Curaco ACC: 124.100 RCO
Curaco ACC: 127.100 Secondary RCO



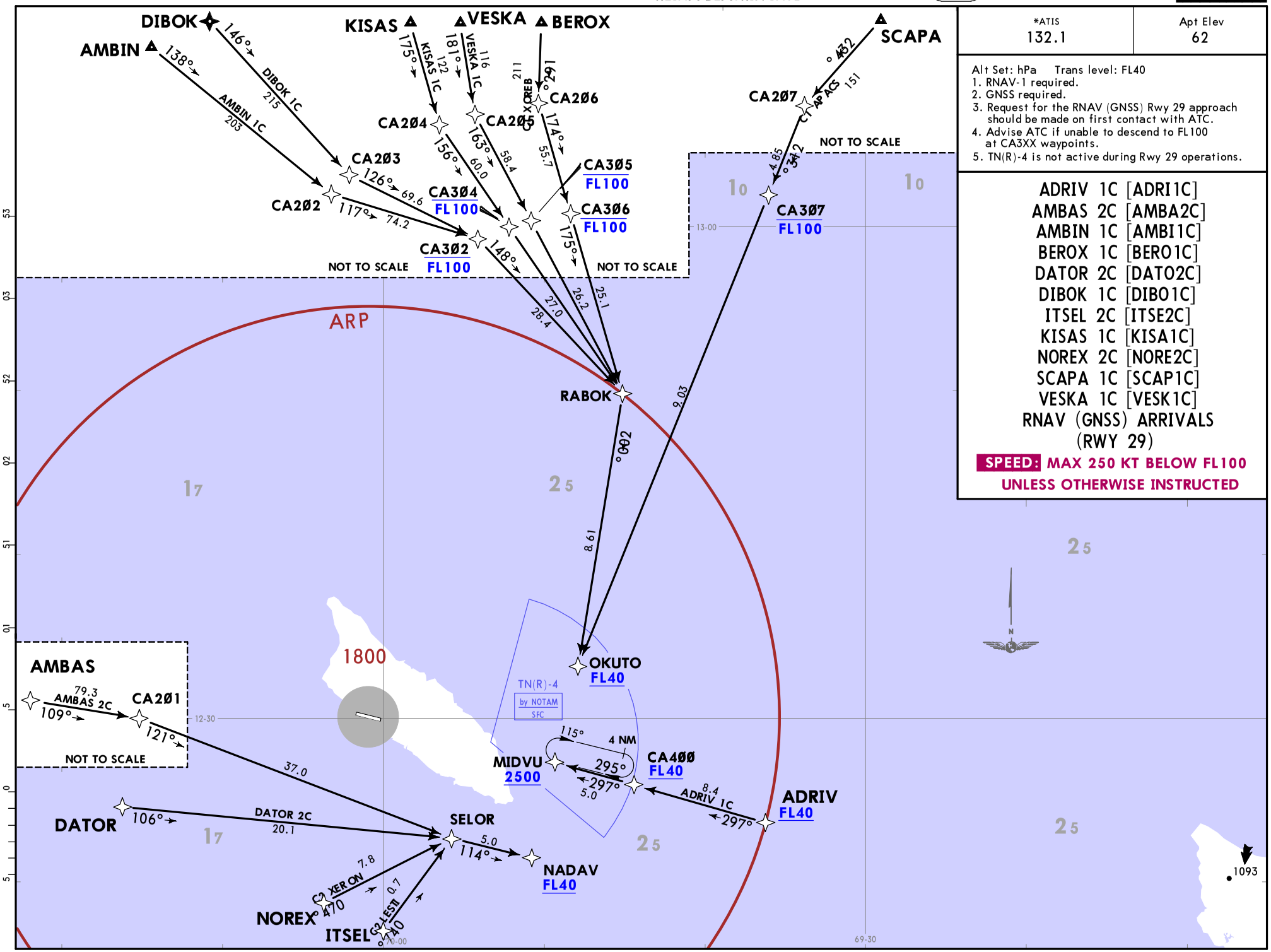
*ATIS	Apt Elev
132.1	62

Alt Set: hPa Trans level: FL40
1. RNAV-1 required.
2. GNSS required.
3. Request for the RNAV (GNSS) Rwy 11 approach should be made on first contact with ATC.
4. Advise ATC if unable to descend to FL100 at CA1XX waypoints.

AMBAS 2A [AMBA2A]
AMBIN 2A [AMBI2A]
BEROX 2A [BERO2A]
DATOR 2A [DATO2A]
DIBOK 2A [DIBO2A]
IRLEP 2A [IRLE2A]
ITSEL 2A [ITSE2A]
KISAS 2A [KISA2A]
NOREX 2A [NORE2A]
SCAPA 2A [SCAP2A]
VESKA 2A [VESK2A]
RNAV (GNSS) ARRIVALS
(RWY 11)

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED

CHANGES: Procedures renumbered, ELUMO, IGROM and UKUTA altitude restrictions.



*ATIS	Apt Elev
132.1	62

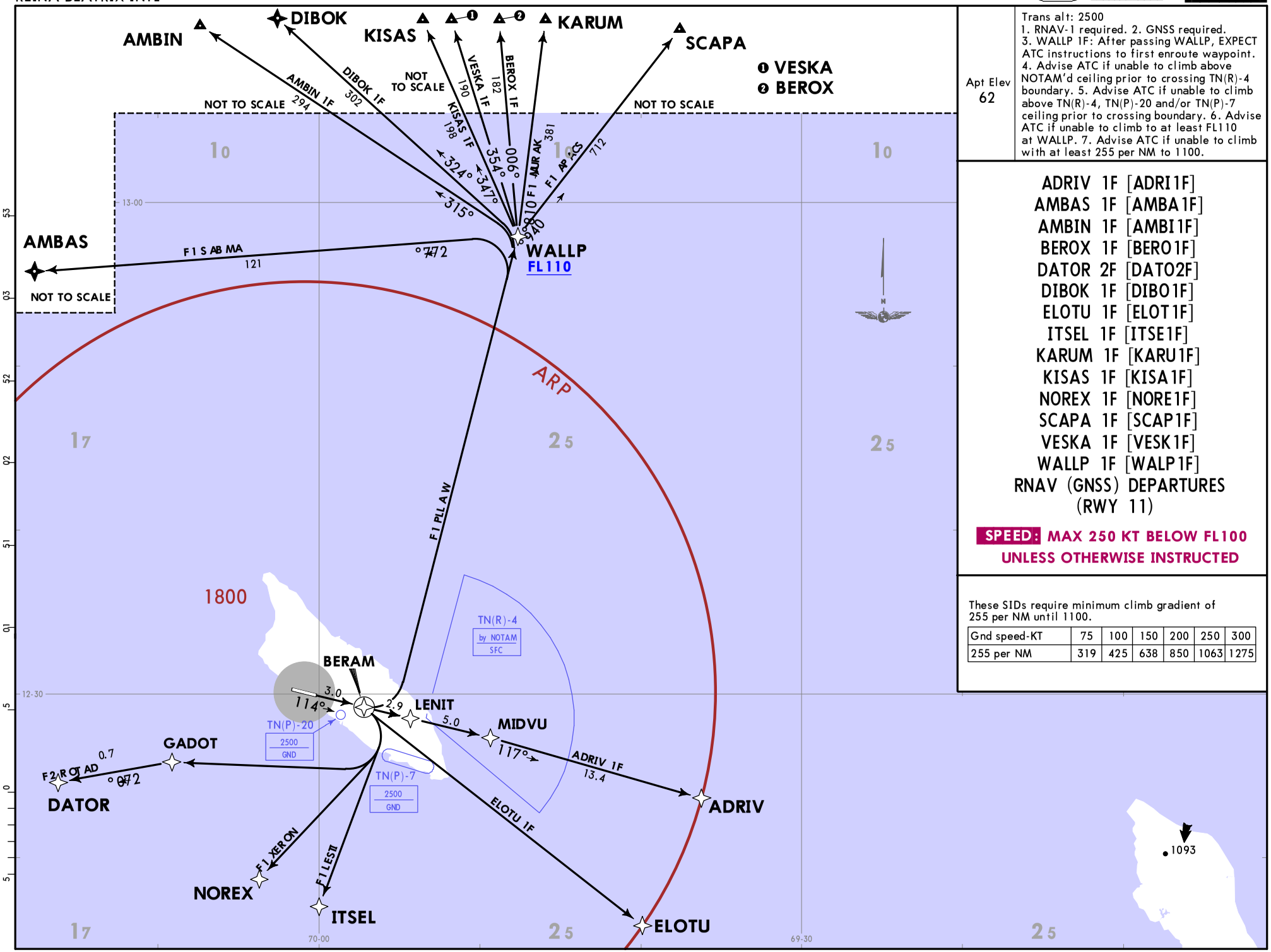
Alt Set: hPa Trans level: FL40
1. RNAV-1 required.
2. GNSS required.
3. Request for the RNAV (GNSS) Rwy 29 approach should be made on first contact with ATC.
4. Advise ATC if unable to descend to FL100 at CA3XX waypoints.
5. TN(R)-4 is not active during Rwy 29 operations.

ADRIV 1C [ADRI1C]
AMBAS 2C [AMBA2C]
AMBIN 1C [AMBI1C]
BEROX 1C [BERO1C]
DATOR 2C [DATO2C]
DIBOK 1C [DIBO1C]
ITSEL 2C [ITSE2C]
KISAS 1C [KISA1C]
NOREX 2C [NORE2C]
SCAPA 1C [SCAP1C]
VESKA 1C [VESK1C]
RNAV (GNSS) ARRIVALS
(RWY 29)

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED

CHANGES: AMBAS, DATOR, ITSEL and NOREX STARs renumbered, SELOR and NADAV altitude restrictions.

JEPPESEN ARUBA I, ARUBA
24 JAN 20 (10-3) Eff 30 Jan RNAV SID



Apt Elev 62

Trans alt: 2500
1. RNAV-1 required. 2. GNSS required. 3. WALLP 1F: After passing WALLP, EXPECT ATC instructions to first enroute waypoint. 4. Advise ATC if unable to climb above NOTAM'd ceiling prior to crossing TN(R)-4 boundary. 5. Advise ATC if unable to climb above TN(R)-4, TN(P)-20 and/or TN(P)-7 ceiling prior to crossing boundary. 6. Advise ATC if unable to climb to at least FL110 at WALLP. 7. Advise ATC if unable to climb with at least 255 per NM to 1100.

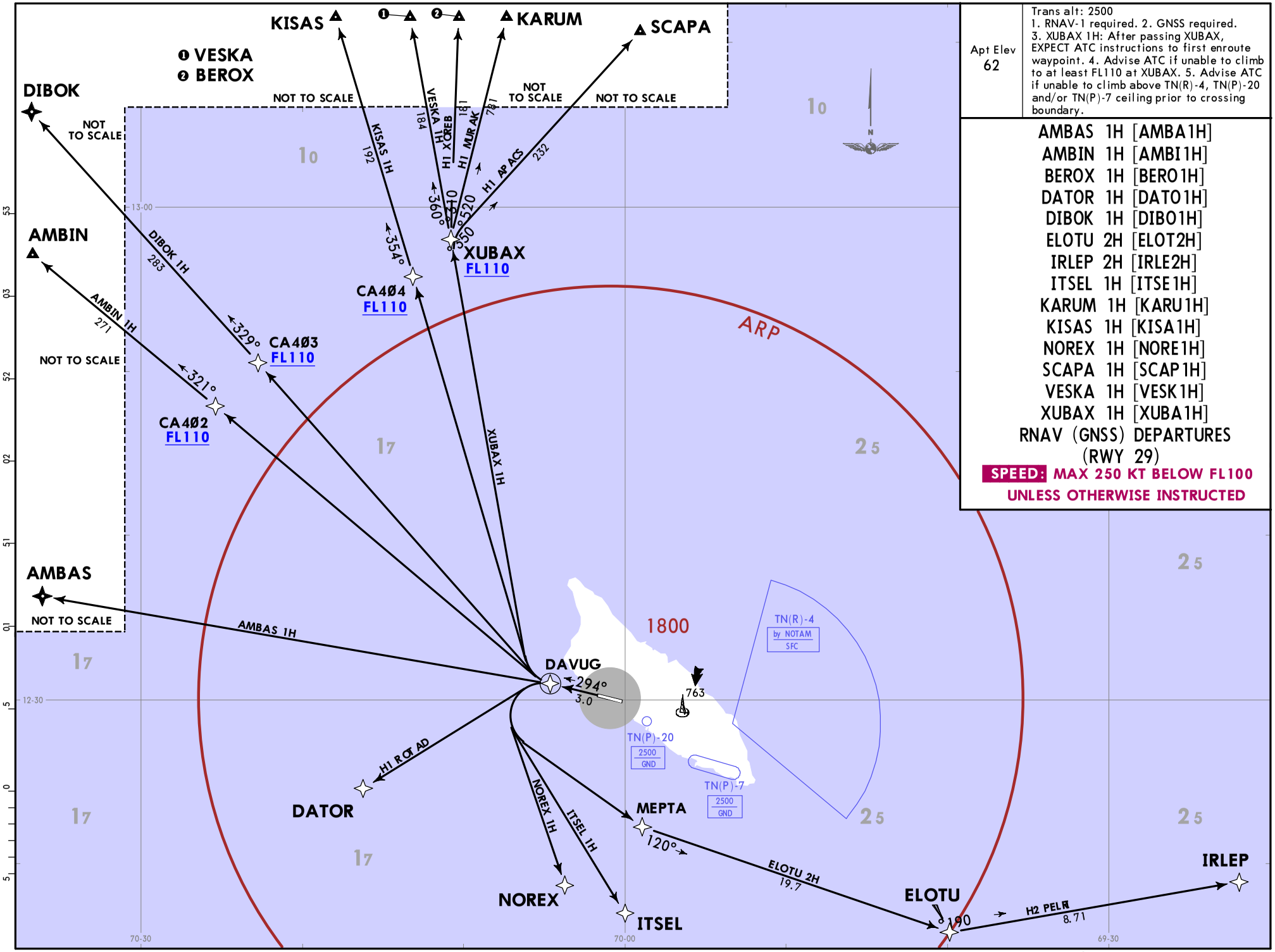
ADRIV 1F [ADRI1F]
AMBAS 1F [AMBA1F]
AMBIN 1F [AMBI1F]
BEROX 1F [BERO1F]
DATOR 2F [DATO2F]
DIBOK 1F [DIBO1F]
ELOTU 1F [ELOT1F]
ITSEL 1F [ITSE1F]
KARUM 1F [KARU1F]
KISAS 1F [KISA1F]
NOREX 1F [NORE1F]
SCAPA 1F [SCAP1F]
VESKA 1F [VESK1F]
WALLP 1F [WALP1F]
RNAV (GNSS) DEPARTURES
(RWY 11)

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED

These SIDs require minimum climb gradient of 255 per NM until 1100.

Gnd speed-KT	75	100	150	200	250	300
255 per NM	319	425	638	850	1063	1275

CHANGES: DATOR SID renumbered, GADOT altitude restriction removed.



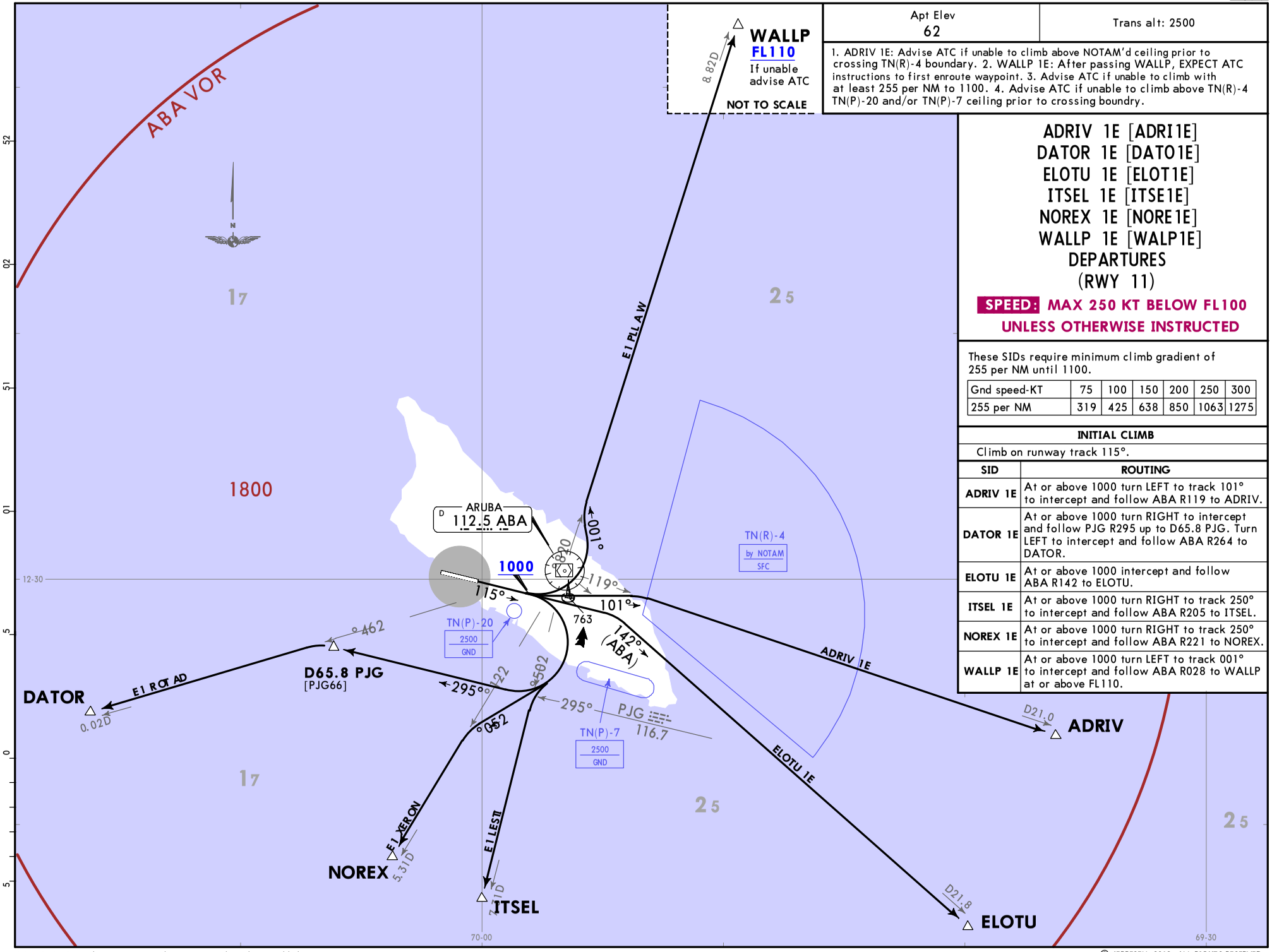
Apt Elev
62

Trans alt: 2500
1. RNAV-1 required. 2. GNSS required. 3. XUBAX 1H: After passing XUBAX, EXPECT ATC instructions to first enroute waypoint. 4. Advise ATC if unable to climb to at least FL110 at XUBAX. 5. Advise ATC if unable to climb above TN(R)-4, TN(P)-20 and/or TN(P)-7 ceiling prior to crossing boundary.

AMBAS 1H [AMBA1H]
AMBIN 1H [AMBI1H]
BEROX 1H [BERO1H]
DATOR 1H [DATO1H]
DIBOK 1H [DIBO1H]
ELOTU 2H [ELOT2H]
IRLEP 2H [IRLE2H]
ITSEL 1H [ITSE1H]
KARUM 1H [KARU1H]
KISAS 1H [KISA1H]
NOREX 1H [NORE1H]
SCAPA 1H [SCAP1H]
VESKA 1H [VESK1H]
XUBAX 1H [XUBA1H]
RNAV (GNSS) DEPARTURES
(RWY 29)

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED

CHANGES: ELOTU and IRLEP SIDs renumbered, MEPTA altitude restriction removed.



Apt Elev	Trans alt: 2500
62	

1. ADRIV 1E: Advise ATC if unable to climb above NOTAM'd ceiling prior to crossing TN(R)-4 boundary. 2. WALLP 1E: After passing WALLP, EXPECT ATC instructions to first enroute waypoint. 3. Advise ATC if unable to climb with at least 255 per NM to 1100. 4. Advise ATC if unable to climb above TN(R)-4 TN(P)-20 and/or TN(P)-7 ceiling prior to crossing boundry.

ADRIV 1E [ADRI1E]
DATOR 1E [DATO1E]
ELOTU 1E [ELOT1E]
ITSEL 1E [ITSE1E]
NOREX 1E [NORE1E]
WALLP 1E [WALP1E]
DEPARTURES
(RWY 11)

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED

These SIDs require minimum climb gradient of 255 per NM until 1100.

Gnd speed-KT	75	100	150	200	250	300
255 per NM	319	425	638	850	1063	1275

INITIAL CLIMB

Climb on runway track 115°.

SID	ROUTING
ADRIV 1E	At or above 1000 turn LEFT to track 101° to intercept and follow ABA R119 to ADRIV.
DATOR 1E	At or above 1000 turn RIGHT to intercept and follow PJG R295 up to D65.8 PJG. Turn LEFT to intercept and follow ABA R264 to DATOR.
ELOTU 1E	At or above 1000 intercept and follow ABA R142 to ELOTU.
ITSEL 1E	At or above 1000 turn RIGHT to track 250° to intercept and follow ABA R205 to ITSEL.
NOREX 1E	At or above 1000 turn RIGHT to track 250° to intercept and follow ABA R221 to NOREX.
WALLP 1E	At or above 1000 turn LEFT to track 001° to intercept and follow ABA R028 to WALLP at or above FL110.

Apt Elev	
62	Trans alt: 2500 Advise ATC if unable to climb above TN(R)-4, TN(P)-20 and/or TN(P)-7 ceiling prior to crossing boundary.

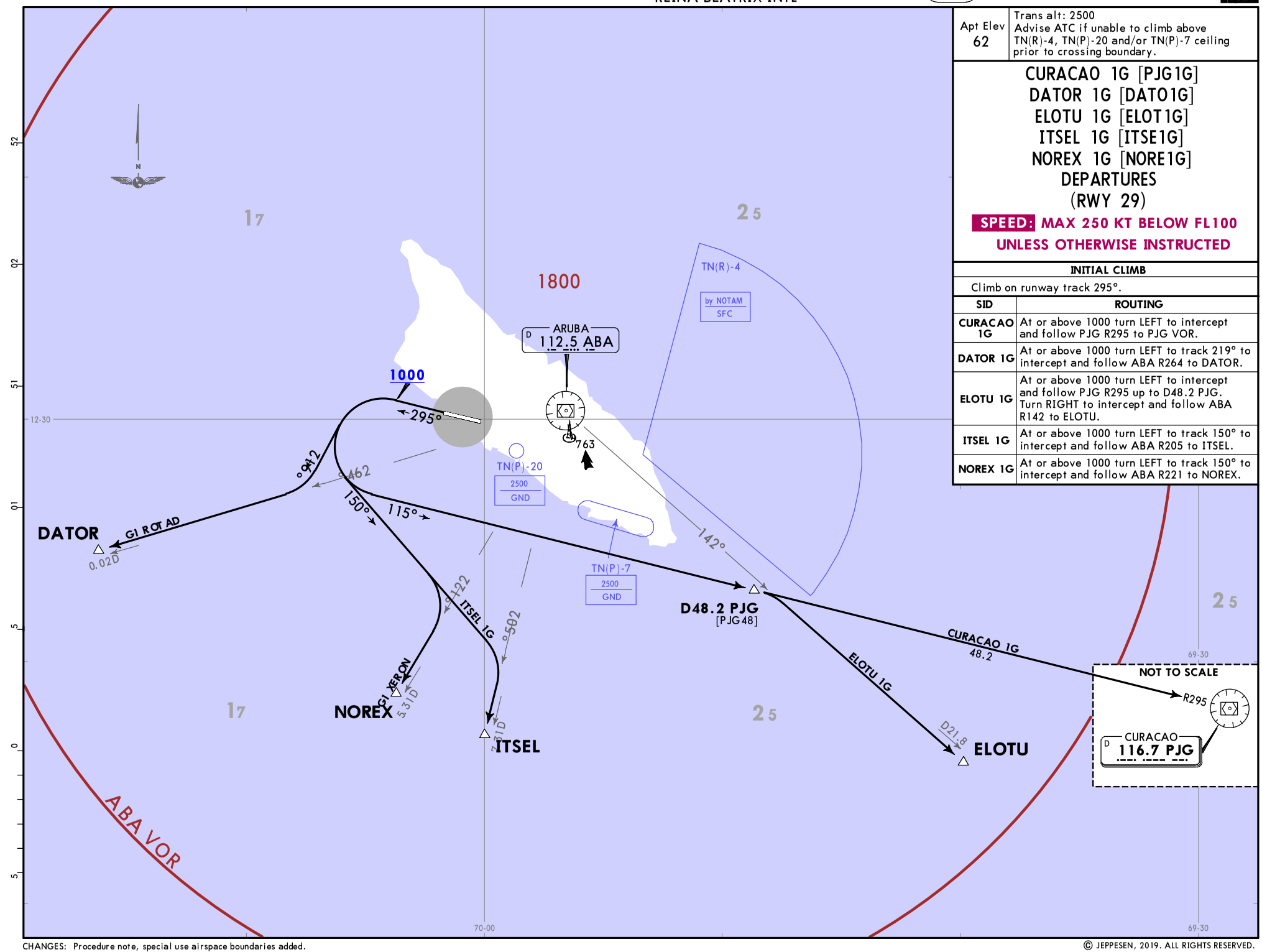
CURACAO 1G [PJG1G]
DATOR 1G [DATO1G]
ELOTU 1G [ELOT1G]
ITSEL 1G [ITSE1G]
NOREX 1G [NORE1G]
DEPARTURES
(RWY 29)

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED

INITIAL CLIMB

Climb on runway track 295°.

SID	ROUTING
CURACAO 1G	At or above 1000 turn LEFT to intercept and follow PJG R295 to PJG VOR.
DATOR 1G	At or above 1000 turn LEFT to track 219° to intercept and follow ABA R264 to DATOR.
ELOTU 1G	At or above 1000 turn LEFT to intercept and follow PJG R295 up to D48.2 PJG. Turn RIGHT to intercept and follow ABA R142 to ELOTU.
ITSEL 1G	At or above 1000 turn LEFT to track 150° to intercept and follow ABA R205 to ITSEL.
NOREX 1G	At or above 1000 turn LEFT to track 150° to intercept and follow ABA R221 to NOREX.



CHANGES: Procedure note, special use airspace boundaries added.

TNCA/AUA

Apt Elev **62′**

N12 30.1 W070 00.9

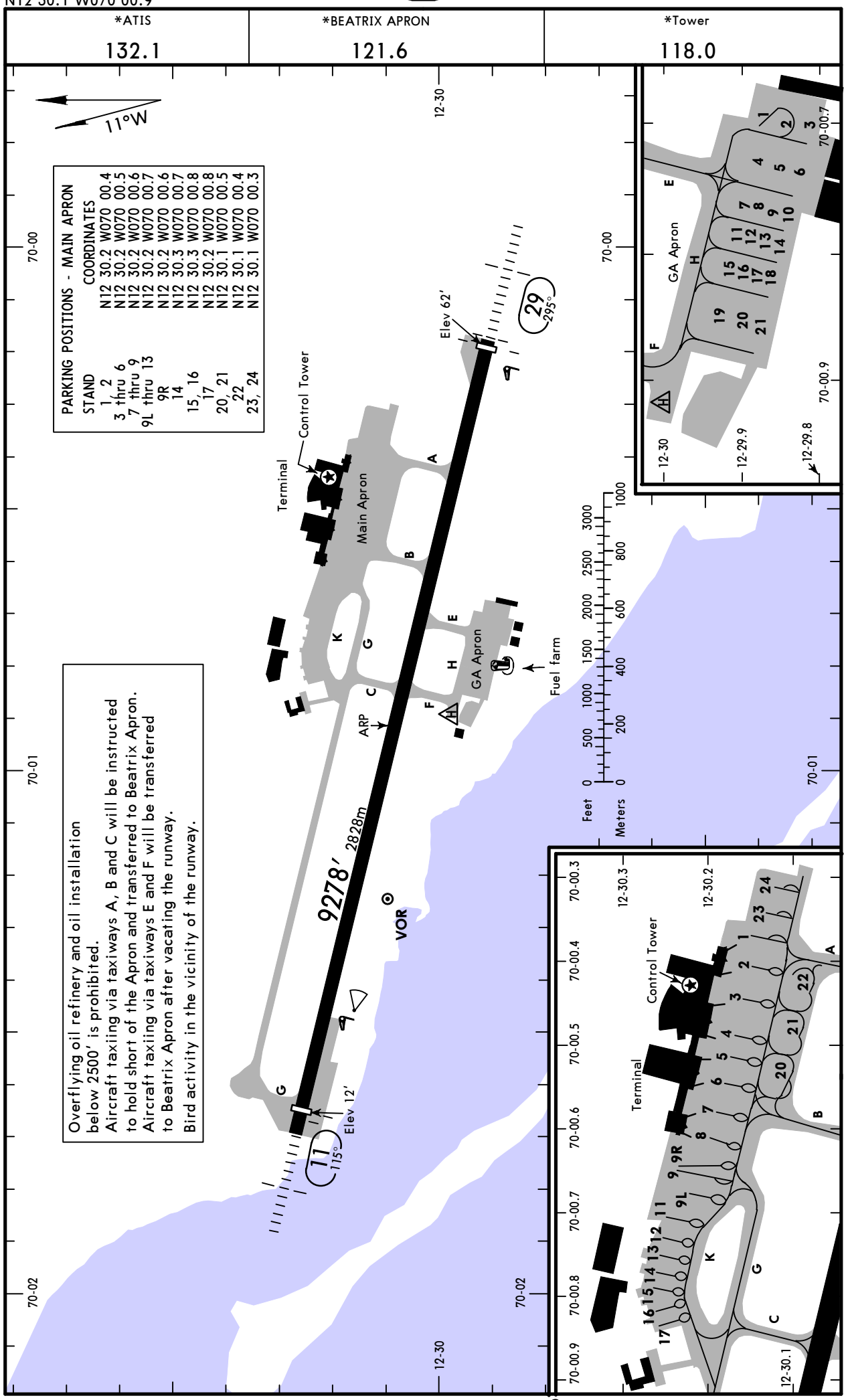
JEPPESEN

12 JUN 20 (10-9)

ARUBA I, ~~ARUBA~~

REINA BEATRIX INTL

*ATIS	*BEATRIX APRON	*Tower
132.1	121.6	118.0



CHANGES: None.

GENERAL

CAUTION: Rwy 11 departures shall exercise extreme caution to avoid entering restricted area TN(R)-4.
CAUTION: Birds in vicinity of airport.
CAUTION: A 4600' drag strip oriented 110°/290°, 7 NM SE of TNCA, can be mistaken for TNCA.
All commercial aircraft, including cargo aircraft, need prior clearance/slot times from the Aruba Airport Authority.
All departures shall cross the departure end before turning.
Aircraft will request start-up clearance with Beatrix Apron 10 minutes prior to estimated off-block time. After receiving start-up clearance from Beatrix Tower, the pilot shall relay its start-up clearance to Beatrix Apron and wait for push-back to proceed. If for any reason Beatrix Apron needs to delay the aircraft, this will be relayed to Beatrix Tower as soon as possible. After push-back is completed and the aircraft is ready to taxi, this will be transferred to Beatrix Tower for taxi clearance.
Rwy 11 right traffic pattern.
Skydiving will take place overhead Aruba during daylight hours. Actual jumping times will be coordinated between Beatrix Tower, Curacao ACC, and pilot.

NOISE ABATEMENT PROCEDURES

All subsonic aircraft certified, in accordance with Chapter 2 of ICAO Annex 16 Vol. I, departing Rwy 11 at Reina Beatrix INTL Airport shall maintain runway heading for at least 6 DME from BEA/VOR or climb to 2500' on runway heading, whichever comes first, before turning left or right on course.

Pilots, when making a left turn out while setting course, shall maintain special attention and exercise extreme caution to avoid entering the Restricted Area "TN(R)-4", when active.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
11	HIRL SALS PAPI-L (angle 3.00°) RVR	❶	7937' 2419m	9195' 2803m	148' 45m
29	HIRL SALS PAPI-L (angle 3.00°)			9001' 2744m	

❶ LDA 8921' 2719m

Std TAKE-OFF

RL & RCLM	RL	RL or RCLM	Adequate Vis Ref	
DAY	NIGHT	DAY	DAY	NIGHT
R300m		R400m	R/V500m	NA

CHANGES: New AOM concept.

AIRCRAFT PARKING PROCEDURES

APRON MANAGEMENT UNIT

Aircraft guidance on the ramp and into the aircraft stands is subject to ATS and is performed by the Apron Management Unit (call sign "Apron Management" on frequency 121.6 MHz). The Apron Management Units (AMU) area of responsibility includes the aprons on both the north and south side of the runway, as well as those areas necessary for the loading and unloading of aircraft. The responsibility of the AMU does not include the aircraft control which is executed by ATC.

Engine test runs, verification run-ups, and extensive maintenance work on aircraft at the parking stands are not permitted. In justified cases, ATC may allow exceptions if prior approval has been obtained from the AMU. Aircraft emergency repair work shall not commence prior to obtaining prior permission from both ATC and the AMU.

ARRIVAL AND DEPARTURE PROCEDURES

Upon exiting the taxiways, arriving aircraft must immediately establish contact with the "Apron Management Unit" and adhere to instructions received. Aircraft stands 1 through 13 are equipped with a visual docking guidance system. Aircraft marshallers are also available in case of system failure.

Aircraft preparing for departure must contact "Beatrix Tower" to request engine start clearance. Thereafter, "ready to taxi" shall be reported to ATC. Reverse thrust (both turbine and variable-pitch-propeller aircraft) shall not be used on the entire apron area including all parking positions on both the north and south apron. Aircraft shall leave the stands by means of push-back using tractors provided by the airport authority. Permission to start engines will include push-back clearance.

VISUAL DOCKING GUIDANCE SYSTEM

Use of the Docking Guidance System is hereby discontinued at all nose-in stands.
The use of marshaller is mandatory.

TNCA/AUA
REINA BEATRIX INTL

JEPPESEN
12 JUN 20 (11-1)

ARUBA I, ~~ARUBA~~
ILS Z Rwy 11

*ATIS	*BEATRIX Approach	*BEATRIX Tower
132.1	120.9	118.0

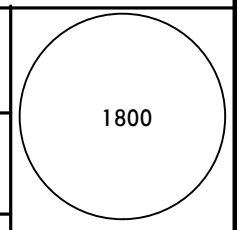
BRIEFING STRIP™

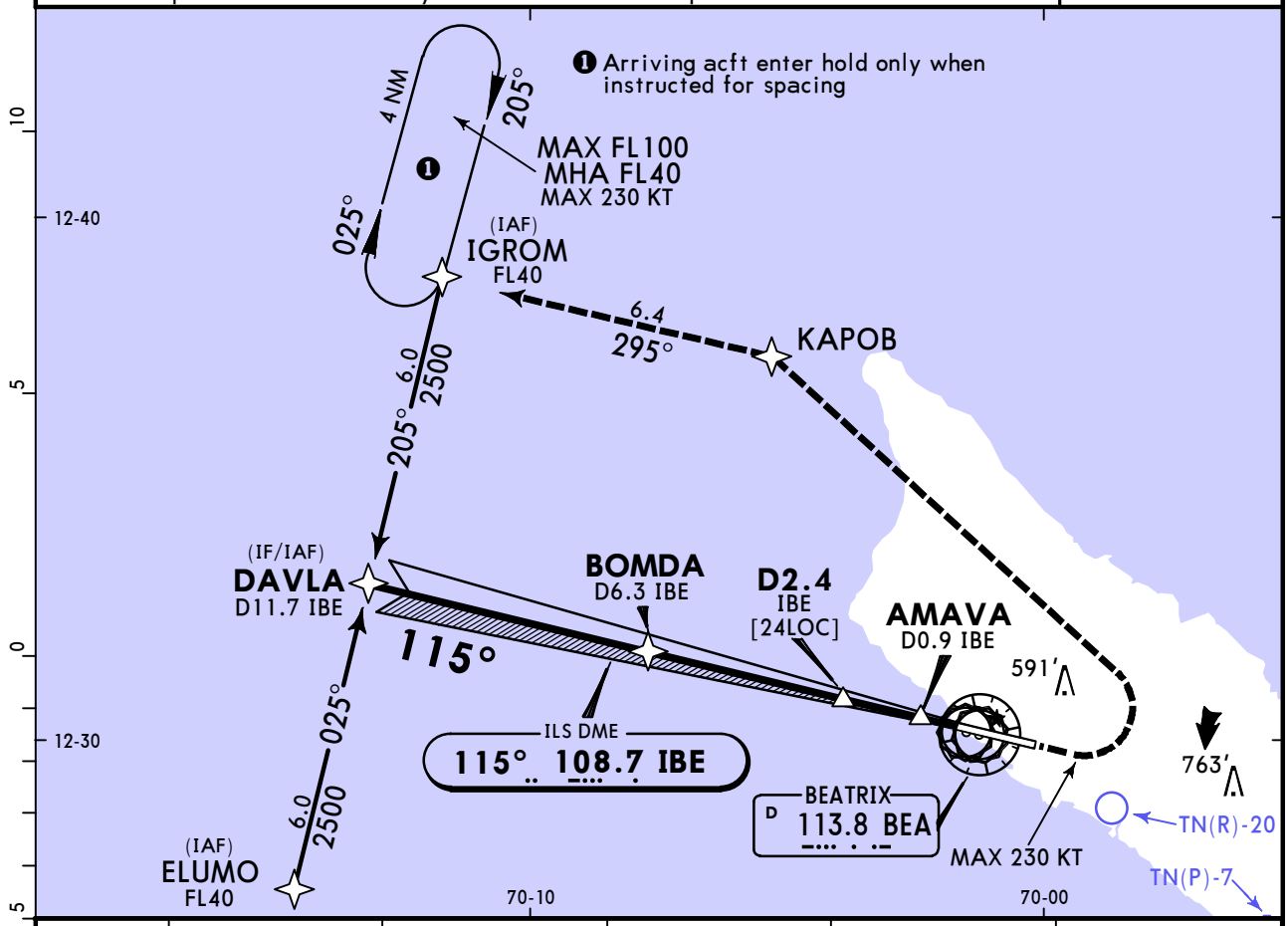
LOC IBE	Final Apch Crs	BOMDA	ILS DA(H) Refer to Minimums	Apt Elev 62′ Rwy 12′
108.7	115°	2000′ (1988′)		

MISSED APCH: Climb on extended centerline to 800′, then turn LEFT climbing to FL40 direct to KAPOB, then to IGROM and hold, or as directed by ATC. MAX 230 KT through first turn.

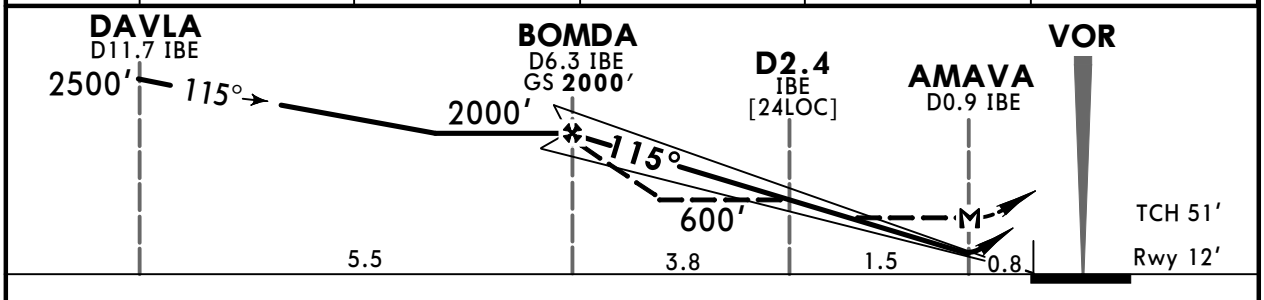
Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: FL 40 | Trans alt: 2500′

1. GNSS required. 2. BEA DME may be used if IBE DME inop: add 0.3 NM.





LOC (GS out)	IBE DME	5.0	4.0	3.0	2.0
	ALTITUDE	1600′	1290′	970′	650′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at AMAVA							

SALS PAPI | 800′ | LT | FL40

PANS OPS

Std STRAIGHT-IN LANDING

ILS
DA(H) A: 233′ (221′) C: 253′ (241′)
B: 245′ (233′) D: 263′ (251′)

LOC (GS out)
CDFA
1 DA/MDA(H) 440′ (428′)

CIRCLE-TO-LAND

	FULL	ALS out	FULL	ALS out
A	R800m	R1200m	R1500m	
B				
C		R1300m	R1600m	R2000m
D				

Max Kts	MDA(H)	
100	890′ (828′)	V1500m
135	890′ (828′)	V1600m
180	1160′ (1098′)	V2400m
205	1160′ (1098′)	V3600m

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: New AOM concept.

TNCA/AUA
REINA BEATRIX INTL

JEPPESEN
12 JUN 20 (11-2)

ARUBA I, ~~ARUBA~~
ILS Y Rwy 11

*ATIS	*BEATRIX Approach	*BEATRIX Tower
132.1	120.9	118.0

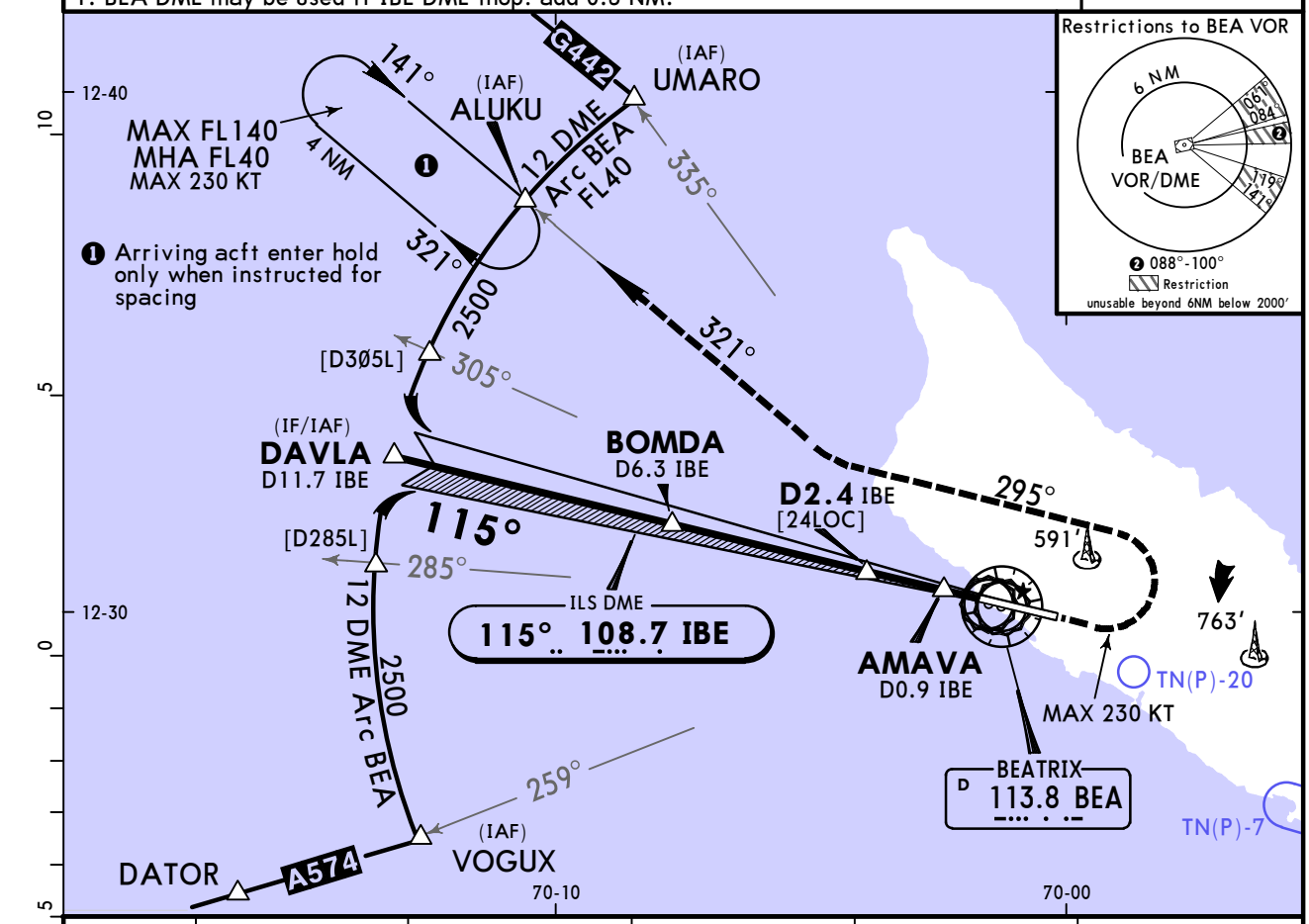
BRIEFING STRIP™

LOC IBE	Final Apch Crs	BOMDA	ILS DA(H)	Apt Elev 62′
108.7	115°	2000′ (1988′)	Refer to Minimums	Rwy 12′

MISSED APCH: Climb on extended centerline to 800′, then turn LEFT climbing to FL40 tracking 295° to join BEA VOR R-321 to ALUKU and hold, or as directed by ATC. MAX 230 KT through first turn.

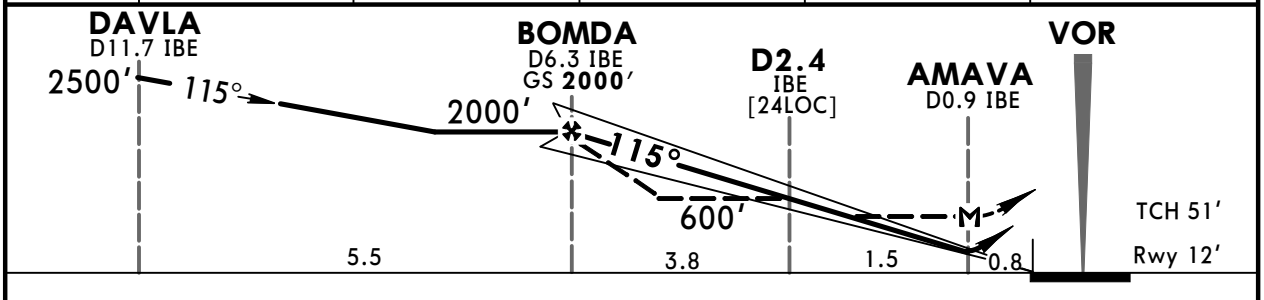
Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: FL 40 | Trans alt: 2500′

1. BEA DME may be used if IBE DME inop: add 0.3 NM.



1 Arriving acft enter hold only when instructed for spacing

LOC (GS out)	IBE DME	5.0	4.0	3.0	2.0
	ALTITUDE	1600′	1290′	970′	650′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at AMAVA							

SALS PAPI | 800′ | LT | FL40

Std STRAIGHT-IN LANDING

	ILS		LOC (GS out) CDFA	
DA(H)	A: 233′ (221′)	C: 253′ (241′)	1 DA/MDA(H) 440′ (428′)	
	B: 245′ (233′)	D: 263′ (251′)		
	FULL	ALS out		ALS out

CIRCLE-TO-LAND

A	R800m	R1200m	R1500m	
B				
C		R1300m	R1600m	R2000m
D				

Max Kts	MDA(H)	
100	890′ (828′)	V1500m
135	890′ (828′)	V1600m
180	1160′ (1098′)	V2400m
205	1160′ (1098′)	V3600m

PANS OPS

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: New AOM concept.

TNCA/AUA
REINA BEATRIX INTL

JEPPESEN
12 JUN 20 (12-1)

ARUBA I, ~~ARUBA~~
RNAV (GNSS) Rwy 11

*ATIS	*BEATRIX Approach	*BEATRIX Tower
132.1	120.9	118.0

BRIEFING STRIP™

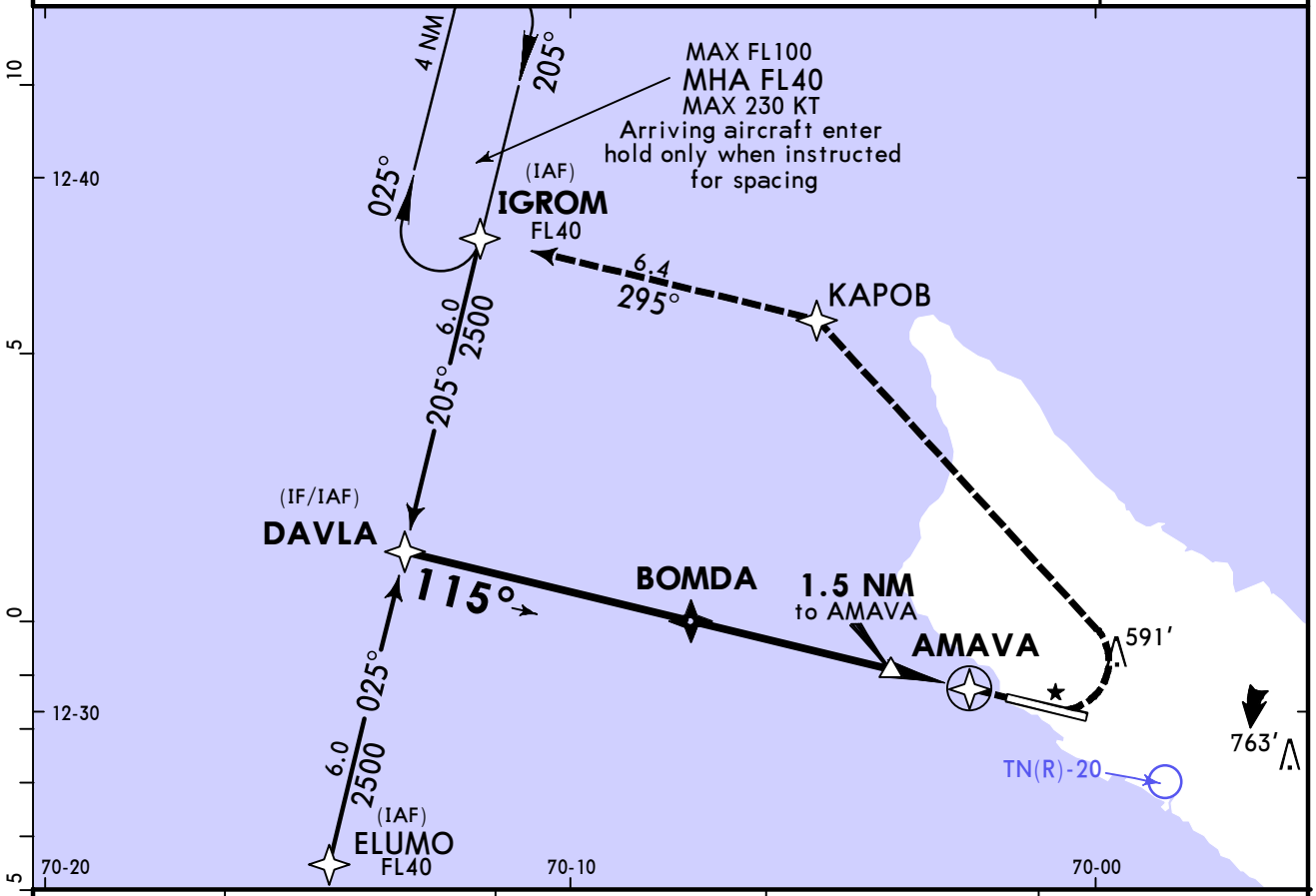
RNAV	Final Apch Crs	BOMDA	LNAV/VNAV DA(H)	Apt Elev 62′
	115°	2000′ (1988′)	440′ (428′)	Rwy 12′

MISSED APCH: Climb on extended centerline to 800′, then turn LEFT climbing to FL40 direct to KAPOB, then to IGROM and hold, or as directed by ATC. MAX 230 KT through first turn.

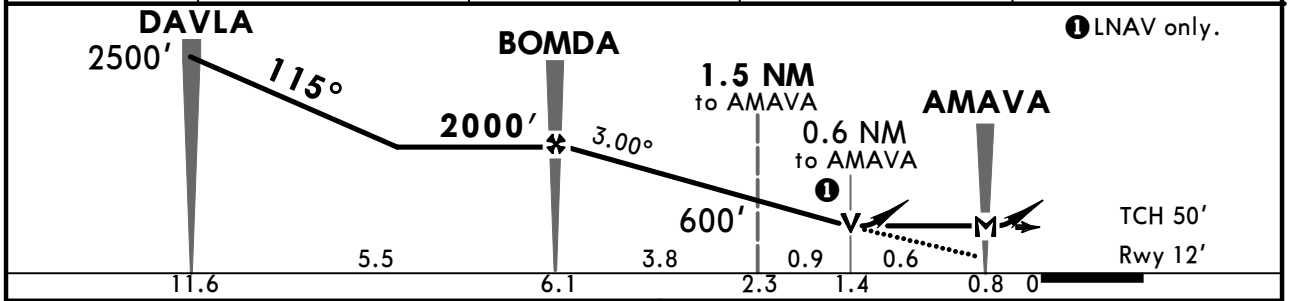
Alt Set: hPa	Rwy Elev: 0 hPa	Trans level: FL 40	Trans alt: 2500′

1. GNSS required. 2. Pilots should request RNAV approach on first contact with Beatrix tower. 3. For uncompensated BARO-VNAV systems, LNAV/VNAV not authorized below 0°C.

1800
MSA ARP



NM to AMAVA	4.0	3.0	2.0	1.0
ALTITUDE	1580′	1260′	940′	620′



❶ LNAV only.

Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at AMAVA						

SALS
PAPI
800′
FL40
LT
D
KAPOB

PANS OPS

Std STRAIGHT-IN LANDING

	LNAV/VNAV		LNAV CDFA	
	DA(H) 440′ (428′)		❶ DA/MDA(H) 510′ (498′)	
	ALS out		ALS out	
A	R1500m		R1500m	
B				
C	R1600m	R2000m	R1800m	R2300m
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	890′ (828′) V1500m
135	890′ (828′) V1600m
180	1160′ (1098′) V2400m
205	1160′ (1098′) V3600m

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: New AOM concept.

TNCA/AUA
REINA BEATRIX INTL

JEPPESEN
12 JUN 20 (12-2)

ARUBA I, ~~ARUBA~~
RNAV (GNSS) Rwy 29

*ATIS	*BEATRIX Approach	*BEATRIX Tower
132.1	120.9	118.0

BRIEFING STRIP™

RNAV	Final Apch Crs 295°	LENIT 2000′ (1938′)	LNAV/VNAV DA(H) 400′ (338′)	Apt Elev 62′ Rwy 62′

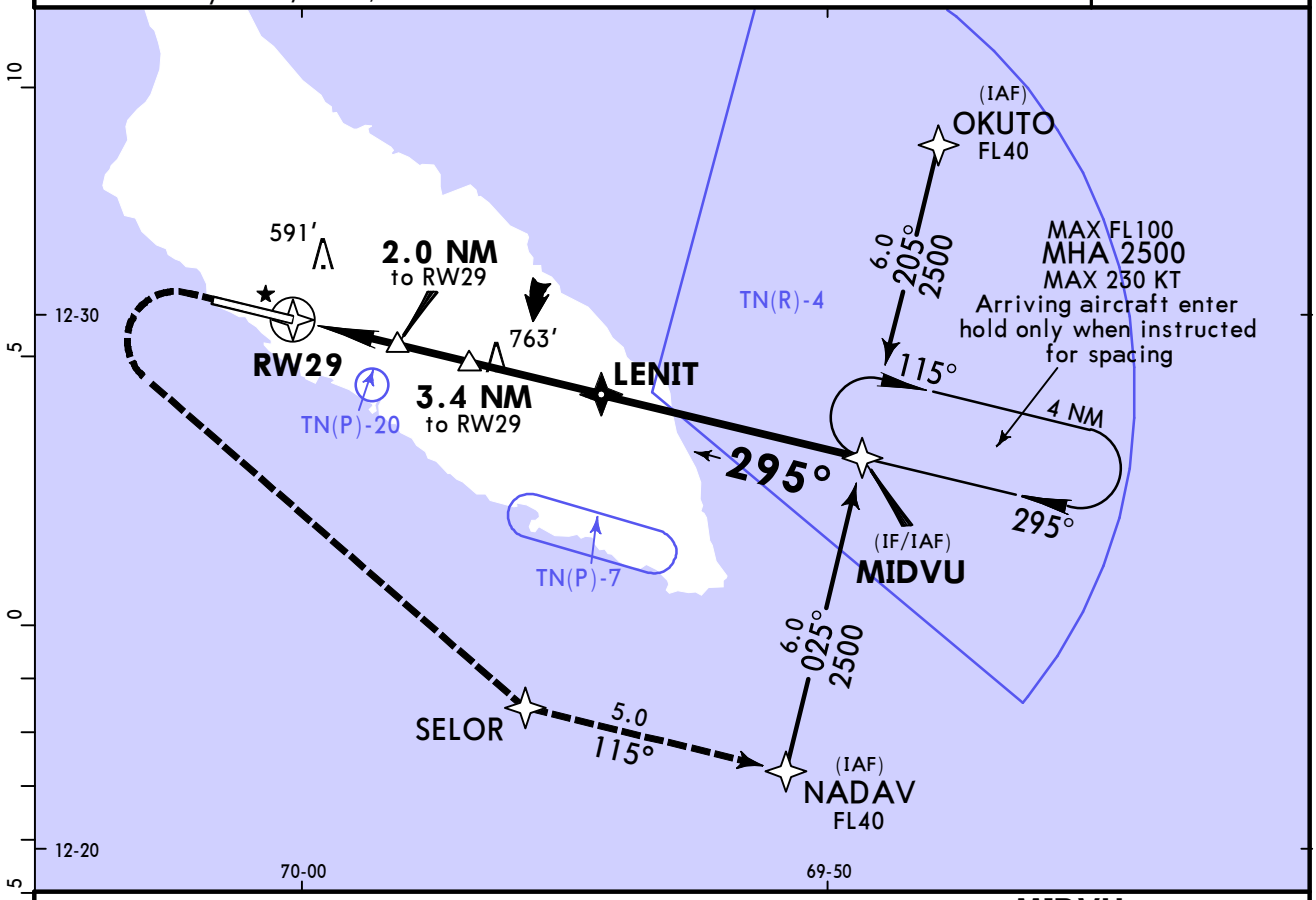
MISSED APCH: Climb on extended centerline to 1000′, then turn LEFT climbing to 2500′ direct to SELOR, then to NADAV and MIDVU and hold, or as directed by ATC.

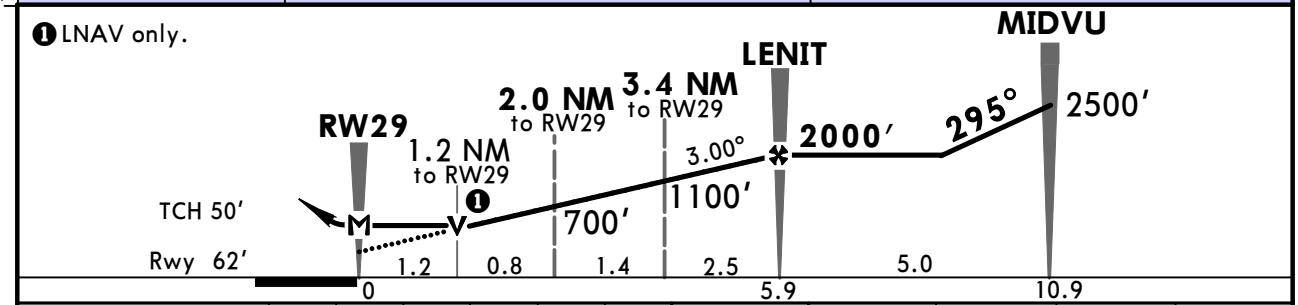
Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: FL 40	Trans alt: 2500′

1. GNSS required. 2. TNR-4 is not active during Rwy 29 operations. 3. Pilots should request RNAV approach on first contact with Beatrix tower. 4. For uncompensated BARO-VNAV systems, LNAV/VNAV not authorized below 0°C.

1800

MSA ARP





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at RW29						

SALS PAPI | 1000′ | 2500′ LT | D | SELOR

PANS OPS

Std STRAIGHT-IN LANDING

	LNAV/VNAV DA(H) 400′ (338′)		LNAV CDFA 1 DA/MDA(H) 490′ (428′)	
		ALS out		ALS out
A	R1100m	R1500m	R1500m	
B				
C			R1600m	R2000m
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	890′ (828′)	V1500m
135	890′ (828′)	V1600m
180	1160′ (1098′)	V2400m
205	1160′ (1098′)	V3600m

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: New AOM concept.

TNCA/AUA
REINA BEATRIX INTL

JEPPESEN
12 JUN 20 (13-1)

ARUBA I, ~~ARUBA~~
VOR Rwy 11

*ATIS	*BEATRIX Approach	*BEATRIX Tower
132.1	120.9	118.0

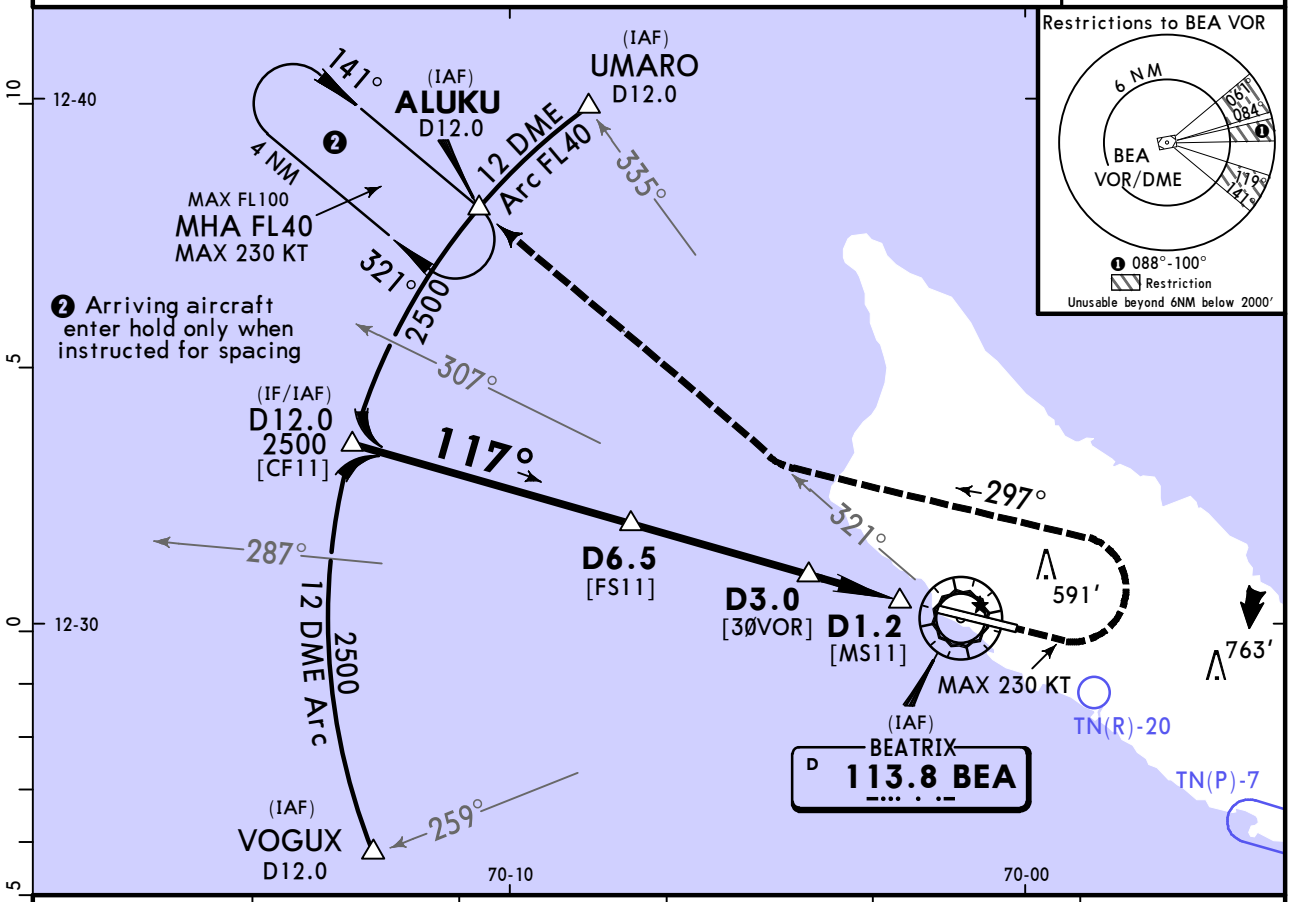
BRIEFING STRIP ™

VOR BEA	Final Apch Crs	D6.5	DA/MDA(H)	Apt Elev 62′
113.8	117°	2000′ (1988′)	550′ (538′)	Rwy 12′

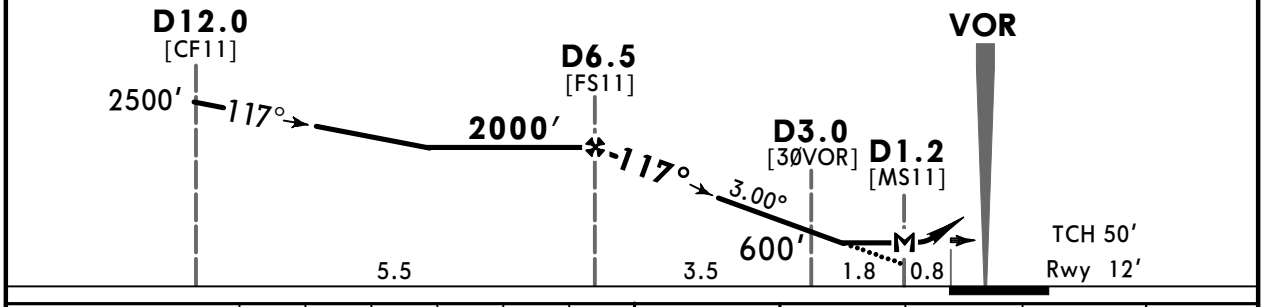
MISSED APCH: Climb on runway course to 800′, climbing LEFT turn to FL40 on course 297°, join BEA VOR R-321 to ALUKU and hold, or as directed by ATC. Max 230 KT through first turn.

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: FL 40 | Trans alt: 2500′

1800
MSA BEA VOR



BEA DME	6.0	5.0	4.0	3.0	2.0
ALTITUDE	1840′	1520′	1200′	890′	570′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D1.2							

SALS PAPI | 800′ | FL40 LT | on 297°

Std STRAIGHT-IN LANDING

CDFA

❶ DA/MDA(H) 550′ (538′)

ALS out

A	R1500m	
B		
C	R2000m	R2400m
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	890′ (828′)	V1500m
135	890′ (828′)	V1600m
180	1160′ (1098′)	V2400m
205	1160′ (1098′)	V3600m

PANS OPS

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: New AOM concept.

TNCA/AUA
REINA BEATRIX INTL

JEPPESEN
12 JUN 20 (13-2)

ARUBA I, ~~ARUBA~~
VOR Rwy 29

*ATIS	*BEATRIX Approach	*BEATRIX Tower
132.1	120.9	118.0

BRIEFING STRIP™

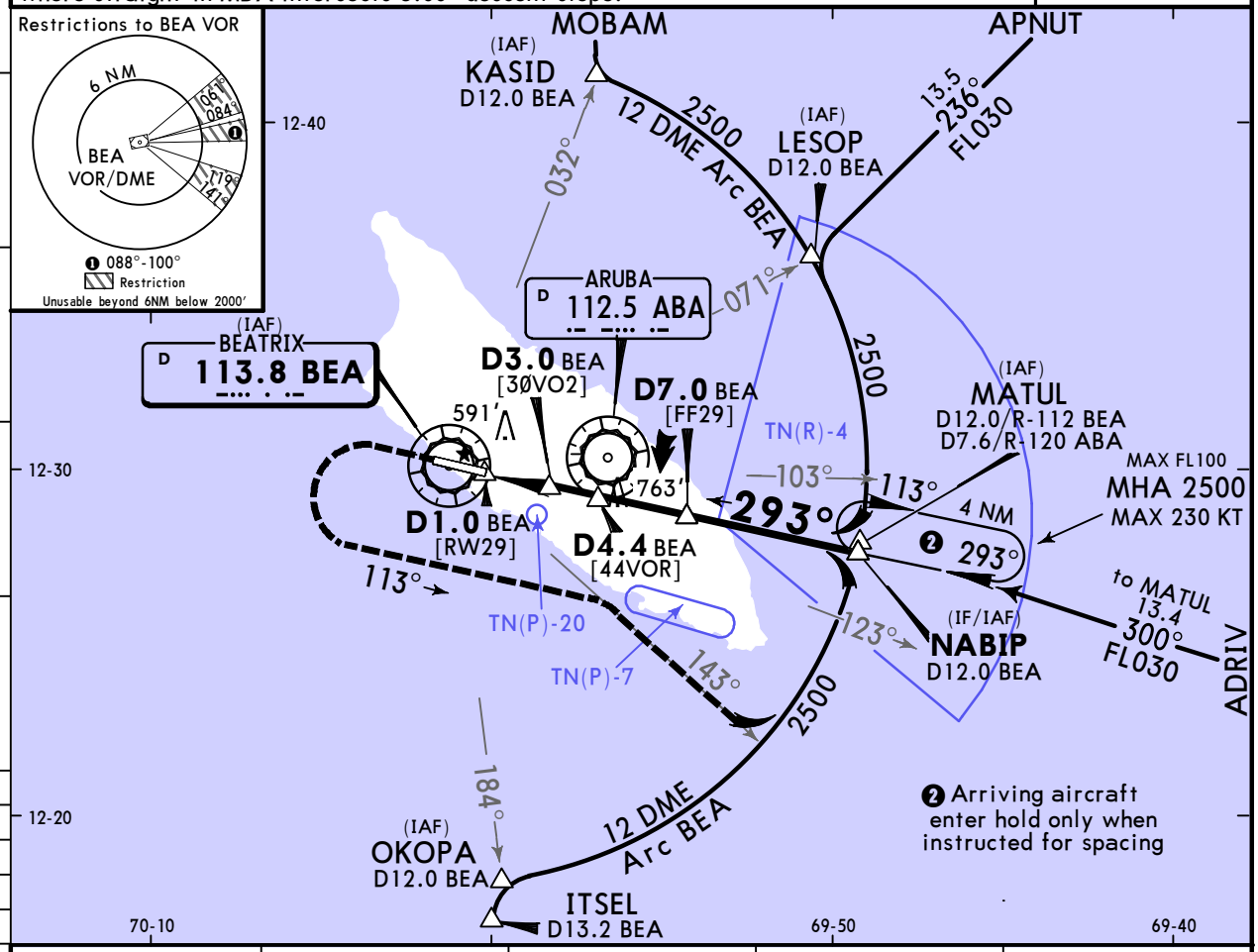
VOR BEA	Final Apch Crs	D7.0 BEA	DA/MDA(H)	Apt Elev 62′
113.8	293°	2000′ (1938′)	490′ (428′)	Rwy 62′

MISSED APCH: Climb on extended centerline to 1000′, then turn LEFT climbing to 2500′ on course 113°, join R-143 BEA VOR, join D12.0 BEA VOR Arc and hold or as directed by ATC.

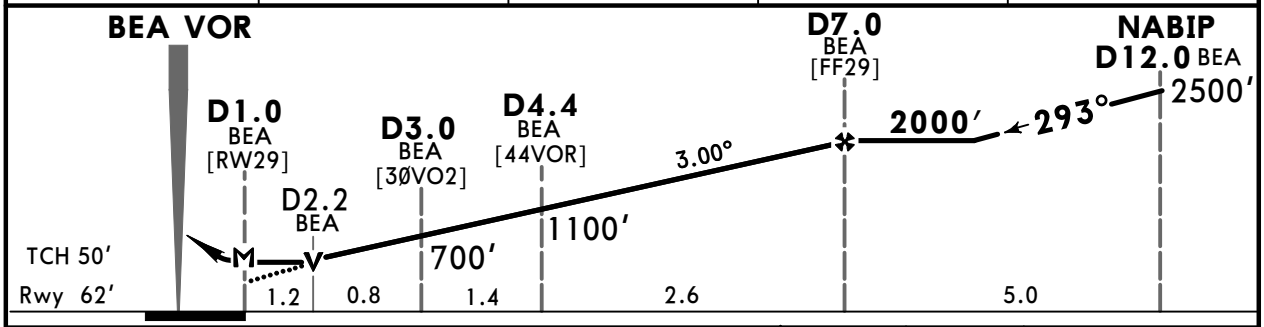
Alt Set: hPa | Rwy Elev: 2 hPa | Trans level: FL 40 | Trans alt: 2500′

1. TN(R)-4 is not active during Rwy 29 operations. 2. Visual descent point (VDP) is where straight-in MDA intersects 3.00° descent slope.

1800
MSA BEA VOR



BEA DME	3.0	4.0	5.0	6.0
ALTITUDE	740′	1060′	1370′	1690′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D1.0 BEA						

PAPI SALS | 1000′ | 2500′ LT on 113°

Std STRAIGHT-IN LANDING
CDFA
1 DA/MDA(H) 490′ (428′)
ALS out

A	R1500m	
B		
C	R1600m	R2000m
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	890′ (828′)	V1500m
135	890′ (828′)	V1600m
180	1160′ (1098′)	V2400m
205	1160′ (1098′)	V3600m

PANS OPS

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: New AOM concept.

Chart changes since cycle 21-2020

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

ARUBA ISLAND, (REINA BEATRIX INTL - TNCA)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport TNCA