

AD 2. AERODROME

TNCC AD 2.1 AERODROME LOCATION INDICATOR AND NAME

TNCC - HATO CURAÇAO INTERNATIONAL AIRPORT

TNCC AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat : 121120.094N Long : 0685734.888W Site : Intersection of centerline RWY 11/29 and extended centerline of central TWY.
2	Direction and distance from city	4.5 NM north-west of Willemstad
3	Elevation/Reference Temperature	11M (36FT) / 32.0 °C
4	Geoid undulation at AD ELEV PSN	
5	MAG VAR/Annual change	-11 °(2014)
6	AD Administration, address, telephone, telefax, telex, AFS	Curacao Airport Partners Margareth Abraham Plasa Tel: (+599) 9 839 1000 Telefax: (+599) 9 868 0017 e-mail: info@curacao-airport.com AFS: TNCCZTZX
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Reference Temperature --> JUN - OCT

TNCC AD 2.3 OPERATIONAL HOURS

1	AD Administration	Office hours
2	Customs and Immigration	H24
3	Health and Sanitation	H24 First aid treatment H24
4	AIS Briefing Office	H24
5	ATS Reporting Office (ARO)	H24
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	H24
9	Handling	H24
10	Security	H24
11	De-icing	N/A
12	Remarks	NIL

TNCC AD 2.4 HANDLING SERVICES AND FACILITIES

1	<i>Cargo-handling facilities</i>	Stair Trucks; Hy-loaders; Fork lifters; Pushback Trucks; Tow-bars and Conveyor-belts
2	<i>Fuel/Oil types</i>	AVGAS 100, Jet A-1 / W100
3	<i>Fuelling facilities/capacity</i>	AVGAS 100 Refueler 750 USG/min 1 tank 210 USG/min Jet A-1 4 de-hydrant dispenser 3 refueler 1/10.000 USG - 2/5.000 USG
4	<i>De-icing</i>	N/A
5	<i>Hangar Space for visiting aircraft</i>	None
6	<i>Repair facilities for visiting aircraft</i>	None
7	<i>Remarks</i>	NIL

TNCC AD 2.5 PASSENGER FACILITIES

1	<i>Hotels</i>	Unlimited available in Willemstad and in the vicinity of the airport
2	<i>Restaurants</i>	Unlimited available in Willemstad and in the vicinity of the airport
3	<i>Transportation</i>	Car rentals; Taxi's and Public transportation
4	<i>Medical facilities</i>	First-aid treatment and Porto Medico at the Airport; and Hospital is 10-15 minutes from the Airport
5	<i>Bank and Post Office</i>	Bank available
6	<i>Tourist Office</i>	Available
7	<i>Remarks</i>	NIL

TNCC AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	<i>AD Category for fire fighting</i>	CAT 9
2	<i>Rescue equipment</i>	2 Oshkosh 3000 striker and 1 Oshkosh 3000; total AFFF 1,200/4542; Water 9,446/35,755; Dry CHEM 450 and DISCHARD FOAM 3,900/14,762
3	<i>Capability for removal of disabled aircraft</i>	Up to B 747-400 AUW by arrangement with local engineers, Ground handling Companies, FOL and Coast Guard.
4	<i>Remarks</i>	NIL

TNCC AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	<i>Types of clearing equipment</i>	NIL
2	<i>Clearance priorities</i>	NIL
3	<i>Remarks</i>	NIL

TNCC AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	<i>Apron surface and strength</i>	Apron : Type of surface: CONC/ASPH
2	<i>Taxiway width, surface and strength</i>	TWY Width: 23 M Type of surface: CONC/ASPH Strength: PCN 60/F/A/W/T.
3	<i>ACL location and elevation</i>	27 ft. Main apron in the passenger terminal
4	<i>VOR Checkpoints</i>	NIL
5	<i>INS Checkpoints</i>	NIL
6	<i>Remarks</i>	NIL

TNCC AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	<i>Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands</i>	A visual docking/parking guidance system is not available.
2	<i>RWY and TWY markings and LGT</i>	RWY and TWY guidance signage; WDI-lighted
3	<i>Stop bars</i>	Available
4	<i>Remarks</i>	Marking AIDS: Threshold, Touchdown; Centerline; RWY designations; all RWYs, taxi holding position; TWY centerline; guidance Apron and Aircraft stands markings and Turning Bay 11 marking.

TNCC AD 2.10 AERODROME OBSTACLES

<i>In approach/TKOF areas</i>			<i>In circling area and at AD</i>		<i>Remarks</i>
<i>1</i>			<i>2</i>		
<i>RWY NR/ Area affected</i>	<i>Obstacle type/ Elevation Markings/LGT</i>	<i>Coordinates</i>	<i>Obstacle type/ Elevation Markings/LGT</i>	<i>Coordinates</i>	<i>NIL</i>
<i>a</i>	<i>b</i>	<i>c</i>	<i>a</i>	<i>b</i>	

TNCC AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	<i>Associated MET Office</i>	CURAÇAO
2	<i>Hours of service MET Office outside hours</i>	H 24
3	<i>Office responsible for TAF preparation Periods of validity</i>	CURACAO
4	<i>Type of landing forecast Interval of issuance</i>	TR Hourly
5	<i>Briefing / consultation provided</i>	Personal briefing by telephone from MDC office. T, TV, D
6	<i>Flight documentation Language(s) used</i>	C, TB English
7	<i>Charts and other information available for briefing or consultatio</i>	P, W
8	<i>Supplementary equipment available for providing information</i>	
9	<i>ATS units provided with information</i>	Hato Tower / Curacao area control
10	<i>Additional information (limitation of service, etc.)</i>	General Aviation Forecast (GAF ABC) available see website MDC. Briefing and consultation at MDC Tel: (+5999) 839-3360/839-3361 Telefax: (+5999) 868-2699 MET office at seru Mahuma, apprx. 1 km from the Airport

TNCC AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

<i>Designations RWY NR</i>	<i>TRUE & MAG BRG</i>	<i>Dimension of RWY (M)</i>	<i>Strength(PCN) and surface of RWY and SWY</i>	<i>THR Coordinate/ (Beginning of paved surface)</i>	<i>THR elevation and highest elevation of TDZ of precision APP RWY</i>
<i>1</i>	<i>2</i>	<i>3</i>	<i>4</i>	<i>5</i>	<i>6</i>
RWY 11	102°	3413 x 60	60/F/A/W/T CONC/ASPH	121126.05N 0685803.08W	See Aerodrome Chart AD 2 TNCC
RWY 29	282°	3413 x 60	60/F/A/W/T CONC/ASPH	121108.46N 0685639.69W	See Aerodrome Chart AD 2 TNCC

<i>Slope of RWY-SWY</i>	<i>SWY Dimensions (M)</i>	<i>CWY Dimensions (M)</i>	<i>Strip Dimension (M)</i>	<i>OFZ</i>	<i>Remarks</i>
<i>7</i>	<i>8</i>	<i>9</i>	<i>10</i>	<i>11</i>	<i>12</i>
NIL			3533 x 300		Nil
NIL			3533 x 300		Nil

TNCC AD 2.13 DECLARED DISTANCES

<i>RWY designator</i>	<i>TORA (M)</i>	<i>TODA (M)</i>	<i>ASDA (M)</i>	<i>LDA (M)</i>	<i>Remarks</i>
<i>1</i>	<i>2</i>	<i>3</i>	<i>4</i>	<i>5</i>	<i>6</i>
RWY 11	3413	3413	3413	2578	Nil
RWY 29	3413	3413	3413	3413	Nil

TNCC AD 2.14 APPROACH AND RUNWAY LIGHTING

<i>RWY designator</i>	<i>APCH LGT Type LEN INTST</i>	<i>THR LGT Colour WBAR</i>	<i>VASIS (MEHT)P API</i>	<i>TDZ LGT, LEN</i>	<i>RWY Centre line LGT, Length, spacing, colour, INTST</i>	<i>RWY edge LGT LEN, spacing colour INTST</i>	<i>RWY End LGT colour WBAR</i>	<i>SWY LGT LEN (M) colour</i>	<i>Remarks</i>
<i>1</i>	<i>2</i>	<i>3</i>	<i>4</i>	<i>5</i>	<i>6</i>	<i>7</i>	<i>8</i>	<i>9</i>	<i>10</i>
RWY 11	SALS	GREEN	PAPI	Nil	Nil	WHITE	RED	Nil	Nil
RWY 29	Nil	GREEN	PAPI	Nil	Nil	WHITE	RED	Nil	Nil

TNCC AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	<i>ABN/IBN location, characteristics and hours of operation</i>	ABN: 1. At Tower Building, FLG W EV feeding TWR and Old Terminal 2. At New Terminal next to the green gate feeding the New Terminal
2	<i>LDI location and LGT Anemometer location and LGT</i>	LDI: 800 M W of ARP, lighted 300 M.
3	<i>TWY edge and centreline lighting</i>	Edge: Blue lights on TWY curved edges, apron TWY edges and turn bay edges. Centerline: TWY A-East, B, C, D, E, A-West
4	<i>Secondary power supply/switch-over time</i>	Secondary power supply to all lighting at AD. Switch-over time:
5	<i>Remarks</i>	Standby power supplies conform fully with the requirements of ICAO ANNEX 14, Max switch-over time 10 sec.

TNCC AD 2.16 HELICOPTER LANDING AREA

1	<i>Coordinates TLOF or THR of FATO</i>	N/A
2	<i>TLOF and/or FATO elevation M/FT</i>	N/A
3	<i>Coordinates TLOF or THR of FATO Geoid undulation</i>	N/A
4	<i>True and MAG BRG of FATO</i>	N/A
5	<i>Declared distances available</i>	N/A
6	<i>APP and FATO lighting</i>	N/A
7	<i>Remarks</i>	Landing on Aircraft stands and GA-apron are applicable at TNCC and for Military Helicopters on the FOL and Coast Guard Aprons.

TNCC AD 2.17 ATS AIRSPACE - HATO TOWER

ATS AIRSPACE - CURAÇAO TERMINAL CONTROL AREA

ATS AIRSPACE - CURAÇAO TERMINAL CONTROL AREA

1	<i>Designator and lateral limits</i>	CURAÇAO UPPER TERMINAL CONTROL AREA (TMA) Area bounded by lines joining points 130831N/0673617W then along the counter clockwise arc of a circle of 100NM radius centred on 121149N/0690043W (VOR/DME PJG); to 123001N/0704111W; 123000N/0703000W; 112400N/0675800W to point of origin.
2	<i>Vertical limits</i>	
3	<i>Airspace classification</i>	A
4	<i>ATS unit callsign Language(s)</i>	CURACAO CONTROL English - Spanish
5	<i>Transition altitude</i>	2500 FT
6	<i>Remarks</i>	NIL

ATS AIRSPACE - CURAÇAO TERMINAL CONTROL AREA

1	<i>Designator and lateral limits</i>	CURAÇAO FIR Area bounded by lines joining points 123000N/0703000W; 123000N/0712500W; 142000N/0740000W; 160000N/0740000W; 170000N/0730000W; 170000N/0714000W; 160000N/0714000W; 160000N/0680000W; 154100N/0670400W; 112400N/0675800W to point of origin.
2	<i>Vertical limits</i>	GND
3	<i>Airspace classification</i>	CLASS of Airspace: E FL195/2500FT CLASS of Airspace: G 2500FT/MSL
4	<i>ATS unit callsign Language(s)</i>	CURACAO CONTROL English - Spanish
5	<i>Transition altitude</i>	2500 FT
6	<i>Remarks</i>	CTA: CLASS E EXCEPT FOR THE AREA WEST OF THE LINE BETWEEN 16 00N 071 40W AND 13 37N 073 00W WHICH IS CLASSIFIED AS CLASS G.

ATS AIRSPACE - CURAÇAO TERMINAL CONTROL AREA

1	<i>Designator and lateral limits</i>	CURACAO UIR Area bounded by lines joining points 123000N/0703000W; 123000N/0712500W; 142000N/ 0740000W; 160000N/0740000W; 170000N/ 0730000W; 170000N/0714000W; 160000N/ 0714000W; 160000N/0680000W; 154100N/ 0670400W; 112400N/0675800W to point of origin.
2	<i>Vertical limits</i>	
3	<i>Airspace classification</i>	A
4	<i>ATS unit callsign Language(s)</i>	CURACAO CONTROL English - Spanish
5	<i>Transition altitude</i>	2500 FT
6	<i>Remarks</i>	

TNCC AD 2.18 ATS COMMUNICATION FACILITIES

<i>Service designation</i>	<i>Call sign</i>	<i>Frequency</i>	<i>Hours of Operation</i>	<i>Remarks</i>
<i>1</i>	<i>2</i>	<i>3</i>	<i>4</i>	<i>5</i>
APP	Hato Approach	118.30 MHZ	H24	Nil
FIC/ACC		121.50 MHZ	H24	Emergency frequency
FIC/ACC		124.10 MHZ	H24	East sector frequency
FIC/ACC		127.10 MHZ	H24	West sector frequency
RADAR	Hato Radar	119.60 MHZ	1700-2300 UTC	Nil
		121.50 MHZ	H24	Emergency Frequency
TWR	HATO TWR	118.30 MHZ	H24	Combined daily:2300-1100 On Approach Freq 119.6 Mhz.
		121.50 MHZ		Nil

TNCC AD 2.19 RADIO NAVIGATION AND LANDING AIDS

<i>Type of aid, MAG VAR CAT of ILS/ MLS (For VOR/ ILS/MLS, give declination)</i>	<i>ID</i>	<i>Frequency</i>	<i>Hours of operation</i>	<i>Site of transmitting antenna coordinates</i>	<i>Elevation of DME transmitting antenna</i>	<i>Remarks</i>
<i>1</i>	<i>2</i>	<i>3</i>	<i>4</i>	<i>5</i>	<i>6</i>	<i>7</i>
ILS/DME	IATO	CH56X	H24	121127.95N 0685752.80W	10M	Nil
ILS/LOC	LLZ	111.9 MHz	H24	121107.07N 0685633.08W	30 M	Nil
VOR/DME	PJG	116.7 MHz CH114X	H24	121149.45N 0690042.82W	30M	Coverage 200 NM

TNCC AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Airport regulations

At HATO Curaçao International Airport, a number of local regulations apply. The regulations are collected in a manual which is available in the Airport Coordination Center-OPS at the NEW Terminal Building. This manual includes, among other subjects, the following:

- a) The meaning of markings and signs;
- b) Information about aircraft stands including visual docking guidance systems;
- c) Information about taxiing from aircraft stands including taxi clearance;
- d) Limitations in the operations of large aircraft including limitations in the use of the aircraft's own power for taxiing;
- e) Helicopter operations;
- f) Marshaller assistance and towing assistance;
- g) Use of engine power exceeding idle power;
- h) Engine start-up and use of APU;
- i) Fuel spillage; and
- j) Precautions during extreme weather conditions.

Marshaller assistance is mandatory at TNCC by the ground handling companies and further information about the regulations can be obtained from the TWR or by OPS located in the Airport Coordination Center.

When a local regulation is of importance for the safe operation of aircraft on the apron, the information will be given each by the TWR or Airport Operations.

Local Regulations" may be requested, in writing, from: The Airport Authority and or CCAA.

2. Taxiing to and from stands

Arriving aircraft will be allocated a stand number by the TWR or Airport Operations. General aviation aircraft will have to use the general aviation parking area.

Assistance from the Improvised "FOLLOW ME" vehicle can be request via the TWR or Airport Operations. General aviation will always be guided by the FBO handling Company.

Departing IFR flights shall contact the TWR to obtain ATC clearance before commencing taxiing. Request for ATC clearance may take place at the earliest 10 minutes prior to engine start –up.

Ground Control

Ground Control is provided by HATO Tower. All traffic on the maneuvering area shall request clearance for movement and /or repositioning on the different platforms and taxi ways. The Ground Control service, Aerodrome Control and Procedural Approach Control is provided on frequency 118.3 MHz.

Upon landing after evacuating the RWY, Hato tower will provide taxi clearance to the assigned parking spot. For private flights Hato Tower shall give taxi clearance to the general aviation platform. Marshalling will be provided by the company providing handling services.

To taxi (civil and Private Flights) from stands the pilot shall request taxi clearance. Authorization for pushback to enter taxiway shall be obtained from Hato Tower. The responsibility for pushback remains with the ground handler.

Pilots shall request permission from ATC before starting engines and when applicable report a cross-bleed start. The request for star-up shall be made to Hato Tower after all preparations for departure have been made (doors closed etc.) and shall include:

- Aircraft identification (e.g. INC 901);
- Gate Number / PIT NO. (e.g. GATE 2/ PIT 9);
- Destination (e.g. Miami);
- Request start-up (request start-up).

Permission for start-up will be issued either immediately or at a specified time. Since ATC planning of outbound traffic (involving en route clearance and co-ordination with Curaçao and adjacent ACCs is based on the start-up time). The pilot shall be able to comply with start-up and taxi permission. Any delay in start-up or taxiing shall be reported to Hato Tower immediately. In case of indefinite delay the probable duration of delay will be given.

Prior to taxiing for take-off, aircraft shall be advised of the following elements of information, in the order listed, with the exception of such elements which it is known the aircraft has already received:

- a) The runway to be used;
- b) The surface wind direction and speed, including significant variations;
- c) The QNH altimeter setting;
- d) The air temperature for the runway to be used, or if requested the QFE altimeter setting;
- e) The visibility representative of the direction of take-off and initial climb, if less than 10 km;
- f) The correct time.

Note. — Significant meteorological conditions in this context include the occurrence or expected occurrence of cumulonimbus or thunderstorm, moderate or severe turbulence, wind shear, severe squall line, freezing precipitation, severe mountain waves, sandstorm, dust storm, tornado or waterspout in the take-off and climb-out area.

3. Parking area for small aircraft (General Aviation)

General aviation aircraft shall be guided by FBO's Marshalls to the parking area for small aircraft.

4. Parking area for helicopters

The parking area for helicopters are ACS 15 and ACS 16; FOL ramp; Coast Guard ramp and General Aviation Apron. Helicopters will always be guided by a Marshaller on the stand.

5. Apron

The guidelines on TNCC apron-taxiways are well marked and visible.

6. Taxiing-Limitations

Insufficient safety distances restrict CAT F of certain taxiways when using their own power. Further information will be given to each aircraft from the Tower or Airport Operations.

7. Helicopter traffic-limitations

Non-scheduled public air traffic with helicopters is permitted only after prior approval from the CCAA. Any contact concerning the above shall be made via the handling company or directly to the Airport during the hours of service and, if possible, not later the day before the flight is to be carried out.

Operations during the hours of service and, if possible, not later the day before the flight is to be carried out.

Any request for approval of traffic shall contain the following information:

- a) Owner/operator
- b) Type of helicopter, registration/call sign;
- c) Date, arrival time/departure time, destination(s)

Helicopter Operations

Hato TWR provides ATS to different type of helicopter flights. Types of flight are:

- a) Military Flights;
- b) Special Air mission (SAM) Flights
- c) ;
- d) Police Flights
- e) ;
- f) Medical Flights;
- g) Private and Civil Flights

Ad. a-d) Military Flights, SAM Flights, Police Flights and Medical Flights

These flights can operate (depart or land) directly from the Platform or Taxiway. Hato tower will separate these flights from all aerodrome traffic (Traffic on the maneuvering area of the aerodrome and all aircraft flying in the vicinity of the aerodrome).

In addition Hato Tower will provide traffic information for operations outside the aerodrome traffic zone. When air taxiing is required the Hato Tower provides clearance and provides separation from all traffic on the maneuvering area.

Helicopters operating from a remote heliport shall be provided with flight information. All helicopters flights entering the aerodrome traffic zone shall request clearance to enter.

Ad. e Private and Civil Flights

Helicopters private or civil flights shall maintain to the ICAO annex 2- Rules of the air and ICAO SARP's. These flights shall be cleared for landing on or departure from the RWY in use and cleared for air taxiing via the taxiways to the parking positions assigned.

8. Removal of disabled aircraft from runways

When an aircraft is wrecked on a runway, it is the duty of the owner or user of such aircraft to have it removed as soon as possible. If a wrecked aircraft is not removed from the runway as quickly as possible by the owner or user, the aircraft will be removed by the aerodrome authority at the owner's or user's expense. Aerodrome Authority will contact an outsource company.

TNCC AD 2.21 NOISE ABATEMENT PROCEDURES

All traffic departing from RWY 11 and cleared for a right turn shall maintain runway heading until Fl. 30 than turning right.

TNCC AD 2.22 FLIGHT PROCEDURES

PLEASE CHECK WITH ATS

1. Flight planning

All flights (VFR or IFR) departing from Hato Airport shall file a flight plan at the Air Traffic Service Reporting Office (ARO), TEL: (+5999) 839-3352 or 839-3552.

2. VMC Missed Approach Procedure

Turn to the intended landing runway, intercept the runway track MAG of that runway while remaining visual and execute a aerodrome traffic circuit for that runway.

- a. RWY 11 – Left Circuit
- b. RWY 29 – Right Circuit

3. IMC Missed approach Procedure

When executing a instrument missed approach, follow instruction as depicted on the instrument approach charts or as directed by Hato Tower and report entering the holding pattern of the RWY in use. When cleared by Hato Tower, execute the instrument approach.

Instrument approach charts:

1. VOR RWY 11
2. VOR RWY 29
3. ILS RWY 11

4. Radio Communication failure procedures (RCF)

General

Select SSR code 7600.

VMC / IMC RCF Procedure

VMC outbound: In case of communication failure adhere to the departure instructions. If the departure instructions contain a clearance limit in the CTR, act in accordance. In VMC:

- Continue to fly in visual meteorological conditions;
- Land at the nearest suitable aerodrome; and
- Report the arrival by the most expeditious means to the appropriate air traffic control unit

VMC inbound: In case of communication failure before joining the circuit, orbit either south or north of the airport (depending of track inbound). This is necessary to observe the aerodrome traffic and/or to be noticed by Hato Tower (do **not** cross the aerodrome circuit). Remaining always visual.

In IMC or when conditions are such that it does not appear likely that the pilot will complete the flight in accordance with the prescribed VMC RCF procedures above:

When being vectored or having been directed by Approach (Procedural or Radar) to proceed using RNAV. Proceed according to the cleared instrument approach procedure to the appropriate designated navigation aid or fix serving the instrument approach procedure and, when required to ensure compliance with, hold over this aid or fix.

Commence descent from the navigation aid or fix specified as close as possible to the expected approach time last received and acknowledged; or, if no expected approach time has been received and acknowledged, at, or as close as possible to, the estimated time of arrival resulting from the current flight plan.

Complete the instrument approach procedure as specified for the designated navigation aid or fix; and Land, if possible, within 30 minutes after the estimated time of arrival or the last acknowledged expected approach time, whichever is later.

Note: See section 2.9 for Instrument approach charts

5. SPECIAL VFR

Special VFR flights are only authorized subject to the approval of the unit providing approach control service (Hato TWR or RADAR approach control) to enter the control zone for the purpose of landing or to take off and depart directly from the control zone provided that:

1. the ground visibility is not less 1500 m;
2. separation shall be effected between all IFR flights and special VFR flights;
3. separation shall be effective between special VFR flights.

Note: Special VFR Flights are not allowed between Sunset or Sunrise. (See table Times of sunrise and sunset for Curaçao at sea level - Gen 2.7-3 and 4)

TNCC AD 2.23 ADDITIONAL INFORMATION

Bird concentrations in the vicinity of the airport

As far as practicable, Aerodrome Control will inform pilots of any bird activity and the estimated heights AGL. Their presence shall also be advised by NOTAM. (At TNCC same procedure is apply). During the above periods pilots of aircraft are advised, where the design limitations of aircraft installations permit, to operate landing lights in flight, within the terminal area and during take-off, approach-to-land and climb and descent procedures.

Equipment used to scare birds at TNCC:

- Pyrotechnic equipment (bangers, screamers, blanks and propane cannons). Response vehicles and vehicle acoustic/dispersal system by FOL, and
- Live ammunition by AVSEC.

Proper execution of the vegetation control activities to eliminate, control or reduce environmental factors that attract birds and wildlife to the airfield environment are executed.

Bird or wildlife strike or irregularities

Aircraft collisions with birds (commonly known as bird strikes) or other types of wildlife could result in damage to the aircraft including engine and/or control surface damage. This could lead to degradations in aircraft performance and/or control. Depending on the severity of the situation, the Pilot in Command (PIC) may opt to perform an aborted take-off or request to return to the aerodrome. This occurrence is handled as an emergency.

If an aircraft collide with wildlife while it is over or on a runway, that runway shall be inspected as soon as possible to assess the condition of the runway and remove FOD as necessary. This may cause a temporary closure of the runway; however an emergency aircraft, which require immediate landing, will be accommodated.

ATS Procedures

Hato Tower maintains a constant surveillance of the airfield and relay all information as to the position and concentration and movement of birds is to be treated as essential aerodrome information and must be passed on to pilots using the aerodrome.

Bird activity

Hazard procedures are followed in strict coordination with FOL

Responsibility

The Airport Authority is responsible for dealing with wildlife hazards

Reports

Details of any bird strike are recorded in the ATC watchlog and the CAP Operations Department is informed.

Actions

CAP's Operations Department will conduct an inspection of the maneuvering area after a bird strike report. All information collected is submitted in a bird strike report form.

Registration of runway condition

Runway and taxiway inspections are done multiple times on a daily basis with the intention to minimize the probability of FOD to aircraft and to assess the condition and operability of runways and taxiways on the aerodrome. This includes the assessment of the operability of the lighting system.

Standard inspections are executed daily at:

- 5:00 LMT (9:00 UTC)
- 7:00 LMT (11:00 UTC)
- 14:00 LMT (18:00 UTC)
- 19:00 LMT (23:00 UTC)

Runway inspections will be executed when required necessary or after any occurrence that have the potential to affect the runway operation and consequently ATS Provision.