

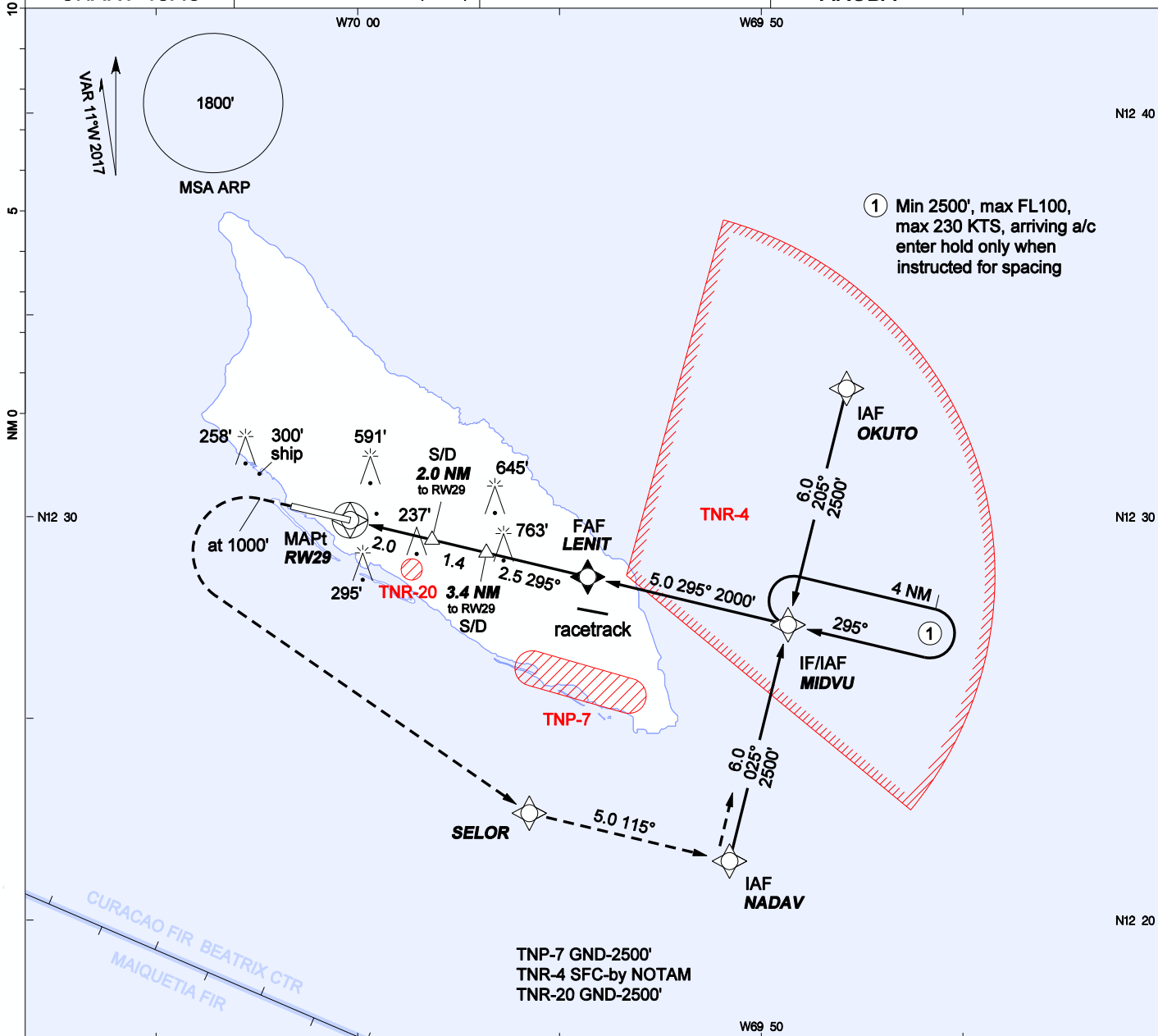
AIP DUTCH CARIBBEAN

**INSTRUMENT
APPROACH
CHART- ICAO**

AD ELEVATION: 62'
TRANS LEVEL: FL 40
TRANS ALT: 2500' (2438')

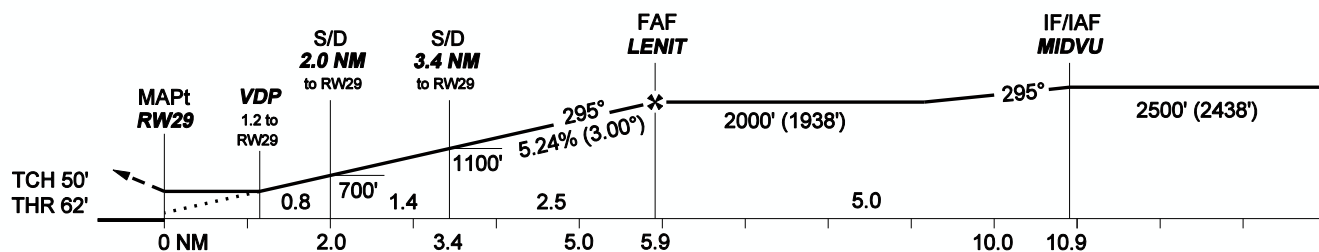
BEATRIX:
APP/TWR 120.9 GND 118.0
APRON 121.6 ATIS 132.1

**RNAV (GNSS) RWY 29
REINA BEATRIX INT'L (TNCA)
ARUBA**



① Min 2500', max FL100, max 230 KTS, arriving a/c enter hold only when instructed for spacing

MISSED APPR: 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.



OCA(H)	A	B	C	D	GROUNDSPEED - DESCENT RATE						
					KNOTS	70	90	100	120	140	160
LNAV/VNAV	400' (338')	400' (338')	400' (338')	400' (338')	FT/MIN	372	478	531	637	743	849
LNAV	490' (428')	490' (428')	490' (428')	490' (428')							
CIRCLING	890' (828')	890' (828')	1160' (1098')	1160' (1098')							

CHANGES: Mag var date.

- GNSS required.
- TNR-4 is not active during Rwy 29 operations.
- Pilots should request RNAV approach on first contact with Beatrix tower.
- For uncompensated BARO-VNAV systems, LNAV/VNAV not authorized below 0° C.
- Bearings are magnetic. Altitudes, elevation and heights in feet and distance in NM.
- All heights are relative to AD elevation.
- Visual descent point (VDP) is where LNAV OCA intersects 3° descent slope.

- Fly-by on demand reporting
- Fly-by compulsory reporting
- Fly over on demand reporting