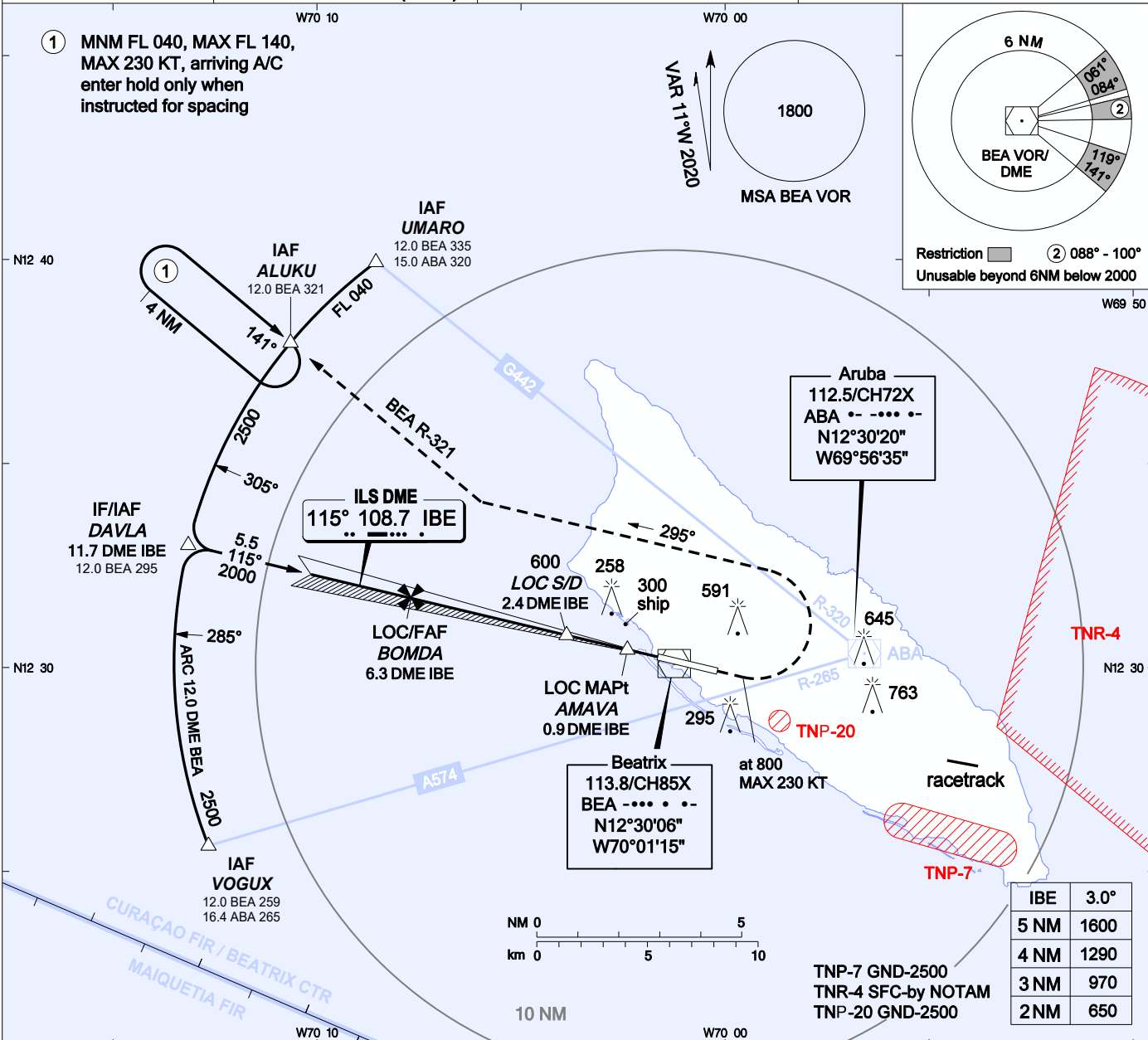
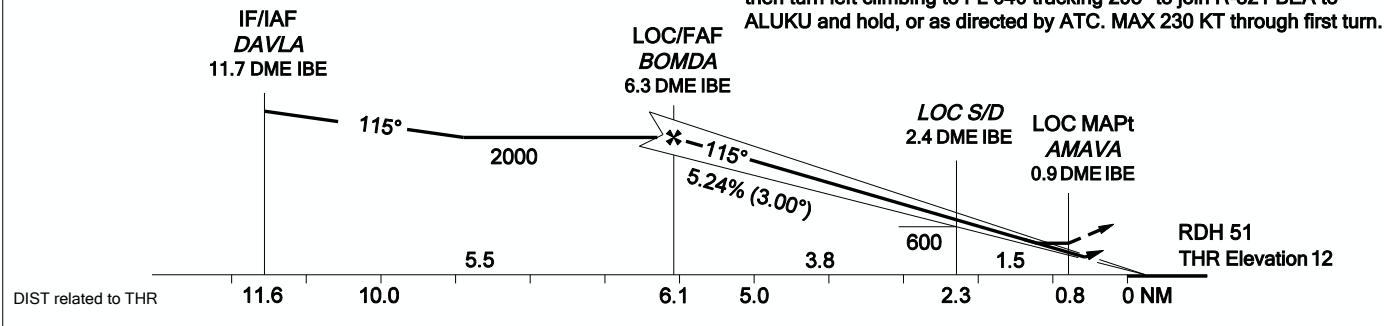


AIP DUTCH CARIBBEAN

<b>INSTRUMENT APPROACH CHART - ICAO</b>	<b>AD ELEVATION: 62 TRANS LEVEL: FL 040 TRANS ALT: 2500 (2438)</b>	<b>BEATRIX: APP 120.9 TWR 118.0 APRON 121.6 ATIS 132.1</b>	<b>ILS Y or LOC Y RWY 11 REINA BEATRIX INT'L (TNCA) ARUBA</b>
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**MISSED APPROACH:** Climb on extended centerline to 800 ft AMSL, then turn left climbing to FL 040 tracking 295° to join R-321 BEA to ALUKU and hold, or as directed by ATC. MAX 230 KT through first turn.



OCA(H)	A	B	C	D	GROUNDSPEED - DESCENT RATE						
ILS CAT I	233 (221)	245 (233)	253 (241)	263 (251)	KT	70	90	100	120	140	160
LOC (GS out)	440 (428)	440 (428)	440 (428)	440 (428)	ft/min	372	478	531	637	743	849
CIRCLING	890 (828)	890 (828)	1160 (1098)	1160' (1098)	THR11	N12 30	15.50	W070 01	38.98		

- DME required. VOR required.
- BEA DME may be used if IBE DME inoperative: add 0.3 NM.
- Straight-in heights are relative to THR elevation, other heights are relative to AD elevation.
- Altitudes, elevations and heights in feet, distances in nautical miles, bearings are magnetic.

GS/DME	N12 30	09.50	W070 01	30.25
ALUKU	N12 37	54.84	W070 10	35.21
AMAVA	N12 30	26.16	W070 02	23.69
BOMDA	N12 31	41.97	W070 07	41.98
DAVLA	N12 32	59.81	W070 13	09.24
UMARO	N12 39	51.07	W070 08	27.25
VOGUX	N12 25	38.26	W070 12	38.46
S/D 2.4 DME IBE	N12 30	47.47	W070 03	53.10

CHANGES: Editorial. MAGVAR2020.