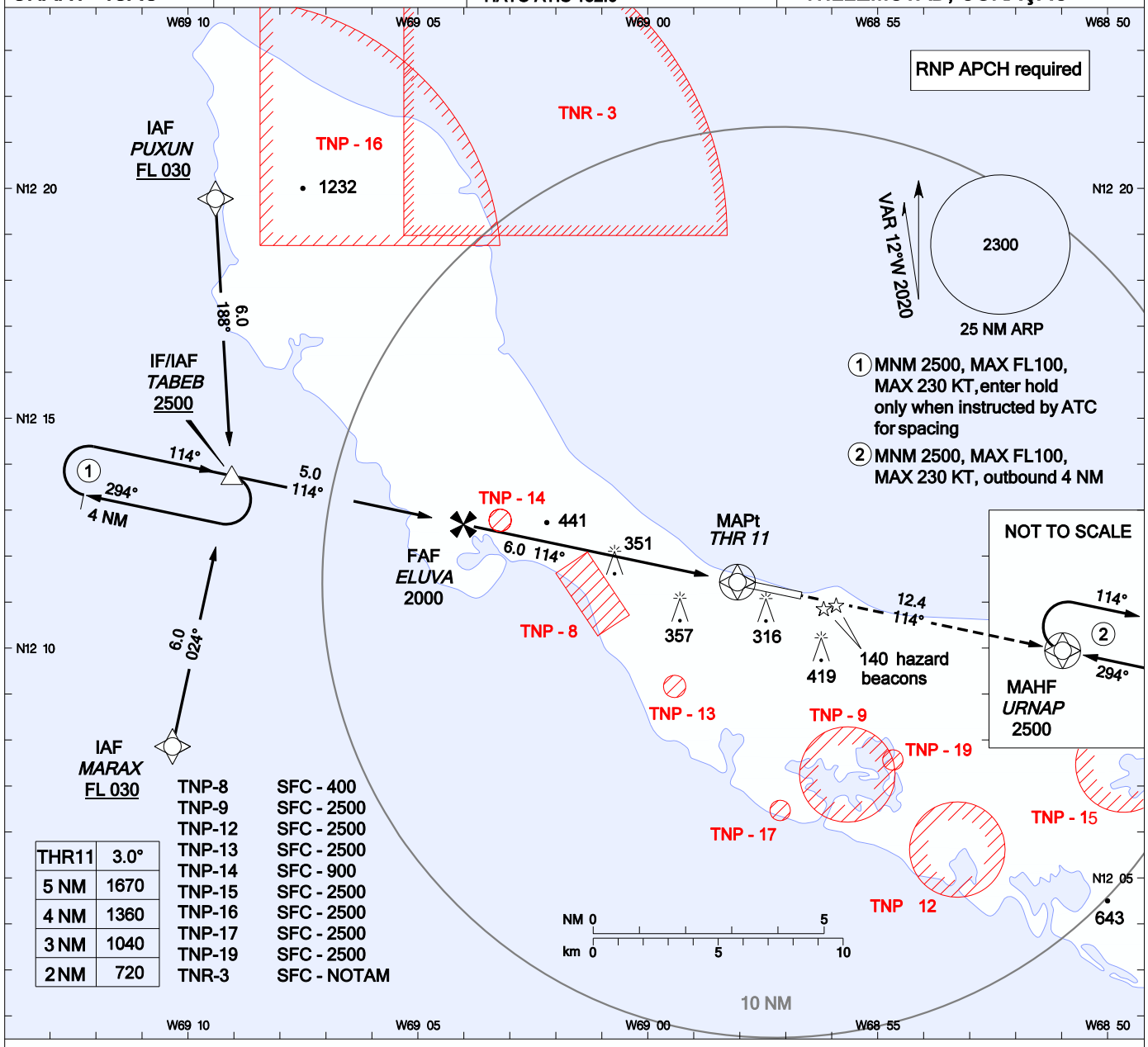
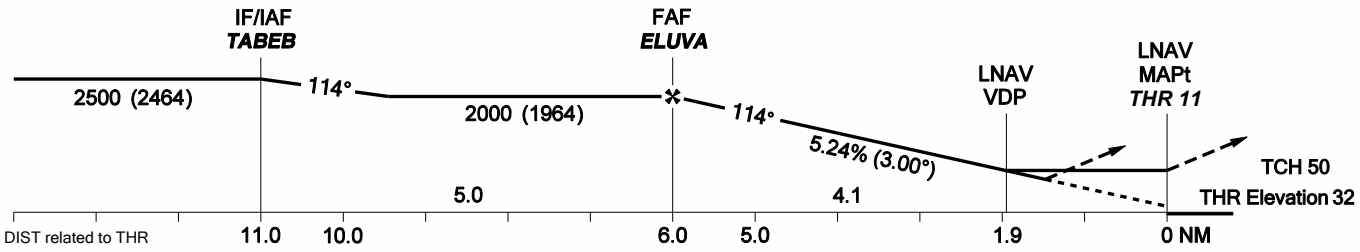
INSTRUMENT APPROACH CHART - ICAO	AD ELEVATION: 36 TRANS LEVEL: FL 040 TRANS ALT: 2500 (2464)	CURAÇAO CONTROL 124.1/127.1 CURAÇAO TRACON 119.8 HATO TOWER 118.3 HATO ATIS 132.6	RNP RWY 11 AEROPUERTO HATO (TNCC) WILLEMSTAD, CURAÇAO



THR11	3.0°
5 NM	1670
4 NM	1360
3 NM	1040
2 NM	720

TNP-8	SFC - 400
TNP-9	SFC - 2500
TNP-12	SFC - 2500
TNP-13	SFC - 2500
TNP-14	SFC - 900
TNP-15	SFC - 2500
TNP-16	SFC - 2500
TNP-17	SFC - 2500
TNP-19	SFC - 2500
TNR-3	SFC - NOTAM

MISSED APPROACH: Climb to 2500 ft AMSL direct URNAP and hold, or as directed by ATC.



OCA(H)	A	B	C	D
LNAV/VNAV: MNM TEMP 0°C	580 (544)	580 (544)	580 (544)	580 (544)
LNAV	690 (654)	690 (654)	690 (654)	690 (654)
CIRCLING north side only	690 (654)	690 (654)	890 (854)	890 (854)

GROUNDSPEED - DESCENT RATE						
KT	70	90	100	120	140	160
ft/min	372	478	531	637	743	849

1. Visual descent point (VDP) is where LNAV OCA intersects 3° descent slope.
2. 3° PAPI slope and 3° final approach slope not coincident.
3. Aircraft on a visual approach RH downwind RWY 11 shall proceed west of Bullenbaai before turning base at minimum circuit altitude.
4. Aircraft on an instrument approach shall maintain the published glide path.
5. Aircraft on a visual approach shall maintain the PAPI glide path.
6. Heights are relative to AD elevation.
7. Altitudes, elevations and heights in feet, distances in nautical miles, bearings are magnetic.

CHANGES: Editorial. MAGVAR2020, altitude restriction at IAFs.