

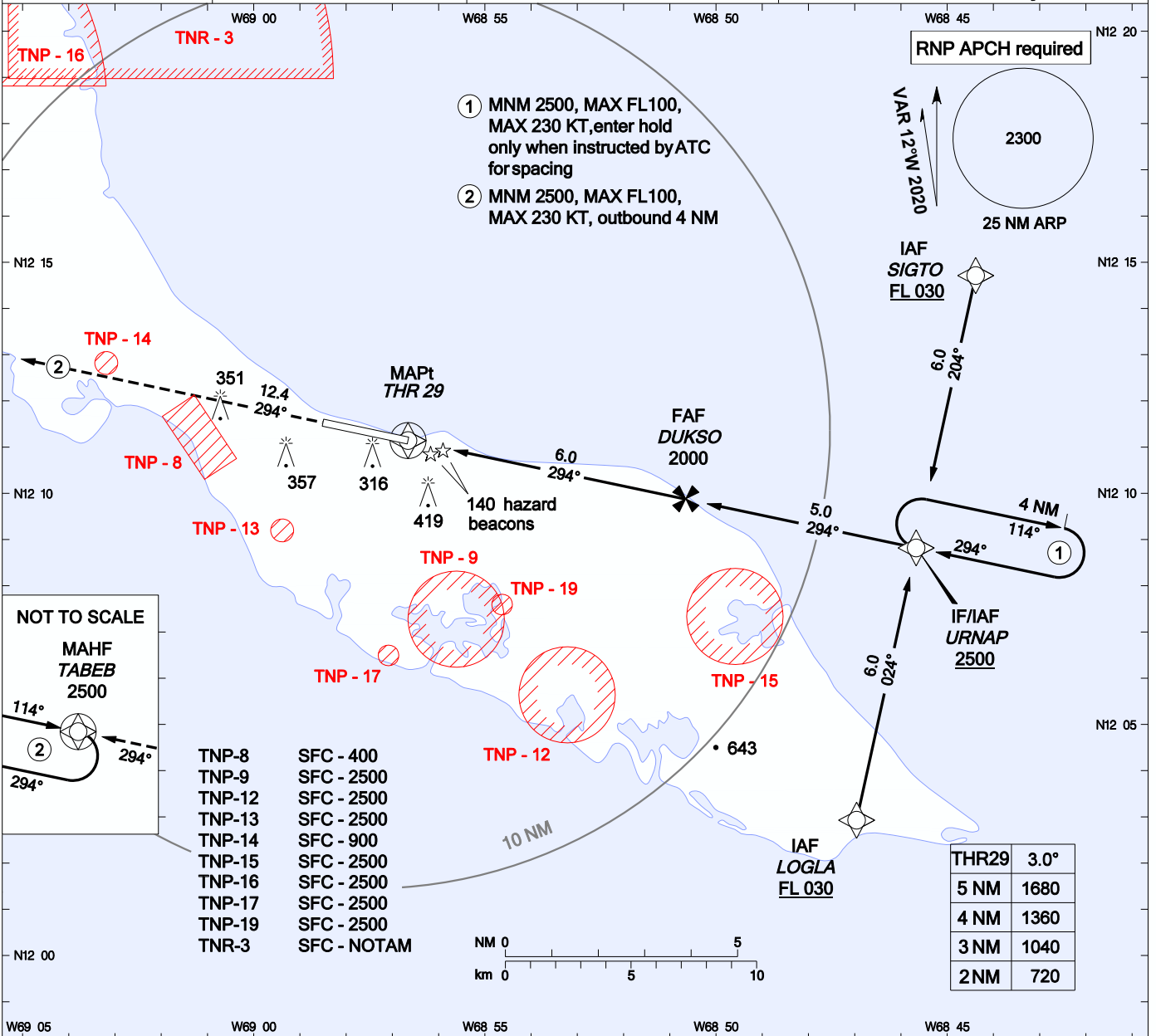
AIP DUTCH CARIBBEAN

**INSTRUMENT APPROACH CHART - ICAO**

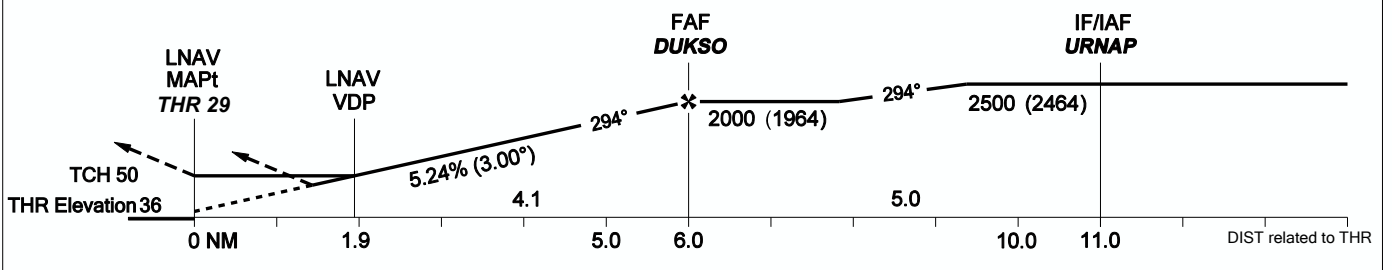
AD ELEVATION: 36  
TRANS LEVEL: FL 040  
TRANS ALT: 2500 (2464)

CURAÇAO CONTROL 124.1/127.1  
CURAÇAO TRACON 119.8  
HATO TOWER 118.3  
HATO ATIS 132.6

**RNP RWY 29  
AEROPUERTO HATO (TNCC)  
WILLEMSTAD, CURAÇAO**



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



OCA(H)	A	B	C	D	GROUNDSPEED - DESCENT RATE						
					KT	70	90	100	120	140	160
LNAV/VNAV: MNM TEMP 0°C	550 (514)	550 (514)	550 (514)	550 (514)	ft/min	372	478	531	637	743	849
LNAV	600 (564)	600 (564)	600 (564)	600 (564)							
CIRCLING north side only	650 (614)	650 (614)	890 (854)	890 (854)							

1. Visual descent point (VDP) is where LNAV OCA intersects 3° descent slope.
2. Aircraft on an instrument approach shall maintain the published glide path.
3. Aircraft on a visual approach shall maintain the PAPI glide path.
4. Heights are relative to AD elevation.
5. Altitudes, elevations and heights in feet, distances in nautical miles, bearings are magnetic.

CHANGES: Editorial. MAGVAR2020, altitude restriction at IAFs.