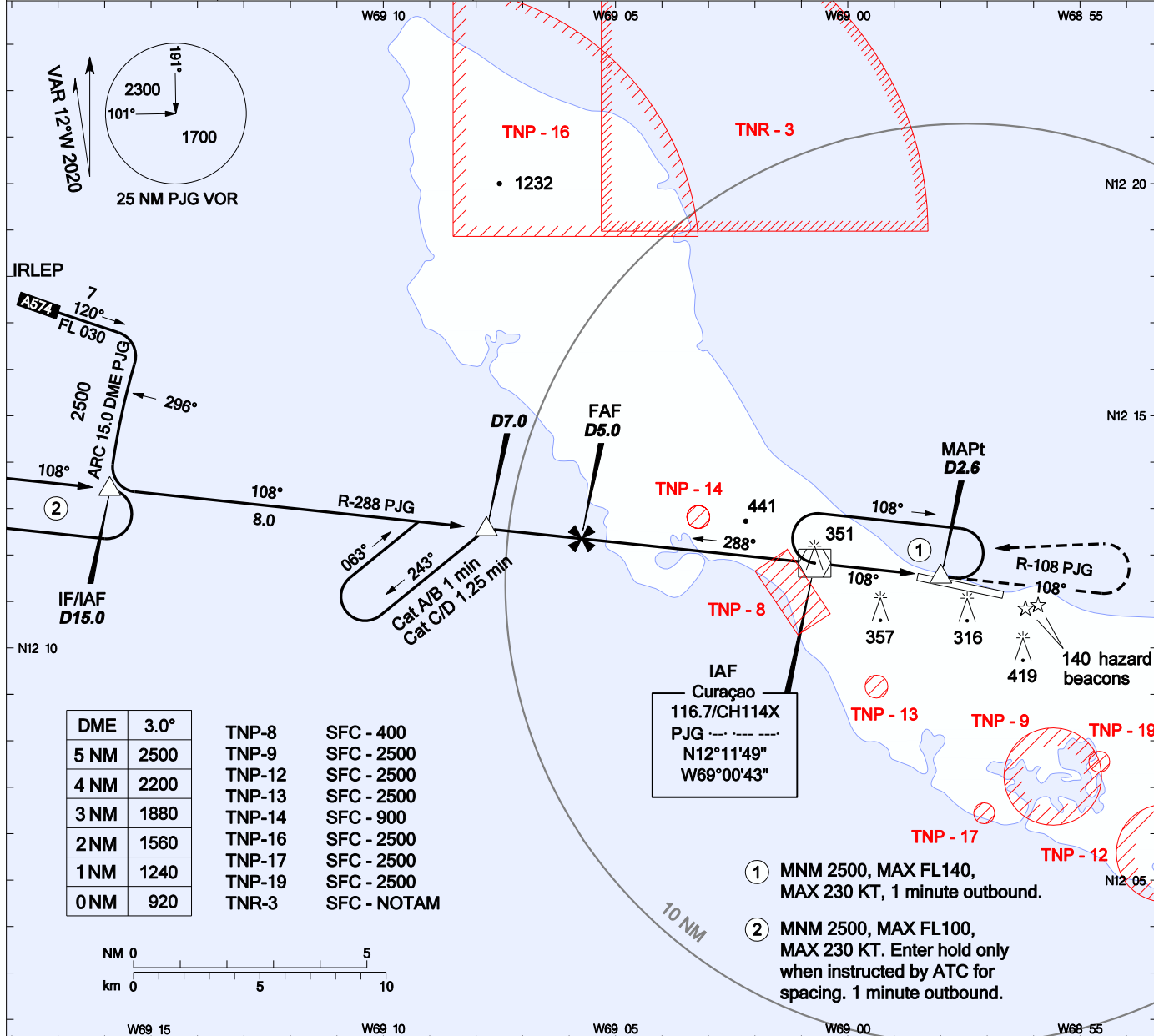
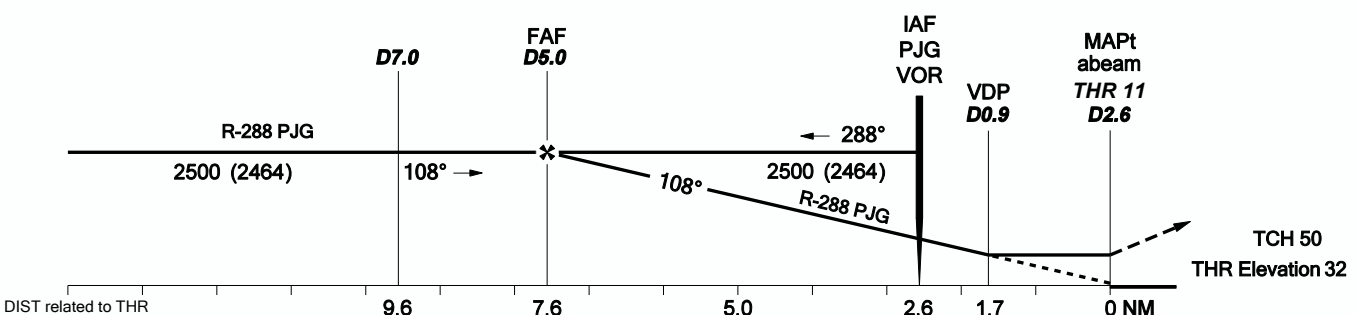


AIP DUTCH CARIBBEAN

<b>INSTRUMENT APPROACH CHART - ICAO</b>	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	<b>VOR RWY 11 AEROPUERTO HATO (TNCC) WILLEMSTAD, CURAÇAO</b>
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MISSED APPROACH: Climb to 2000 ft AMSL via R-108 PJJ VOR outbound, then climbing left turn to 2500 ft AMSL direct PJJ VOR and hold.



OCA(H)	DIST related to THR				GROUNDSPEED - DESCENT RATE						
	A	B	C	D	KT	70	90	100	120	140	160
STRAIGHT-IN	630 (594)	630 (594)	630 (594)	630 (594)	ft/min	372	478	531	637	743	849
CIRCLING north side only	650 (614)	650 (614)	890 (854)	890 (854)							

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

CHANGES: Editorial. MAGVAR2020