

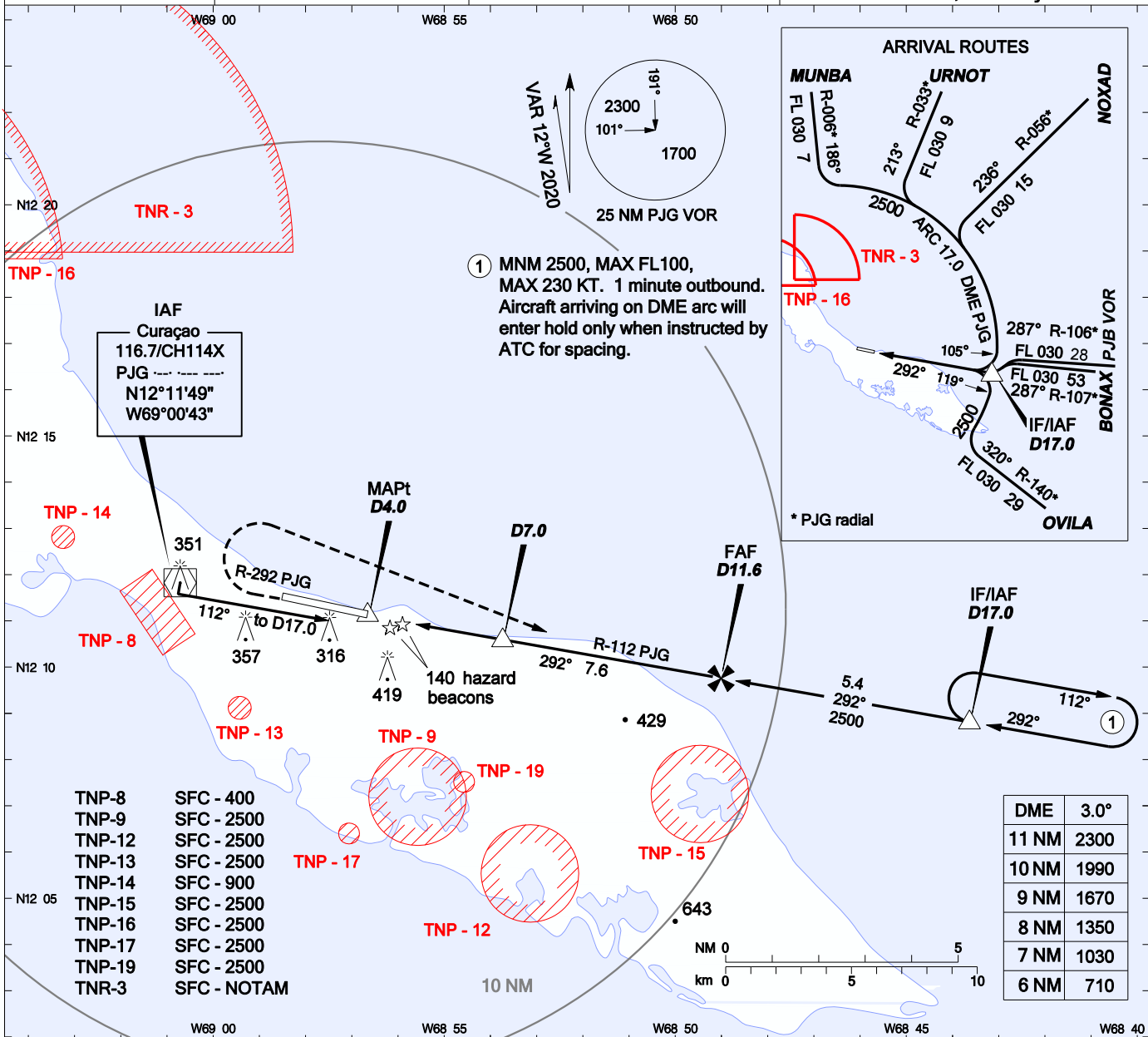
AIP DUTCH CARIBBEAN

**INSTRUMENT  
APPROACH  
CHART - ICAO**

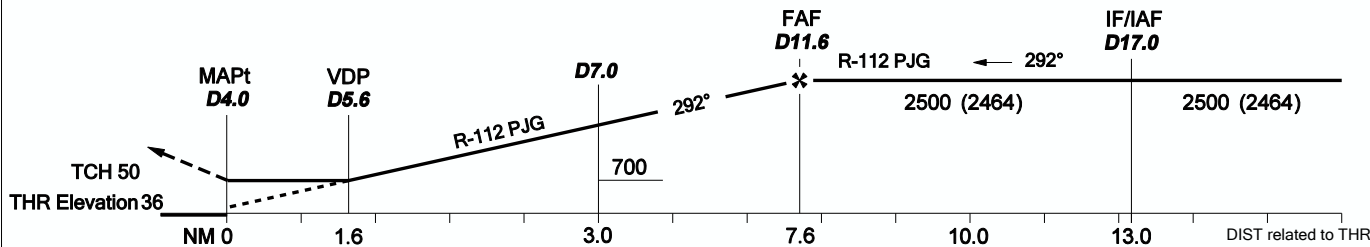
AD ELEVATION: 36  
TRANS LEVEL: FL 040  
TRANS ALT: 2500 (2464)

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

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



**MISSED APPROACH:** Climb to 2000 ft AMSL via R-112 PJJ inbound (and R-292 PJJ outbound as needed), then climbing right turn to 2500 ft AMSL joining R-112 PJJ outbound to 17.0 DME PJJ and hold, or as directed by ATC.



OCA(H)	A	B	C	D	GROUNDSPEED - DESCENT RATE						
					KT	70	90	100	120	140	160
STRAIGHT-IN	580 (544)	580 (544)	580 (544)	580 (544)	ft/min	372	478	531	637	743	849
CIRCLING north side only	650 (614)	650 (614)	890 (854)	890 (854)							

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

CHANGES: Editorial. MAGVAR2020