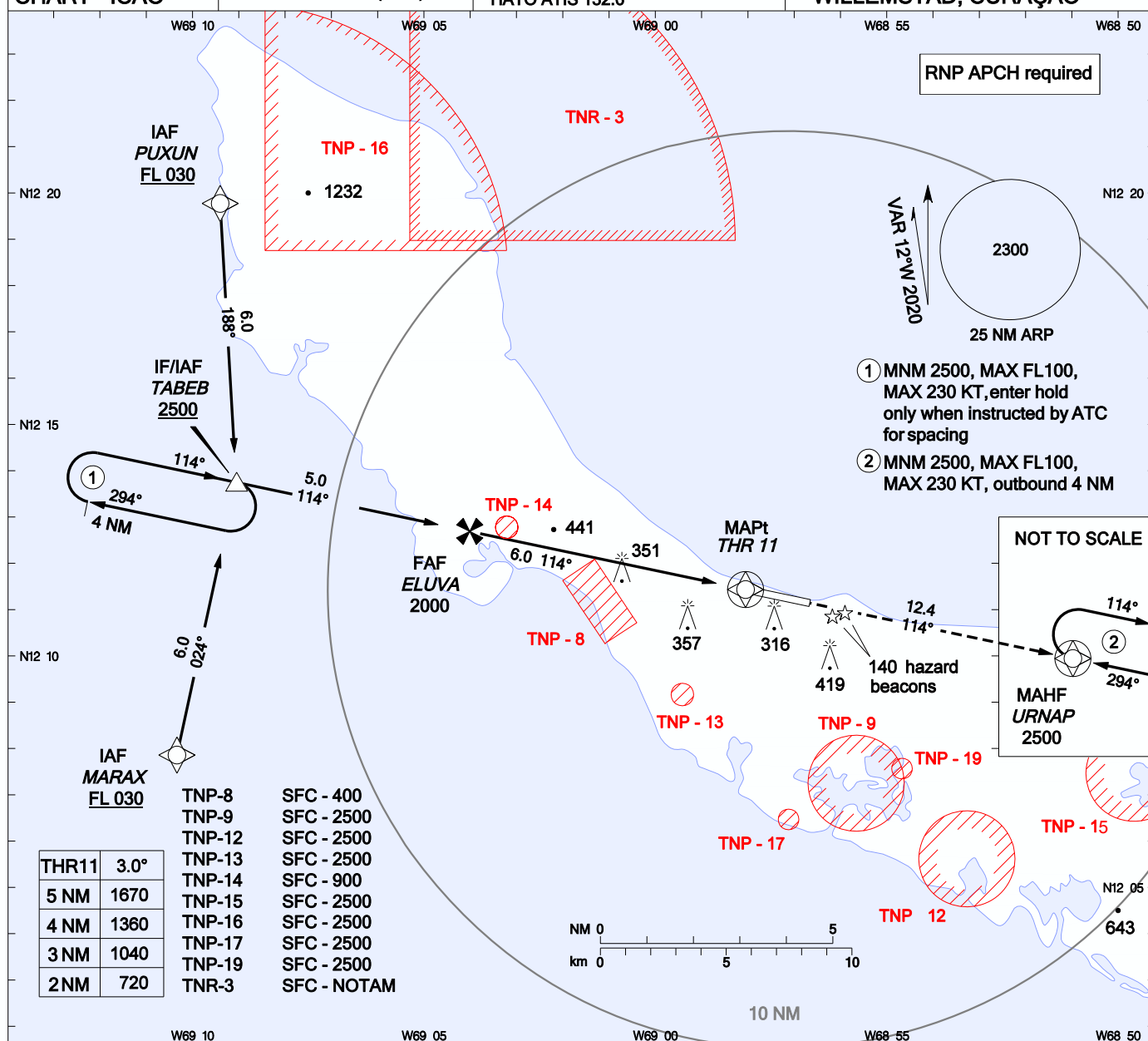


**INSTRUMENT
APPROACH
CHART - ICAO**

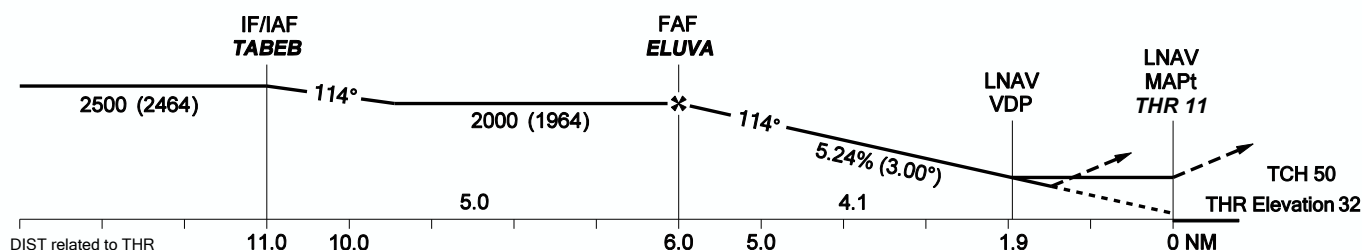
AD ELEVATION: 36
TRANS LEVEL: FL 040
TRANS ALT: 2500 (2464)

CURAÇÃO CONTROL 124.1/127.1
CURAÇÃO TERMINAL 119.8
HATO TOWER 118.3
HATO ATIS 132.6

RNP RWY 11
AEROPUERTO HATO (TNCC)
WILLEMSTAD, CURAÇAO



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



OCA(H)	A	B	C	D	GROUNDSPEED - DESCENT RATE						
LNAV/VNAV: MNM TEMP 0°C	580 (544)	580 (544)	580 (544)	580 (544)	KT	70	90	100	120	140	160
LNAV	690 (654)	690 (654)	690 (654)	690 (654)	ft/min	372	478	531	637	743	849
CIRCLING north side only	690 (654)	690 (654)	890 (854)	890 (854)							

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.