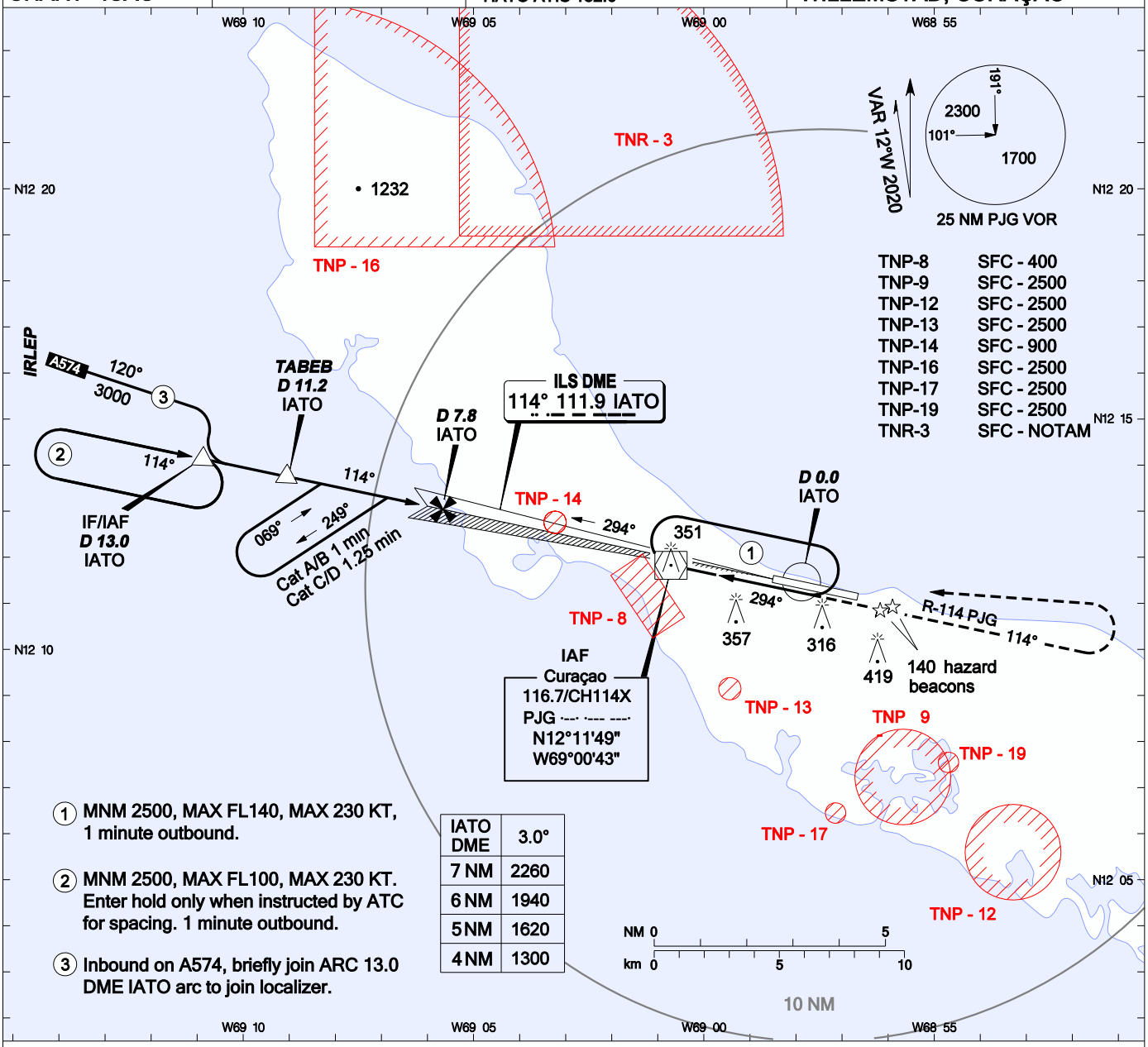
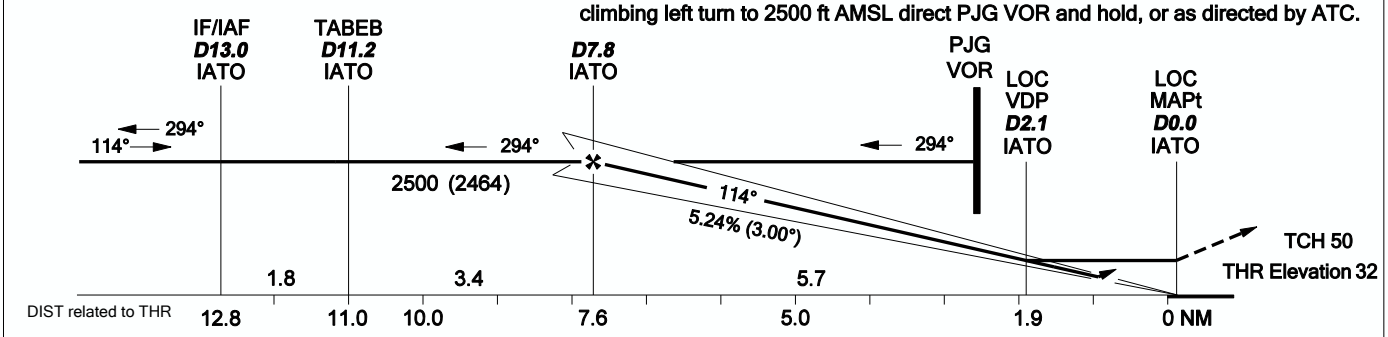
INSTRUMENT APPROACH CHART - ICAO	AD ELEVATION: 36 TRANS LEVEL: FL 040 TRANS ALT: 2500 (2464)	CURAÇAO CONTROL 124.1/127.1 CURAÇAO TERMINAL 119.8 HATO TOWER 118.3 HATO ATIS 132.6	ILS or LOC RWY 11 AEROPUERTO HATO (TNCC) WILLEMSTAD, CURAÇAO



1. MNM 2500, MAX FL140, MAX 230 KT, 1 minute outbound.
2. MNM 2500, MAX FL100, MAX 230 KT. Enter hold only when instructed by ATC for spacing. 1 minute outbound.
3. Inbound on A574, briefly join ARC 13.0 DME IATO arc to join localizer.

IATO DME	3.0°
7 NM	2260
6 NM	1940
5 NM	1620
4 NM	1300

MISSED APPROACH: Climb to 2000 ft AMSL via R-114 PJG outbound, then climbing left turn to 2500 ft AMSL direct PJG VOR and hold, or as directed by ATC.



OCA(H)	A	B	C	D
ILS CAT I	232 (200)	232 (200)	232 (200)	232 (200)
LOC (GS out)	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. DME required. VOR required.
2. Visual descent point (VDP) is where LOC OCA intersects 3° descent slope.
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: Curaçao Terminal.