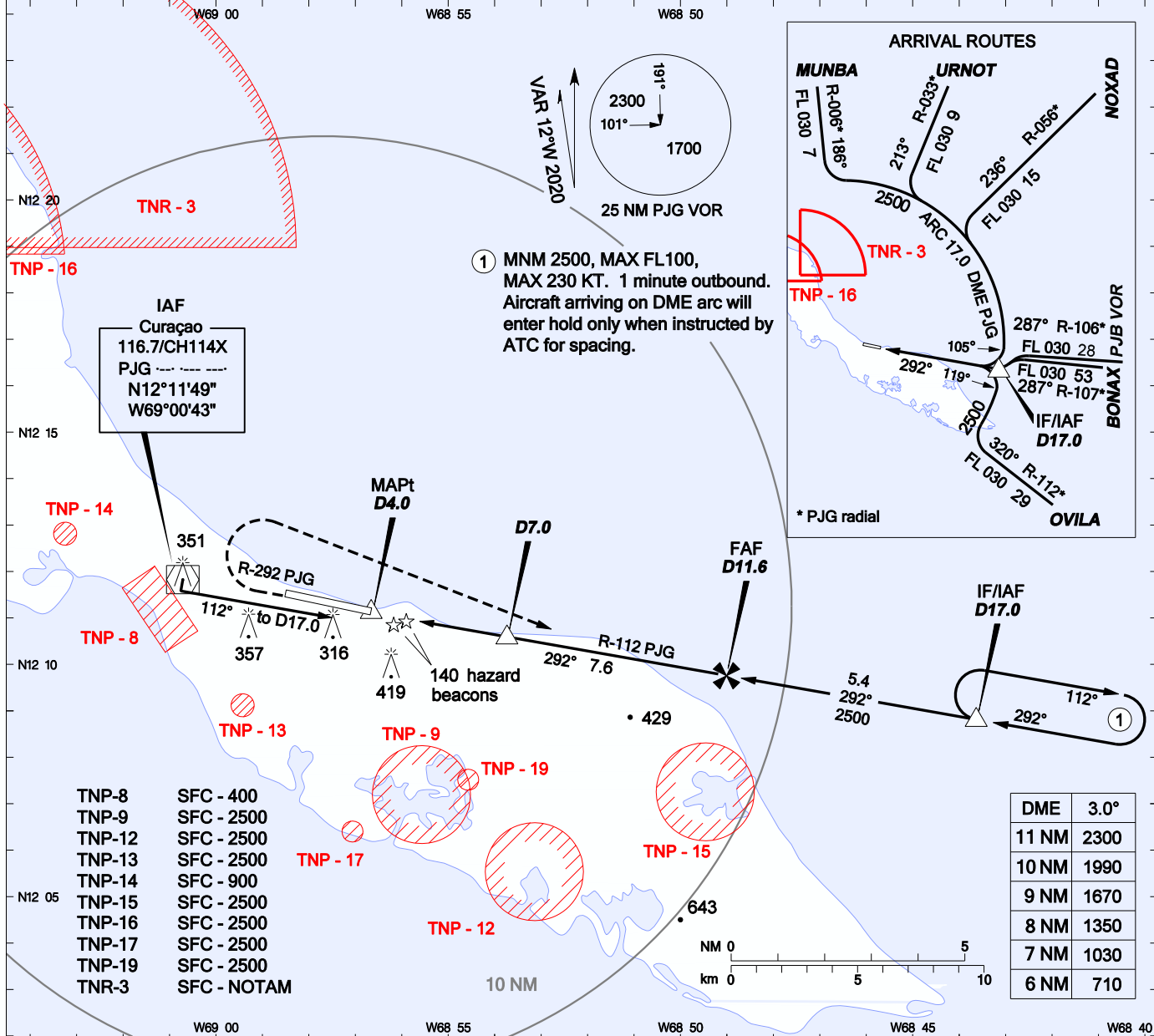
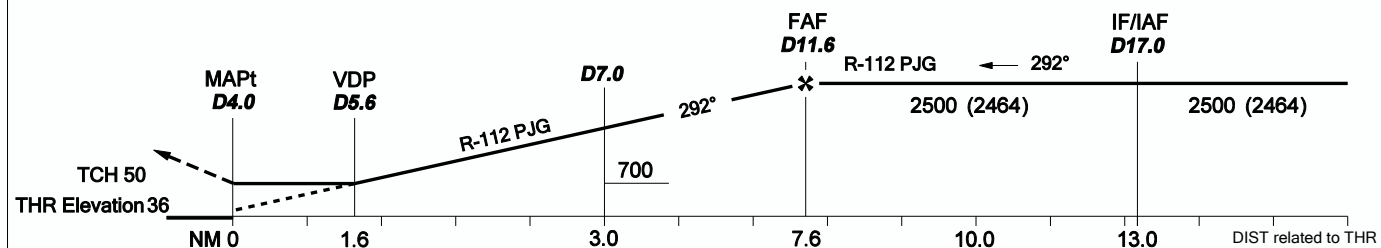


AIP DUTCH CARIBBEAN

INSTRUMENT APPROACH CHART - ICAO	AD ELEVATION: 36 TRANS LEVEL: FL 040 TRANS ALT: 2500 (2464)	CURAÇAO CONTROL 124.1/127.1 CURAÇAO TERMINAL 119.8 HATO TOWER 118.3 HATO ATIS 132.6	VOR RWY 29 AEROPUERTO HATO (TNCC) WILLEMSTAD, CURAÇAO
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MISSED APPROACH: Climb to 2000 ft AMSL via R-112 PJB inbound (and R-292 PJB outbound as needed), then climbing right turn to 2500 ft AMSL joining R-112 PJB outbound to 17.0 DME PJB and hold, or as directed by ATC.



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

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: Curaçao Terminal.