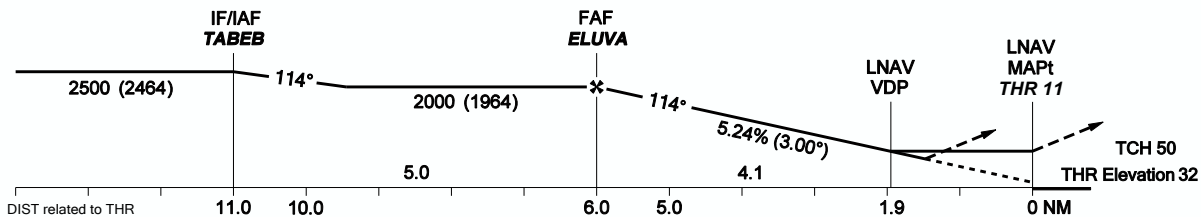
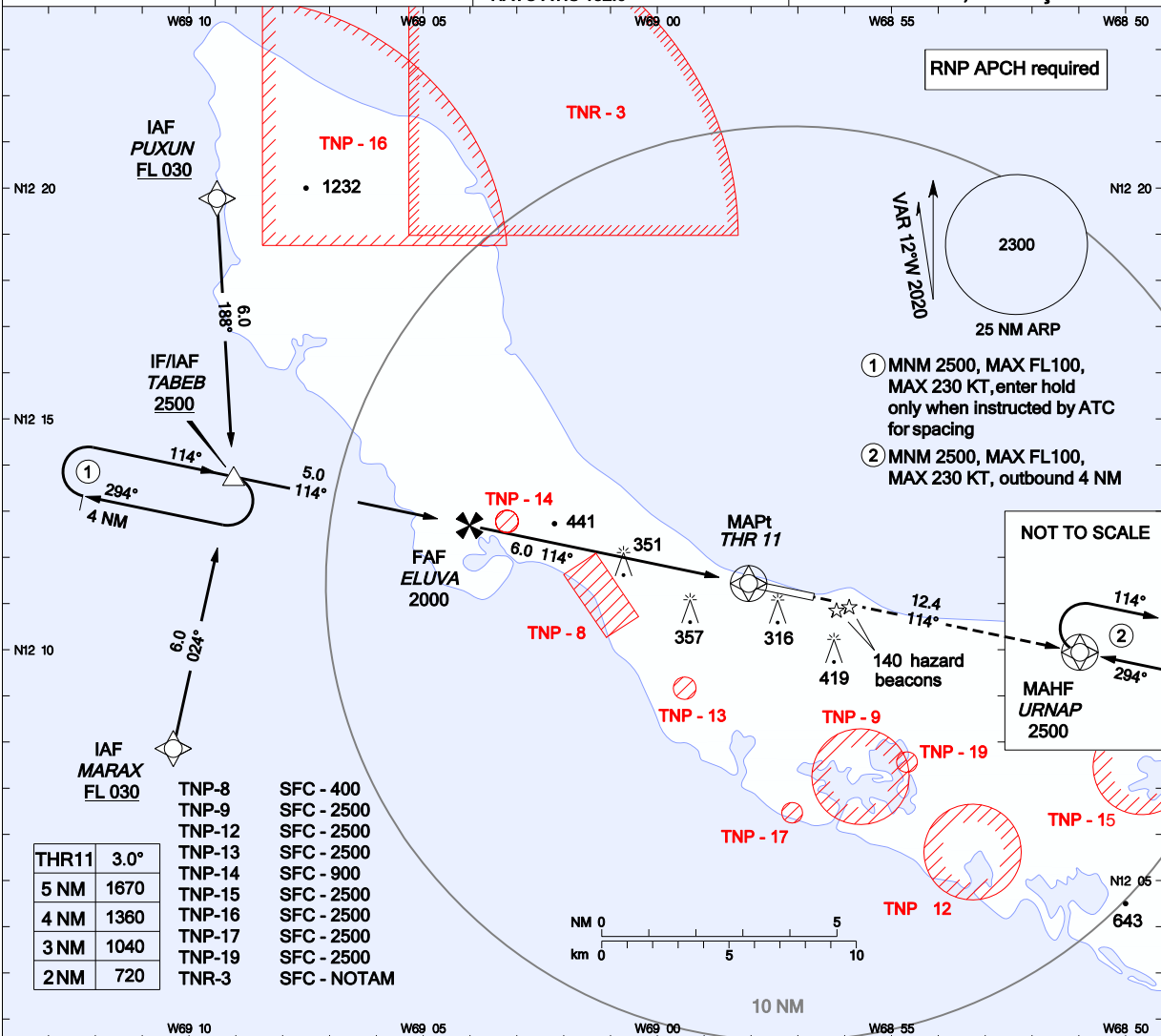


**INSTRUMENT
APPROACH
CHART - ICAO**

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

**RNP RWY 11
AEROPUERTO HATO (TNCC)
WILLEMSTAD, CURAÇAO**



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)							

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

Changes: Curaçao Terminal.

AERO INFO DATE 23 FEB 23