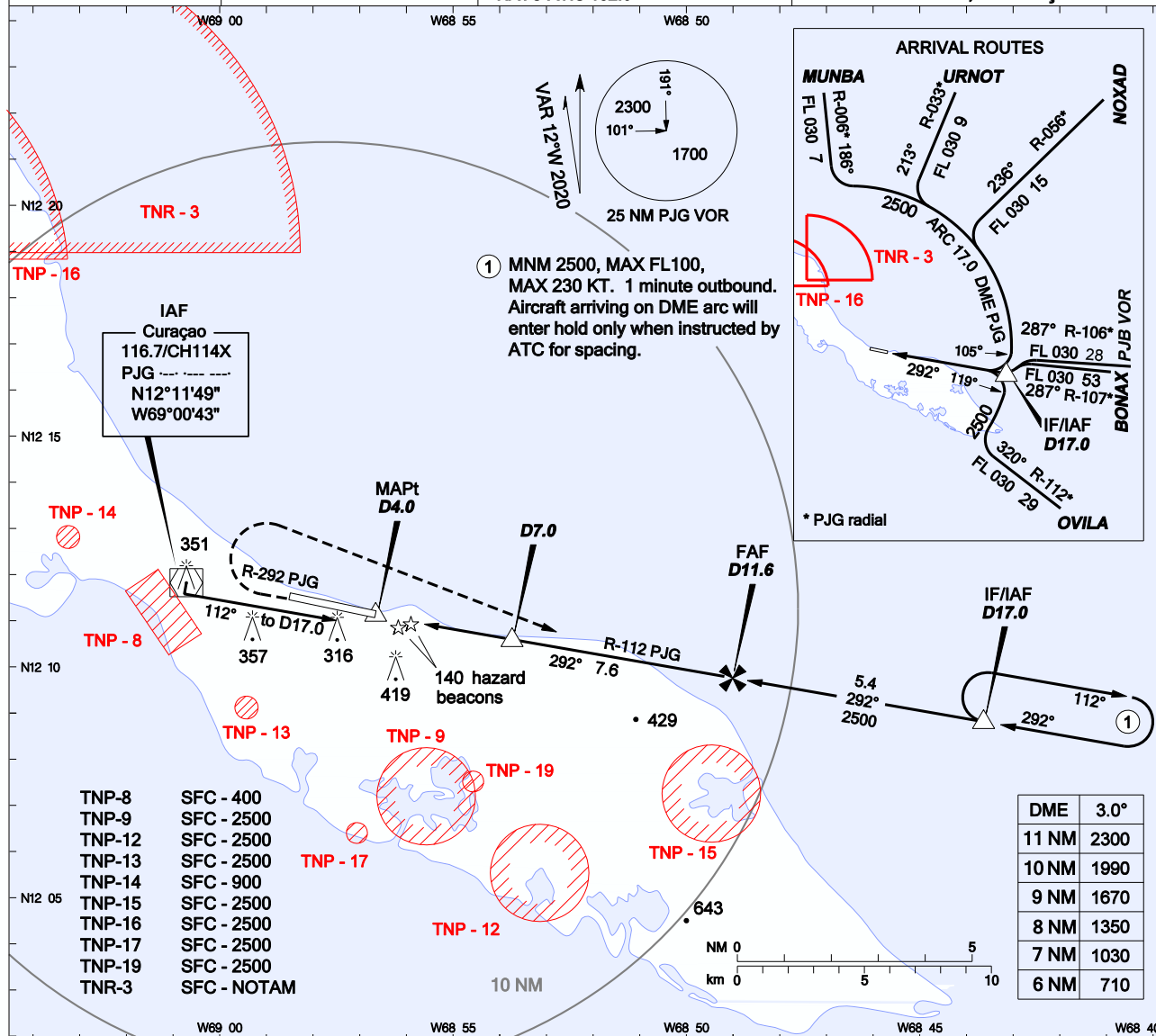


INSTRUMENT APPROACH CHART - ICAO

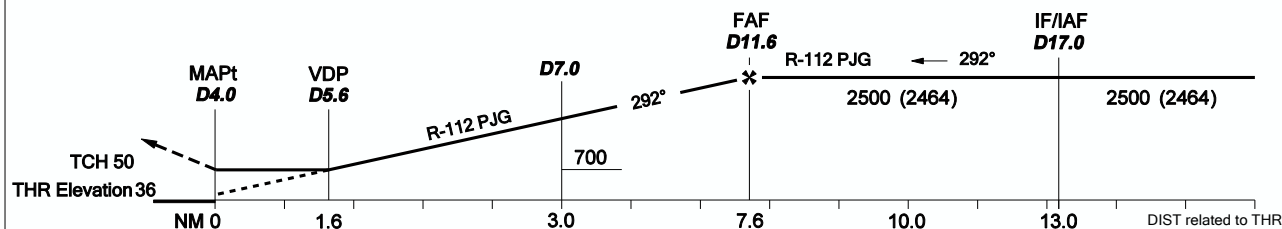
AD ELEVATION: 36
TRANS LEVEL: FL 040
TRANS ALT: 2500 (2464)

CURACAO CONTROL 124.1/127.1
CURACAO TERMINAL 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 PJG inbound (and R-292 PJG outbound as needed), then climbing right turn to 2500 ft AMSL joining R-112 PJG outbound to 17.0 DME PJG 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
CIRCLING north side only	650 (614)	650 (614)	890 (854)	890 (854)	ft/min	372	478	531	637	743

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: Curacao Terminal.