

General Info

Curacao I, ANT

N 12° 11.3' W 68° 57.6' Mag Var: 9.8°W

Elevation: 29'

Public, IFR, Control Tower, Rotating Beacon, Customs

Fuel: 100LL, Jet A-1

Repairs: Minor Airframe, Minor Engine

Time Zone Info: Caracas, La Paz Time GMT-4:00 no DST

Runway Info

Runway 11-29 11187' x 197' asphalt

Runway 11 (111.0°M) TDZE 25'

Lights: Edge, ALS

Displaced Threshold Distance 2723'

Stopway Distance 197'

Runway 29 (291.0°M) TDZE 29'

Lights: Edge

Right Traffic

Communications Info

Hato Tower Tower **119.6**

Hato Approach Approach Control **119.6**

Willemstad Unknown **131.3**

Curacao Control **124.1**

Notebook Info

STAR

JEPPESEN 6 NOV 98 (10-2)

CURACAO I, NETH ANTILLES
 HATO INTL

TRANS LEVEL: FL 40
 TRANS ALT: 2500

VILMO ONE, RUBEN ONE, ELMER ONE,
 RENNY ONE ARRIVALS

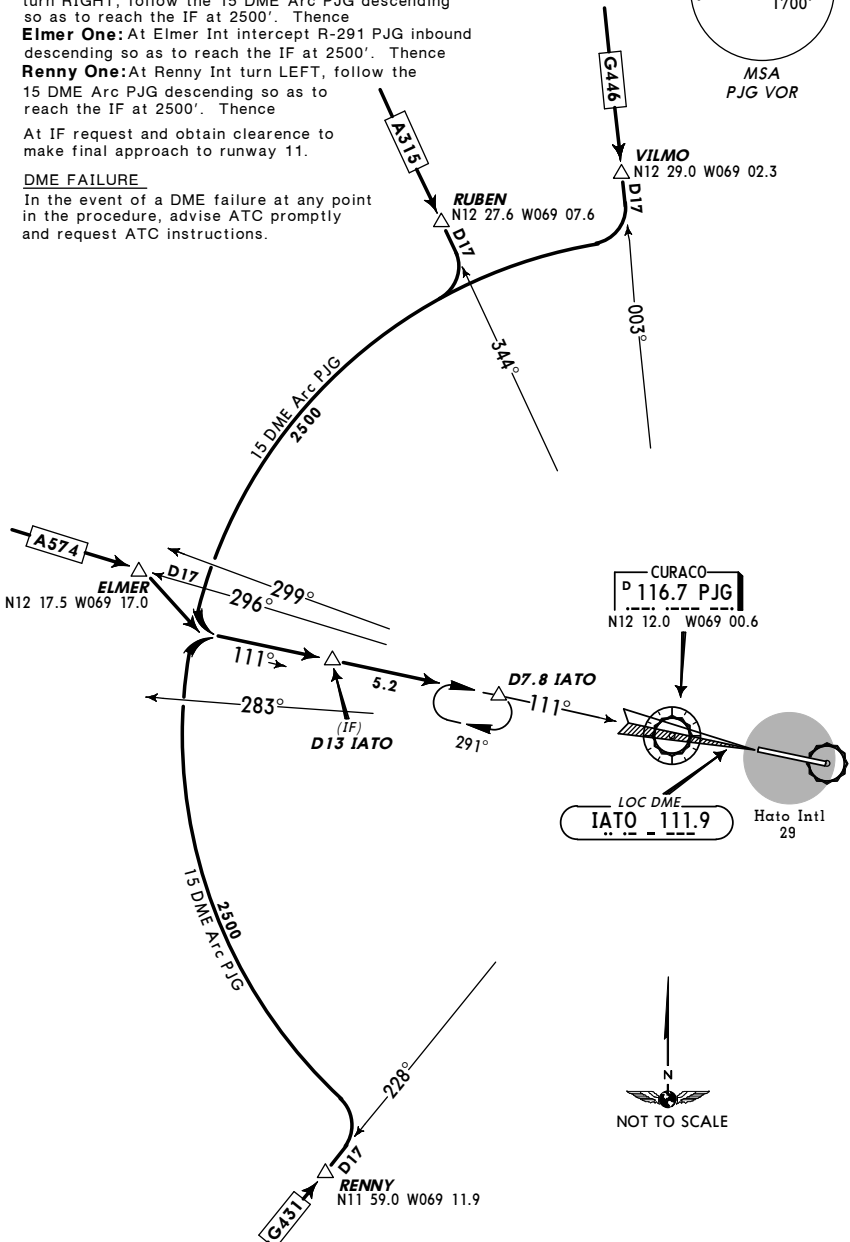
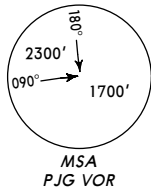
When cleared by ATC to execute a STAR:

Vilmo One or Ruben One: At Vilmo or Ruben Int turn RIGHT, follow the 15 DME Arc PJG descending so as to reach the IF at 2500'. Thence
Elmer One: At Elmer Int intercept R-291 PJG inbound descending so as to reach the IF at 2500'. Thence
Renny One: At Renny Int turn LEFT, follow the 15 DME Arc PJG descending so as to reach the IF at 2500'. Thence

At IF request and obtain clearance to make final approach to runway 11.

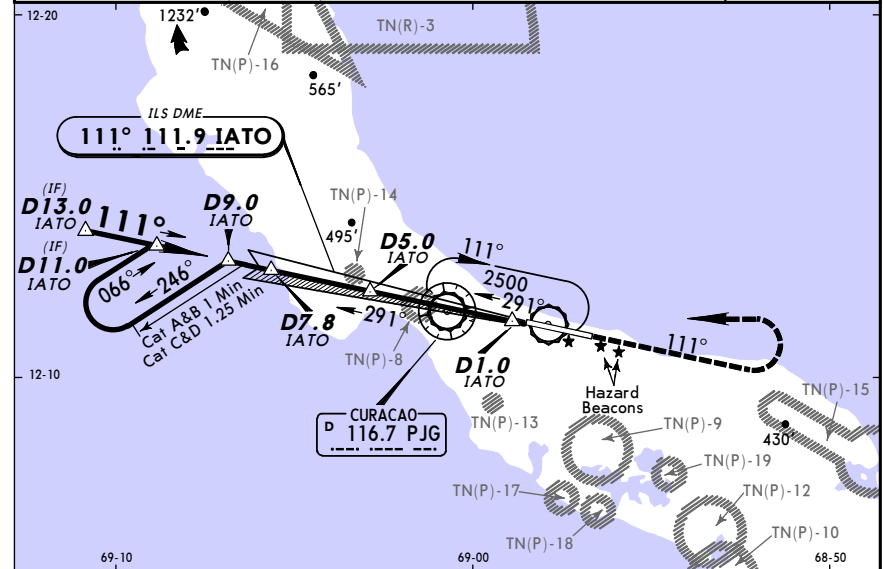
DME FAILURE

In the event of a DME failure at any point in the procedure, advise ATC promptly and request ATC instructions.

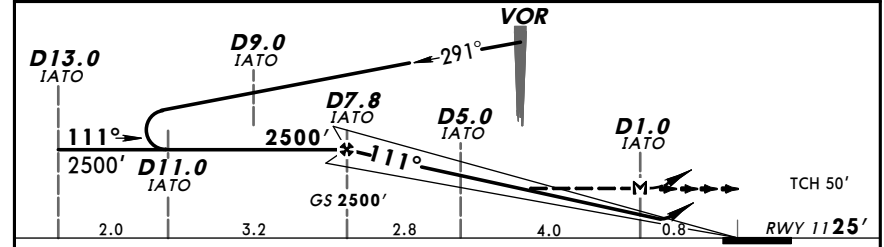


TNCC/CUR
 WILLEMSTAD/HATO INTL 24 JUL 09 (11-1)
 JEPPESEN CURACAO I, NETH ANTILLES
 ILS DME Rwy 11

HATO Approach				HATO Tower	
118.3				118.3	
LOC IATO	Final Apch Crs	GS	ILS DA(H)	Apt Elev	Rwy 11
111.9	111°	D7.8 IATO 2500' (2475')	225' (200')	29'	25'
MISSED APCH: Climb on a track of 111° to 1600', turn LEFT to reach PJG VOR at 2500'.					
Alt Set: hPa		Rwy Elev: 1 hPa	Trans level: FL 40		



LOC (GS out)	IATO DME	7.0	6.0	5.0	4.0	3.0
	ALTITUDE	2225'	1910'	1590'	1275'	955'



Gnd speed-Kts	70	90	100	120	140	160	ALS 1600'	PAPI	111°	LT	PJG 116.7
GS	3.00°	377	484	538	646	753					
LOC Descent Gradient	5.2%										
MAP at D1.0 IATO											

STRAIGHT-IN LANDING RWY 11				CIRCLE-TO-LAND			
ILS DA(H) 225' (200')		LOC (GS out) MDA(H) 650' (625')					
FULL		ALS out		ALS out		Max Kts MDA(H)	
A						100	700' (671') - 1600m
B				800m	1600m	135	
C	800m	1200m		2000m	2800m	180	920' (891') - 4400m
D				2400m	3200m	205	920' (891') - 4800m

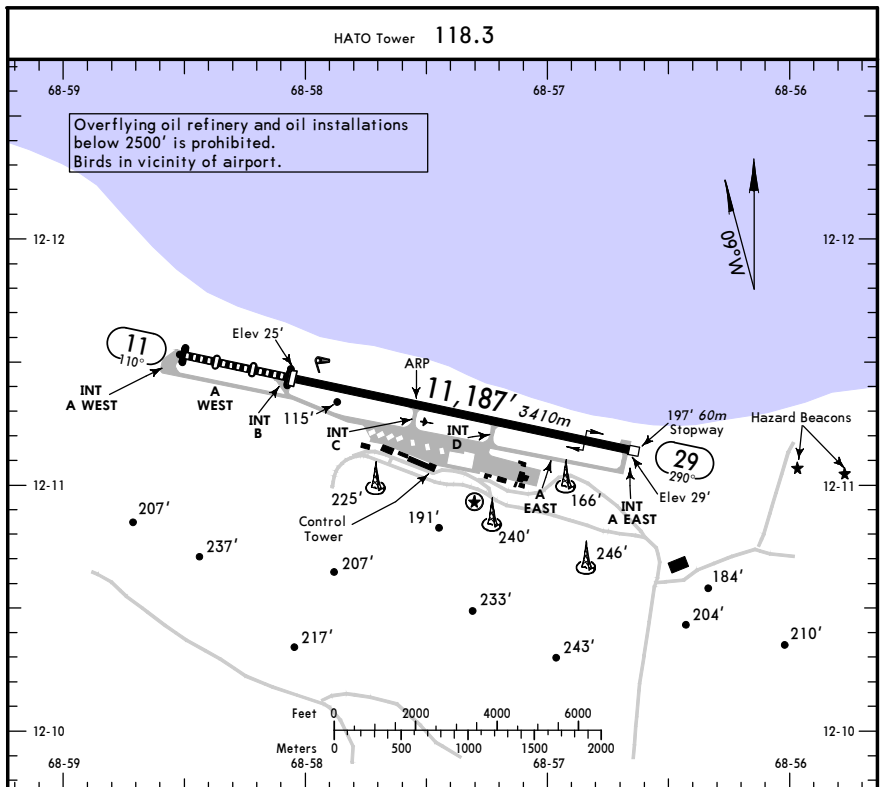
TNCC/CUR

Apt Elev 29'
 N12 11.3 W068 57.6

JEPPESEN CURACAO I, NETH ANTILLES

24 JUL 09 (11-1)

WILLEMSTAD/HATO INTL



ADDITIONAL RUNWAY INFORMATION

RWY	USABLE LENGTHS LANDING BEYOND	TAKE-OFF	WIDTH
11	RL ALS PAPI-L (angle 3.0°)		
29	RL		197' 60m

TAKE-OFF

A	AIR CARRIER (JAA)		AIR CARRIER (FAR 121)	
	LVP must be in force All Rws RCLM (Day only) or RL	All Rws RCLM (Day only) or RL	All Rws Adequate Vis Ref	
B	250m	400m	2 Eng	400m
C			3 & 4 Eng	
D	300m			

Left turn out mandatory for acft departing rwy 11 unless ATC approval has been obtained for right turn out.
 Jet acft departing rwy 11 which have been authorized to make a right turn out shall proceed

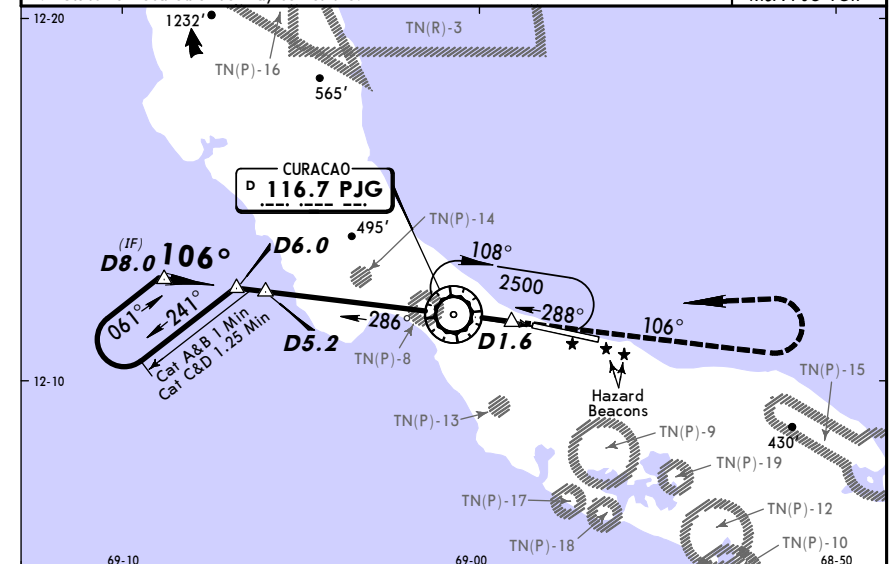
on rwy heading for at least 2 min or climb to FL 30 on rwy heading, whichever is earlier, before setting course.
 Right hand traffic pattern shall be made when rwy 29 in use.

TNCC/CUR

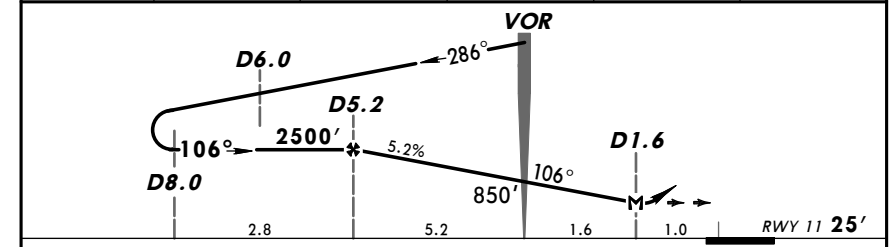
WILLEMSTAD/HATO INTL 24 JUL 09 (13-1)

JEPPESEN CURACAO I, NETH ANTILLES
 VOR DME Rwy 11

HATO Approach			HATO Tower		
VOR PJG	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev	Rwy 11
116.7	106°	D5.2 2500' (2475')	650' (625')	29'	25'



PJG DME	4.0	3.0	2.0	1.0	PJG
ALTITUDE	2225'	1910'	1590'	1275'	955'

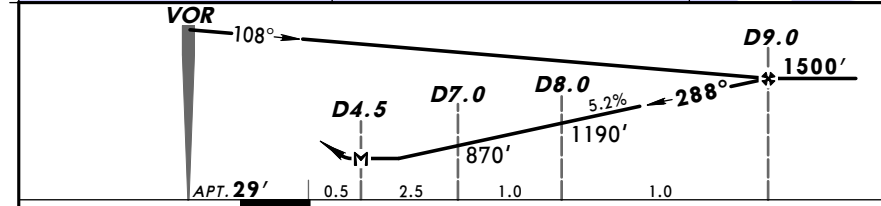
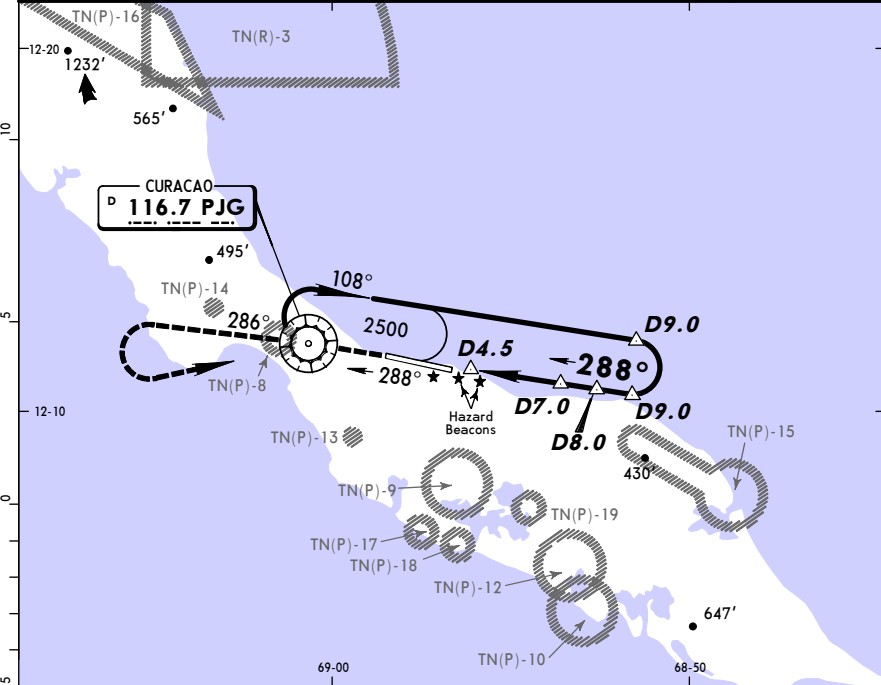


Gnd speed-Kts	70	90	100	120	140	160	ALS 1600'	PAPI	106°	LT	PJG 116.7
Descent Gradient 5.2%	369	474	527	632	737	843					
MAP at D1.6 or FAF to MAP	6.8	5:50	4:32	4:05	3:24	2:55					

A	STRAIGHT-IN LANDING RWY 11		CIRCLE-TO-LAND	
	MDA(H) 650' (625')	ALS out	Max Kts	MDA(H)
B	800m	1600m	100	700' (671') - 1600m
C	2000m	2800m	180	920' (891') - 4400m
D	2400m	3200m	205	920' (891') - 4800m

TNCC/CUR
WILLEMSTAD/HATO INTL 24 JUL 09 (13-2)
JEPPESEN CURACAO I, NETH ANTILLES
VOR DME Rwy 29

HATO Approach			HATO Tower		
118.3			118.3		
VOR PJK 116.7	Final Apch Crs 288°	Minimum Alt D9.0 1500' (1471')	MDA(H) 650' (621')	Apt Elev 29'	
MISSED APCH: Climb on a track of 286° to 1600', turn LEFT to reach PJK VOR at 2500'.					
Alt Set: hPa Apt Elev: 1 hPa Trans level: FL 40 Trans alt: 2500'					
1. VOR is not located on runway centerline.					MSA PJK VOR



Gnd speed-Kts	70	90	100	120	140	160	1600' on 286° LT PJK 116.7	
Descent Gradient	5.2%	369	474	527	632	737		843
MAP at D4.5 or FAF to MAP	4.5	3:51	3:00	2:42	2:15	1:56		1:41

STRAIGHT-IN LANDING RWY 29		CIRCLE-TO-LAND	
MDA(H) 650' (621')		Max Kts	MDA(H)
A		100	
B	1600m	135	700' (671') - 1600m
C	2800m	180	920' (891') - 4400m
D	3200m	205	920' (891') - 4800m