

**GENERAL****Operational Hours****ATS Hours:** H24**AD ADMIN Hours:** Office hours**Airport Information****RFF:** CAT 9**PCN:** RWY 11/29: 60/F/A/W/T**Operation****Taxi/Parking**

Code letter F ACFT restricted to use certain TWYs using own PWR due to insufficient safety distances. Further information will be given to each ACFT from TWR / AD OPS.

Follow-me AVBL O/R via TWR.

Marshaller mandatory.

**Warnings****PJG VOR/DME:** MAINT WED 1300-1500.

Do not overfly oil-refinery and prohibited areas below 2500ft.

Birds in vicinity of AD.

**ARRIVAL****Communication****COM Failure**

VMC: before joining the circuit, orbit either south or north of AD (depending of track inbound). Do not cross the AD circuit. Remain always visual.

In IMC or when conditions are such that it does not appear likely that the pilot will complete the FLT accordance with VMC PROC:

When being vectored or having been directed by APCH to proceed using RNAV: Proceed according to the cleared IAP to the appropriate designated navigation aid or fix serving the IAP and, when required to ensure compliance with, hold over this aid or fix.

Commence descent from the navigation aid or fix specified as close as possible to the EAT last received and acknowledged; or, if no expected APCH time has been received and acknowledged, at or as close as possible to the ETA resulting from the current FLP.

Complete the IAP as specified for the designated navigation aid or fix; and land, if possible, within 30min after the ETA or the last acknowledged expected APCH time, whichever is later.

**Arrival Procedure****VFR Traffic Pattern**

RWY 29 right hand circuit.

**DEPARTURE****Take-off Minima**

RWY		11/29	
All ACFT	ft - m/km	0 - 400v	-

**Communication****COM Failure**

VMC: adhere to DEP instructions. If DEP instructions contain a CLR limit in the CTR, act in accordance. In VMC:

- continue to fly in VMC;
- land at the nearest suitable AD; and
- report the arrival by the most expeditious means to the appropriate ATC unit.

**Departure Procedure**

RWY 11 left turn compulsory unless otherwise instructed.

**Noise Abatement Procedure**

All departing traffic from RWY 11 and cleared for a right turn shall maintain RWY HDG until FL30 than turning right.

**ATC Slot, Clearance**

REQ CLR from TWR earliest 10min prior to ENG start-up and if applicable report a cross-bleed start, include:

- ACFT identification
- Gate Number / PIT Number
- Destination
- Request start-up

**CUR-TNCC**

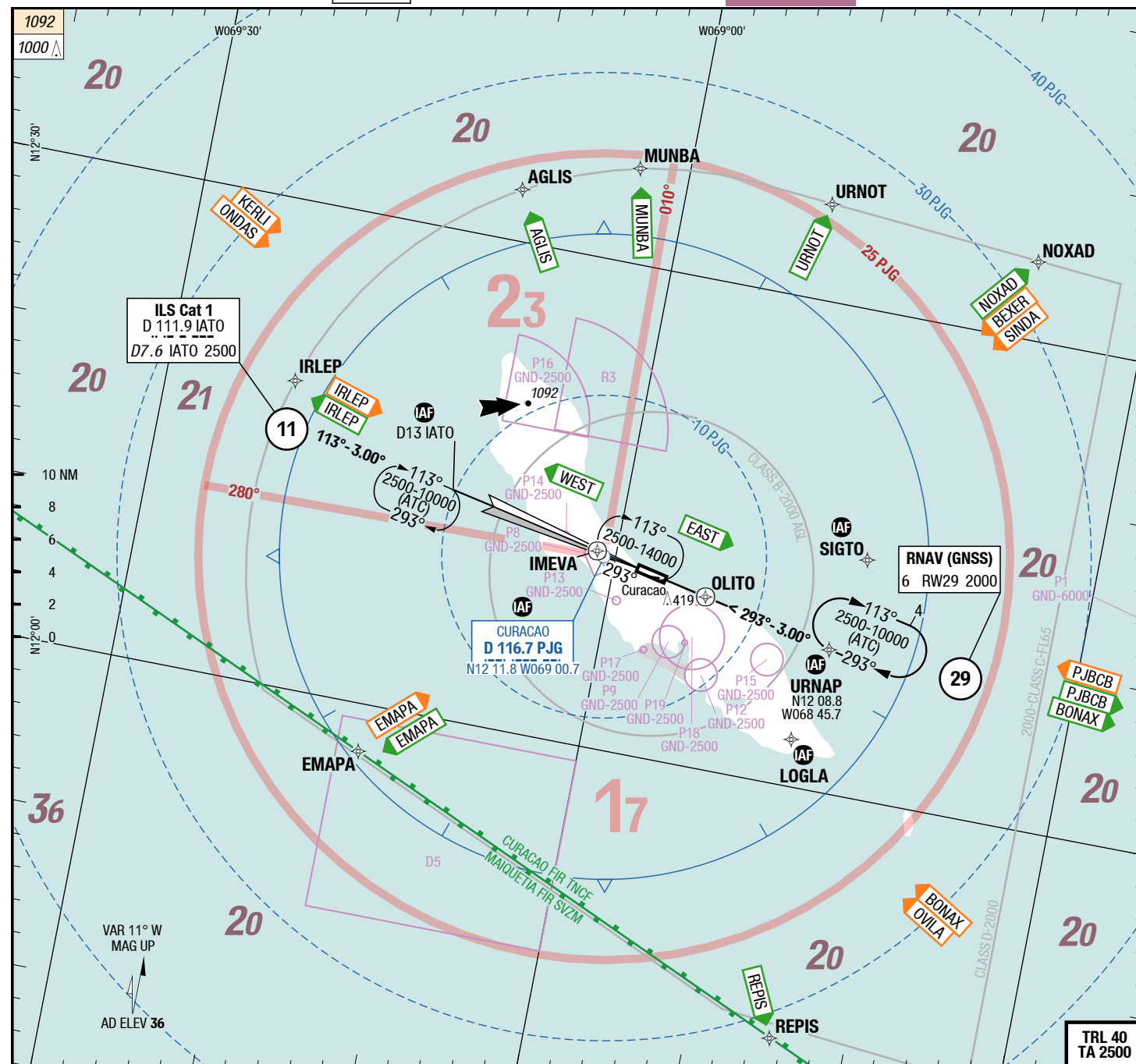
**AFC**

# AFC

# AFC

**AFC**

**2-10**



29

Changes: APL, SUAs

Effective 24-MAY-2018

17-MAY-2018

CUR-TNCC

Curacao Willemstad/Hato Intl

AGC

AGC

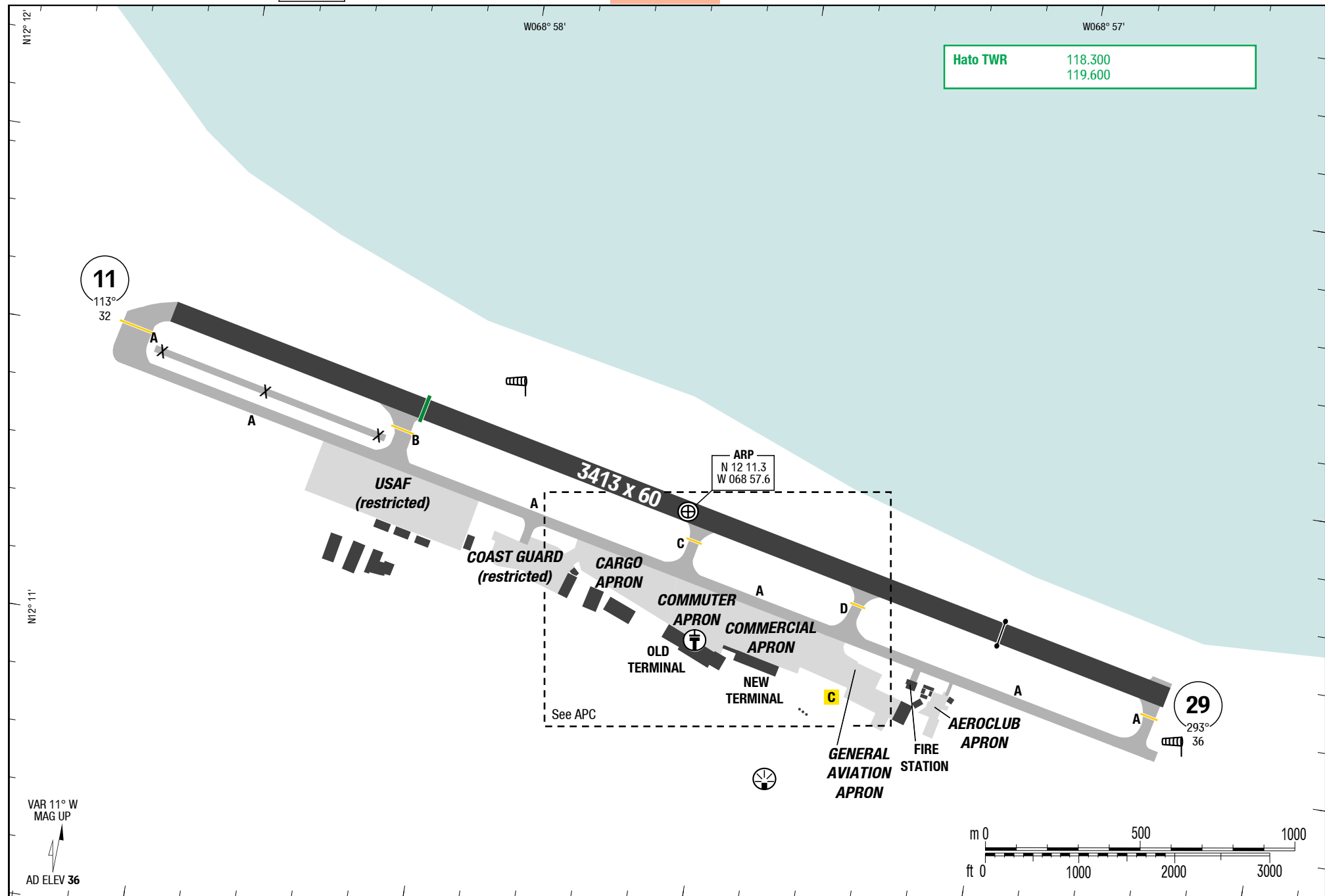
AGC

Willemstad/Hato Intl Curacao Curacao

AGC

3-20

Hato TWR  
118.300  
119.600



Changes: BLDG

24-MAY-2018/UFN

17-MAY-2018

CUR-TNCC

Curacao Curacao Willemstad/Hato Intl

NIL

3-28

Tempo APC (SUP 01/17)

APC

APC

Willemstad/Hato Intl Curacao Curacao

NIL

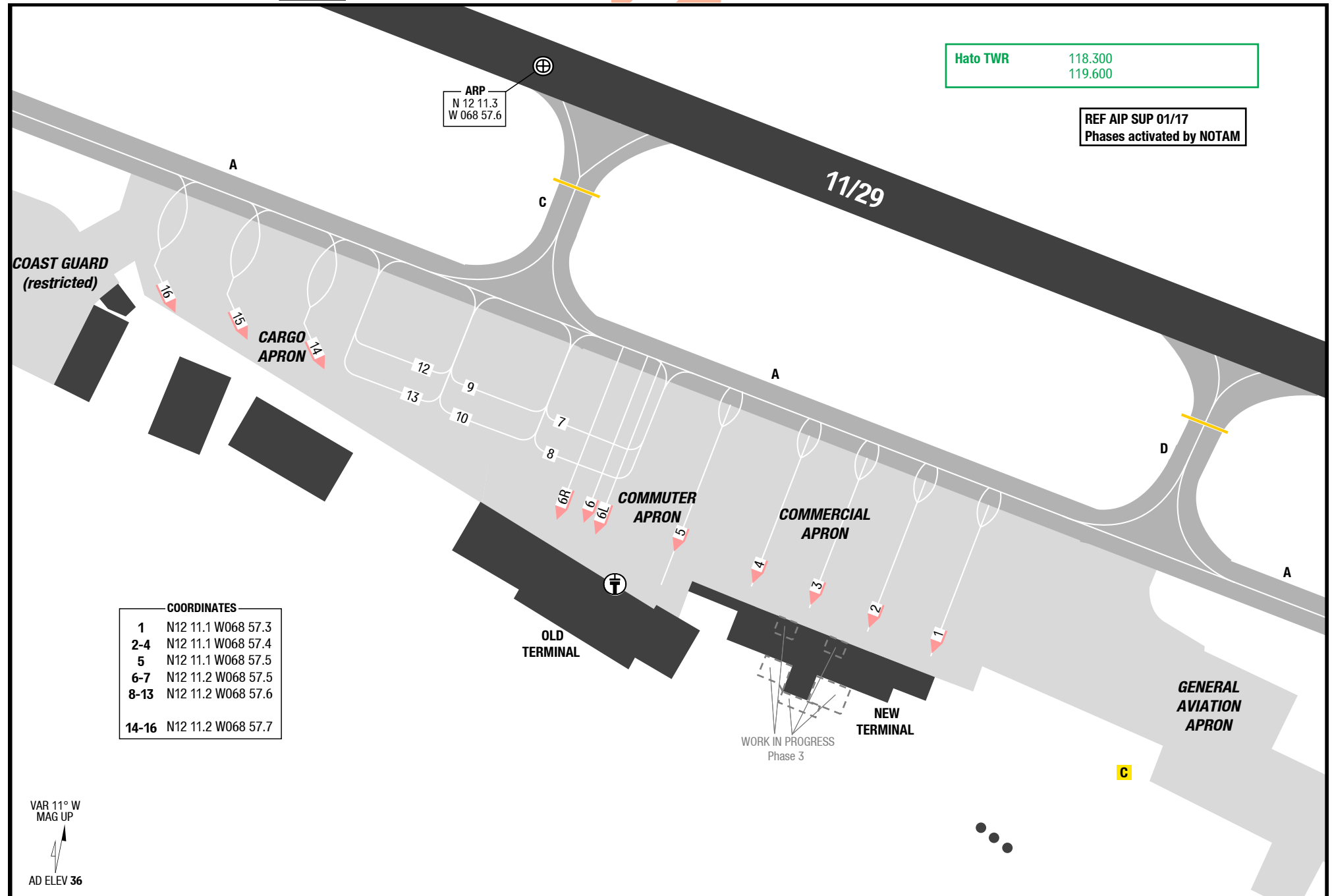
Tempo APC (SUP 01/17)

Hato TWR

118.300  
119.600

REF AIP SUP 01/17

Phases activated by NOTAM



COORDINATES

1	N12 11.1 W068 57.3
2-4	N12 11.1 W068 57.4
5	N12 11.1 W068 57.5
6-7	N12 11.2 W068 57.5
8-13	N12 11.2 W068 57.6
14-16	N12 11.2 W068 57.7

VAR 11° W  
MAG UP

AD ELEV 36

Changes: BLDG

Effective 24-MAY-2018

17-MAY-2018

CUR-TNCC

Curacao Willemstad/Hato Intl

NIL  
APC

APC

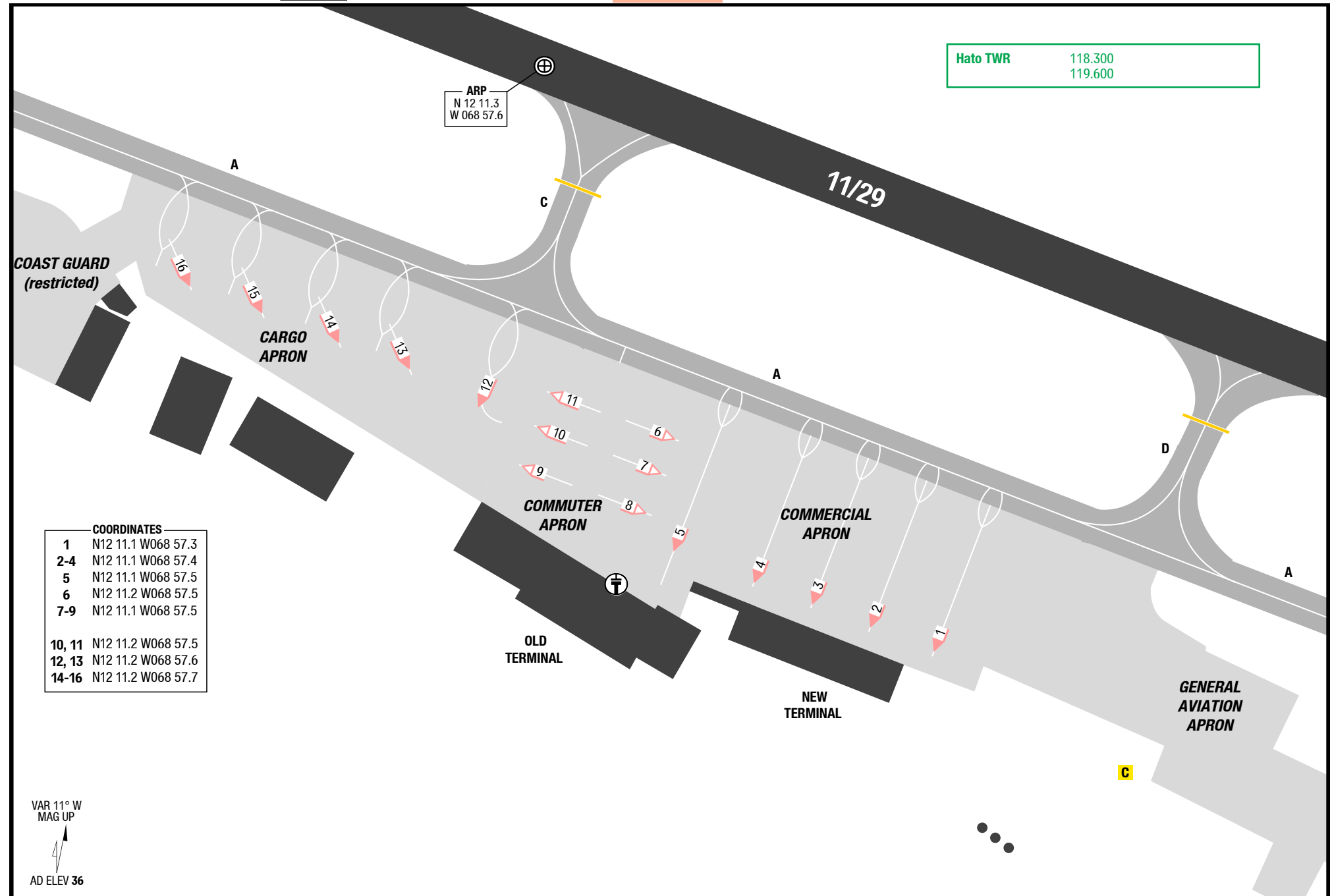
APC

Willemstad/Hato Intl Curacao Curacao

NIL  
APC

3-30

Hato TWR  
118.300  
119.600



Changes: BLDG

## CUR-TNCC

Curacao **Curacao** Willemstad/Hato Intl

WEST 2 RNAV

**4-10**

## EAST 2 RNAV

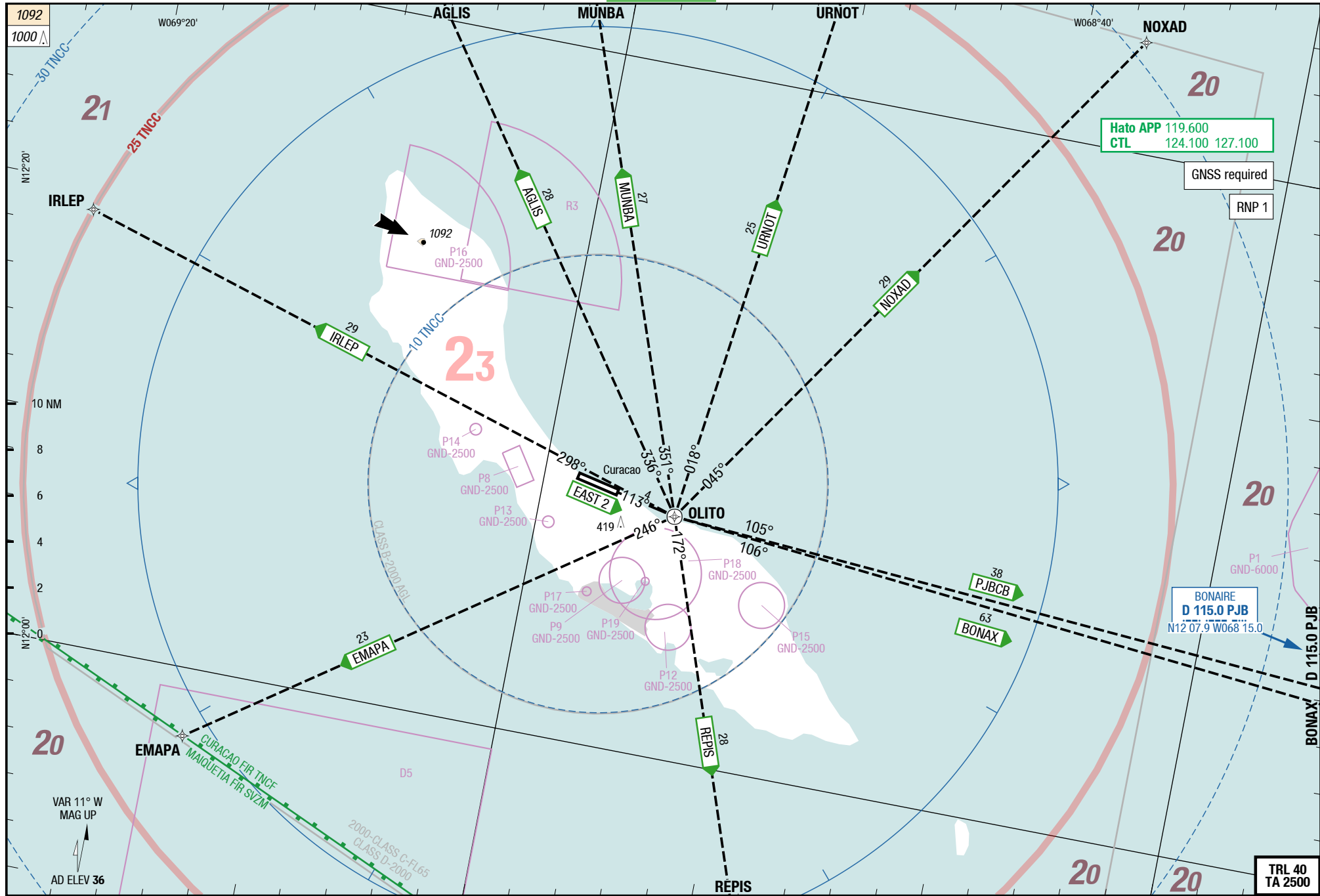
SID

SID

Willemstad/Hato Intl **Curacao** Curacao

WEST 2 RNAV

## EAST 2 RNAV



Changes: SUAs, DIST, Note

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**CUR-TNCC**

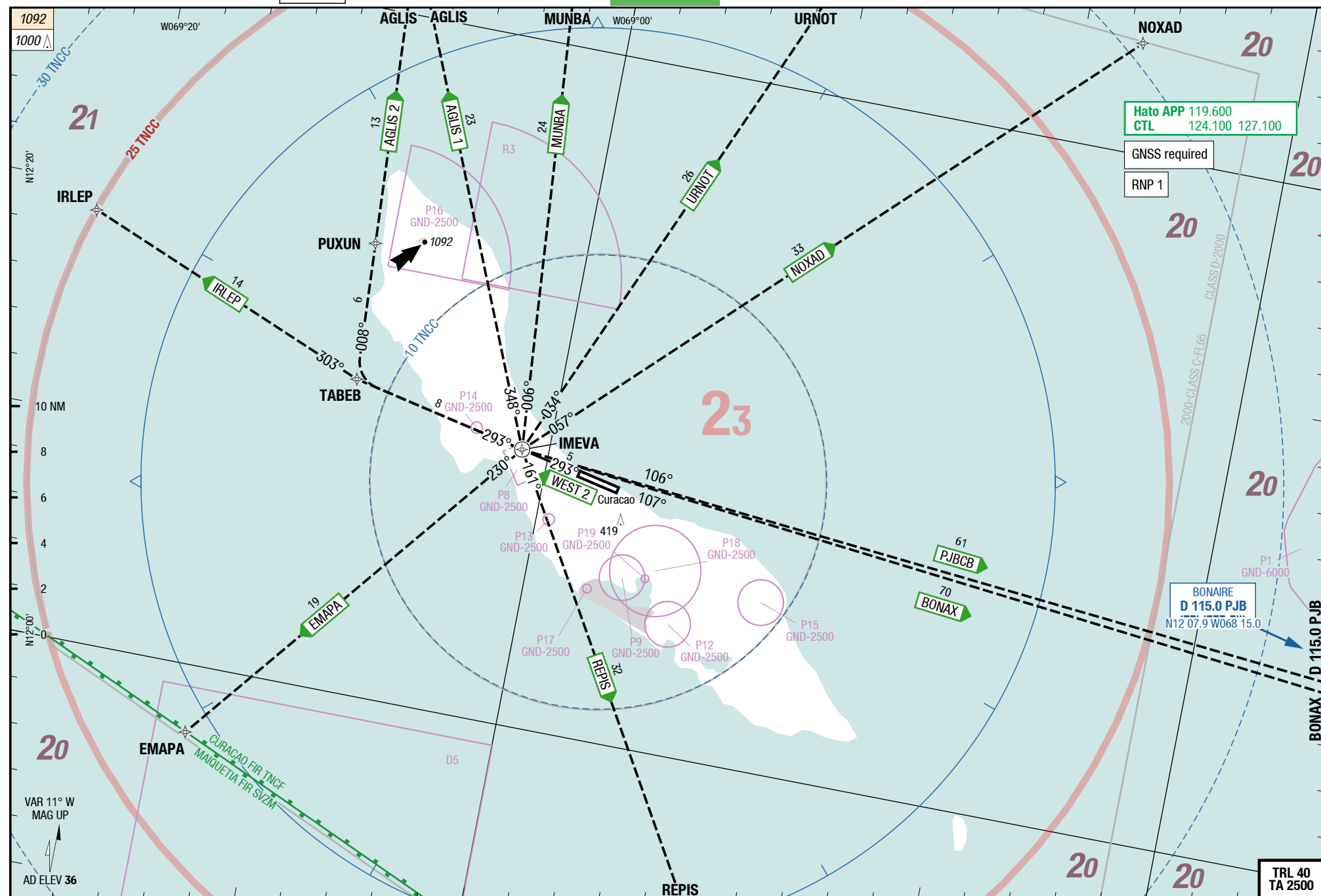
4-20

## WEST 2 RNAV

SID

SID

## WEST 2 RNAV



Changes: SUAs, DIST, Note

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**CUR-TNCC**

5-10

**EAST 2 RNAV****EAST 2**

RWY 11 (113°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 11	
<b>EAST 2</b> 119.600	<u>OLITO</u>	
	TRANSITION	
	<b>AGLIS</b> <u>OLITO</u> [L] - AGLIS	
	<b>BONAX</b> <u>OLITO</u> [L] - BONAX	
	<b>EMAPA</b> <u>OLITO</u> [R] - EMAPA	
	<b>IRLEP</b> <u>OLITO</u> [L] - IRLEP	
	<b>MUNBA</b> <u>OLITO</u> [L] - MUNBA	
	<b>NOXAD</b> <u>OLITO</u> [L] - NOXAD	
	<b>PJBCB</b> <u>OLITO</u> [L] - PJB	
	<b>REPIS</b> <u>OLITO</u> [R] - REPIS	
	<b>URNOT</b> <u>OLITO</u> [L] - URNOT	

**CUR-TNCC**

5-20

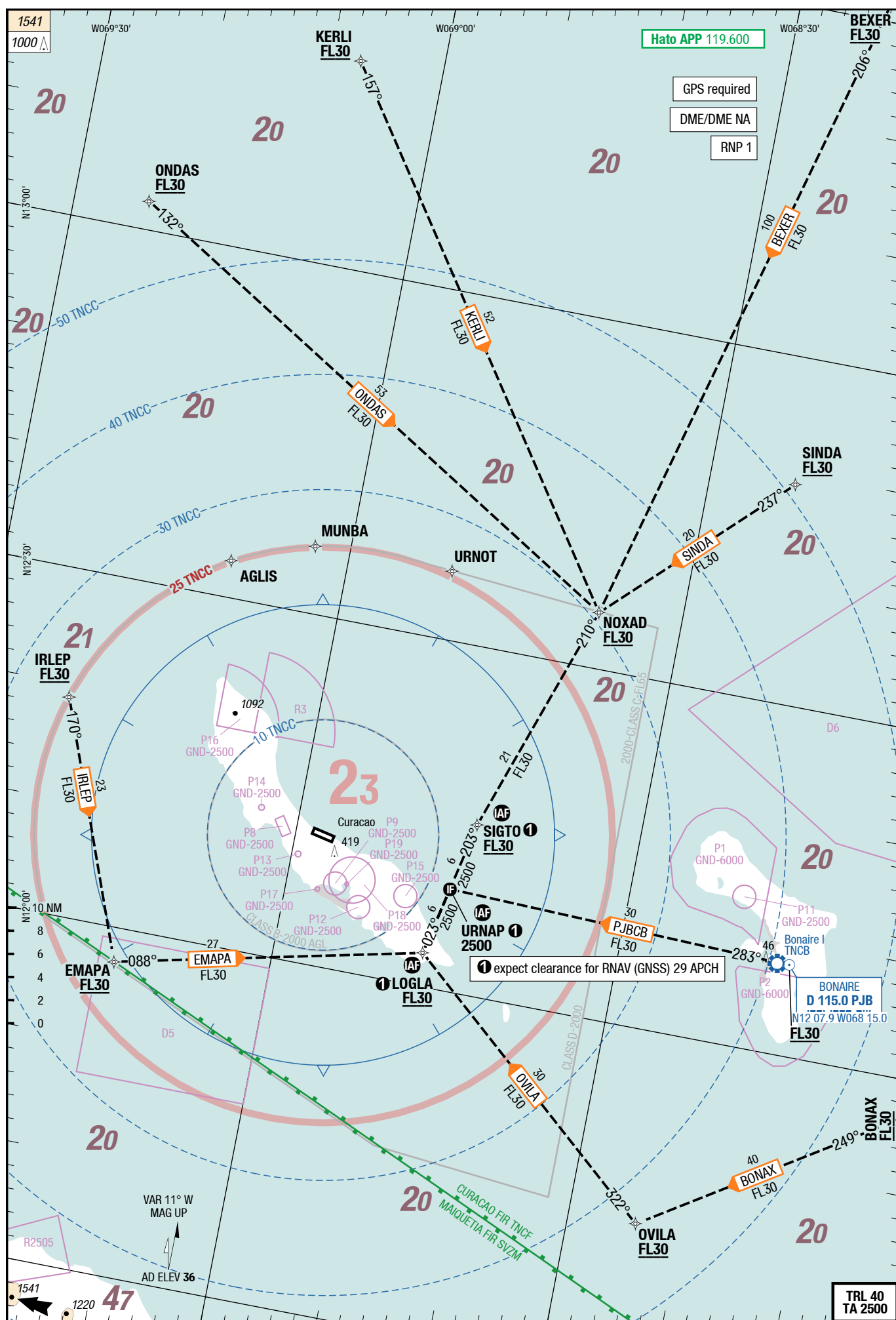
**WEST 2 RNAV****WEST 2**

RWY 29 (293°)

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400
8.3%	ft/MIN	1100	1300	1600	1800	2100	2300

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 29</b>	
<b>WEST 2</b> AGLIS 1, BONAX, MUNBA, NOXAD, URNOT MNM 5.0% to 2500  AGLIS 2, IRLEP MNM 8.3% to 2500 <b>119.600</b>	<u>IMEVA</u>	
	<b>TRANSITION</b>	
	<b>AGLIS 1</b> <u>IMEVA</u> [R] - AGLIS	
	<b>AGLIS 2</b> <u>IMEVA</u> - TABEB [R] - PUXUN - AGLIS	
	<b>BONAX</b> <u>IMEVA</u> [R] - BONAX	
	<b>EMAPA</b> <u>IMEVA</u> [L] - EMAPA	
	<b>IRLEP</b> <u>IMEVA</u> - TABEB [R] - IRLEP	
	<b>MUNBA</b> <u>IMEVA</u> [R] - MUNBA	
	<b>NOXAD</b> <u>IMEVA</u> [R] - NOXAD	
	<b>PJBCB</b> <u>IMEVA</u> [R] - PJB	
	<b>REPIS</b> <u>IMEVA</u> [L] - REPIS	
	<b>URNOT</b> <u>IMEVA</u> [R] - URNOT	

**Willemstad/Hato Inti Curacao Curacao**  
**RNAV ARRIVALS WEST 3**  
**RNAV ARRIVALS EAST 3**

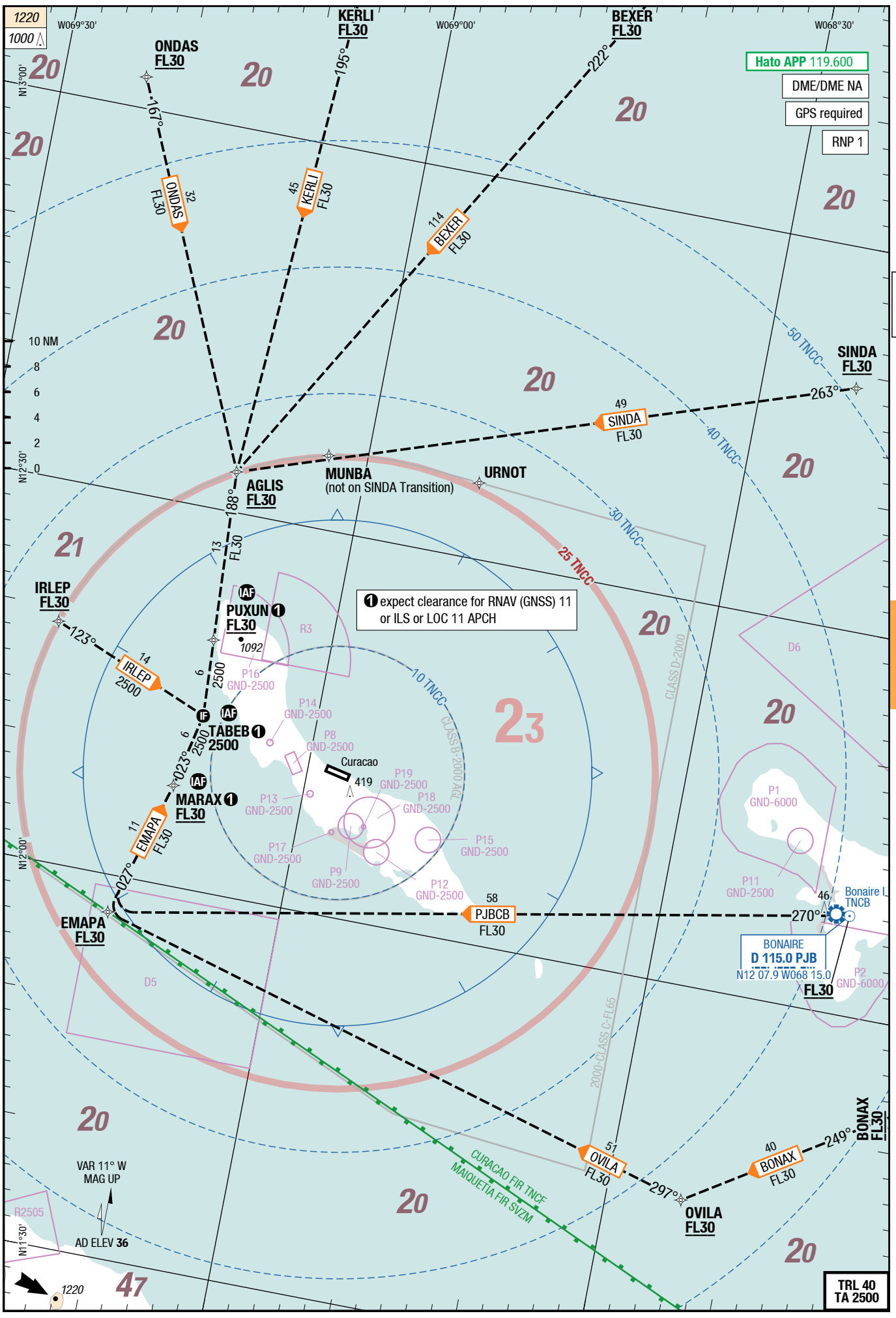


17-MAY-2018  
CUR-TNCC

Curacao Curacao Willemstad/Hato Intl  
6-20 RNAV ARRIVALS WEST 3

STAR  
STAR

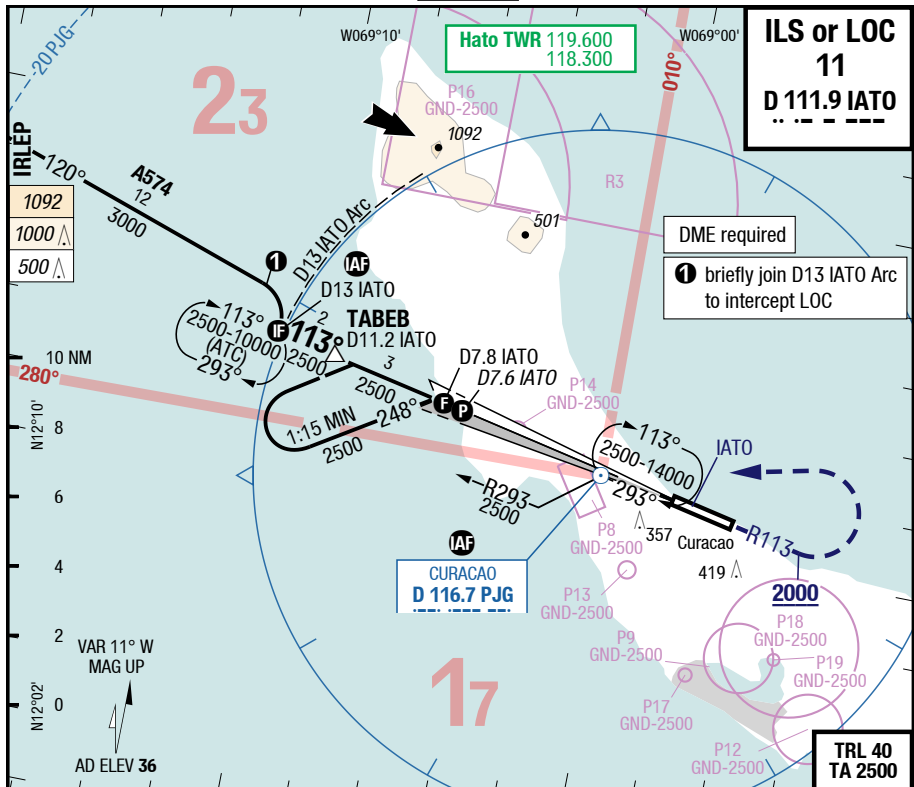
Willemstad/Hato Intl Curacao Curacao  
RNAV ARRIVALS WEST 3



Changes: SUAs, OBST, Note

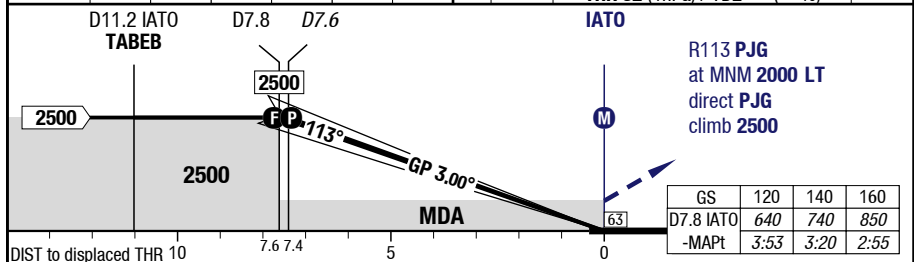
7-10

ILS or LOC 11



LOC 3.00° D IATO	7.8	7	6	5	4	3	
	2500	2260	1940	1620	1300	990	

**11** ..... 83.0°  
HL-S **THR 32** (1hPa) / TDZ --- (---%) 0.0%

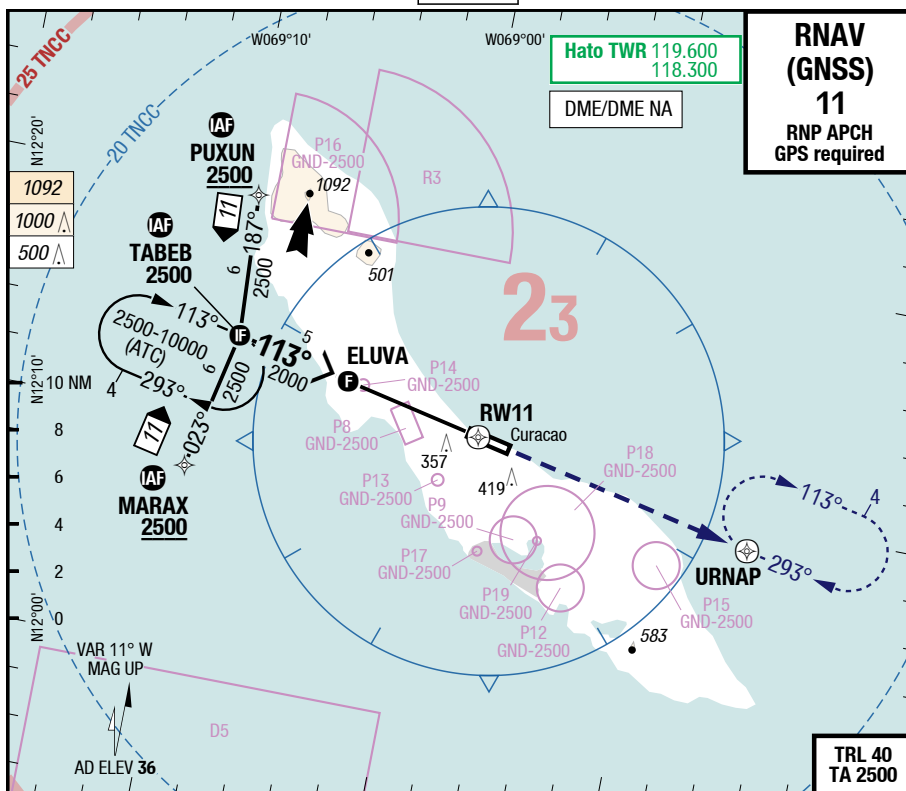


<b>11</b>	<b>Cat 1 DME</b> 1)	<b>LOC DME</b>			<b>Circling</b> N of AD only
C	ft - m/km ft	200 - 550 <b>240</b>	660 - 2.3 <b>690</b>		860 - 2.4V <b>890</b>
D	ft - m/km ft	200 - 550 <b>240</b>	660 - 2.3 <b>690</b>		860 - 3.6V <b>890</b>

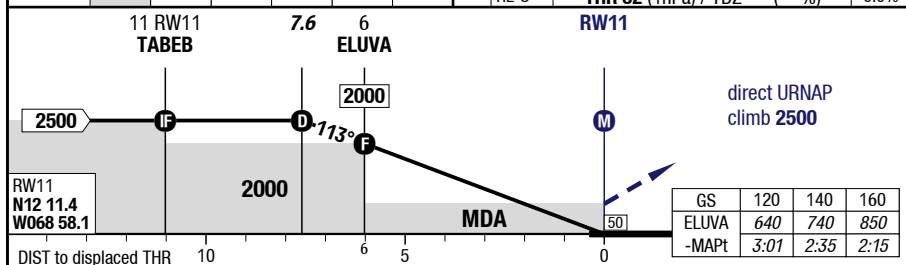
1) FD or AP or HGS to DA required, else use 750m RVR

7-30

## RNAV (GNSS) 11



3.00° RW11		7.6	5	4	3	2	
		2500	1680	1360	1040	720	



11		RNAV GNSS VNAV 1) 2)	RNAV GNSS LNAV				Circling N of AD only
C	ft - m/km ft	550 - 1.8 <b>580</b>	660 - 2.3 <b>690</b>				860 - 2.4V <b>890</b>
D	ft - m/km ft	550 - 1.8 <b>580</b>	660 - 2.3 <b>690</b>				860 - 3.6V <b>890</b>

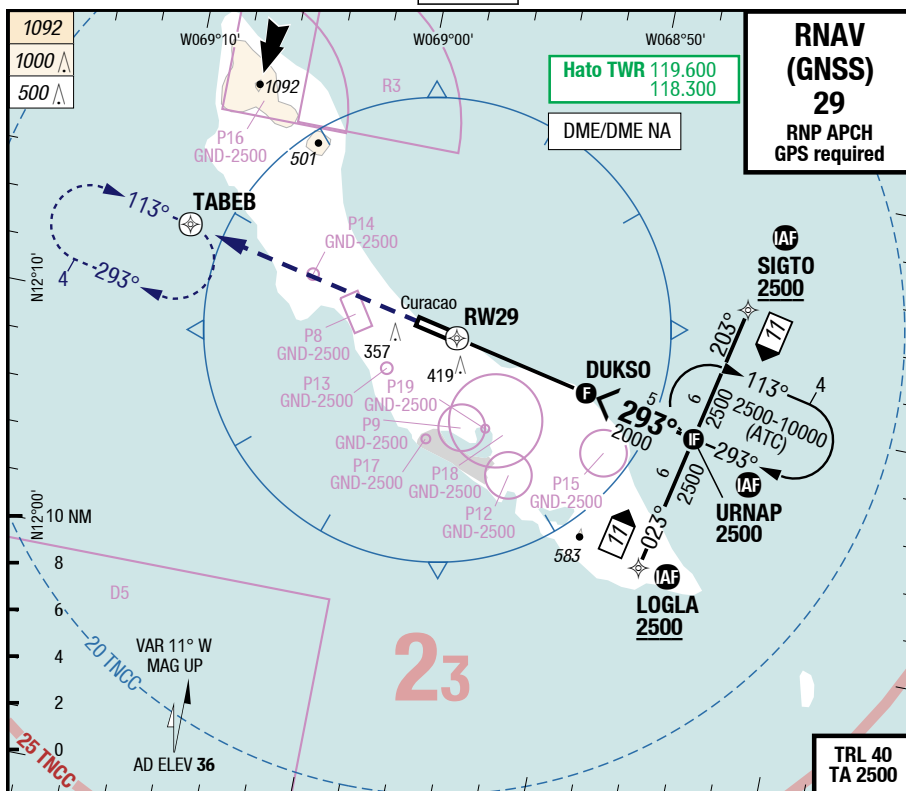
1) Uncompensated BARO VNAV NA below 0°C (32°F)

2) With EVS 1.2km

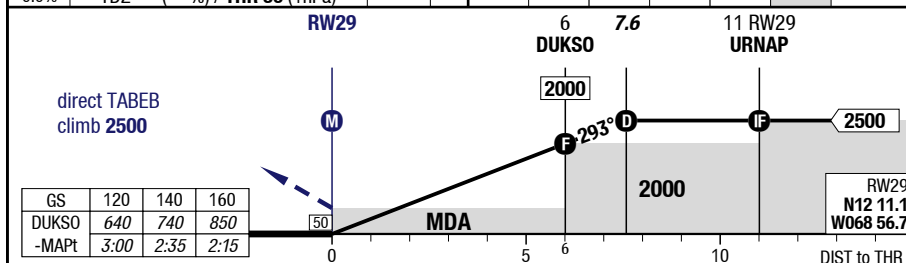
Changes: MIN, APL, SUAs, Editorial

**7-40**

## RNAV (GNSS) 29



60 HL	60 x 3413	29	2	3	4	5	7.6		3.00° RW29
PAPI angle not AVBL 0.0%	TDZ --- (---%) / THR 36 (1hPa)		730	1050	1360	1680	2500		



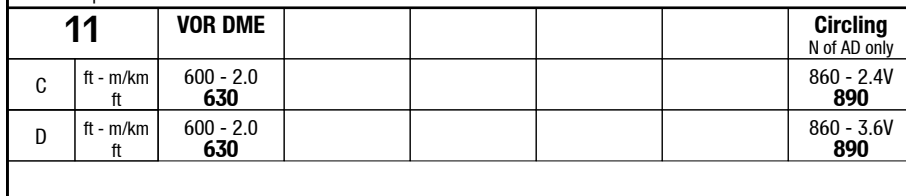
29		RNAV GNSS VNAV <sup>1) 2)</sup>	RNAV GNSS LNAV				Circling <sup>3)</sup>
C	ft - m/km ft	520 - 2.4 <b>550</b>	570 - 2.4 <b>600</b>				860 - 2.4V <b>890</b>
D	ft - m/km ft	520 - 2.4 <b>550</b>	570 - 2.4 <b>600</b>				860 - 3.6V <b>890</b>

1) Uncompensated BARO VNAV NA below 0°C (32°F)

3) N of AD only

2) With EVS 1.6km

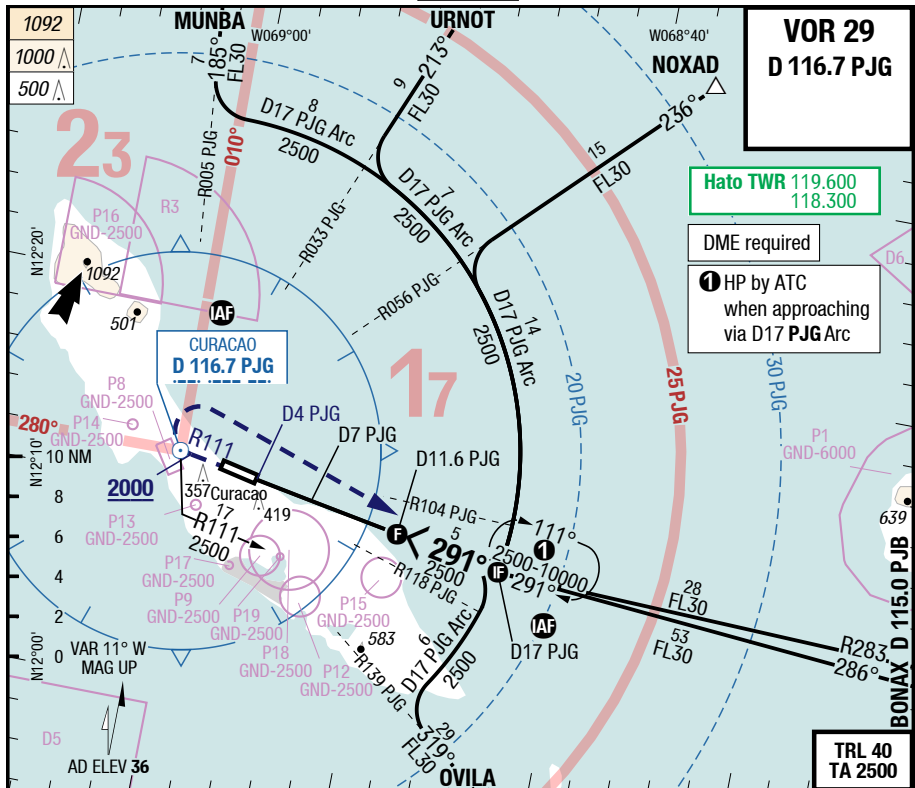
Changes: SUAs, Editorial





7-60

VOR 29



29		VOR DME		Circling <sup>1)</sup>	
C	ft - m/km ft	550 - 2.4 580		860 - 2.4V 890	
D	ft - m/km ft	550 - 2.4 580		860 - 3.6V 890	

1) N of AD only