

**CURAÇAO (CUR/TNCC)**

Elevation 36ft

**CATEGORY A**

AV brief not required.

**GENERAL**

- Hato International Airport is the only airport on the island of Curaçao and is located 7 NM from the capital Willemstad
- It has the third longest commercial runway in the Caribbean
- Joint civil/mil airfield

**Threats****Runway Excursion – Unstable Approaches**

- SESMA data and ASRs confirm the experience of, and ongoing threat from, high energy and unstable approaches during operation into Caribbean airfields
- Use the Flight Ops Safety Plan and review the guidance under the Approach section of this brief to identify threats during the Descent Brief and ensure that compliance with the Stable Approach Criteria and Safe Landing Policy is achieved

**Runway Excursion – Visual Illusions**

- Rwy 11/29 is 60m wide and may give the impression of being low when established on the correct approach profile

**Mid Air Collision**

- Initial climb to a Flight Level – review altimeter setting procedures

**ARRIVAL****Diversion Airports**

ARUBA	AUA/TNCA	65 nm/287°T	CAT A
CARACAS	CCS/SVMI	150 nm/129°T	CAT B
PUNTA CANA	PUJ/MDPC	383 nm/005°T	CAT A

**Approach**

- In order to avoid high energy or unstable approaches, consider the following guidance to identify the appropriate threats for the Descent Briefing:

**Avoid:**

At the briefing stage consider:

- What are you going to fly?
  - Expect change – develop a strategy for change or runway or approach type, particularly when changing to a visual approach or reduced track miles

- Agree the profile to be monitored in order to achieve the Stable Approach Criteria by the 1,000ft auto-callout and, particularly, how compliance with the profile will be confirmed
- Set gates and bottom lines to ensure SAC are achieved by the 1,000ft auto-callout and maintained to touchdown
- How are you going to fly it?
  - Use of AFDS modes for non-ILS and visual approaches
  - Monitor gates set and brief what you will do if gates are not met with a plan for early intervention
- Brief and plan the go-around

**Trap:**

- Identify the threats associated with any changes to your plan; verbalise and resolve the threats
- Review the agreed profile, monitor the profile and intervene if the profile is not flown

**Mitigate:**

- Effective intervention is difficult during high workload due to runway or approach changes in unfamiliar environments
- Anticipate the 1,000ft auto-callout with a review of the vertical profile, aircraft configuration and approach speed
- If stable approach criteria are not achieved by the 1,000ft auto-callout a go-around must be initiated

**Initial Approach**

- Runway 11 is preferred
- RNAV arrivals will be issued to capable aircraft
- Expect DIRECT to the appropriate IAF for the approach or radar vectors to the ILS

**GROUND**

- USAF and Coast Guard aprons are located at the western end of the airfield

**DEPARTURE**

- All IFR flights can expect an initial climb to FL140. Consider altimeter setting procedures and brief when STD pressure will be set.

**WEATHER**

- Curaçao has a hot, semi-arid climate with a dry season from January to September and a wet season from October to December
- Rainfall is scarce and averages only 450mm per year due to Curaçao's location north of the ITCZ
- Temperatures are relatively constant year-round; January is the coolest month (average 26°C) whilst September is the hottest month (average 29°C)
- Hurricanes are rare and no hurricane has made landfall in Curaçao since the US National Hurricane Centre began tracking. However the island has occasionally been affected by pre-hurricane tropical storms such as Tomas (2010), Cesar (1996) and Joan (1988).

**OPERATIONAL INFORMATION**

<b>Handling Agent</b>	Caribbean Dispatch Services Ltd
<b>Handling Agent VHF</b>	121.6
<b>Potable Water</b>	Uplift banned

<b>IF ONLY Electrical Power is required</b>	Use APU
<b>If BOTH electrical power and air conditioning is required:</b>	<b>DO NOT USE ANY GROUND SERVICE – use APU instead.</b>