TAKE-OFF MINIMUMS (Eff Jan 2020)

Publication of take-off minimums does not constitute authority for their use by all operators. Each individual operator is responsible for ensuring that the proper minimums are used based on authorization specific to the type of operation.

Take-off minimums are supplied for all airports. When the Governing State Authority has not provided take-off visibilities, they will be derived by Jeppesen based on ICAO Doc 9365 Manual of All Weather Operations. For take-off minimums rules and tables refer to AIR TRAFFIC CONTROL — Aerodrome Operating Minimums JEPPSEN.

A "Std" label in the upper left corner of the minimums box indicates that the published visibilities are ICAO Doc 9365 compliant. Other labels, as described in Landing Minimums Legend, indicate compliance with other regulations.

Wide variations exist regarding take-off minimums depending on the governing agency, typically though they consist of a visibility/ceiling and associated required conditions for use.

Generally, take-off minimums are shown in order of best (lowest) to worst (highest) starting at the top left and progressing to the bottom right of the format. This applies to the overall minimums box as well as for a particular runway or set of runways. Runway numbers will only be included if the State provides specific take-off minimums for a particular runway. The charted take-off minimums depend on runway lighting/equipment but may not be applicable for all runways. Pilots have to select the correct column according to the operational runway lights/equipment.

VIS and ceiling values are shown in feet, statute miles, meters or kilometers. RVR is shown in hundreds of feet or whole meters.

A VIS is always labeled with “V”, an RVR is always labeled “R” and values which could be both are labeled “R/V”.

Altitudes listed within climb gradients requirements are above Mean Sea Level (MSL). Ceilings specified for take-off are heights Above Airport Level (AAL).

Typical format used for charting take-off minimums:

1 — Take-off minimums header indicating the contents of the minimums box.
2 — If required, runway number/numbers, minimums below apply to the designated runway(s).
3 — General conditions, those that affect a wide range of the depicted minimums.
4 — If required, type of aircraft information is depicted here, typically in the form of number of aircraft engines or aircraft approach categories as published by the State.
5 — More specific conditions, those that affect only a few of the minimums.
6 — Very specific conditions, those that affect only the minimums directly below.
7 — Ceilings and RVR/met VIS authorized based on the conditions and runways listed above. When ceiling and visibilities are listed, both are required. In this format example, the minimums of this column would represent the best (lowest) available take-off minimums.
8 — Ceilings and visibilities authorized based on the conditions above, minimums typically become “higher” with less restrictions.
9 — The use of abbreviations is prevalent within the take-off minimums band given that many of the conditions/restrictions have lengthy explanations. See Chart Glossary and Abbreviations section for a more detailed description.
10 — The take-off minimums for a given set of conditions can differ based on aircraft type. Separate minimums are depicted for each aircraft type scenario.
11 — Usually the term “Other” is used to describe take-off minimums having no conditions.
12 — This being the farthest minimum box to the right, it would generally contain the highest set of take-off minimums with the least number of conditions for that particular runway.
13 - Minimums Label: Indicates that take-off minimums are compliant with a specific regulation, but never below State published values. For description of different labels refer to Landing Minimums Legend.

14 - Depending on the charted information the title simply refers to TAKE-OFF or contains additional information, e.g. DEPARTURE PROCEDURE.

15 - Runway numbers will only be listed if take-off minimums for the runways are different or if a runway is not authorized for take-off. This could happen because of State provided take-off minimums or restrictions.

16 - All operators should be aware that in some cases (e.g. "Approved Operators", "Low Visibility Take-off") a special approval is required prior to the use of these minimums.

17 - "R" means RVR.

18 - "R/V" means that the value could be both, RVR and meteorological VIS.

19 - All notes that pertain directly and only to the charted take-off minimums are depicted directly under and adjacent to the take-off minimums box.

**Samples**

### Std/State

<table>
<thead>
<tr>
<th>Std</th>
<th>TAKE-OFF</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>RL &amp; CL</td>
</tr>
<tr>
<td></td>
<td>(spacing 15m or less) &amp; relevant RVR</td>
</tr>
<tr>
<td>TDZ</td>
<td>R125m</td>
</tr>
<tr>
<td>Mid</td>
<td>R125m</td>
</tr>
<tr>
<td>Rollout</td>
<td>R125m</td>
</tr>
</tbody>
</table>

1 RWY, 07C/R, 25L/C; TDZ/Mid/Rollout, R75m, with approved lateral guidance system.

**Depiction of Take-off Minimums based on ECMS tables and rules**

Refer to [www.jeppesen.com/aom](http://www.jeppesen.com/aom)
AIRPORT CHART LEGEND

ALTERNATE MINIMUMS (Eff Jan 2020)

Only those alternate minimums that have been published by the governing State Authority specifically for the landing airport will be charted. The values shown will be those supplied by the State.

1 — Typically alternate minimums are based on the landing minimums applicable to the available approach procedures at the landing airport. As a result, the subsequent alternate minimums relate to the aircraft approach categories. Aircraft categories are not shown if the same alternate minimums are applicable for all aircraft categories.

2 — The alternate minimums box is labeled as such.

3 — All applicable conditional notes are shown directly above the minimums they apply to.

4 — Approach procedure idents or classification for all appropriate procedures with the applicable alternate minimums charted directly below.

5 — Visibilities used in alternate minimums are shown in feet, statute/nautical miles, meters and kilometers as provided by the State. RVR values in feet and meteorological VIS values in statute/nautical miles are not labeled, for example: “R40” means RVR 4000 feet and “V2” means a meteorological VIS of 2 miles. Values in meters are labeled with an “m” and kilometers with a “km”. Ceiling values are always shown in feet or meter as reported by the State and are shown in front of the meteorological VIS.

CHART BOUNDARY LINE INFORMATION

1 — A brief summary of the changes applied to the chart during the last revision.

2 — Jeppesen Copyright label.

3 — Showed when source amendment information has been supplied by the State. Normally these amendment numbers directly relate to the take-off or alternate minimums.

END OF AIRPORT CHART LEGEND