



JEPPESEN®

Chart Alert

!! URGENT !!

Date: 11 May 2020

Subject: Argentina
All Jeppesen Published Take-off Minimums for Argentina

Incorrect Take-off Minimums

Take-off minimums published on Jeppesen Airport Charts for Argentina are incorrect. Per Part 91 in the RAAC section of the AIP Argentina, take-off minimums have been established for use throughout Argentina. Affected charts will be updated in several upcoming revision cycles, until then the following tables explain the take-off minimums applicable in Argentina.

For take-off minimums for controlled airports without instrument approach procedures, or for uncontrolled airfields with and without air traffic services, refer to Part 91 paragraph 3, 4 and 5 of Apendice D – MINIMOS METEOROLOGICOS PARA DESPEGUE.

The table below shows the requirements for controlled airports with instrument approach procedures as per Part 91 paragraph 2 of Apendice D – MINIMOS METEOROLOGICOS PARA DESPEGUE.

| Requirements | 3 & 4 Eng Aircraft, 2 hr Take-off Alternate Airport filed, 1 or more Eng inoperative | 2 Eng Aircraft, 1 hr Take-off Alternate Airport filed, 1 Eng inoperative | 2 Eng Aircraft, Take-off Alternate Airport not filed | 1 Eng Aircraft |
|--|--|--|--|----------------------------|
| Controlled airport with instrument approach procedures | Table 1 (Refer to next page) | Table 1 (Refer to next page) | Available Landing Minimums | Available Landing Minimums |

The following table is based on Part 91 paragraph 6 of Apendice D – MINIMOS METEOROLOGICOS PARA DESPEGUE.

| Condition | # of Engines | Minimums |
|---|--------------|-----------|
| <ul style="list-style-type: none"> - No RWY lighting or RWY lighting inoperative during take-off, and - Controlled airport with instrument approach procedures, and - Day only | 1 Eng | VIS 3000m |
| | 2 Eng | |
| | 3 or 4 Eng | |

If you have any questions concerning this Chart Alert, please contact Chart Support at:

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Chart Alerts are published to advise users of significant issues in Jeppesen chart data which may affect aircraft operations. Chart Alerts are distributed to chart Users and are also available on Jeppesen's Web site at www.jeppesen.com.

The **Table 1** is based on Part 91 paragraph 6 of Apendice D – MINIMOS METEOROLOGICOS PARA DESPEGUE.

Table 1

| Facilities | Minimums | Column Header (Jeppesen take-off box) | Comments |
|--|----------------------------|--|---|
| Adequate visual reference (day only) | RVR/VIS 500m | Adequate Vis Ref | Overruled by no RWY lighting or RWY lighting inoperative requirements. |
| Runway edge lights or runway centerline markings | RVR/VIS 400m | RL or RCLM | Overruled by no RWY lighting or RWY lighting inoperative requirements and "RL & RCLM" requirement from next line. |
| Runway edge lights and runway centerline markings | RVR/VIS 300m | RL & RCLM | Lowest take-off minimum if RWY is equipped with RL, but not equipped with CL. |
| Runway edge lights and runway centerline lights | RVR/VIS 200m | RL & CL | Lowest take-off minimum if RWY is equipped with RL and CL, but RVR is not available. |
| Runway edge lights and centerline lights and relevant RVR information | TDZ, Mid, Rollout RVR 150m | RL & CL & relevant RVR | Lowest take-off minimum if RWY is equipped with RL and CL (spacing unknown or more than 15m) and relevant RVR is available. |
| Runway edge lights and centerline lights (spacing not more than 15m) of high intensity and relevant RVR information | TDZ, Mid, Rollout RVR 125m | HIRL & CL (spacing 15m or less) & relevant RVR | Lowest take-off minimum if RWY is equipped with HIRL, CL (spacing 15m or less) and relevant RVR is available. |
| Runway edge lights and centerline lights (spacing not more than 15m) of high intensity and relevant RVR information and approved lateral guidance system | TDZ, Mid, Rollout RVR 125m | --- | Will be shown as note for CAT IIIB runways only. |

Sample box (HIRL, CL 15m spacing and RVR available)

| State | | TAKE-OFF 1 | | | | | | | |
|---|---|--|-----------|------------|-------|--|------------|---------------------------------------|--|
| | | Rwy XX | | | | | | | |
| | | 2 Eng 1. hr. Take-off Altn Apt Filed - 1. Eng inop | | | | 3 & 4 Eng 2 hr. Take-off Altn Apt Filed - 1. or. more Eng inop | | 2 Eng Take-off Altn Apt. Not Filed | |
| HIRL & CL (spacing 15m or. less) & relevant RVR | RL & CL & relevant RVR | RL & CL | RL & RCLM | Without RL | | RL | Without RL | | |
| | | | | DAY | NIGHT | | DAY | NIGHT | |
| TDZ R125m Mid R125m Rollout R125m | TDZ R150m Mid R150m Rollout R150m | R/V200m | R/V300m | V2500m | NA | Available Landing Minimums | V2500m | NA | |
| 1. Eng. RL: available landing minimums. Without RL: DAY - V3000m, NIGHT - NA. | | | | | | | | | |

WE STRONGLY URGE YOU TO MAKE THIS INFORMATION AVAILABLE TO APPROPRIATE CREW MEMBERS IMMEDIATELY!

This Chart Alert is also posted on the Jeppesen Web site: [Notices and Alerts](#).

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