



JEPPESEN®

Chart Alert

!! URGENT !!

Date: 31 July 2024

Subject: Papua New Guinea
Airports throughout Papua New Guinea

Airport Operating Minimums for Take-off

While the take-off minimums on AIP Aerodrome Charts for Papua New Guinea are normally published as Ceiling and VIS value, the State provided take-off minimums box may simply refer to “STANDARD” take-off minimums.

The “STANDARD” take-off minimums for Papua New Guinea are described in AIP ENR 1.5 and this information will be added into the Jeppesen Airway Manual AIR TRAFFIC CONTROL section for Papua New Guinea as depicted below.

AERODROME OPERATING MINIMUMS

Jeppesen charted minimums are not below State minimums.

Papua New Guinea publishes DA(H), MDA(H) and visibility for landing.

Alternate minimums are published at selected airports.

Take-off minimums are published as ceiling and visibility, or the take-off minimums are published as “Standard” only.

Standard Take-off Minimums Papua New Guinea		
Requirements	Ceiling	Visibility
1. IFR multi-engine aircraft above 5700KG which are: a) Two pilot operated, or b) Single pilot operated turbojet or equipped with operative auto-feather; and c) With RWY edge lighting and either RWY centerline lighting or centerline marking (See Notes 1, 2, 4, 5)	0' 0'	800m 500m
2. IFR multi-engine aircraft not above 5700KG which are: a) Two pilot operated, or b) Single pilot operated turbojet or equipped with operative auto-feather; and c) With RWY edge lighting and either RWY centerline lighting or centerline marking (See Notes 2, 3, 4, 5)	0' 0'	800m 500m
3. All IFR aircraft, at aerodrome without approved instrument approach procedure: a) DAY (see Note 4) b) NIGHT	500' Not permitted	4000m Not permitted
4. All other IFR aircraft (see Note 4)	300'	2000m
5. VFR aircraft, at aerodrome with or without approved instrument approach procedure a) DAY b) NIGHT	VMC Not permitted	VMC Not permitted

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Note 1: Aeroplanes/helicopters must comply with pertinent obstacle clearance requirements of CAR Part 77 or helicopter Performance Standards.

Note 2: Visibilities may be reduced by specific approval; such approvals along with mandatory requirements must be inserted in Company Operations Manuals.

Note 3:

- (a) Aircraft engine out climb gradient under ambient conditions (manufacturers data) must be at least 0.3% greater than the obstacle free gradient for the runway length required.
- (b) Aircraft may use published obstacle free gradients, provided such gradients are surveyed to at least a distance of 7500m from end of TODA. All runways with strip widths of 150m or greater are surveyed to 7500m unless otherwise annotated.
- (c) Where an operator can establish an obstacle free gradient (150m baseline at end of TODA, 2.5% splays, 7500m distance) not more than 30 degrees from runway heading, and whose procedures involve not more than 15 degrees of bank to track within the splay, and 3(a) above can be met, these minima may be used.

Note 4: The pilot in command is responsible for ensuring that:

- (a) Terrain clearance is assured until reaching the applicable safety altitude;
- (b) In the case of a multi-engine aircraft, 4(a) above can be complied with should engine failure occur at any time after V1, or lift-off, or encountering non-visual conditions;
- (c) if a return to the departure aerodrome is not possible, that the aircraft's performance and fuel availability is adequate to enable the aircraft to proceed to a suitable alternate aerodrome, having regard to terrain, obstacles and route distance limitations.

Note 5: Requirements for two pilot operations are:

- (a) Endorsed on type;
- (b) Multi-crew trained on type;
- (c) Multi-crew proficiency checked within the previous 13 months; and
- (d) Instrument rated.

The information in this alert should be used to determine the Aerodrome Operating Minimums for take-off until all affected airport charts are updated.

The take-off minimums box will be depicted similar to the picture below whenever the AIP refers to "STANDARD" take-off minimums. Adjustments will only be made for runways where the Standard take-off minimums are not applied.

State	I TAKE-OFF	
RL & CL or RCLM, IFR aircraft which are: - Two pilot operated; or - Single pilot operated turbojet or equipped with auto-feather		0'-V800m 0'-V500m
All other IFR aircraft, aerodrome without approved instrument approach procedures	DAY:	500'-V4000m
	NIGHT:	Not permitted
All other IFR aircraft		300'-V2000m
VFR aircraft	DAY:	VMC
	NIGHT:	Not permitted
I For additional notes refer to ATC pages Papua New Guinea - Rules and Procedures		

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The table below identifies the **lowest** take-off minimums for every IFR airport in Papua New Guinea as published in the AIP.

- The take-off minimums which are marked as “STANDARD” have to be determined according to the rules above.
- All the other take-off minimums listed below have to be used by single- and multi-engine aircraft. The single-engine aircraft take-off minimums on current Jeppesen airport charts can be ignored when they are higher than the take-off minimums from the table below.

Airport (sorted by (ICAO))	Take-off minimums according to AIP Aerodrome Chart (July 2024)	
(AYBK) Buka	RWY 04/22 DAY: 600' – 2km NIGHT: Not permitted	
(AYDU) Daru	RWY 14/32 400' – 2000m	
(AYFI) Finnhafen	RWY 16/34 DAY: 400' – 2km NIGHT: Not permitted	
(AYGA) Goroka	RWY 17R/35L DAY: 1500' – 5km NIGHT: Not permitted	RWY 17L/35R DAY: 1500' – 5km NIGHT: Not permitted
(AYGB) Gobe	RWY 14 600' – 2000m	RWY 32 800' – 4000m
(AYGN) Alotau/Gurney	RWY 09 600' – 2000m	RWY 27 800' – 4000m
(AYGR) Popondetta/Girua	RWY 03/21 DAY: 400' – 4km NIGHT: Not permitted	
(AYHK) Kimbe/Hoskins	RWY 12 DAY: 1000' – 4km NIGHT: Not permitted	RWY 30 DAY: 600' – 2km NIGHT: Not permitted
(AYKA) Kiriwina/Losuia	RWY 14/32 600' – 2000m	
(AYKI) Kiunga	RWY 07/25 600' – 2000m	
(AYKK) Kikori	RWY 12/30 300' – 2000m	
(AYKM) Kerema	RWY 14 DAY: 1000' – 4km	RWY 32 DAY: 600' – 2km
(AYKV) Kavieng	RWY 12/30 400' – 2000m	
(AYKY) Lihir/Kunaye	RWY 12/30 400' – 2000m	
(AYMD) Madang	RWY 07/25 400' – 2000m	
(AYMH) Mt. Hagen/Kagamuga	RWY 12/30 DAY: 1500' – 5km NIGHT: Not permitted	RWY 08/26 DAY: 1500' – 5km NIGHT: Not permitted
(AYMN) Mendi	RWY 17/35 1000' – 4000m	
(AYMO) Momote	RWY 16/34 DAY: 600' – 2km NIGHT: 600' – 2km	
(AYMR) Moro	RWY 09 1200' – 4000m	RWY 27 Not used
(AYMS) Misima/Bwagaioia	RWY 08 600' – 2000m	RWY 26 800' – 4000m
(AYNZ) Lae/Nadzab	RWY 09/27 STANDARD	
(AYPY) Port Moresby/Jacksons	RWY 14L/32R STANDARD	RWY 14R/32L 300' – 2000m
(AYTA) Tari	RWY 14/32 1000' – 4000m	

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(AYTB) Tabubil	RWY 14 1000' – 4000m	RWY 32 Not permitted
(AYTK) Rabaul/Tokua	RWY 10/28 STANDARD	
(AYTU) Tufi	RWY 06/24 500' – 4000m	
(AYVN) Vanimo	RWY 12/30 DAY: 600' – 4km NIGHT: Not permitted	
(AYWK) Wewak/Boram	RWY 10/28 STANDARD	
(AYXM) Komo	RWY 16 NA	RWY 34 750' – 3100m

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TO APPROPRIATE CREW MEMBERS IMMEDIATELY!**

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