



JEPPESEN®

Chart Alert

!! URGENT !!

Date: 4 December 2018

Subject: Brazil
IFR Airports throughout Brazil
SID Procedures and Airport Charts

Take-off Minimums Philosophy Changed

Recently Brazil issued AIP Supplement N230/18 – A136/18 which included information regarding extensive changes to their take-off minimums criteria. In the past, Brazil published take-off minimums with the Standard Instrument Departure (SID) procedures. This will continue ONLY for take-off minimums that have been raised to accommodate obstacle avoidance. Moving forward take-off minimums at Brazilian airports will be in one of two forms, the new “Regular” take-off minimums or take-off minimums derived specifically for conditions where obstacle avoidance is required. When take-off minimums have **NOT** been associated to a specific SID or series of SIDs, the new “Regular” take-off minimums apply. When take-off minimums are directly associated to a particular SID, they apply to that procedure only. Brazil intends to transition to this new take-off minimums philosophy in stages. They have implemented the first stage by issuing NOTAMs which remove the take-off minimums from numerous SIDs which means the new “Regular” take-off minimums apply. If the take-off minimums have been removed from all SIDs at a particular airport, the new “Regular” take-off minimums would apply for all departures. As it becomes clear which take-off minimums apply to each runway at an airport, the Jeppesen airport chart will be updated with the appropriate take-off minimums. At first this will be done over the span of several revision cycles. In the interim, when the new “Regular” take-off minimums apply, the below table can be used to determine the applicable required visibility for your operation.

Regular Take-off Minimums			
All 1 Eng Acft	Available Landing Mims		
2 or More Eng Acft	Take-off Altn Apt Req	R/V 1600m	
		With RCLM	R/V 800m
Take-off Minimums applicable to RBAC 121/135 Approved Operators			
2 or More Eng Acft	Take-off Altn Apt Req	With RL, RCLM, Twy Lights	TDZ & Rollout RVR – R400m
		With HIRL or CL or RCLM	TDZ & Rollout RVR – R350m
		With HIRL & RCLM or CL	TDZ & Rollout RVR – R300m
		With HIRL & CL	TDZ & Rollout RVR – R150m
Take-off Minimums applicable to RBAC 121/135 Approved Operators with HGS			
2 or More Eng Acft	Take-off Altn Apt Req	HGS	TDZ RVR – R500m
		HGS With RCLM or RL or CL or HIRL	TDZ RVR – R350m
		HGS With CL or RCLM & RL	TDZ RVR – R300m
		HGS With RL & CL	TDZ & Rollout RVR – R175m
		HGS With RL & CL	TDZ & Mid & Rollout RVR – R150m
		HGS With HIRL & CL	TDZ & Mid & Rollout RVR – R75m

NOTE: Minimums below R350 require Stop Bars at all runway holding positions.

The new “Regular” take-off minimums are in the form of a visibility only and can be established by determining the availability of RVR, how many RVR, and runway lighting. Based on those factors the above table displays the appropriate visibility required for take-off.

Guide for determining Take-off Minimums in Brazil:

SID Reflects Take-off Minimums	Required Take-off Minimums
YES	Minimums shown on SID chart
NO	Minimums from this alert or from Airport chart

Brazil has indicated that the currently charted take-off minimums are safe and can be used during the transition to the new philosophy.

Sample – The Jeppesen chart depiction of Brazil new “Regular” take-off minimums. This represents the basic version of new Regular take-off minimums. When RVR/HIRL/CL are available, lower minimums that apply to RBAC 121/135 operators will also be depicted. When these minimums appear on the Jeppesen airport chart it has been converted to the New Take-off Minimum concept.

TAKE-OFF		
All Rwys		
2 or More Eng Acft		All 1 Eng Acft
Take-off, Alternate, Apt., Required When Vis. Below, Available Landing Mims 2 Eng : 1 hr, Alternate, (1 Eng inop) 3 or More Eng : 2 hr, Alternate, (1 Eng inop)		
RCLM		
R/V. 800m	R/V. 1600m	Available Landing Minimums

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

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