

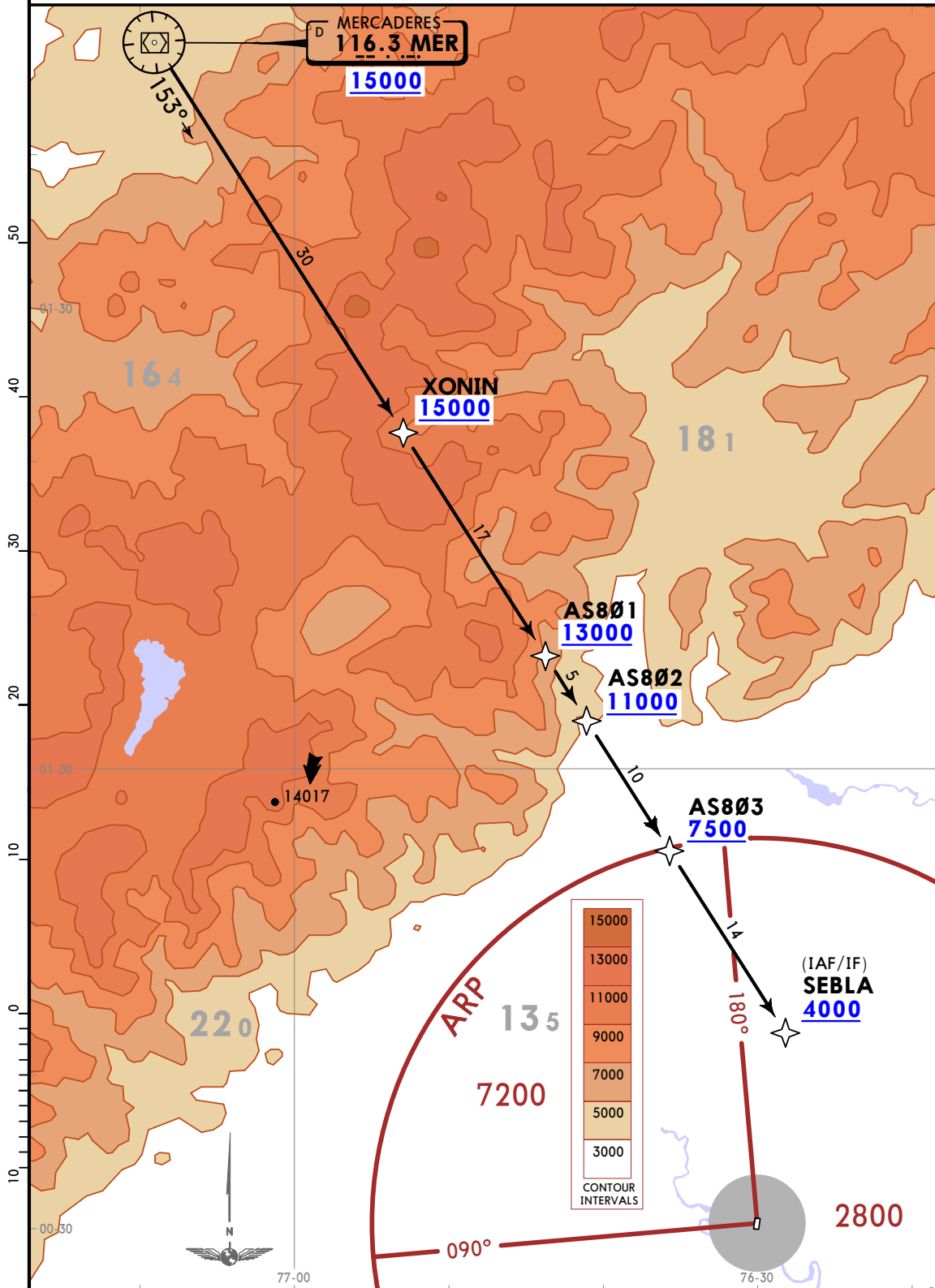
Apt Elev  
815

Alt set: IN (hPa on req) Trans level: FL190  
1. RNP 1 or RNAV 1.  
2. GNSS required.

### MERCADERES 1A RNAV (GNSS) ARRIVAL

[MER1A]  
(RWY 19)

CAT A, B, C

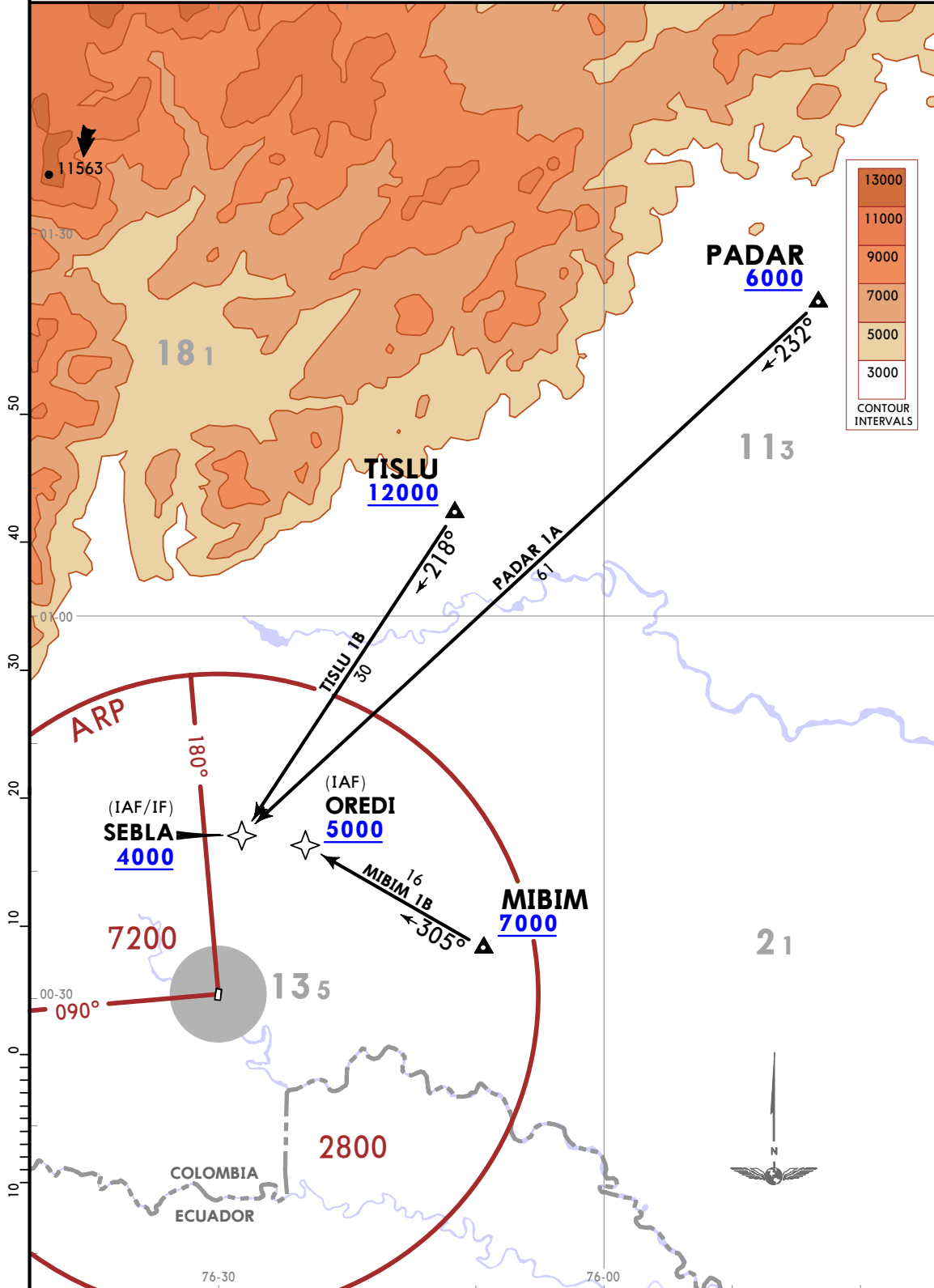


Apt Elev  
815

Alt set: IN (hPa on req) Trans level: FL190  
1. RNP 1 or RNAV 1.  
2. GNSS required.

MIBIM 1B [MIBI1B], PADAR 1A [PADA1A], TISLU 1B [TISL1B]  
RNAV (GNSS) ARRIVALS  
(RWY 19)

CAT A, B, C



CHANGES: Computer code changed from MIMI1B to MIBI1B.

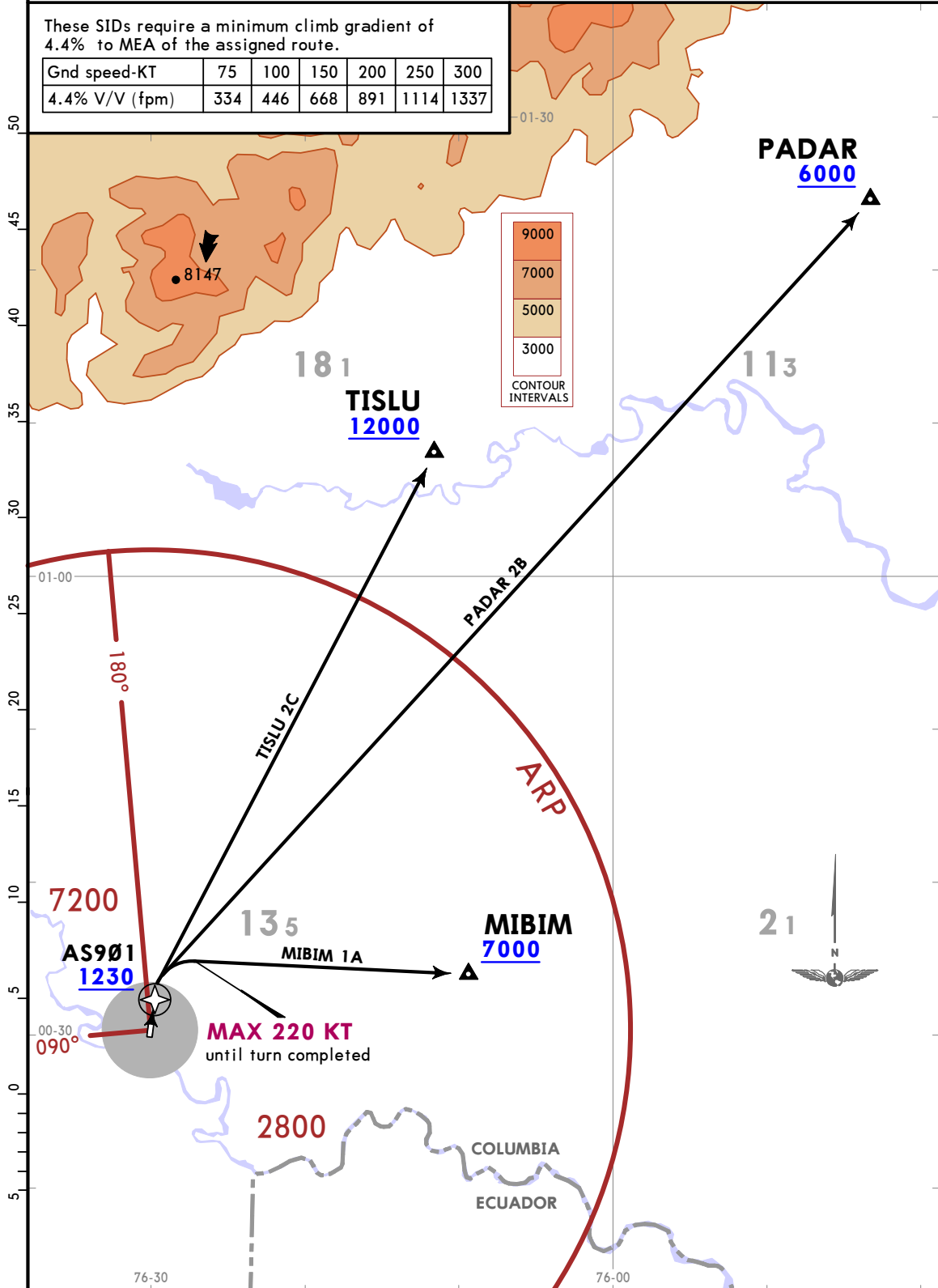
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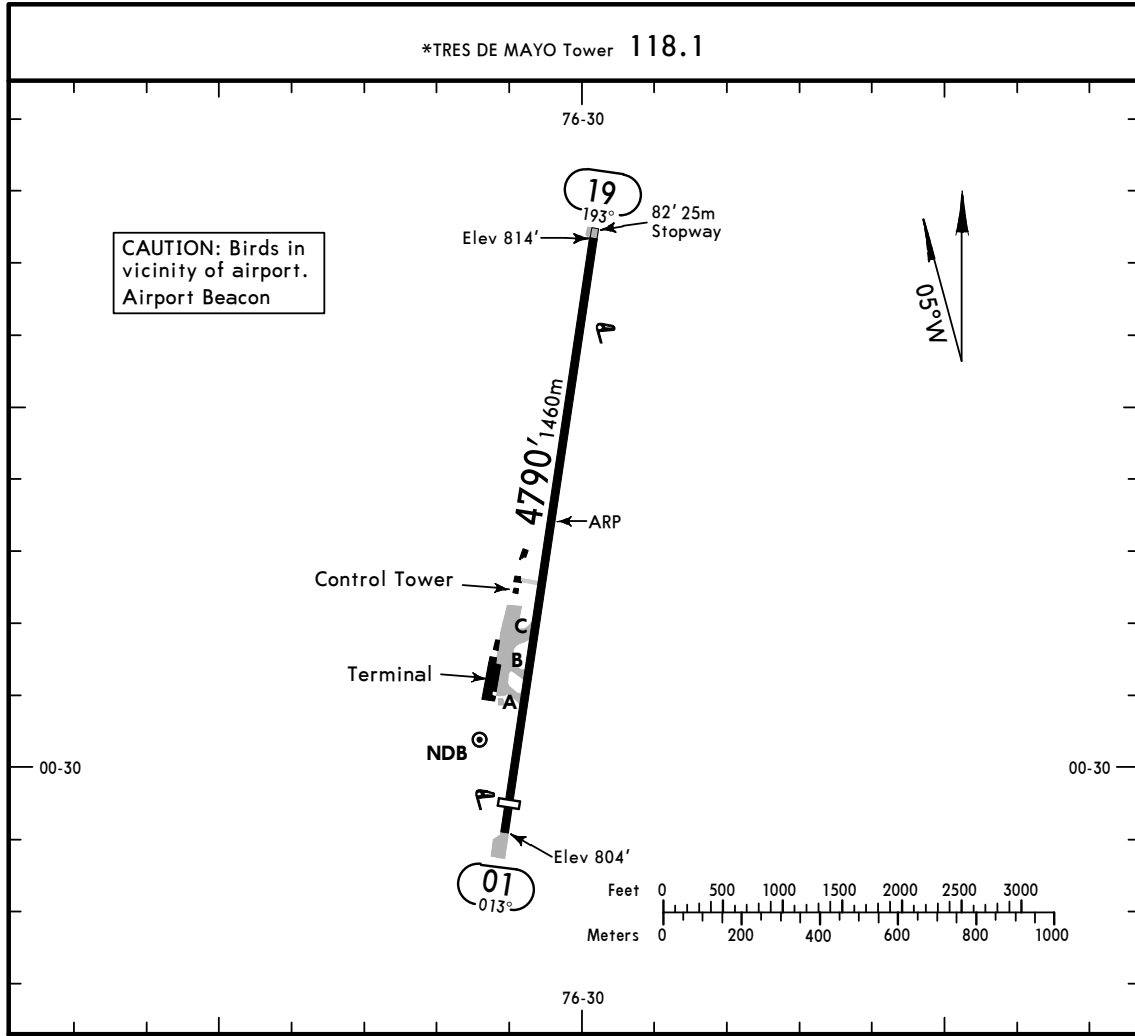
|                 |  |                    |
|-----------------|--|--------------------|
| Apt Elev<br>815 | Alt set: IN (hPa on req)<br>1. RNP 1 or RNAV 1.<br>2. GNSS required. | Trans level: FL190 |
|-----------------|--|--------------------|

MIBIM 1A [MIBI1A], PADAR 2B [PADA2B], TISLU 2C [TISL2C]  
RNAV (GNSS) DEPARTURES  
(RWY 01)  
CAT A, B, C

These SIDs require a minimum climb gradient of 4.4% to MEA of the assigned route.

|                |     |     |     |     |      |      |
|----------------|-----|-----|-----|-----|------|------|
| Gnd speed-KT   | 75  | 100 | 150 | 200 | 250  | 300  |
| 4.4% V/V (fpm) | 334 | 446 | 668 | 891 | 1114 | 1337 |





ADDITIONAL RUNWAY INFORMATION

| RWY | USABLE LENGTHS | LANDING BEYOND |             | TAKE-OFF    | WIDTH |
|-----|----------------|----------------|-------------|-------------|-------|
|     |                | Threshold      | Glide Slope |             |       |
| 01  | RL             |                |             | 5039' 1536m | 66'   |
| 19  | RL PAPI-L      |                |             |             | 20m   |
|     |                |                |             |             |       |
|     |                |                |             |             |       |
|     |                |                |             |             |       |

TAKE-OFF

All Rwys

|           |   |                                      |
|-----------|---|--------------------------------------|
| 1 Eng     | 1600m   | Take-off Alternate Airport Not Filed |
| 2 Eng     | 1 hour Take-off Alternate Airport Filed (1 Eng inop)<br>1 1600m |                                      |
| 3 & 4 Eng | 2 hour Take-off Alternate Airport Filed (1 Eng inop)<br>1 800m  |                                      |

Take-off Alternate Airport Not Filed

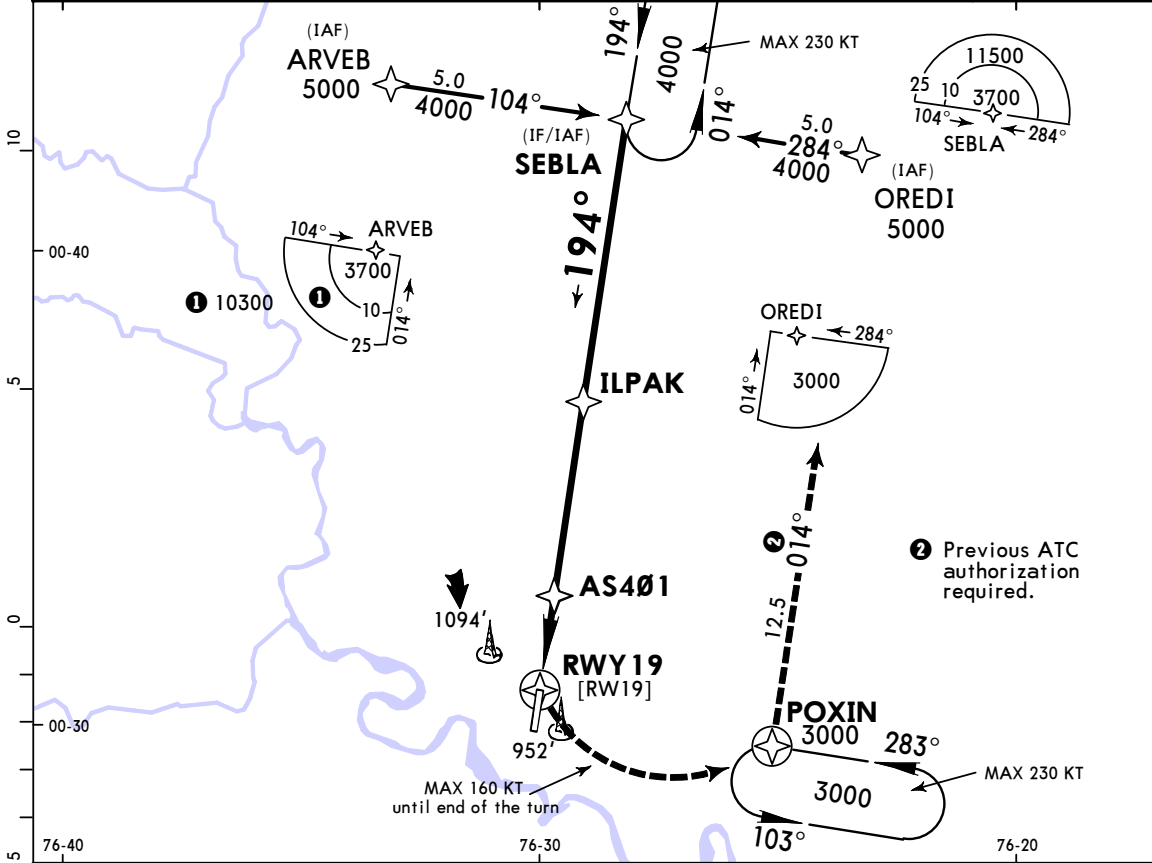
Available Landing Minimums

1 Alternate meteorological minimums above published values.  
 With appropriate aircrew qualifications and aircraft certifications.

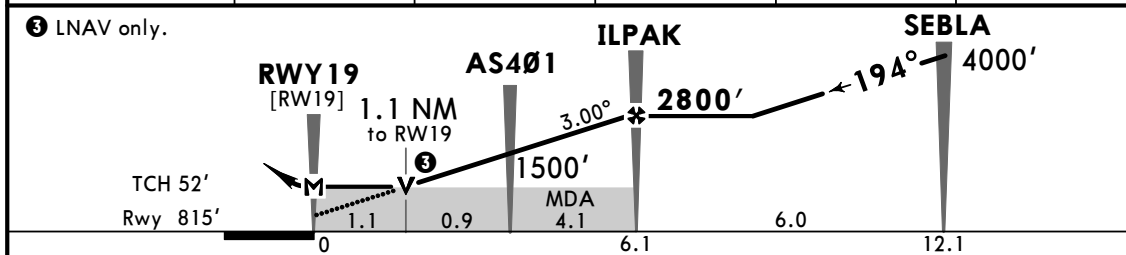
\*TRES DE MAYO Tower 118.1

BRIEFING STRIP™

|   |                               |                               |  |                           |  |
|---|-------------------------------|-------------------------------|--|---------------------------|--|
| RNAV  | Final Apch Crs<br><b>194°</b> | ILPAK<br><b>2800'</b> (1985') | LNAV/VNAV DA(H)<br><b>1200'</b> (385') | Apt Elev 815'<br>Rwy 815' | TAA<br>25 NM<br>ARVEB, OREDI,<br>SEBLA |
| <b>MISSED APCH:</b> Turn LEFT climbing to POXIN holding pattern at 3000'.<br>MAX 160 KT until end of the turn. Missed apch climb gradient min 4.5%.                 |                               |                               |  |                           |  |
| RNP APCH  | Alt Set: IN (hPa on req)      | Trans level: FL 190           | Trans alt: 18000'                      |                           |  |
| 1. For uncompensated Baro-VNAV systems, LNAV/VNAV usable between 10°C and 40°C.<br>2. Holding at POXIN and SEBLA simultaneously at the same altitude is prohibited. |                               |                               |  |                           |  |



|             |       |       |       |       |       |
|-------------|-------|-------|-------|-------|-------|
| NM to RWY19 | 2.0   | 3.0   | 4.0   | 5.0   | 6.0   |
| ALTITUDE    | 1504' | 1822' | 2141' | 2459' | 2777' |



|                              |       |      |      |      |      |      |  |      |
|------------------------------|-------|------|------|------|------|------|--|------|
| Gnd speed-Kts                | 70    | 90   | 100  | 120  | 140  | 160  | PAPI-L<br><b>3000'</b><br>LT<br><b>POXIN</b> |      |
| Descent Angle                | 3.00° | 372  | 478  | 531  | 637  | 743  |  | 849  |
| MAP at RWY19 or ILPAK to MAP | 6.1   | 5:14 | 4:04 | 3:40 | 3:03 | 2:37 |  | 2:17 |

PANS OPS

| STRAIGHT-IN LANDING RWY 19 |                |         | CIRCLE-TO-LAND      |  |
|----------------------------|----------------|---------|---------------------|--|
| LNAV/VNAV DA(H)            | LNAV MDA(H)    | Max Kts | MDA(H)              |  |
| 1200' (385')               | 1230' (415')   | 100     | 1390' (575') -2800m |  |
| 1800m                      | 2100m          | 135     | 1490' (675') -3500m |  |
| 2300m                      |                | 180     |                     |  |
| NOT APPLICABLE             | NOT APPLICABLE | D       | NOT APPLICABLE      |  |