



JEPPESEN®
BRIEFING
BULLETIN

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JAPAN

**MAJOR AERODROME OPERATING MINIMUMS (AOM) CHANGES
AND NON-PRECISION INSTRUMENT APPROACH PROCEDURE
CONSTANT ANGLE DESCENT PROFILE DEPICTION
EFFECTIVE 26 OCTOBER 2006**

BACKGROUND

Several major changes to Japan's AOM are being implemented effective 26 October 2006. Jeppesen's general policy is to always publish the higher of minimums specified by the State's Civil Aviation Authority or those specified by Jeppesen's Explanation of Common Airport Operating Minimum Specifications (ECOMS), which are primarily based on the U.S. Standard for Terminal Instrument Procedures (TERPS) and Federal Aviation Regulations (FAR) Part 121 and 135 Operations Specifications. For those operators who apply JAR OPS-1 AOM Specifications, the higher of State minimums and JAR OPS will be shown.

PORTRAYAL OF AOM

AOM for take-off and landing are shown on the Jeppesen instrument approach charts whereas minimums for JAR OPS operators are shown in a separate minimums listing (i.e., 10-9X, 20-9X, etc.), which is filed in front of the first instrument approach chart.

TAKE-OFF MINIMUMS

Take-off minimums are expressed in either RVR or VIS. Where ceiling is an additional requirement, it will be shown.

LANDING MINIMUMS

Precision Approach CAT I & Non-Precision Approaches

Landing minimums are subdivided into Full, Intermediate, Basic and Nil facilities, depending on the approach light system and runway lights available. Landing minimums are expressed as DA(H)/MDA(H) and RVR/CMV (Converted Met Visibility). The RVR/CMV value is related to DH/MDH and the approach and runway lighting. The lowest permissible minimum for a CAT I precision approach is DH 200ft - RVR/CMV 550m for all aircraft categories. The lowest permissible minimum for a non-precision approach for category A, B & C aircraft is MDH 250ft - RVR/CMV 800m, and for category D aircraft MDH 250ft - RVR/CMV 1200m. RVR will be reported only up to and including 1600m. Therefore, all values up to and including 1600m will be prefixed RVR. Visibility values exceeding 1600m will be prefixed CMV.

Precision Approach CAT II

CAT II RVR values are dependent on DH. The lowest permissible minimum for a CAT II precision approach is DH 100ft - RVR 350m.

Precision Approach CAT III

CAT III minimums will be shown only if published by the State authority. Their application, however, depends on aircraft type, equipment on board and the approved minimum. For detailed information, refer to your Aircraft Flight Manual.

CONVERSION OF MET VISIBILITY INTO RVR/CMV

Where RVR is available, visibilities up to and including 1600m are expressed in RVR. All visibilities above 1600m are shown as CMV. A reported meteorological visibility must be converted into RVR/CMV by applying different conversion factors for the lighting elements in operation under day/night conditions.

CIRCLING

Circling minimums are unchanged.

MINIMUMS FOR FILING AS ALTERNATE

Alternate minimums for each individual approach procedure must be determined by the operator for the filed alternate airport.

JAPAN NON-PRECISION INSTRUMENT APPROACH PROCEDURE CONSTANT ANGLE DESCENT PROFILE DEPICTION

To assist pilots in flying a constant angle descent, Japan has begun providing new profile descent information for non-precision approaches. Approach path angles and procedure altitudes are provided by the governing authority, as well as recommended altitude/distance reference tables. Shaded segment minimum safe altitudes are also provided, which represent the minimum obstacle clearance altitudes for each segment of the approach.

At this time, the new combination of information and associated profile depiction applies only to a few procedures; however, Japan will gradually introduce this concept to additional non-precision profiles.

Segment Minimum Safe Altitude (Minimum IFR Altitude)

Segment minimum safe altitudes provide required obstacle clearance for a given segment of the final approach. It is a minimum IFR altitude established by the procedure designer and meant to be a **do not descend below** altitude. In addition to procedure or recommended altitudes, segment minimum safe altitudes will be depicted in the final approach segment of the profile view when explicitly defined as such by a country. The vertical limits of the segment minimum safe altitudes will be represented by shaded blocks.

NOTE: The table between the plan and profile views contains altitudes that provide a stabilized constant angle descent. These minimum IFR altitudes are recommended only; minimum altitudes in the profile view still apply.

Example

