

**AERODROME OPERATING MINIMUMS ACCORDING TO EU-OPS 1****General Information**

The European Union published the 2nd Amendment of EU-OPS 1 (Annex III to Regulation 3922/91).

<http://eur-lex.europa.eu/JOIndex.do?ihmlang=en>

This EU-OPS 1 is the replacement of JAR-OPS 1 and contains a new method to determine Aerodrome Operating Minimums (AOM). The new method will become the European Standard on 16 July 2011 at the latest.

According to ICAO Doc 9365-AN910 (Manual of All Weather Operations) and Annex 6 to the Convention on International Civil Aviation it is the operator's responsibility to establish Aerodrome Operating Minimums which need to be approved by the responsible authority.

The Appendix 1 (new) to OPS 1.430 describes the method which has to be used by all European Operators and within the European Union (EU).

Jeppesen will support your operations by replacing the current JAR-OPS AOM with the new Standard. Due to the huge number of airports (1000+) and procedures (5000+) the conversion could only be done on a step by step basis.

It is our intent to have all procedures revised to the new Standard AOM by 16 July 2011 for all airports within

- European Union member states,
- European Aviation Safety Agency (EASA) member states,
- Joint Aviation Authorities (JAA) member states and
- for other states where the currently used JAR-OPS AOM will be replaced.

In May 2008 we asked commercial operators about their plans for this EU-OPS implementation. The following items are directly related to the results of that survey:

- a. All non-precision approaches will be reviewed to show CDFA (Continuous Descent Final Approach) profile and minimums.
- b. In case of CDFA only, a DA(H) is shown instead of the previously published MDA(H). The missed approach point is still shown according to state source but the missed approach initiation arrow is moved to the point where the DA(H) is reached.
- c. Jeppesen charted AOM do not include an add-on when current MDA(H) is replaced by DA(H). Pilots are reminded to check their operator's Flight Operations Manual or similar documents whether they have to apply an add-on or not.
- d. For CDFA profiles, Jeppesen will show DME vs altitude bands, distance vs altitude bands or timing vs altitude tables. If not provided by the State source those altitudes will be calculated by Jeppesen.
- e. Non-CDFA profiles and minimums will be shown in exceptional cases only and may be combined with CDFA profiles and minimums.
- f. For CAT I operations with full approach light system (FALS) Jeppesen will include RVR values below 750m together with the higher values. Pilots are reminded to check their operator's Flight Operations Manual or similar documents to fulfill the requirements for using the lower RVR values.
- g. Lower than standard CAT I minimums are charted on request on customer tailored charts.
- h. Other than standard CAT II minimums will be charted if the procedure is approved for such operations by the state of the airport.
- i. Circling minimums must not be lower than the minimums of preceding instrument approach procedure. If circling MDA(H) and/or visibility must be raised due to higher straight-in values, only one set of circling minimums is shown which relates to the highest straight-in minimums.

Legend and ATC Pages

Jeppesen is currently reviewing the final version of this EU-OPS to replace the current ATC-601 (JAA AOM) pages with a summarization of the new EU-OPS Aerodrome Operating Minimums.

In addition we will update the current Introduction 171 – 173 (JAR-OPS 1 AOM) pages to explain how the new minimums and the CDFA profiles are depicted on Jeppesen charts.

Conversion Plan

The publication of the new Standard of AOM will be done along with normal chart revision activity. It is planned to convert all procedures of an affected airport at the same time.

We will create special minimums pages, numbered 10-9S (similar to current 10-9X JAR-OPS pages), as an interim solution.

Jeppesen will maintain or create JAR-OPS 1 minimums pages on customer request only.

Please contact your Jeppesen customer service representative for any special requirements, such as airline tailored minimums, airborne equipment considerations or your conversion priorities.



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Charts with JAR-OPS label

The JAR-OPS label on Jeppesen approach and airport charts indicates that the minimums correspond to the rules described in Appendix 1 (old) to OPS 1.430 of the EU-OPS 1.

Future Outlook

The FAA will also publish new minimums which will be harmonized with the EU ones.

Jeppesen's intention is to replace the current ECOMS and JAR-OPS Aerodrome Operating Minimums with the future harmonized version on a world-wide basis.