



CHART DESIGN ENHANCEMENTS FOR MILITARY CHARTS

PURPOSE

The purpose of the bulletin is to announce enhancements to Jeppesen charts at military and joint use locations. The description below shall enable the user to familiarize with the upcoming changes.

BACKGROUND

In the past, Jeppesen procedure charts were primarily designed for the use by civil aviation operators. Going forward, the depiction of military procedures at military and joint use civil/military airports will put increased focus on the needs of military pilots. With the introduction of several additional features and specification changes, this chart enhancement initiative will improve the usability of Jeppesen charts for military operators.

The new chart specifications outlined below will first be released at DoD procedure charts being added to the Jeppesen chart library starting in September. Existing military procedure charts will be transitioned to the new specifications over time as part of the revision process.

ENHANCEMENTS

UHF COMMUNICATIONS

Ultra High Frequency (UHF) communications added at sole military and joint use, civil/military, locations.

ATIS 279.55	NEW ORLEANS Approach (R) 123.85 256.9	NAVY NEW ORLEANS Tower 123.8 340.2	Ground 121.6 270.35
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NAVAID SYMBOLS

Navaid symbols used will be those that are consistent with ICAO recommended symbols.

Type	TACAN	VORTAC	VOR DME	VOR	DME	NDB
Non Compulsory						
Compulsory						

NAVAID BOXES

- Navaid boxes enhanced to include channel information and VHF frequency.
- Frequency/channel in the navaid box provides course guidance or formation radials.
- Frequency pairings designated in parenthesis.

	TACAN procedure based on VORTAC or TACAN Navaid	VOR DME or TACAN ; VOR or TACAN procedure based on VORTAC Navaid	VOR DME procedure based on VORTAC or VOR DME Navaid	ILS DME ; LOC DME procedure
Navaid Box				


(Navaid boxes are not shadowed if they do not provide course guidance on final)

OFF CHART NAVAID DEPICTION

- Navaid type identified.
- Frequency/channel *not* in parenthesis provides course guidance or radial formation information.
- Frequency pairing designated in parenthesis.



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ABC 
 VOR DME 090° →
 111.0
 (CH 47X)

ABC 
 VORTAC 090° →
 111.0
 CH 47X

ABC 
 TACAN 090° →
 CH 47X
 (111.0)

CROSSING ALTITUDES IN THE CHART PLANVIEW

Altitude restrictions in the planview of charts will be enhanced in the following manner:

- Altitude crossing restrictions shown blue in color.
- Over-bar/under bars used to indicate the type of altitude restriction, following ICAO guidance.
- Between Altitudes/Flight Levels

10000 FL100
8000 FL80

- Minimum Altitude/Flight Level

8000 FL80

- Maximum Altitude/Flight Level

10000 FL100

- Mandatory or At Altitude/FL

8000 FL80

- Altitude/FL indicated by state source as recommended will be charted without over-bar and under-bars

8000 FL80

SPEED RESTRICTIONS IN THE CHART PLANVIEW

Speed restrictions in the planview on charts at military locations and joint use locations shown using magenta color.

- Speed restrictions that apply to a specific navaid, intersection/waypoint; track segment, will be placed next to, or tied to the element.

MAX 250 KT
 MIN 210 KT
 AT 230 KT

Between
 260 - 280 KT

INSTRUMENT PROCEDURE DESIGN INDICATOR

In addition to indicating TERPS, PANS-OPS and MIPS, a NATL Procedure Design Indicator label will be added to applicable procedures.



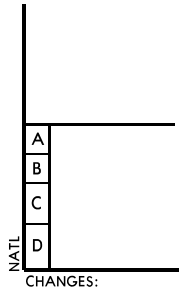
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A NATL label represents a procedure designed according to ICAO (8168 guidance), PANS OPS criteria, but the state has filed an exception to the design criteria for one of the following: Final approach segment, missed approach segment or the circling area.

Example: Final; missed approach based on PANS OPS and the circling area has an exception filed to the PANS OPS criteria. Therefore, the chart would indicate a NATL label.

Additionally, if the procedure AIP indicates the procedure design was based on mixed criteria, TERPs and PANS OPS, the chart would indicate a NATL label.

NOTE: If a procedure has a NATL label, the AIP should be reviewed to determine the exception the state has filed to the design criteria.

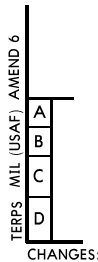


OPR (OFFICE OF PRIMARY RESPONSIBILITY) LABEL

An OPR label will be included on all military procedure charts:

- MIL (USAF) – procedures designed by the United States Air Force
- MIL (USN) – procedures designed by the United States Navy
- MIL (USA) – procedures designed by the United States Army
- MIL – Any procedure based on a Host Nation military AIP

NOTE: If a procedure does not include an OPR label, the Host Nation has designed the procedure.



MINIMUMS

- CAT E or HPMa minimums depicted when provided by source.
- Minimums depicted in the new Aerodrome Operating Minimums Format (AOM), refer to briefing bulletin JEP 19-A dated August 23, 2019 on Jeppesen.com publications for additional information.

NOTE: Ceilings depicted on charts with a USAF, USN or USA OPR label apply only to military operators. Military pilots should refer to appropriate regulations.



CHART DESIGN ENHANCEMENTS FOR MILITARY CHARTS

TERPS MIL (USAF) AMEND 4	Military		STRAIGHT-IN LANDING			CIRCLE-TO-LAND	
	MDA(H) 360' (344')		ALS out			MDA(H)	
	A	400'-V1/2	400'-V1	90	500'(463')	500'-V1	
	B			120	600'(563')	600'-V1 1/2	
	C			140	600'(563')	600'-V2	
	D	400'-V 3/4		165	740'(703')	800'-V2 1/2	
E		200					

IMPLEMENTATION PLAN

- Jeppesen will begin adding approach procedures in the enhanced format and specifications beginning September 2020.
- Existing approach charts at military and joint use civil and military locations will be updated over time as part of the revision process.

CONTACT INFORMATION

- Inquiries related to this Bulletin may be submitted through established customer support channels or your account representative.
- Questions concerning the Jeppesen chart, or Electronic Chart Images, please contact Chart Support:
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