

**CHANGES OF EASA AIR OPERATIONS (EASA AIR OPS)
MINIMUMS - EFFECTIVE 30 OCTOBER 2022****PURPOSE**

The purpose of this Bulletin is to provide a general overview of the forthcoming changes of EASA Air Operations (EASA Air Ops), effective 30 October 2022. In addition, this Bulletin addresses the way in which JEPPESEN determines and applies Aerodrome Operating Minimums (AOM) for landing and take-off to its library of the Instrument Approach Procedures which use EASA Air Ops as its AOM concept.

BACKGROUND

On 5 October 2012 the Commission Regulation (EU) No 965/2012 and related documents were published, laying down technical requirements and administrative procedures related to air operations pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council.

Effective 30 October 2022, the European Aviation Safety Agency (EASA) revised selective regulations on Air Operations with the associated decisions containing Compliance Acceptable Means of Compliance (AMC), Guidance Material (GM) for PART-CAT (Commercial Air Transport Operations, Amendment 21) and PART-SPA (Specific Approvals, Amendment 12).

Doing so, a performance-based, 'technology-neutral' approach to the regulation of all-weather operations was introduced, which aims at facilitating a better integration and use of new, advanced technology as well as new operational procedures by ensuring the availability of aerodrome infrastructure, information, and procedures to support those.

MAJOR CHANGES:

Based on the published AMC and GM amendments the following overview lists major items impacting the way JEPPESEN determines AOM for landing and take-off for locations using EASA Air Ops based AOM, effective 30 October 2022. Details are explained in the Introduction and ATC pages listed below and distributed within this revision.

- a. Low Visibility Take-off operations (LVTO):
 - Requirement of Low Visibility Procedures for take-off operations below RVR 550m and operator approval for LVTO below RVR 400m.
 - Addition of selective required lighting facilities for LVTO below RVR 400m.
 - Removal of LVTO with RVR 200m.
 - Take-off minimum boxes on JEPPESEN CHARTS will be modified to reflect these changes.
- b. Standard CAT I, APV and NPA
 - Additional consideration of instrument runway type (precision approach vs. non precision approach) for minimum DH and RVR requirements.
 - Introduction of 3D and 2D by consideration of Visual and Non-Visual Aids and/or On-Board Equipment for minimum RVR requirements.
 - CAT I and APV minimums on JEPPESEN CHARTS will consider the runway type deriving DH and RVR.
 - NPA minimums on JEPPESEN CHARTS will consider the runway type deriving DH/MDH and RVR and differentiate between 3D and 2D RVR requirements.
- c. Standard CAT II and Standard CAT III operations:
 - Opening of CAT II operations allow for different type of approach technologies other than ILS.
 - Differentiation between CAT IIIA, CAT IIIB and CAT IIIC operations no longer exist. Replaced with CAT III operations.
 - CAT III minimums on JEPPESEN CHARTS will remove minimums relating to the subdivision unless still required by State.
 - Dependence of CAT III RVR on Roll-out control/guidance system. With no Roll-out control/guidance system, the RVR is lowered from 200m to 175m.
- d. Operations with Operational Credits:
 - Introduction of Special Authorization (SA), SA CAT I and SA CAT II operations.
 - Unless source provided, SA CAT I and SA CAT II procedures will not be part of the JEPPESEN standard chart library.
 - Removal of LTS CAT I and OTS CAT II operations.
 - As long as source provided, OTS CAT II procedures will remain in the JEPPESEN standard chart library for a transitional period until replaced by SA CAT II procedures.
 - There are no LTS CAT I procedures in the JEPPESEN standard chart library.
- e. Circling operations:

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- Removal of the requirement to compare circling visibilities against the RVR/VIS values of the preceding instrument approach procedure. The comparison for MDH remains a requirement.
 - The note referring to preceding instrument approaches will be adjusted accordingly.

DOCUMENTATION AND IMPLEMENTATION PLAN

The publication of this Briefing Bulletin and the below listed documents allows customers to become familiar with the changes and to analyze the impact on the operations prior to the effective date and their application to the Jeppesen Airway Manual on 30 October 2022.

With revision 9 September 2022, the following documents (effective 30 October 2022) will be published within the Jeppesen Airway Manual:

- Aerodrome Operating Minimums – EASA AIR OPS Effective 30 October 2022 (General and Aeroplane Specific Material) (referred to as “ATC-pages”) summarizing the relevant parts of the EASA Air OPS regarding the method used to determine Aerodrome Operating Minimums (Rules, AMC or GM);
- Chart Legend - EASA AIR OPS AERODROME OPERATING MINIMUMS (AOM) Effective 30 October 2022 (Introduction - 221 and following pages) providing information how JEPPESEN determines, applies and depicts Aerodrome Operating Minimums (AOM) for landing and take-off to its library of Instrument Approach Procedures applying EASA AIR OPS after 30 October 2022.

DRAFTS of both documents are already made available on the Jeppesen Website (<https://ww2.jeppesen.com/publications/>) and will be replaced with the final versions once published.

In addition, a Chart Alert will be published referring customer to the above listed documents and this Briefing Bulletin JEP 22-A/A1.

Jeppesen will start the publication of the revised Aerodrome Operating Minimums effective 30 October 2022.

- Resulting more restrictive minimums will be communicated by Chart Alert effective 30 October 2022. Affected charts will be revised **28 October 2022, eff 3 November 2022**.
- Resulting lower minimums or omissions will be transitioned over time as part of the normal revision activities.

For customized charts we continue to determine the minimums according to the minimums specifications which are agreed by the customer, only the depiction of the minimums box will be changed to the new format.

OPERATOR REQUIRED ACTIONS

Both documents are not intended to provide aircraft or aircrew requirements or operating procedures or to provide all the requirements of the EASA Air OPS related documents. The publication of EASA Air Operations landing and take-off minimums on JEPPESEN charts does not constitute authority for their use by every operator.

Each individual operator is responsible for validating that the appropriate approval has been obtained for their use and we advise to review the forthcoming changes in this respect.

Inquiries related to this Bulletin may be submitted through established customer support channels.