
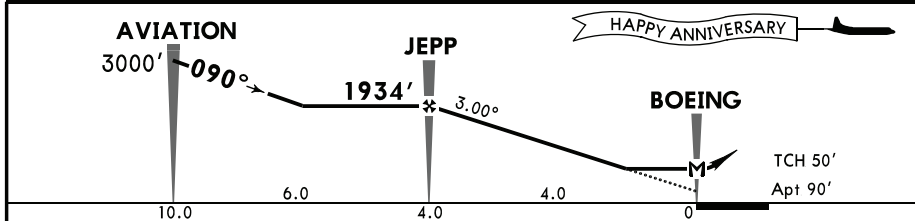
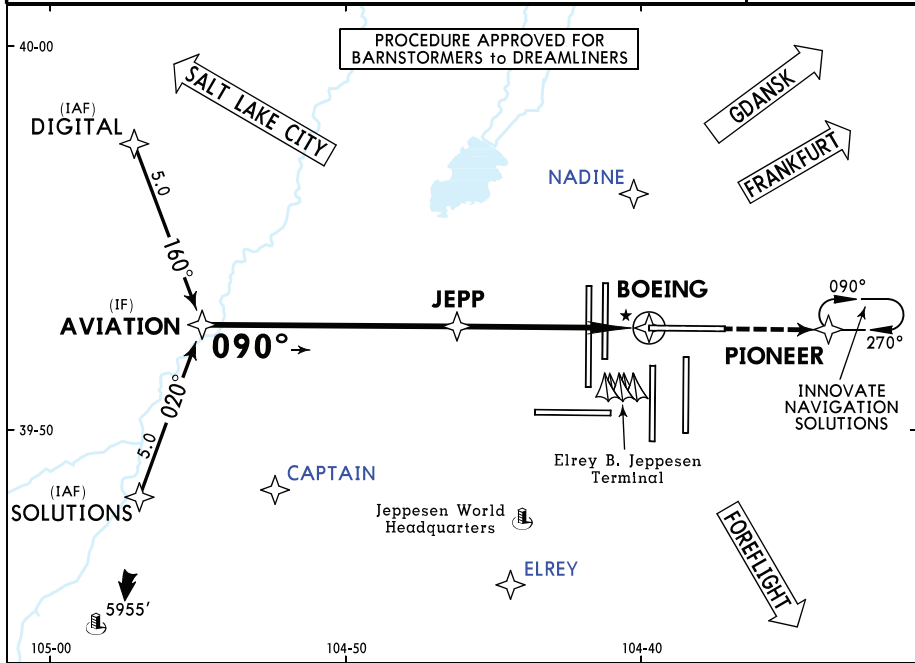



BRIEFING STRIP™

ATIS 125.6		JEPPESEN Approach (R) 119.3		ELREY Tower 132.35		*Ground 121.85	
RNAV	Final ApcH Crs 090°	JEP 1934' (1844')	MDA(H) 400' (310')	Apt Elev 90'		<div style="text-align: center;">  <p>90 YEARS</p> <p>OF QUALITY AVIATION NAVIGATION SERVICES (1934-2024)</p> </div>	
<p>MISSED APCH: After 2024', direct to PIONEER and hold, continue to innovate navigation solutions.</p> <p style="text-align: center;">JEPPESEN NAVIGATION DATA REQUIRED FOR FLAWLESS FLIGHT</p> <p>1. Pioneering aviation navigation. 2. Creating safe and efficient flight for every aviator. 3. Digital trailblazer. 4. From the "Little Black Book" in 1934 to leading-edge flight data in 2024 - We've had our eyes on the horizon!</p>							



Gnd speed-Kts	70	90	100	120	140	160	MALS R	2024'	D	PIONEER	INNOVATE NAVIGATION SOLUTIONS
Descent Angle	3.00°	372	478	531	637	743	849				
MAP at BOEING											

STRAIGHT-IN LANDING	
LNAV MDA(H) 400' (310') With JEPPESEN CHARTS Without JEPPESEN CHARTS	
A	 RVR 24 or 1/2
B	NOT AUTHORIZED
C	
D	

COMPANY HISTORY	
1934: Jeppesen & Co. opens in Salt Lake City selling instrument flying charts. 1941: Company moves to Denver. 1957: Expands to Frankfurt, Germany. 1973: First commercial airlines use Jeppesen electronic NavData. 1974: Jeppesen merges with Sanderson Films. 1991: DIA terminal named in honor of Captain Elrey Jeppesen. 2000: Boeing acquires Jeppesen.	2002: Introduces electronic flight bag software and applications. 2006: Acquires Carmen Systems for crew scheduling. 2008: Receives FAA approval for Airport Moving Map application. 2009: Receives FAA approval to design and validate RNP procedures. 2013: Expands to Gdansk, Poland. 2013: Introduces Mobile FliteDeck VFR for general aviation pilots. 2019: Boeing acquires ForeFlight.

