



**NEW POLICY
CONCERNING THE GLOBAL APPLICATION OF
AERODROME OPERATING MINIMUMS (AOM)
(EXPANDED VERSION)**

PURPOSE

The purpose of this Expanded Bulletin is to provide additional details concerning an important announcement involving a significant change in policy concerning the way in which Jeppesen determines and applies Aerodrome Operating Minimums (AOM) to its worldwide library of Airway Manual Instrument Approach Procedure (IAP) charts.

An important aspect of the new AOM policy involves a major change to the depiction of the Profile View section of Non-Precision Approach (NPA) procedure charts. This related change is being made to improve the depiction of vertically-guided NPAs where Vertical Descent Angles (VDA) or Vertical Navigation (VNAV) capabilities exist and support the use of a stabilized approach in the final approach segment of an IAP. The new profile depiction is intended to give primary emphasis on the use of Constant Descent Final Approach (CDFA) flight techniques.

Because implementation of the new global AOM policy incorporates VDA, VNAV and CDFA concepts which, in turn, are applicable to many IAP profile view depictions, these two interrelated subjects were carefully considered. For this reason they are being announced at the same time and are intended to be implemented simultaneously.

BACKGROUND

Jeppesen has a long history as a global provider of aeronautical charts, navigation data and related services. Among these essential services has been the uniform publication of Aerodrome Operating Minima (AOM) depicted on Jeppesen's worldwide library of "standard" IFR Airway Manual charts. For the most part AOM involve the determination of a set of minimum visibility values with respect to a defined minimum descent altitude and available landing aids.

For decades Jeppesen's policy has been to apply State-defined AOM when and where provided. If State-provided AOM was incomplete, or if AOM was not provided at all, Jeppesen would then apply "standard" AOM visibility values based on accepted methods. This additional service was performed in an effort to provide pilots with a basic and uniform set of AOM wherever they operated in the world.

Jeppesen provides airlines and operators the option to customize or tailor selected Airway Manual charts with AOM of their determination. These tailored AOM are often lower than what the State or Jeppesen "standard" AOM would otherwise provide. The Lower-Than-Standard AOM are based on a combination of possible factors such as individual operating procedures, regulatory approval, aircraft equipment, and flight crew training.

The original Jeppesen standard for AOM was known as the "Explanation of Common airport Operating Minimum Specifications", or ECOMS. This standard was significantly influenced by U.S. FAA TERPS visibility tables which were widely accepted when ECOMS was originally created in the late 1970s.