EU-OPS 1
Aerodrome Operating Minimums on Jeppesen Charts

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Airway Manual Standards

Stockholm, 16 Oct 2008

JEPPESEN
A BOEING COMPANY

AGENDA

TOPICS

01 General

02 Take-off

03 Circling Approaches

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01 General

OPS 1.430(a)(1)

An operator shall establish for each aerodrome planned to be used, aerodrome operating minima that are not lower than the values given in Appendix 1 (old) or Appendix 1 (new) as applicable.

The method of determination of such minima must be acceptable to the Authority.

Such minima shall not be lower than any that may be established for such aerodromes by the State in which the aerodrome is located, except when specifically approved by that State.

01 General

Some Results from our customer survey

- 90% use Jeppesen calculated minimums
- 81% have FMS on board
- 71% have Non-precision approaches in their database
- 49% have VNAV information in their database
- 88% already fly continuous descent on final
- 45% DA(H) = MDA(H) + add-on
- 84% can use DME for distance vs altitude tables
- 75% can use FMS/RNAV for distance vs altitude tables
- 49% can use timing instead of DME or FMS/RNAV
- 71% are familiar with segment minimum altitudes

01 General

Some Results from the customer survey

- 45% intend to use Lower than STD CAT I minimums
- 45% intent to use Other than STD CAT II minimums
- 32% intent to fly GLS procedures in the future
- 59% fly or intent to fly APV approaches
- 19% use HUD/HUDLS
- 48% expect to need the new minimums for all locations at once
- 65% prefer the minimums on approach chart
- 42% fly coupled CAT I approaches
- 62% use flight-director on CAT I approaches

02 Take-off

Table 1

Facilities	RVR/VIS (m) CAT A, B & C (1)(2)	RVR/VIS (m) CAT D (1)(2)	LVP in force	Box A	Box B	Box C
Approved Operators (with approved lateral guidance system)	75	75	x	as note		
Approved Operators	125	150	x	x		
RL, CL & multiple RVR information (3)	150	200	x	x	x	
RL & CL	200	250	x	x	x	
RL and/or RCLM (4)	250	300	x	x	x	x
RL and/or RCLM (4)	400	400	-	x	x	x
Nil (Day only)	500	500	-	x	x	x

Notes:
(1) For RVR/VIS below 400m Low Visibility Procedure must be in use.
(2) The reported RVR/VIS of the initial part of take-off run can be replaced by pilot assessment.
(3) The required RVR value must be achieved for all relevant RVR reporting points except the initial part of take-off run.
(4) For night operations at least RL and runway end lights are required.

02 Take-off

Standard — TAKE-OFF [1]

All Rwys

LVP must be in Force

	[2] Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY. only) or. RL	RCLM (DAY. only) or. RL	NIL (DAY. only)
A	*125m*	*150m*	*200m*	*250m*	*400m*	*500m*
B						
C						
D	*150m*	*200m*	*250m*	*300m*		

[1] Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required below 150m.
[2] With approved guidance system: ABCD 75m.

Standard — TAKE-OFF [1]

All Rwys

LVP must be in Force

	RCLM (DAY. only) or. RL	RCLM (DAY. only) or. RL	NIL (DAY. only)
A	*250m*	*400m*	*500m*
B			
C			
D	*300m*		

[1] Operators applying U.S. Ops Specs: CL required below 300m.

Standard — TAKE-OFF [1]

All Rwys

LVP must be in Force

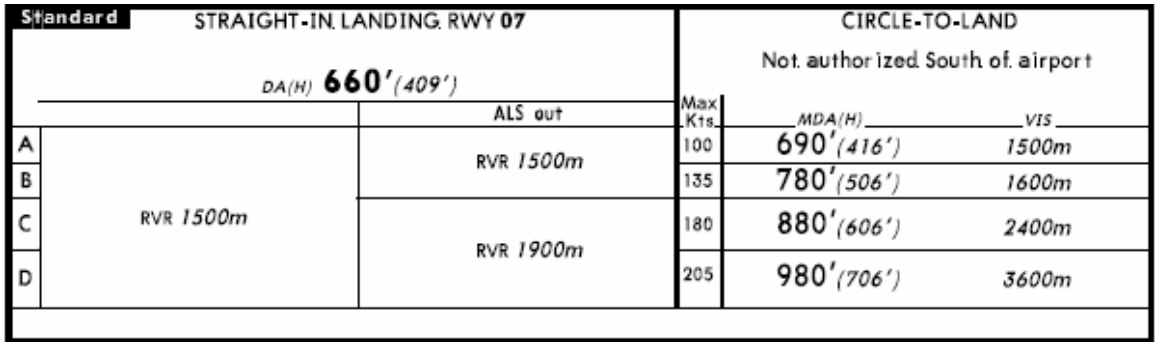
	RL, CL & mult. RVR req	RL & CL	RCLM (DAY. only) or. RL	RCLM (DAY. only) or. RL	NIL (DAY. only)
A	*150m*	*200m*	*250m*	*400m*	*500m*
B					
C					
D	*200m*	*250m*	*300m*		

[1] Operators applying U.S. Ops Specs: CL required below 300m.

03 Circling Approaches

As per the table but not below MDH and RVR/CMV of the preceding instrument approach procedure

Aircraft Category	A	B	C	D
MDH (ft)	400	500	600	700
VIS (m)	1500	1600	2400	3600



Standard STRAIGHT-IN LANDING RWY 07

DA(H) 660′(409′)

		ALS out
A	RVR 1500m	RVR 1500m
B		
C		RVR 1900m
D		

CIRCLE-TO-LAND

Not authorized South of airport

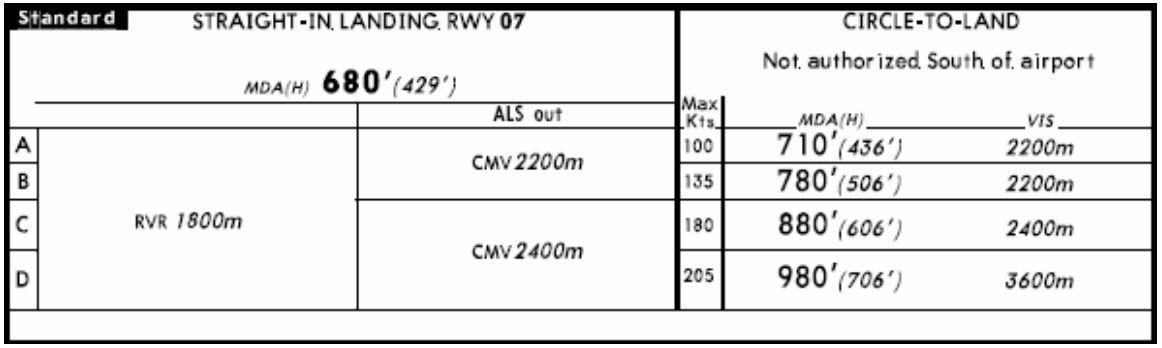
Max Kts	MDA(H)	VIS
100	690′(416′)	1500m
135	780′(506′)	1600m
180	880′(606′)	2400m
205	980′(706′)	3600m

Standard Circling Minimums

(preceding instrument approach is CDFA)

Raised Circling Minimums

(preceding instrument approach is non-CDFA or does not fulfill all the design criteria)



Standard STRAIGHT-IN LANDING RWY 07

MDA(H) 680′(429′)

		ALS out
A	RVR 1800m	CMV 2200m
B		
C		CMV 2400m
D		

CIRCLE-TO-LAND

Not authorized South of airport

Max Kts	MDA(H)	VIS
100	710′(436′)	2200m
135	780′(506′)	2200m
180	880′(606′)	2400m
205	980′(706′)	3600m

04 Non-precision Approaches

OPS 1.430(d)(2) All non-precision approaches shall be flown using the continuous descent final approaches technique…

Minimums:

- CDFA will be the Standard on Jeppesen charts
- non-CDFA only in exceptional cases
- Jeppesen will publish DA(H) instead of MDA(H) for CDFA approaches
- Jeppesen will not use an add-on when publishing a DA(H),
- to use or not use an add-on is still the operators responsibility
- Jeppesen will publish MDA(H) for non-CDFA approaches

04 Non-precision Approaches

CDFA minimums (IALS, fulfilling all criteria)

Standard	STRAIGHT-IN. LANDING. RWY 07		CIRCLE-TO-LAND		
	DA(H) 680′(429′)		Max Kts	MDA(H)	VIS
		ALS out			
A	RVR 1500m	RVR 1500m			
B					
C	RVR 1600m	RVR 2000m			
D					

CDFA minimums (IALS, not fulfilling all criteria)

Standard	STRAIGHT-IN. LANDING. RWY 07		CIRCLE-TO-LAND		
	DA(H) 680′(429′)		Max Kts	MDA(H)	VIS
		ALS out			
A	RVR 1600m	RVR 2000m			
B					
C					
D					

CDFA and Non-CDFA if necessary (IALS)

Standard	STRAIGHT-IN. LANDING. RWY 07				CIRCLE-TO-LAND		
	DA(H) 680′(429′)		MDA(H) 680′(429′)		Max Kts	MDA(H)	VIS
		ALS out		ALS out			
A	RVR 1500m	RVR 1500m	RVR 1800m	CMV 2200m			
B							
C	RVR 1600m	RVR 2000m	RVR 2000m	CMV 2400m			
D							

04 Non-precision Approaches

Profile View:

- CDFA will be the Standard depiction on Jeppesen charts

- non-CDFA only in exceptional cases

- all procedures have to be checked to be qualified for CDFA

- inclusion of check altitudes (DME, RNAV/FMS, Timing)

- pull-up arrow at DA(H)

- source published minimum altitudes will be depicted as segment minimum altitude

- no level segment before missed approach point

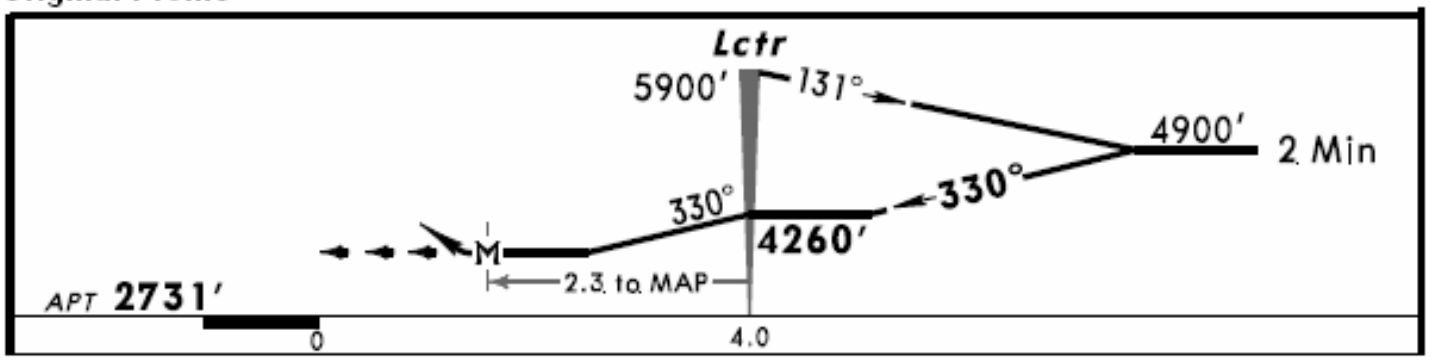
- MAP at source published position

- if no source published descent gradient/angle is available, then Jeppesen will calculate it (same as coded in the database)

- start of descent may be delayed to after FAF position

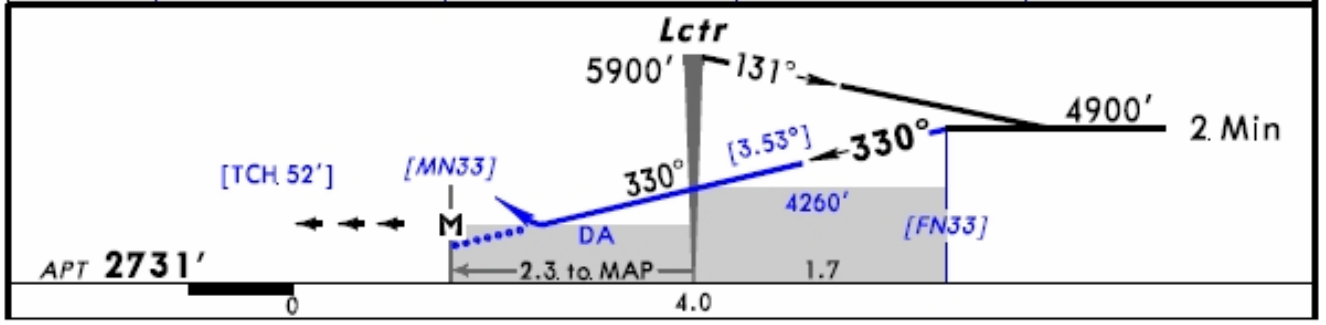
04 Non-precision Approaches

Original Profile

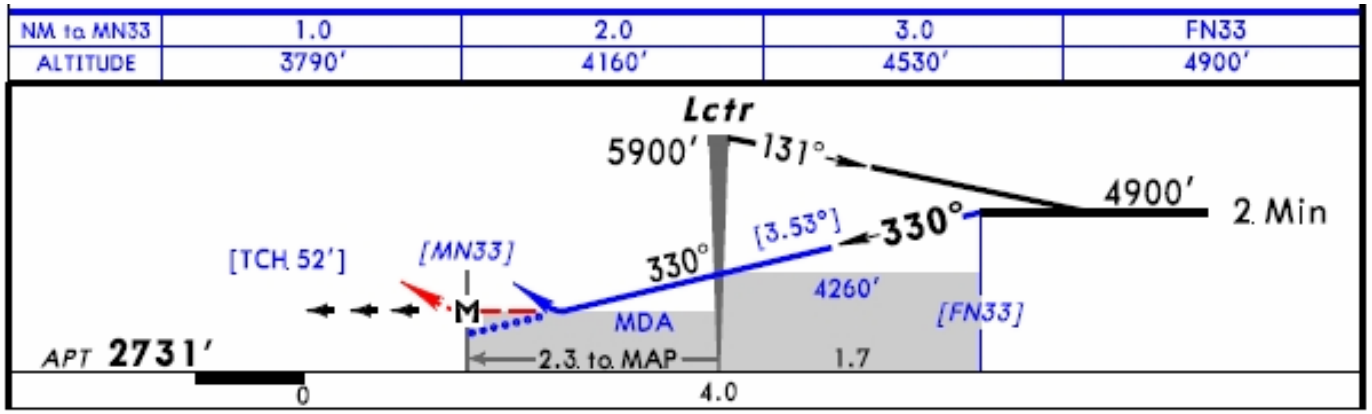


CDFA only depiction

NM to MN33	1.0	2.0	3.0	FN33
ALTITUDE	3790′	4160′	4530′	4900′



04 Non-precision Approaches



Non-CDFA is only charted if:

- no CDFA possible due to terrain or
- no navaid or fix available on final or
- in doubt whether the approach could be flown CDFA or not or
- start of descent is only defined by an FMS coded waypoint

04 Non-precision Approaches

Altitude checks

Option 1: Source provided recommended altitudes

Option 2: DMS versus altitude information

Option 3: RNAV/FMS distance versus altitude information

Option 4: Timing versus altitude information

NM. to. NEXT. WP	3.0	2.0	1.0	6ØTHR	5.0	4.0	3.0	RWØ9
ALTITUDE	2940′	2620′	2300′	1980′	1660′	1340′	1030′	
NM. to. RWØ9	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2940′	2620′	2300′	1980′	1660′	1340′	1030′	710′

LG. Lctr:. 5000′					
3.60°	20s	40s	60s	80s	100s
90. kt	**4810′**	**4620′**	**4430′**	**4240′**	**4050′**
120. kt	**4750′**	**4490′**	**4240′**	**3980′**	**3730′**
140. kt	**4710′**	**4410′**	**4110′**	**3820′**	**3520′**
160. kt	**4660′**	**4320′**	**3980′**	**3650′**	
180. kt	**4620′**	**4240′**	**3860′**		

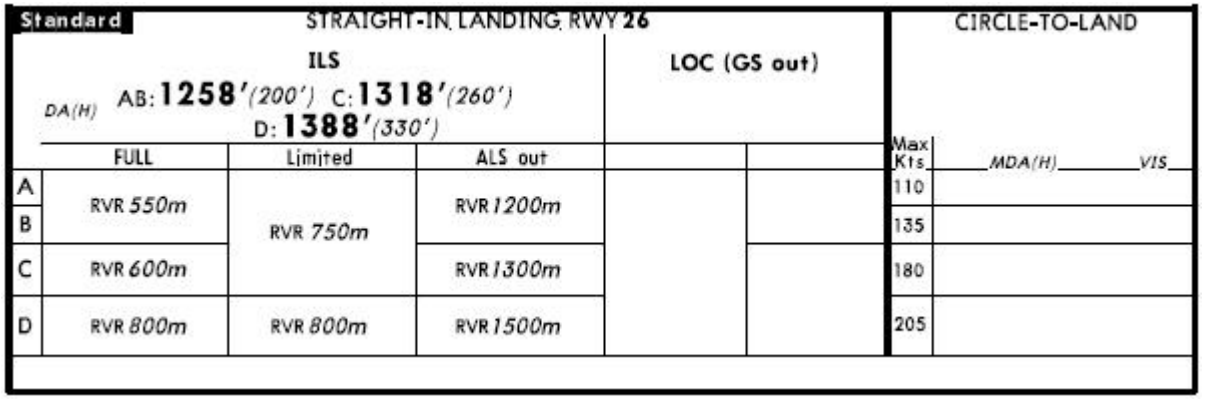
05 CAT I and APV Approaches

(d)(5) An RVR of less than 750m may be used:

- For CAT I with FALS and TDZ and CL and DH 200ft
- For CAT I to runways without TDZ and/or CL when using an approved HUDLS, when conducting a coupled or flight-director-flown approach
- For APV with FALS and TDZ and CL, when using an approved HUD

From the survey we understood that our customers need both sets of minimums.

05 CAT I and APV Approaches

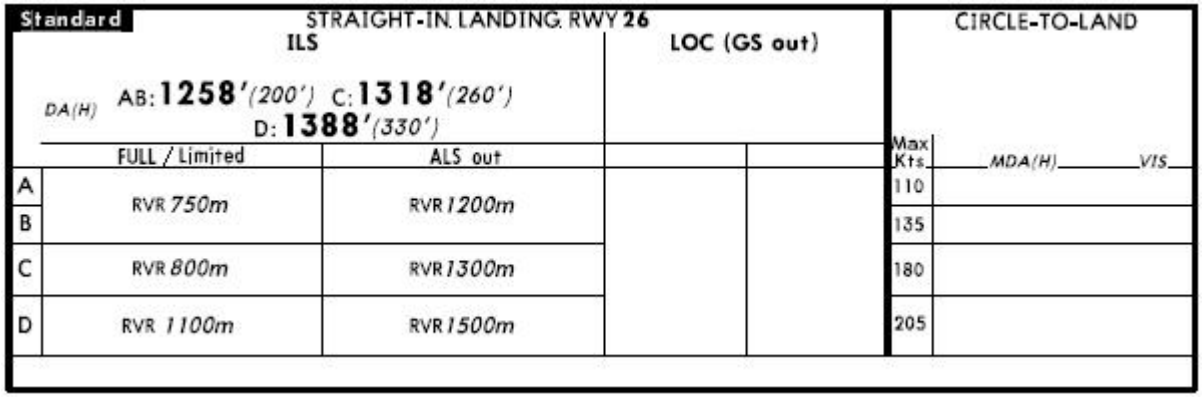


Standard	STRAIGHT-IN LANDING RWY 26					CIRCLE-TO-LAND		
	ILS			LOC (GS out)				
DA(H)	AB: 1258′ (200′) C: 1318′ (260′) D: 1388′ (330′)							
	FULL	Limited	ALS out			Max Kts	MDA(H)	VIS
A	RVR 550m	RVR 750m	RVR 1200m			110		
B						135		
C	RVR 600m		RVR 1300m			180		
D	RVR 800m	RVR 800m	RVR 1500m			205		

FALS

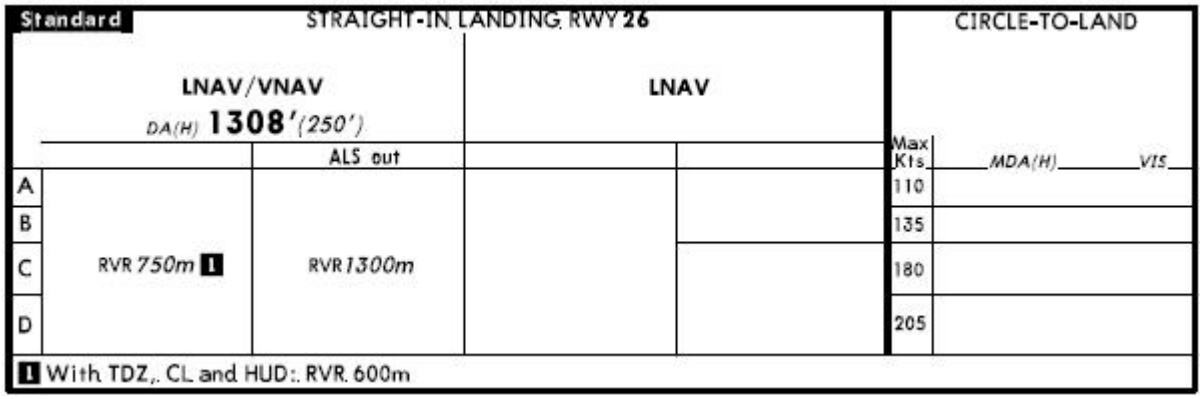
IALS

(no values below 750m)



Standard	STRAIGHT-IN LANDING RWY 26			CIRCLE-TO-LAND		
	ILS		LOC (GS out)			
DA(H)	AB: 1258′ (200′) C: 1318′ (260′) D: 1388′ (330′)					
	FULL / Limited	ALS out		Max Kts	MDA(H)	VIS
A	RVR 750m	RVR 1200m		110		
B				135		
C	RVR 800m	RVR 1300m		180		
D	RVR 1100m	RVR 1500m		205		

05 CAT I and APV Approaches



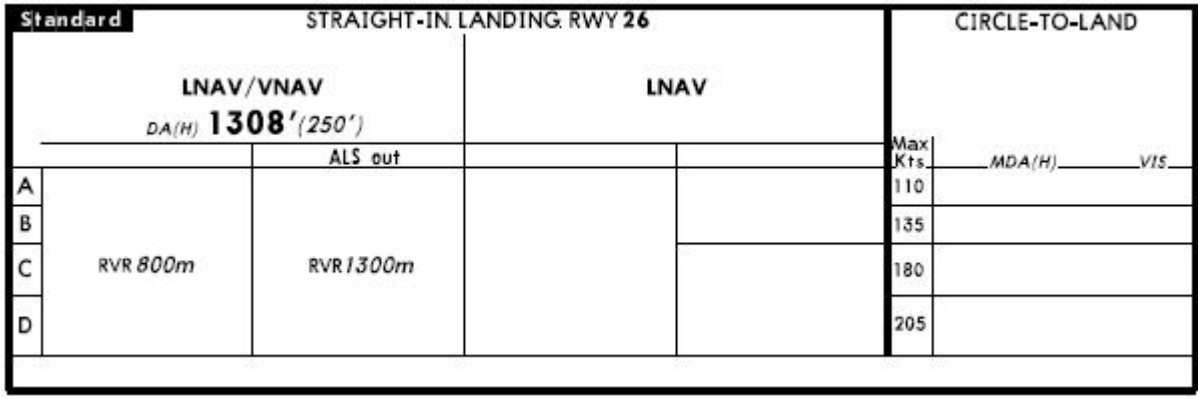
Standard	STRAIGHT-IN LANDING RWY 26				CIRCLE-TO-LAND	
	LNAV/VNAV DA(H) 1308′(250′)		LNAV			
		ALS out			Max Kts	MDA(H) VIS
A	RVR 750m [1]	RVR 1300m			110	
B					135	
C					180	
D					205	

[1] With TDZ, CL and HUD: RVR 600m

APV with FALS

APV with IALS

(no values below 750m)



Standard	STRAIGHT-IN LANDING RWY 26				CIRCLE-TO-LAND	
	LNAV/VNAV DA(H) 1308′(250′)		LNAV			
		ALS out			Max Kts	MDA(H) VIS
A	RVR 800m	RVR 1300m			110	
B					135	
C					180	
D					205	

06 Lower than Standard CAT I

To conduct Lower than Standard CAT I operations:

- The operator shall be approved by the authority.

- auto-coupled to an autoland or an approved HUDLS shall be used …

- The autoland system shall be approved for CAT IIIA operations.

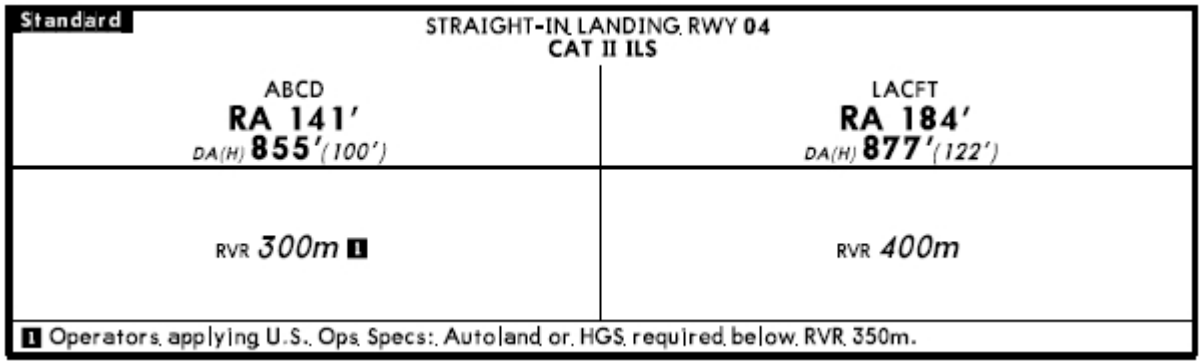
- In service proving requirements shall be completed (aircraft, aerodrome, runway).

- Training shall be completed (training & qualification applicable to CAT II operations as of Appendix 1 to OPS 1.450).

- LVP

Depends on the Operator – Minimums will not be shown on Jeppesen Standard charts, customer has to request a tailored or limited chart

07 CAT II Approaches



Standard	STRAIGHT-IN LANDING, RWY 04 CAT II ILS	
	ABCD **RA 141′** DA(H) **855′** (100′)	LACFT **RA 184′** DA(H) **877′** (122′)
	RVR 300m 1	RVR 400m
1 Operators applying U.S., Ops Specs:, Autoland or, HGS required below, RVR 350m.		

08 Other than Standard CAT II

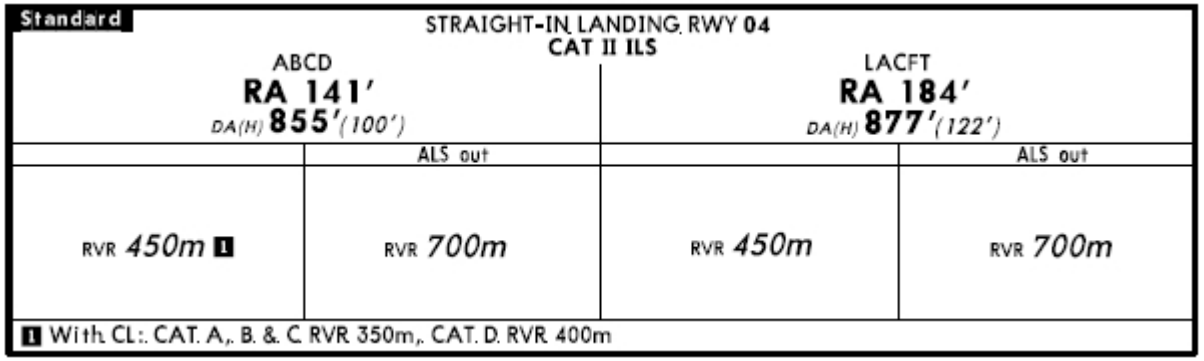
Per Definition:

A CAT II instrument approach and landing operation to a runway where

- some or all of the elements of the ICAO Annex 14 CAT II lighting system are not available,

- with a DH below 200ft but not lower than 100ft and

- an RVR of not less than 350/400m.



Standard	STRAIGHT-IN LANDING RWY 04 CAT II ILS			
	ABCD RA 141′ DA(H) 855′ (100′)		LACFT RA 184′ DA(H) 877′ (122′)	
	ALS out		ALS out	
RVR 450m [1]	RVR 700m	RVR 450m	RVR 700m	

[1] With CL:. CAT. A,. B. & C. RVR 350m,. CAT. D. RVR 400m

09 CAT III Approaches

CAT III Minimums depend on the operator's approval.

CAT III Minimums will only be charted on customer tailored charts or as standardized minimums on our Airline Chart Series (CAO).

Depiction depends on customer minimums and requirements (aircraft type or aircraft category specific).

Standard — STRAIGHT-IN LANDING, RWY 10

	ILS CAT IIIA DH 50′	ILS CAT II RA 105′ DA(H) 656′ (100′)	CAT I DA(H) 756′ (200′) FULL	CAT I DA(H) 756′ (200′) Limited	CAT I DA(H) 756′ (200′) ALS out	LOC (GS out) DA(H) 830′ (274′)	LOC (GS out) DA(H) 830′ (274′) ALS out
C	RVR 200m	RVR 300m [1]	RVR 550m	RVR 750m	RVR 1200m	RVR 750m	RVR 1300m
D							

CIRCLE-TO-LAND [2]
Prohibited South of rwy, when LF(R)-6A active

Max Kts	MDA(H)	VIS	W/o Local ATS [3] MDA(H)	W/o Local ATS [3] VIS
180	1190′ (634′)	2400m	1530′ (974′)	2400m
205	1290′ (734′)	3600m	1600′ (1044′)	3600m

[1] Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.
[2] Circling height based on rwy 10 displ thresh elev of 556′. [3] NIGHT: NOT AUTHORIZED.

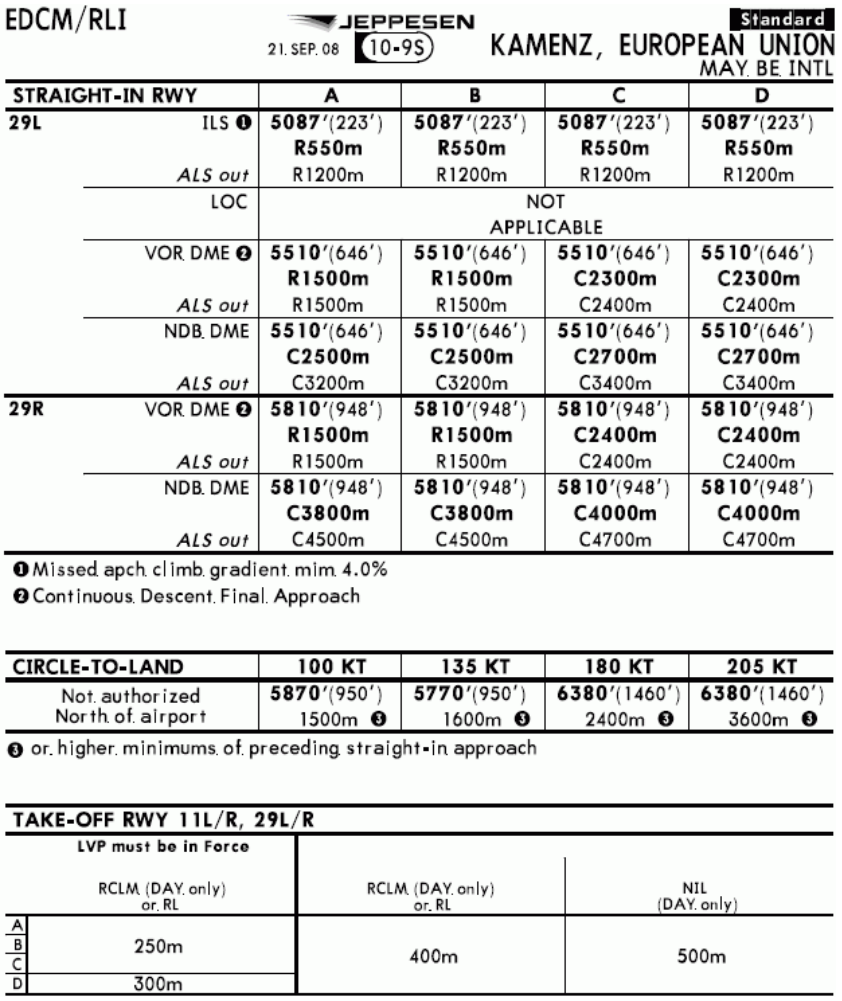
10 Minimums Listing

We plan to convert all affected airports until 16 July 2011, but we are talking about more than 1000 airports and more than 5000 charts in the eastern hemisphere.

The conversion has to be done in addition to the normal revision. Therefore it will start slowly and we will not be able to give you an estimate for an airport.

We will create 10-9S pages as a temporary solution on customer request (similar to current 10-9X JAR-OPS pages).

We can not wait with the conversion until most of our customers move to the new minimums. For those customers we will – on request – create 10-9X charts again. But we need to know the affected airports well in advance.



EDCM/RLI JEPPESEN 21. SEP. 08 10-9S Standard

KAMENZ, EUROPEAN UNION

MAY BE INTL

STRAIGHT-IN RWY		A	B	C	D
29L	ILS ❶	5087'(223') R550m	5087'(223') R550m	5087'(223') R550m	5087'(223') R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT APPLICABLE			
	VOR DME ❷	5510'(646') R1500m	5510'(646') R1500m	5510'(646') C2300m	5510'(646') C2300m
	ALS out	R1500m	R1500m	C2400m	C2400m
	NDB. DME	5510'(646') C2500m	5510'(646') C2500m	5510'(646') C2700m	5510'(646') C2700m
	ALS out	C3200m	C3200m	C3400m	C3400m
29R	VOR. DME ❷	5810'(948') R1500m	5810'(948') R1500m	5810'(948') C2400m	5810'(948') C2400m
	ALS out	R1500m	R1500m	C2400m	C2400m
	NDB. DME	5810'(948') C3800m	5810'(948') C3800m	5810'(948') C4000m	5810'(948') C4000m
	ALS out	C4500m	C4500m	C4700m	C4700m

❶ Missed apch. climb. gradient. mim. 4.0%

❷ Continuous. Descent. Final. Approach

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
Not. authorized North of. airport	5870'(950') 1500m ❸	5770'(950') 1600m ❸	6380'(1460') 2400m ❸	6380'(1460') 3600m ❸

❸ or. higher. minimums. of. preceding. straight-in approach

TAKE-OFF RWY 11L/R, 29L/R

LVP must be in Force			
	RCLM. (DAY. only) or. RL	RCLM. (DAY. only) or. RL	NIL (DAY. only)
A, B, C	250m	400m	500m
D	300m		

11 State published Minimums

If State minimums are officially published the depiction of AOM may differ from the standard depiction where all values are expressed as RVR or CMV.

1. If RVR/CMV and VIS are charted together, the RVR value is compulsory. If no RVR is reported, the VIS has to be used without conversion.

2. No prefix is charted if RVR/CMV and VIS is identical. The reported RVR is compulsory. If no RVR is reported, the VIS has to be used without conversion.

3. If only VIS is charted, the VIS has to be used without conversion.

12 Additional Items

1. Steep Approaches
2. Single Pilot Operations
3. Enhanced Vision systems
4. Planning Minimums

Documentation

JEPPESEN 31 OCT 08 AIR TRAFFIC CONTROL 601

EU-OPS 1 AERODROME OPERATING MINIMUMS (AOM)

1 GENERAL

The following explanation is an excerpt based on EU-OPS 1 regarding the use and methods used to determine AOM. It is not intended to describe all the requirements of the EU-OPS 1 document.

The EU-OPS 1 Aerodrome Operating Minimums will become European Standard and replaces the former JAA-OPS 1. It is applicable to the operation of any civil aircraft for the purpose of commercial air transportation by any operator whose principal place of business is in an EU Member State.

Within this document the term "EU-OPS 1" is used for the new version of AOM (Subpart E - Appendix 1 to OPS 1.430 new). The old version of AOM is – on Jeppesen Charts - still designated as "JAA MINIMUMS" or "JAA MINIMUMS" given it is now also part of the EU-OPS 1 as Subpart E - Appendix 1 to OPS 1.430 old.

On JEPPESEN approach and aerodrome charts an inverse printed "Standard" label indicates that the minimums are established according the new European Standard.

The JAR-OPS 1 (EU-OPS 1 Subpart E – Appendix 1 to OPS 1.430 old) Aerodrome Operating Minimums are described in paragraph 19 of this document.

2 DEFINITIONS

APV Operation — An Approach Procedure with Vertical Guidance is an approach which utilizes lateral and vertical guidance, but does not meet the requirements established for precision approach and landing operations, with a DH not lower than 250ft and an RVR not less than 600m.

CAT I Operation — Is a precision instrument approach and landing using ILS, MLS, GLS or PAR with a DH not lower than 200ft and with an RVR not less than 550m.

CAT II Operation — Is a precision instrument approach and landing using ILS or MLS with a DH below 200ft but not lower than 100ft and an RVR of not less than 300m.

Continuous Descent Final Approach (CDFA) — A specific technique for flying the final approach segment as a continuous descent, without level-off, from an altitude at or above the FAF altitude to a point approximately 5oft above the landing threshold.

Converted Meteorological Visibility (CMV) — A value (equivalent to an RVR) which is derived from the reported meteorological visibility by using particular conversion factors. Jeppesen will publish all RVR values above 2000m as CMV.

Enhanced Vision System (EVS) — An electronic means of displaying a real-time image of the external scene through the use of imaging sensors.

Fail Operational Hybrid Landing System — A system which consists of a primary fail-passive automatic landing system and a secondary independent guidance system enabling the pilot to complete a landing manually after failure of the primary system.

GNSS Landing System (GLS) — An approach operation using augmented GNSS information to provide guidance to the aircraft based on its lateral and vertical GNSS position. It uses geometric altitude reference for its final approach slope.

Head-Up Display (HUD) — A display system, which presents flight information into the pilot's forward external field of view and which does not significantly restrict the external view.

Head-up Guidance Landing System (HUDLS) — The total airborne system which provides head-up guidance to the pilot. It includes all sensors, computers, power supplies, indications and controls.

Hybrid Head-Up Display Landing System (Hybrid HUDLS) — A system which consists of a primary automatic landing system and a second independent HUD/HUDLS enabling the pilot to complete a landing manually after failure of the primary system.

Low Visibility Procedures (LVP) — Procedures applied at an aerodrome for the purpose of ensuring safe operations during CAT II, CAT III, Other Than Standard CAT II and Lower Than Standard CAT I approaches and Low Visibility Take-offs.

Low Visibility Take-off — A take-off on a runway where the RVR is less than 400m.

Lower Than Standard CAT I Operation — A CAT I instrument approach and landing operation using a DH, but with an RVR lower than would normally be associated with the applicable DH.

Non-precision Approach (NPA) — Is an instrument approach using any of the following facilities: Localizer with and without DME, SRA, RNAV (LNAV), VOR, VOR and DME, NDB, NDB and DME or VDF with MDH or DH not lower than 250ft and RVR/CMV of not less than 750m.

Other Than Standard CAT II Operation — A CAT II instrument approach and landing operation in a manner where some or all of the elements of the ICAO Annex 14 CAT II lighting system are not available, with a DH below 200ft but not lower than 100ft and an RVR of not less than 350/400m.

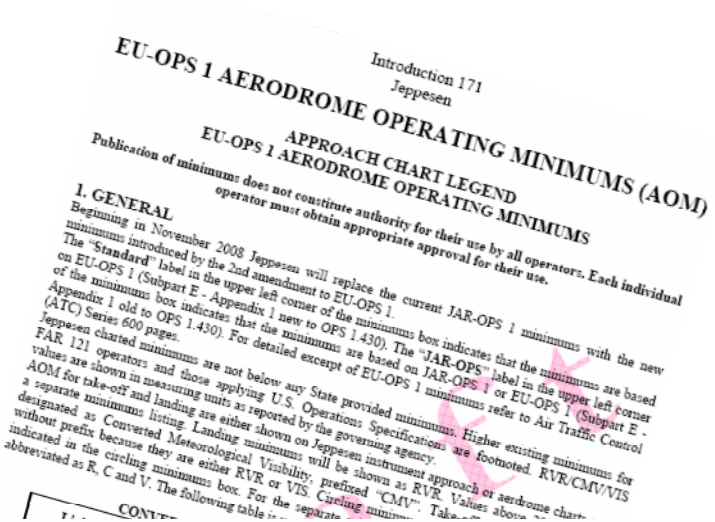
Stabilized Approach (SAp) — An approach which is flown in a controlled and appropriate manner in terms of configuration, energy and control of the flight path from a pre-determined point or altitude to a point above the landing threshold.

3 OPERATORS RESPONSIBILITY

An operator shall establish, for each departure, destination or alternate aerodrome planned to be used, aerodrome operating minimums. The determination of such minimums must be made by the authority. In-flight calculation of the minimums for planned aerodromes shall be made by the authority. In-flight calculation of the minimums for unplanned alternate aerodromes shall be made with a method acceptable to the authority.

The operator must ensure that the new (i.e. Subpart E - Appendix 1 to OPS 1.430 new) or the old (i.e. Subpart E - Appendix 1 to OPS 1.430 old - latest until applied.

In establishing AOM which will be used in operation, an operator must take



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Publication of minimums does not constitute authority for their use by all operators. Each individual operator must obtain appropriate approval for their use.

1. GENERAL

Beginning in November 2008 Jeppesen will replace the current JAR-OPS 1 minimums with the new minimums introduced by the 2nd amendment to EU-OPS 1.

The "Standard" label in the upper left corner of the minimums box indicates that the minimums are based on EU-OPS 1 (Subpart E - Appendix 1 new to OPS 1.430). The "JAR-OPS" label in the upper left corner of the minimums box indicates that the minimums are based on JAR-OPS 1 or EU-OPS 1 (Subpart E - Appendix 1 old to OPS 1.430). For detailed excerpt of EU-OPS 1 minimums refer to Air Traffic Control (ATC) Series 600 pages.

The "Standard" minimums are not below any State provided minimums. Higher existing minimums for Jeppesen charted minimums are based on Jeppesen Specifications are footnoted. RVR/CMV/VIS FAR 121 operators and those applying U.S. Operations Specifications are shown in measuring units as reported by the governing agency.

values are shown in measuring units as reported by the governing agency. Values above instrument approach or aerodrome charts AOM for take-off and landing are either shown on Jeppesen instrument approach or aerodrome charts a separate minimums listing. Landing minimums will be shown as RVR. Values above designated as Converted Meteorological Visibility, prefixed "CMV". Take-off minimums without prefix because they are either RVR or VIS. Circling minimums will be shown as RVR. Values above indicated in the circling minimums box. For the separate minimums listing, Take-off minimums abbreviated as R, C and V. The following table is

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BRIEFING BULLETIN

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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: