



# Understanding the Jeppesen

Updates: Changes, Errata and What's New

[www.understandingaviation.com](http://www.understandingaviation.com)

[info@understandingaviation.com](mailto:info@understandingaviation.com)

# Table of Contents

**Changes .....1**

**Errata.....5**

**What's New .....5**

# Changes

---

## Law Amendment to Page 89

The section for “Planning Minima for Destination Alternate Aerodrome” describes the weather required at the planning phase for the destination alternate and enroute alternate airfields. The table shown in the book is correct as it stands in the *Jeppesen Airway Manual*.

However, it is important to note that the *Jeppesen Airway Manual* does not reflect the recent changes to South African regulations. The table in the book only applies to Part 91 operations. The **new** requirements for Part 135 and 121 operations are as follows:

Type of Approach	Ceiling Required	Visibility Required
When a straight-in instrument approach is available to only one runway.	DH/MDH + 400 ft	RVR/VIS + 1500 m
When a straight-in instrument approach is available to two runway ends. <i>Note: Landing on two opposite ends of the same runway may be used.</i>	DH/MDH + 200 ft	RVR/VIS + 800 m
When a straight-in instrument approach is available to two runway ends with at least one being Cat II or Cat III. <i>Note: Landing on two opposite ends of the same runway may be used.</i>	For CAT II operations: Require $\geq$ 300 ft  For CAT III operations: Require $\geq$ 200 ft	For CAT II operations: Require $\geq$ 1200 m  For CAT III operations: Require $\geq$ 550 m

## Law Amendment to Page 102

Subsequent to printing *Understanding the Jeppesen*, South Africa changed the Communications Failure Procedures to ICAO. All new books purchased will include an amendment page containing the new procedures.

Should your book not contain this amendment page, the changes are as follows:

### Communications Failure Procedures (ICAO)

When a communication failure occurs, the pilot should comply with the ICAO Communications Failure procedures, with state-specific adjustments where applicable. These procedures are found in the Emergency section of the *Jeppesen Airway Manual*. The procedures are summarised below.

If unable to establish contact with the aeronautical station on the designated frequency, attempt the following:

- Establish contact on another frequency of the aeronautical station.
- Establish contact with other aircraft.
- Establish contact with other aeronautical stations on frequencies appropriate to the route.

If these attempts fail:

- Continue to transmit position reports and intentions on appropriate frequencies. Each broadcast should:
  - » Start with the phrase “Transmitting blind”.
  - » Be transmitted twice.
  - » Include the name of the station being addressed.
- Squawk 7600

In addition, whenever part of the traffic pattern at a controlled aerodrome, keep watch for instructions issued by visual signals.

If the failure occurs after being cleared for the approach, continue the approach and land.

If different procedures have been published for a specific aerodrome, these should be followed. The procedures can be found in the Emergency section (State Rules and Procedures) of the *Jeppesen Airway Manual*.

Subsequent procedures depend on the flight rules (VFR or IFR) under which the aircraft is operating and the current meteorological conditions (VMC or IMC).

*Continues on next page*

## **VFR Procedures**

The VFR Procedures should be complied with in the following scenarios:

- When operating under VFR and in VMC.
- When operating under IFR, in VMC, and the pilot considers it advisable to divert to the **nearest suitable** aerodrome.

The procedures are:

- Continue to fly in VMC.
- Land at the **nearest suitable** aerodrome using the following procedures:
  - » Select landing lights on.
  - » Join overhead the aerodrome at a height of 1000 ft **above circuit altitude** to ascertain the runway in use.
  - » Join the circuit pattern, preferably on the downwind leg.
  - » Land and vacate the runway.
  - » Taxi to the nearest parking area and shutdown.
  - » Report the defect in the aircraft's flight folio.
- Report arrival to appropriate air traffic control unit.

*Continues on next page*

## **IFR Procedures**

The IFR Procedures should be complied with in the following scenarios:

- When operating under IFR and in IMC.
- When operating under IFR, in VMC and the pilot considers it **inadvisable** to divert to the nearest suitable aerodrome.

The procedures are:

- Depending on the departure procedure or the ATC service provided, follow the appropriate procedure:
  - » **If on a SID:** Comply with the communications failure procedure as published on the applicable plate.
  - » **If under radar control (not on a SID):** Maintain the last-assigned speed and level, terrain permitting, for **7 minutes**. Timing starts at whichever of the following happens **last**:
    - Reaching the last-assigned level or minimum altitude (MSA, MEA or MORA as applicable).
    - Setting transponder code to 7600.
    - Failing to report over a compulsory reporting point.
  - » **If not under radar control (not on a SID):** Maintain the last-assigned speed and level, terrain permitting, for **20 minutes**. Timing starts when the aircraft fails to report over a compulsory reporting point.
  - » **If radar vectored or flying an offset using RNAV without a specified limit:** Rejoin the current flight plan route no later than the next significant point, terrain permitting.
- Adjust speed and level according to the filed flight plan.
- Proceed according to the current flight plan route.
- Arrive overhead destination radio beacon and hold.
- Commence descent as close as possible to last acknowledged EAT. If no EAT was acknowledged use ETA.
- Commence the applicable instrument approach procedure.
- Land within 30 minutes of ETA or last acknowledged EAT, whichever is **later**.

*Continues on next page*

## Communications Failure Procedures (South Africa)

South African Communications Failure Procedures are similar to ICAO, with the exception of when to follow either VFR or IFR procedures.

The VFR Procedures should be complied with in the following scenarios:

- When operating under VFR and in VMC.
- When operating under IFR, in VMC and VMC can be maintained to the **nearest suitable** aerodrome.

The IFR Procedures should be complied with in the following scenarios:

- When operating under IFR and in IMC.
- When operating under IFR, in VMC and VMC **cannot** be maintained to the nearest suitable aerodrome.

## Errata

---

Currently there are no errata.

## What's New

---

One of the major changes in this edition has been the new title. The first edition was originally published as *The South African Pilot's Guide to the Jeppesen Airway Manual*.

Further, the format and look of the book have been completely revised. Apart from cosmetic changes there have been countless additions and alterations to the text. One major addition has been the inclusion of a broad overview of the Jeppesen in the Getting Started section. This will aid pilots in getting the big picture before launching into the detailed text. The AWOPS section has also been updated to include actual Jeppesen charts to aid in the decision-making process.