
PAPUA NEW GUINEA

AIC

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File:

REVISION OF MINIMA BOX ON IAL CHARTS AND MINIMA SPECIFICATIONS

1 - INTRODUCTION

1.1 - This AIC is to advise all concerned of changes that will be progressively implemented in all IAL charts issued by the PNG CAA. It also explains the reasons for these changes and the way in which the changes will impact on operational usage.

2 - THE CHANGES

2.1 - The height of the minima box will be reduced by removing one row, to help reduce chart clutter, wherever possible. In its case, the row to be removed is not currently used and there is no likelihood of it ever being used. This will only affect non-precision approach charts as all rows are currently in use in precision approach charts.

2.2 - Circling MDA will change slightly, as the result of a review of calculation methodology, in procedures serving two locations. In the new methodology, MDA is rounded to the nearest 50 feet and results in a change of 10 feet in the IAL charts for AYGK and the LLZ (landing) MDA in the ILS RWY 14L chart for AYPY.

2.3 - Specifications relating to the minimum visibility applicable to each MDA will be brought in line with international methodology. This will provide a slight reduction in circling visibility at most locations, a minor increase in landing visibility for Category A and B aircraft, and a more significant increase in landing visibility to Category C and D aircraft. The changes will result in a slight reduction of ALTN minima in most cases.

2.3.2 - ALTN minima will increase in the case of a location served by procedures that specify different Circling MDA. The CAA was faced with the choice of raising Circling MDA to that of the worst-case procedure, or trying to preserve the lower Circling MDA in those procedures that can take advantage of it. In each case, ALTN minima would still have to be increased because there is no way to guarantee that the best-case procedure would be available at all times.

2.3.2 - The locations at which ALTN minima will increase are : GBE, AYGK, AYMR, AYTB and AYWK.

2.4 - The new visibility calculation methodology uses a standard set of values for airports with elevations up to 1,000 feet. A formula is used to derive circling visibility at higher elevations, so circling procedures at such locations are likely to demand higher minimum visibility values.

2.5 - The changes will be applied to all charts for non-precision procedures issued on or after 4 December 1997. The changes will be incorporated in all new procedures. In the event that a new procedure, at an existing location, requires a higher Circling MDA - with or without an increase in visibility - the ALTN minima for all procedures serving that location will be increased commensurately.

2.5.1 - Similarly, should the @worst-case@ procedure be withdrawn, or be susceptible to improvement, any resultant improvement of ALTN minima will be published for all procedures serving the specific airport.

3 - IMPLEMENTATION

3.1 - The publication of new charts containing these changes is a major undertaking that can only be achieved progressively. All charts for a specific location will be published together.

4 - CANCELLATION

4.1 - This AIC will remain current until the changes are implemented on all existing charts.

DISTRIBUTION: Normal

CURRENT AIC: 1985: 5, 8
1991: 6
1993: 4, 5
1994: 1, 3
1996: 4
1997: 6, 7, 9, 11
1998: 1, 3
1999: 1, 2
2000: 1, 2, 3
2001: 1, 2
2002: 1