



CHARTING NOTICE

U.S. Terminal Procedures

Type A or Type B Note on RNAV SID and STAR Procedures

On September 1, 2005, the FAA will modify the existing equipment code notes on approximately 190 Area Navigation (RNAV) Standard Instrument Departures (SID) and 22 RNAV Standard Terminal Arrivals (STAR) procedures with a replacement note referencing Type A or Type B.

Advisory Circular (AC) 90-100 U.S. Terminal and Enroute Area Navigation (RNAV) Operations identifies RNAV SID and STAR procedures as either Type A or Type B based on aircraft navigation equipment requirements, procedure and route development criteria, and flight crew procedures. The U.S. Terminal Procedures Publication (TPP) legend will be modified detailing the requirements of the Type A and Type B note. Pilots should consult AC 90-100 U.S. Terminal and Enroute Area Navigation (RNAV) Operations and the Aeronautical Information Publication (AIM) for complete information.

The following information will be added to the TPP Legend page F1, Standard Terminal Arrivals and Departure Procedures:

RNAV DP and STAR. These procedures are designated as either Type A or Type B. Type B procedures require a higher level of aircraft and operator performance than Type A procedures; as such, those aircraft and operators capable of flying Type B procedures may also fly Type A procedures. Refer to Advisory Circular 90-100 U.S. TERMINAL AND EN ROUTE AREA NAVIGATION (RNAV) OPERATIONS and the Aeronautical Information Manual for additional guidance regarding these procedures.

Standard Type A and B Procedure Chart Notes

Type A procedures

NOTE: Type A

NOTE: DME/DME, DME/DME/IRU, or GPS required

NOTE: Pilots of RNP-capable aircraft, use RNP 2.0

Type B procedures

NOTE: Type B

NOTE: DME/DME/IRU or GPS required

NOTE: Pilots of RNP-capable aircraft, use RNP 1.0 (or 2.0, as applicable)

Some procedures may require use of GPS and will be identified by a "GPS required" note.

Type A Procedure Characteristics and Operations

1. Require use of RNAV systems with DME/DME, DME/DME/IRU, and/or GPS inputs.
2. Pilots are encouraged to use a CDI, flight director, and/or autopilot, in lateral navigation mode, for flight guidance while operating on RNAV paths (track, course, or direct leg).
3. Type A DP- RNAV paths may start as low as 2000 feet above airport elevation.

Type B Procedure Characteristics and Operations

1. Require use of RNAV systems with DME/DME/IRU and/or GPS inputs.
2. Pilots must use a CDI, flight director, and/or autopilot, in lateral navigation mode, for flight guidance while operating on RNAV paths (track, course, or direct leg). Other methods providing an equivalent level of performance may be acceptable.
3. Type B DP- Pilots of aircraft without GPS input must ensure the aircraft navigation system position is confirmed, within 1,000 feet, at the start point of take-off roll (runway update is an acceptable method of compliance).
4. Type B DP- RNAV paths may start as low as 500 feet above airport elevation.

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