

while flying these approaches using conventional NAVAIDs. This approach information should not be confused with a GPS overlay approach (see the receiver operating manual, AFM, or AFM Supplement for details on how to identify these procedures in the navigation database). Flying point to point on the approach does not assure compliance with the published approach procedure. The proper RAIM sensitivity will not be available and the CDI sensitivity will not automatically change to ± 0.3 NM. Manually setting CDI sensitivity does not automatically change the RAIM sensitivity on some receivers. Some existing non-precision approach procedures cannot be coded for use with GPS and will not be available as overlays.

(9) Pilots should pay particular attention to the exact operation of their GPS receivers for performing holding patterns and in the case of overlay approaches, operations such as procedure turns. These procedures may require manual intervention by the pilot to stop the sequencing of waypoints by the receiver and to resume automatic GPS navigation sequencing once the maneuver is complete. The same waypoint may appear in the route of flight more than once consecutively (for example, IAWP, FAWP, MAHWP on a procedure turn). Care must be exercised to ensure that the receiver is sequenced to the appropriate waypoint for the segment of the procedure being flown, especially if one or more fly-overs are skipped (for example, FAWP rather than IAWP if the procedure turn is not flown). The pilot may have to sequence past one or more fly-overs of the same waypoint in order to start GPS automatic sequencing at the proper place in the sequence of waypoints.

(10) Incorrect inputs into the GPS receiver are especially critical during approaches. In some cases, an incorrect entry can cause the receiver to leave the approach mode.

(11) A fix on an overlay approach identified by a DME fix will not be in the waypoint sequence on the GPS receiver unless there is a published name assigned to it. When a name is assigned, the along track distance (ATD) to the waypoint may be zero rather than the DME stated on the approach chart. The pilot should be alert for this on any overlay procedure where the original approach used DME.

(12) If a visual descent point (VDP) is published, it will not be included in the sequence of waypoints. Pilots are expected to use normal piloting techniques for beginning the visual descent, such as ATD.

(13) Unnamed stepdown fixes in the final approach segment may or may not be coded in the waypoint sequence of the aircraft's navigation database and must be identified using ATD. Stepdown fixes in the final approach segment of RNAV (GPS) approaches are being named, in addition to being identified by ATD. However, GPS avionics may or may not accommodate waypoints between the FAF and MAP. Pilots must know the capabilities of their GPS equipment and continue to identify stepdown fixes using ATD when necessary.

(f) Missed Approach

(1) A GPS missed approach requires pilot action to sequence the receiver past the MAWP to the missed approach portion of the procedure. The pilot must be thoroughly familiar with the activation procedure for the particular GPS receiver installed in the aircraft and must initiate appropriate action after the MAWP. Activating the missed approach prior to the MAWP will cause CDI sensitivity to immediately change to terminal (± 1 NM) sensitivity and the receiver will continue to navigate to the MAWP. The receiver will not sequence past the MAWP. Turns should not begin prior to the MAWP. If the missed approach is not activated, the GPS receiver will display an extension of the inbound final approach course and the ATD will increase from the MAWP until it is manually sequenced after crossing the MAWP.

(2) Missed approach routings in which the first track is via a course rather than direct to the next waypoint require additional action by the pilot to set the course. Being familiar with all of the inputs required is especially critical during this phase of flight.

(g) GPS NOTAMs/Aeronautical Information

(1) GPS satellite outages are issued as GPS NOTAMs both domestically and internationally. However, the effect of an outage on the intended operation cannot be determined unless the pilot has a RAIM availability prediction program which allows excluding a satellite which is predicted to be out of service based on the NOTAM information.