

(1) Using the receiver autonomous integrity monitoring (RAIM) prediction function;

(2) Inserting a DP into the flight plan, including setting terminal CDI sensitivity, if required, and the conditions under which terminal RAIM is available for departure;

(3) Programming the destination airport;

(4) Programming and flying the approaches (especially procedure turns and arcs);

(5) Changing to another approach after selecting an approach;

(6) Programming and flying “direct” missed approaches;

(7) Programming and flying “routed” missed approaches;

(8) Entering, flying, and exiting holding patterns, particularly on approaches with a second waypoint in the holding pattern;

(9) Programming and flying a “route” from a holding pattern;

(10) Programming and flying an approach with radar vectors to the intermediate segment;

(11) Indication of the actions required for RAIM failure both before and after the FAWP; and

(12) Programming a radial and distance from a VOR (often used in departure instructions).

TBL 1-1-5
GPS IFR Equipment Classes/Categories

TSO-C129						
Equipment Class	RAIM	Int. Nav. Sys. to Prov. RAIM Equiv.	Oceanic	En Route	Terminal	Non-precision Approach Capable
Class A – GPS sensor and navigation capability.						
A1	yes		yes	yes	yes	yes
A2	yes		yes	yes	yes	no
Class B – GPS sensor data to an integrated navigation system (i.e., FMS, multi-sensor navigation system, etc.).						
B1	yes		yes	yes	yes	yes
B2	yes		yes	yes	yes	no
B3		yes	yes	yes	yes	yes
B4		yes	yes	yes	yes	no
Class C – GPS sensor data to an integrated navigation system (as in Class B) which provides enhanced guidance to an autopilot, or flight director, to reduce flight tech. errors. Limited to 14 CFR Part 121 or equivalent criteria.						
C1	yes		yes	yes	yes	yes
C2	yes		yes	yes	yes	no
C3		yes	yes	yes	yes	yes
C4		yes	yes	yes	yes	no