



G600 RNAV (RNP) Checklist

Airplane Power-up

1. Navigation Database (FMS>DB Info)Verify Current
2. IRS Hybrid Mode and GNSS SBAS (FMS>FMS Setup)..... Verify On (green)
3. Temp Comp (FMS>FMS Setup) As Required
4. Flight Plan / RNP AR ApproachLoad
5. Destination PRAIM (FMS>Pos Sensors>GPS1/2>PRAIM).....Verify RNP Value / Status = Yes
6. Operable Equipment..... Confirm
7. Approach Waypoints.....Verify Sequence, Distances, and Tracks
8. Approach Legs..... Verify RNP Level, Speeds, and Altitudes
9. Approach GlidepathVerify
10. Primary Minimums.....Set Authorized RNP Minimums (Lowest RNP on LOA C384)
11. FMS Position Mode (FMS>Pos Sensors) Verify HYBRID
12. FMS Position Update (FMS>Pos Sensors)Verify Sensor Selected (not Manual)
13. FMS/GPS (FMS>Pos Sensors) Verify Available

Descent

1. RNP Required.....Verify
2. FMS NAVIGATION MODE (FMS>Pos Sensors).....Verify Hybrid, GPS-D, or GPS
3. Map Vertical Situation Display (VSD)Verify Displayed
4. Apply Temp Comp (FMS>Perf Landing>Wx/MET)..... As Required

Prior to IAF

1. Altimeters Confirm Destination Setting / Crosscheck within 100 ft.
Caution: Remote altimeter settings not authorized
2. APPROACH Annunciation.....Verify Displayed
3. Final Approach RNP.....Verify

Note: Maximum RF leg speeds are shown in the following table

Indicated Airspeed (KNOTS)		
Segment	Aircraft Category	
	C	D
Initial &Intermediate (IAF to FAF)	250	250
Final (FAF to DA and or Start of Missed Approach Procedure)	140	165
Missed Approach (DA and or Start of Missed Approach Procedure)	250	265
Airspeed Restrictions*	As Specified	

When Cleared for the Approach

1. LNAVSelect / Verify
2. Altitude Preselect..... FAF Altitude
3. VNAVSelect

Prior to FAF

1. APRSelect

When VGP Becomes the Active Vertical Mode

1. Altitude Preselect.....Set Missed Approach Altitude
2. Autopilot Disconnect by 200 ft AGL

Conditions Requiring Missed Approach

- Altimeter Crosscheck fail
- EGPWS alert message
- Required equipment unavailable
- CDI – lateral deviation exceeds 1 dot ($1/2 \times \text{RNP}$)
- VDI – vertical deviation exceeds 1 dot (75')
 - Only required after passing final approach fix
- EPU – amber
- Degrade Annunciation
- CAS Messages:
 - FMS 1-2-3 GPS POS Miscompare
 - UNABLE RNP
 - UNABLE RNP NEXT WPT
 - NO REQUIRED SENSORS
 - GPS RAIM ABOVE LIMIT
 - GPS RAIM UNAVAILABLE
- Equipment failure which adversely affects the capability of the airplane and crew to continue the approach.

Required Equipment – RNAV (RNP) Approach		
Item	Installed	Required
Radio Altimeter	2	1
Autopilot	2	1
Advanced Graphic Modules	4	3
Master Warning Function	2	1
Display Units	4	3
Standby Flight Display	2	1
Flight Guidance Panel	1	1
Air Data Systems	4	3
Inertial Reference System	3	2
GNSS Sensors	2	2
FMS	3	2
EGPWS	1	1



Target Corporation
G600
RNP AR Approach
Operations Supplement

Revision Record

Revision	Modified by	Date	Modification
Initial Issue		Aug 15, 2024	Initial issue of document
1	JT	May 21, 2025	5.3 Radio Updating Inhibiting deleted, chapter 5 renumbered

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Appendix A: RNP Monitoring Form

Use of this Document

This document serves as supplemental information to certification and operational guidance provided by Gulfstream. In the event that the information in this supplement conflicts with the OEM documentation, the latter shall take precedence.

RNAV (RNP) Approaches

1. General

RNAV (RNP) approaches are RNAV approaches designed with linear obstacle clearance areas. Procedure naming convention for such approaches is “RNAV (RNP) RWY XX.” Additionally, RNAV (RNP) approaches are distinguished by their requirement for FMS system self-monitoring and flight crew alerting should the navigation performance degrade below the minimum required for the procedure. These procedures have been designated as “AR” (Authorization Required) due to the training and aircraft capability requirements.

In addition to the requirements of this section, the flight crew must continue to ensure compliance with the general RNAV operating requirements: checking Notices to Airmen (NOTAMS), availability of Navigation Aids (NAVAIDS), airworthiness of aircraft systems, and aircrew qualification.

2. Authorizations and Limitations

Target is authorized to fly RNAV (RNP) approaches with the aircraft below to lines of minimum corresponding to the following RNP values.

<u>Aircraft</u>	<u>FMS Software Version</u>	<u>Lowest RNP Value Authorized</u>
N183T	ASC 901	RNP 0.1

- Procedures with missed approach RNP values less than 1.0 are authorized.
- Radius to a Fix (RF) legs are authorized.
- Use of flight director or autopilot is required for all RNAV (RNP) approaches.

3. RNP Reporting Requirements

FAA approval to conduct RNAV (RNP) approaches requires routine reporting of the result of these operations for an interim time period designated by the FAA Principal Operations Inspector. To accomplish this, the flight crew will complete and submit an RNP monitoring form whenever any of the following occur:

1. An RNAV (RNP) approach was planned however the preflight assessment was unsatisfactory
2. An RNAV (RNP) approach was conducted and was either successful or unsuccessful
3. If an RNAV (RNP) approach is requested by the flight crew and ATC would not provide a clearance.

Note: See Section 6.7 of this document for conditions which require discontinuation of an RNAV (RNP) approach

Completed RNP monitoring forms must be submitted to Target's Chief Pilot within 10 days of conducting the approach. The Chief Pilot is responsible for reviewing each RNP monitoring form and providing a monthly letter to the FAA POI summarizing the RNP AR approach operations for the prior month.

A copy of the form is provided in Appendix A.

4. Preflight Procedures

4.1 Minimum Equipment Required

The flight crew must assess that the avionics equipment required for RNAV (RNP) is fully operational. If the required equipment is not operational an RNAV (RNP) approach is not authorized. The table below summarizes the equipment requirements for an RNAV (RNP) approach for the G600. The flight crew shall update the RNP Monitoring form to indicate a dispatch failure due to inoperative equipment.

<i>Required Equipment – RNAV (RNP) Approach</i>		
Item	Number Installed	Number Required
Radio Altimeter	2	1
Autopilot	2	1
Advanced Graphic Modules	4	3
Master Warning Function	2	1
Display Units	4	3
Standby Flight Display	2	1
Flight Guidance Panel	1	1
Air Data Systems	4	3
Inertial Reference System	3	2
GNSS Sensors	2	2
Flight Management Systems	3	2
Enhanced Ground Proximity Warning System	1	1

4.2 RNP Assessment

If an RNP approach is required at the destination a preflight RNP availability assessment must be performed to determine if the necessary RNP is available at the ETA for the intended destination(s). If the RNP approach is not required, i.e., other conventional approaches are available, the preflight RNP assessment is not required; the crew may monitor the RAIM enroute and fly the RNP approach if RNP and RAIM are sufficient at the destination.

4.2.1 Satellite Outages /Deselection

Prior to the RNP assessment, the flight crew must check NOTAMS for scheduled satellite outages. If GPS satellites are NOTAMED to be out of service during the planned arrival time, and the RNP approach is required, satellite deselection must be accomplished prior to doing the RNP assessment. Deselect satellites by PRN code.

Accessing the Satellite Deselection page

FMS → POS SENSORS → GPS → PRAIM → Destination

4.2.2 FMS RNP Assessment

A preflight RNP assessment is done at the airplane through confirmation of the Receiver Autonomous Integrity Monitoring (RAIM) value for the destination(s). This information is accessed in the FMS on the GPS 1-2 PRAIM pop-up window by selecting Destination or Manual for a pilot-entered field for the airport and ETA. The FMS uses the RNP value selected in the RNP Settings window for the assessment. If an approach has not been loaded into the active flight plan the RNP assessment will default to RNP 0.3. (Note: The FMS does not use an RNP value entered into the MANUAL field of the RNP page for the assessment.)

Accessing the PREDICTIVE RAIM page

FMS → POS SENSORS → GPS → PRAIM → Destination

On the GPS 1-2 PRAIM window - If a YES value is obtained the RNP AR approach may be planned. If a NO value is obtained the flight crew may 1) plan to use an approach based on conventional, ground-based NAVAIDs or 2) delay the flight until the necessary RNP is available. If a YES value cannot be obtained for the RNP assessment, the flight crew shall update the RNP Monitoring form to indicate a dispatch failure due to RNP availability.

4.3 Navigation Database Currency

The flight crew must verify that the navigation database is current for the duration of the flight. If the AIRAC cycle will change during the flight, the database that is current at the time of departure will be used and the locations of the waypoints used to define routes and procedures must be verified with current navigational charts. If an effective date on an amended RNAV (RNP) procedure does not match the navigation database, the procedure is not authorized.

Additionally, the flight crew must review the Letter of Authorization from the Navigation Database Validation service to ensure that any RNAV (RNP) procedures planned for use have been successfully validated. If an RNAV (RNP) approach could not be flown due to Navigation database, the flight crew shall update the RNP Monitoring Form to indicate such.

4.4 Temperature Limits

The flight crew must review the temperature limitations in the chart notes section.

If the destination temperature is outside of the published limits, the procedure is not authorized unless:

- 1) Use of temperature compensation is coordinated with ATC, and
- 2) Waypoint altitude constraints on the procedure are adjusted to compensate for the effects of hot or cold temperatures.

The temperature compensation function may be configured to COLD or HOT & COLD on the FMS Temp Comp page. Once this is completed, Temp Comp is activated by inserting the destination OAT in the FMS/Perf Landing/Wx Met page. The Apply Temp Comp button applies the temperature compensation. Pushing the Apply Temp Comp button inserts the temperature compensation into the active pending flight plan and displays the flight plan page where the temperature compensation can be activated. Pushing the Temp Comp Calculator dropdown button shows the Temperature Compensation Calculation (TCC) pop-up window, which shows the entered altitude and OAT. The TCC pop-up window has fields that permit entry of the uncompensated altitude in feet or meters. The Surface OAT data comes from the Wx/Met page, which in turn computes the Temperature Compensation Altitude.

Accessing the Temp Comp pages

FMS → FMS Setup → Temp Comp → Cold or Hot & Cold

Activating TEMP COMP

FMS → Perf Landing → Wx/Met (enter Oat) → Apply Temp Comp

4.5 Non-Standard Missed Approach Climb Gradients

The flight crew must review the climb gradient requirements on the approach chart. When planning to use the Decision Altitude (DA) associated with a non-standard missed approach climb gradient (i.e. greater than 200 ft/NM), ensure the aircraft can comply with the published climb gradient for the planned aircraft loading, atmospheric conditions, and operating procedures before conducting the operation. The flight crew will use forecast weather, estimated arrival gross weight to ensure the airplane can comply with the published climb gradient requirements. (See **Gulfstream AFM, G600 Landing Climb Gradient: Flaps 39: Gear Down**). If the RNAV (RNP) approach cannot be planned or flown because the aircraft is unable to meet the required climb gradients the RNP Monitoring form must be completed to indicate such.

5. Enroute / In-Range Procedures

5.1 Required Equipment/System Failures Enroute

The RNP capability of the aircraft is dependent on operational aircraft equipment. The following equipment must be operative prior to commencing an RNAV (RNP) approach. If any required equipment is not operative, the approach is not authorized. Additionally, to ensure GPS updating, the flight crew must verify that the FMS navigation mode is “GPS,” “GPS-D” or “HYBRID” prior to initiating the approach.

<i>Required Equipment – RNAV (RNP) Approach</i>		
Item	Number Installed	Number Required
Radio Altimeter	2	1
Autopilot	2	1
Advanced Graphic Modules	4	3
Master Warning Function	2	1
Display Units	4	3
Standby Flight Display	2	2
Flight Guidance Panel	1	1
Air Data Systems	4	3
Inertial Reference System	3	2
GNSS Sensors	2	2
Flight Management Systems	3	2
Enhanced Ground Proximity Warning System	1	1

The flight crew must initiate a missed approach if any RNP AR system message indicates degraded navigation capability or any system failure that would affect the aircraft or aircrew’s ability to fly/navigate the RNP AR approach. During the RNP AR approach, if GNSS updating is lost and the RNP system does not have the performance to continue the approach (i.e. an UNABLE RNP alert occurs), the flight crew should (1) abandon the RNP AR APCH, or (2) if they have the required visual references in sight and are able to maintain both the lateral and vertical paths defined by the RNP AR procedure, continue the transition to land (See RNP AR operations - Conditions Requiring Missed Approach.)

5.2 RNP Value Management

The RNP value for the desired line of minima is selected with the Minima button on the Arrival page, where the available RNP values are shown for the approach. When the RNP AR approach is initially inserted into the FMS flight plan, the approach RNP value will default to the lowest available.

Prior to commencing an RNP AR approach the flight crew must confirm the correct RNP value is selected for the desired line of minima. Additionally, upon passing the Final Approach Fix, confirm the RNP value on the PFD. Segment-specific RNP values for the approach are retrieved from the navigation database.

NOTES:

1. *Manually entered RNP values are not required*
2. *RNP values shown on the plan view of the approach chart for initial and intermediate approach segments may not match those used by the FMS and shown on the PFD. This is only due to differences in FAA charting requirements and FMS RNP logic and does not require pilot action.*
3. *Default RNP value for phase of flight are displayed on the FMS RNP Settings page. These values are not used for RNAV (RNP) approaches and should not be modified.*
4. *RNP values are used by the FMS in the following priority:*
 - a. *The lower of the pilot-entered RNP value (if entered in the FMS Setup / RNP Settings page) and the value in the navigation database.*
 - b. *RNP value from navigation database*
 - c. *RNP value for phase of flight on FMS Setup / RNP Settings page (e.g., ARRIVAL, APPR, MISSED APP)*
5. *Prompts associated with RNP values/entries:*

“CONFIRM RNP ENTRY”

Displayed when manually entered RNP value is greater than the default value for the current phase of flight

“PILOT RNP CANCELLED”

Displayed when the aircraft is within the waypoint sequence alert distance and the RNP on the next leg is less than the pilot-entered RNP

5.3 GPS Updating - Crew Verification

If conducting an RNAV (RNP) approach, the flight crew must verify that the FMS navigation mode is “GPS,” “GPS-D” or “HYBRID” prior to initiating the approach and that the Flight Mode annunciator is on prior to the FAF in order to continue the approach. The flight crew must initiate a missed approach if any RNP AR system message indicates degraded navigation capability or any system failure that would affect the aircraft or aircrew’s ability to fly/navigate the RNP AR approach. During the RNP AR approach, if GNSS updating is lost and the RNP system does not have the performance to continue the approach (i.e. an UNABLE RNP alert occurs), the flight crew should (1) abandon the RNP AR APCH, or (2) if they have the required visual references in sight and are able to maintain both the lateral and vertical paths defined by the RNP AR procedure, continue the transition to land. (See Conditions Requiring Missed Approach)

5.4 Approach Procedure Confirmation/Review

The flight crew must confirm that the correct procedure has been selected by comparison of the FMS waypoints and altitude constraints with the approach chart. The flight crew must confirm any pilot-entered changes to altitude and/or airspeed constraints.

6. Approach

6.1 Use of Flight Director and Autopilot

Use of flight director or autopilot is required for all RNAV (RNP) approaches.

6.2 Flight Plan Modification Restrictions

If conducting an RNAV (RNP) approach the flight crew must load it from the navigation database. The lateral/vertical path must not be modified with the exception of the following:

- accepting a clearance to go direct to a fix in the approach procedure prior to the Final Approach Fix (FAF), which does not immediately precede or intercept a Radius to a Fix (RF) leg.
- ATC-issued changes to altitude and/or airspeed waypoint constraints on the initial, intermediate, or missed approach segments (changes in the final approach segment are not authorized).

6.3 Radius to a Fix (RF) Legs

An RNAV (RNP) procedure may contain a Radius to a Fix (RF) leg (constant radius curved flight path) to avoid terrain or obstacles. G600 aircraft are authorized to fly RF legs.

When flying a RF leg, flight crew compliance with the desired path is essential to maintain the intended ground track. LNAV/FMS Flight Director mode must be captured. The appropriate approach category airspeed, or the limiting speed for a leg segment as shown in the table below, must not be exceeded throughout the RF leg. The procedure design maximum indicated airspeeds are show below.

Maximum Indicated Airspeed (Kts) Throughout an RF leg		
Segment	Indicated Airspeed by Aircraft Category	
	Cat C	Cat D
Initial & Intermediate (IAF to FAF)	250	250
Final (FAF to DA)	140	165
Missed Approach (DA to MAHP)	250	265
Airspeed Restriction*	As specified	

*Charter Airspeed Limits may be used to reduce turn radius.

6.4 Monitoring Track Deviations

When an RNAV (RNP) approach is selected and the FMS is the nav source, the RNP lateral deviation scale will be displayed on the ADI once the aircraft is inside the initial approach fix. Full-scale deflection (two dots) on the CDI corresponds to 1xRNP lateral deviation. When the FMS is in APPROACH (APP) mode; full-scale deflection (two dots) on the vertical deviation scale is 150 ft.

Deviation Limits:

Lateral: 1 dot ($1/2 \times \text{RNP}$) throughout entire approach

Vertical: 1 dot (75 ft.) during final approach segment

The flight crew must initiate a Go-Around if either the lateral or vertical deviation exceeds these limits unless visual conditions exist between the aircraft and the runway of intended landing. During the RNP AR approach, if GNSS updating is lost and the RNP system does not have the performance to continue the approach (i.e. an UNABLE RNP alert occurs), the flight crew should (1) abandon the RNP AR APCH, or (2) if they have the required visual references in sight and are able to maintain both the lateral and vertical paths defined by the RNP AR procedure, continue the transition to land.

6.5 System Crosscheck

For RNP approaches, the flight crew must use the Vertical Situation Display (VSD) and EGPWS as a crosscheck of the navigational guidance to ensure terrain and obstacle clearance. If an EGPWS warning annunciates, the approach must be discontinued and a missed approach executed.

6.6 Altimeter Setting and Crosscheck

The flight crew must verify that the destination airport current altimeter setting is set prior to the final approach fix (FAF). Execution of an RNAV (RNP) instrument procedure requires the current altimeter setting for the airport of intended landing.

Remote altimeter settings are not authorized.

The flight crew must complete an altimetry crosscheck ensuring both pilot's altimeters agree within +/- 100 feet prior to the final approach fix (FAF). If the altimetry crosscheck fails, the approach procedure must not be continued. Any altimetry error exceeding 100 ft. will be recorded on the RNP Monitoring form.

6.7 Conditions Requiring a Missed Approach

The following section describes all of the inflight conditions that result in a pilot initiated missed approach. Unless visual conditions exist between the aircraft and runway of intended landing*, the pilot must abandon the RNAV (RNP) approach if the following alerting occurs:

- *Loss of LNAV or VNAV*
- *Altimeter Crosscheck fail*
- *EGPWS alert message*
- *Required equipment inoperative*
- *Excessive lateral or vertical deviation*
- *Amber Lateral or Vertical Scales*
- *“NO RNP” annunciation (HUD)*
- **CAS messages:**
 - *UNABLE RNP*
 - *UNABLE RNP NEXT WPT*
 - *GPS RAIM ABOVE LIMIT*
 - *GPS RAIM UNAVAILABLE*
 - *FMS 1-2-3 GPS POS Miscompare*

- **Degrade Annunciation**

There are two conditions that cause the DEGRADE annunciator to display: when within the APPROACH constraints (passing two (2) nm outside of the Final Approach Fix and until passing the Missed Approach Point), DEGRADE will display when the navigation sensors required for the approach are not available; during all other conditions, DEGRADE will display when sensor EPU exceeds RNP (Note: alert is based on sensor EPU not display EPU). Additionally, when the airplane is within APPROACH constraints, display of DEGRADE disengages VGP and the vertical mode reverts to Pitch Hold.

- Equipment failure which adversely affects the capability of the airplane and crew to continue the approach.

***CAUTION:** Prior to continuing an approach by visual reference after an equipment failure or degrade, the flight crew should consider the terrain environment, visual references, and equipment failure in context of the requirement to maintain the LNAV/VNAV path. During the RNP AR approach, if GNSS updating is lost and the RNP system does not have the performance to continue the approach (i.e. an UNABLE RNP alert occurs), the flight crew should (1) abandon the RNP AR APCH, or (2) if they have the required visual references in sight and are able to maintain both the lateral and vertical paths defined by the RNP AR procedure, continue the transition to land.

7. RNP AR Missed Approach/Go-Around

7.1 General

The missed approach should be part of the standard approach briefing. Flight crewmembers should consider requirements such as non-standard climb (reference Sect. 4.4), charted airspeed limits on RF legs (reference Sect. 6.3), and flight path conformance using LNAV to ensure obstacle clearance.

7.2 Missed Approach RNP Values

There are two types of missed approach procedures on RNAV (RNP) approaches: RNP 1.0 and RNP less than 1.0. RNP 1.0 missed approaches are standard and are equivalent to those used on RNAV (GPS) approaches. Missed approaches with RNP less than 1.0 are used when obstacles in the missed approach segment warrant a lower RNP value. This will be annotated by the chart note “Missed approach requires RNP less than 1.0.”

7.3 Initiating a Missed Approach

A missed approach may be initiated either by use of the TO/GA function or the Missed Approach button. With either method the flight crew must ensure LNAV remains engaged so that compliance with the intended ground track is maintained throughout the missed approach procedure, particularly when initiating missed approach during an RF leg.

7.3.1 TO/GA

The TO/GA function is available only when the airplane is below 16,500 ft MSL, and either the airplane is below 2000 ft AGL or the airspeed is less than 200 KTS. LNAV will remain engaged once TO/GA is activated. When TO/GA is not available the crew may initiate the missed approach using the Missed Approach button

7.3.2 Missed Approach Button

The Missed Approach button is available when the aircraft is 2 nm from the FAF (APPROACH mode) or 5 nm from the runway end. If executing a missed approach prior to approach mode or outside of the TO/GA availability envelope, the crew should use altitude hold and continue following the FMS-generated LNAV path until the Missed Approach button is displayed. Pressing the Missed Approach button will insert the missed approach procedure into the active flight plan. The aircraft will begin the missed approach segment upon transitioning the missed approach waypoint.

Appendix A- RNP Monitoring Form



AC90-101A RNP AR Monitoring Program

Date: ____/____/____ PIC/SIC ____/____

Airport Identifier: _____ Approach Name: RNAV (RNP) _____

Tail Number: ☐ N183T

Preflight Assessment Result

☐ Satisfactory ☐ Unsatisfactory

If result was unsatisfactory, please indicate why?

(Check all that apply)

- | | |
|--|--|
| <input type="checkbox"/> RAIM Unavailable | <input type="checkbox"/> Navigation Database Not Current |
| <input type="checkbox"/> Destination Temperature Limitations | <input type="checkbox"/> MEL Requirements |
| <input type="checkbox"/> Unable to Comply with Published Missed Approach Climb Gradients | |

Approach Result

☐ Satisfactory ☐ Unsatisfactory ☐ Unable to Get ATC Clearance
(explain in Crew Comments)

Reported Ceiling _____ Visibility _____ ☐ Land ☐ Missed Appr

If the approach was unsatisfactory, please indicate why?

(Check all that apply)

- | | |
|---|---|
| <input type="checkbox"/> Degrade (DGR) | <input type="checkbox"/> Navigation Data Errors |
| <input type="checkbox"/> Excessive Lateral Deviation (TSE) | <input type="checkbox"/> Autopilot Disconnect |
| <input type="checkbox"/> Excessive Vertical Deviation | <input type="checkbox"/> Equipment Failure |
| <input type="checkbox"/> EGWPS Alert | <input type="checkbox"/> Altimeter Mismatch |
| <input type="checkbox"/> I-Nav Message | <input type="checkbox"/> Other (explain in Crew Comments) |
| <input type="checkbox"/> CAS Message: FMS-GPS Monitor or Miscompare | |

If there was a I-Nav message, which did you see?

(Check all that apply)

- | | |
|--|---|
| <input type="checkbox"/> UNABLE RNP | <input type="checkbox"/> GPS RAIM UNAVAILABLE |
| <input type="checkbox"/> UNABLE RNP NEXT WPT | <input type="checkbox"/> GPS RAIM ABOVE LIMIT |

Crew Comments:

Rev. Initial

Please Email at earliest opportunity
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