



JEPPESEN
BRIEFING
BULLETIN

DEN 00-A

**NEW RNAV APPROACHES AND
 TERMINAL ARRIVAL AREAS (TAA)**

Beginning 24 Feb 2000, the FAA is introducing two new items. The first is a new RNAV approach procedure; the second is the introduction of the new Terminal Arrival Area (TAA) concept.

New RNAV Chart Format

RNAV instrument approach procedure charts will now incorporate all types of approaches using Area Navigation systems, both ground based and satellite based. These approaches are designed using a stabilized FAF to TCH descent. How this stabilized descent is accomplished is dependant on the equipment and authorization available to the pilot. Additionally, much like existing ILS/Localizer approaches, these new RNAV approach plates will depict both precision and non-precision approaches in the profile view and will carry corresponding minimums in the minimums band.

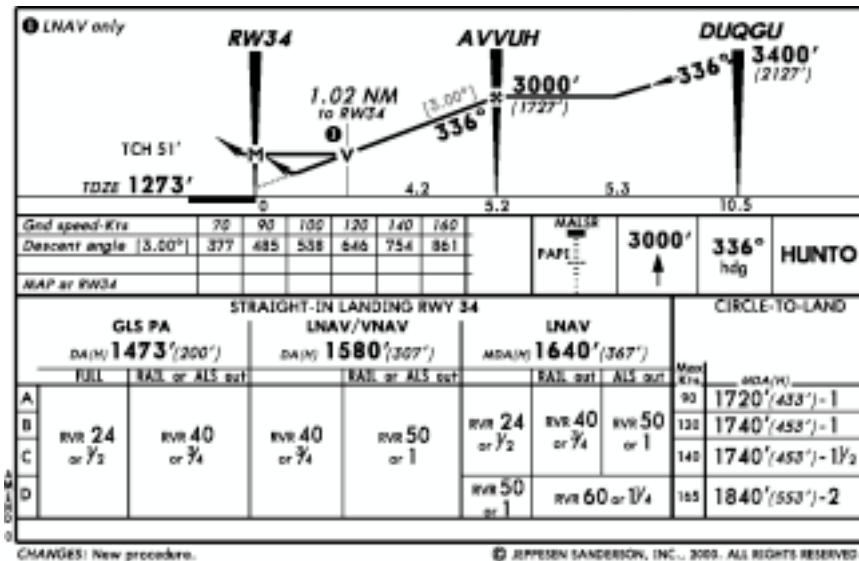


Figure 1- The standard format for the new RNAV profile and RNAV minima is as shown above. RNAV minima are dependant on navigational equipment capability, as stated in the AFM or AFMS, and as outlined below.

NEW RNAV APPROACHES AND TAA

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Minimums and equipment requirements

GLS (Global Navigation Satellite System (GNSS) Landing System)

Must have WAAS (Wide Area Augmentation System) equipment approved for precision approach.

NOTE: "PA" indicates that the runway environment, i.e. runway markings, runway lights, parallel taxiways, etc., meets precision approach requirements. If the GLS minima column does not contain "PA", then the runway environment does not meet precision approach requirements.

LNAV/VNAV (Lateral Navigation/Vertical Navigation)

Must have WAAS equipment approved for precision approach, or RNP-0.3 system based on GPS or DME/DME, with an IFR approach approved Baro-VNAV system. Other RNAV approach systems require special approval. Use of Baro-VNAV systems is limited by temperature, i.e. "Baro-VNAV NA below -20C(-4F)". (Not applicable if chart is annotated "Baro-VNAV NA").

NOTE: DME/DME RNP-0.3 systems are not authorized unless a chart note indicates DME/DME availability, for example, "DME/DME RNP-0.3 authorized." Specific DME facilities may be required, for example, "DME/DME RNP-0.3 authorized. ABC, XYZ required."

LNAV (Lateral Navigation)

Must have IFR approach approved WAAS, GPS, GPS based FMS systems, or RNP-0.3 systems based on GPS or DME/DME. Other RNAV approach systems require special approval.

NOTE: DME/DME RNP-0.3 systems are not authorized unless a chart note indicates DME/DME availability, for example, "DME/DME RNP-0.3 authorized." Specific DME facilities may be required, for example, "DME/DME RNP-0.3 authorized. ABC, XYZ required."

For a more complete explanation, refer to Notices to Airmen Publications or access the FAA Home Page (www.faa.gov/ntap) or Jeppesen's home page (www.jeppesen.com/download/briefbull/den00-arnav.pdf).

Terminal Arrival Area (TAA)

The objective of the Terminal Arrival Area (TAA) is to provide a new transition method for arriving aircraft equipped with FMS and/or GPS navigational equipment. The TAA contains within it a "T" structure that normally provides a NoPT for aircraft using the approach. The TAA provides the pilot and air traffic controller with an efficient method for routing traffic from enroute to terminal structures. TAAs may appear on both current and new format GPS and RNAV IAP charts. The TAA normally consists of three areas: the straight-in area, the left base area, and the right base area. Operating procedures for the TAA are contained in the Aeronautical Information Manual (AIM) Para 1-1-21.f.

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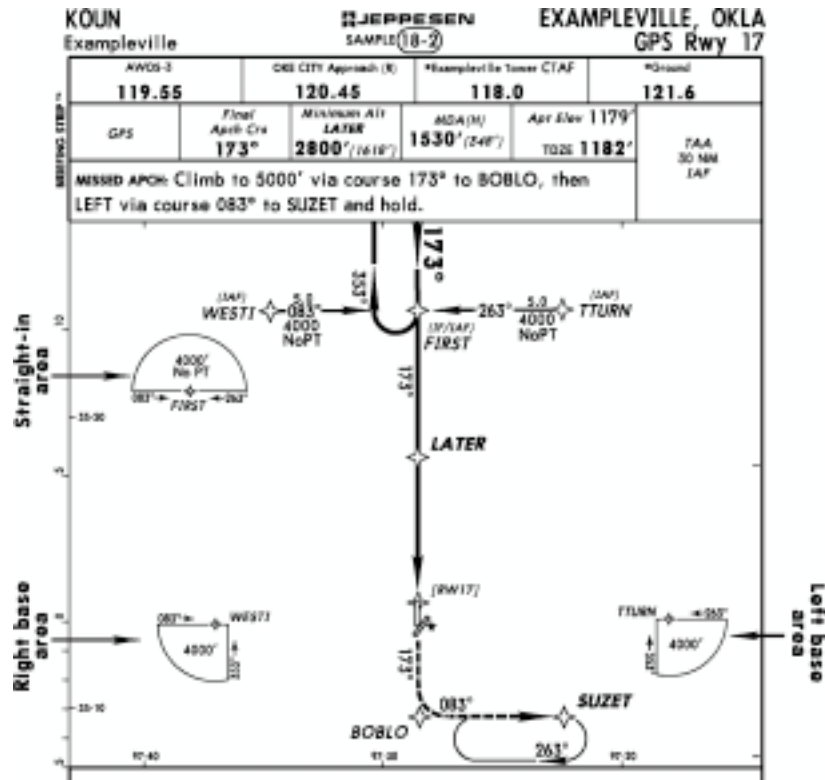


FIGURE 2- Terminal Arrival Areas (TAA)

Straight-in Area

The straight-in area is defined by a semi-circle with a 30 NM radius centered on and extending outward from the IF/IAF. The altitude shown within the straight-in area icon provides minimum IFR obstacle clearance.

Base Areas

The left and right base areas are bounded by the “bottom” of the straight-in TAA and the extension of the intermediate segment course. The base areas are defined by a 30 NM radius centered on the IAF on either side of the IF/IAF. The altitude shown within the base area icons provides minimum IFR obstacle clearance.

Note: For a more complete explanation, refer to the AIM Para 1-1-21.f. or Jeppesen’s home page (www.jeppesen.com/onlinepubs/den00-ataa.phtml).

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