

Draft approach types table

For inclusion as Figure 4, in the Part 91 AMC/GM - GM 91.307.

Approach procedure types and classifications are described in multiple ways. The purpose of the table below is to link these different descriptions together in an informative way.

Table 1: Draft Approach Types Summary

Runway type	Operation type	Operation method	Procedure classification	Approach technology: (PBN nav spec)	Procedure (minima type)		
					VOR (MDA/H)	NDB (MDA/H)	LOC (MDA/H)
Non-precision approach runway	Type A ²	2D	Non-precision approach (NPA)	Conventional Ground Based ⁶	VOR (MDA/H)	NDB (MDA/H)	LOC (MDA/H)
				PBN: (RNP APCH)	LNAV (MDA/H)	LP (MDA/H)	
		Approach procedure with vertical guidance (APV)	LNAV/VNAV (DA/H)	LPV (DH at or above 250 ft) (DA/H) ⁵			
			PBN: (RNP AR APCH)	RNP 0.x (DA/H) ⁴			
Precision approach runway	Type B ^{3&7}	3D	Precision approach (PA) procedure	PBN: (RNP APCH)	LPV (DH below 250 ft) (DA/H) ⁵		
				Conventional Ground Based	ILS (DA/H) ⁷		
				GNSS Based	GLS (DA/H) ⁷		

Notes:

1. This table is read from left to right and can be used to decode IAP terminology.
2. Type A: a minimum descent height or decision height at or above 250 ft.
3. Type B: a decision height below 250 ft. Type B includes CAT I ILSs and low-visibility CAT II and CAT III ILSs.
4. For a RNP AR APCH procedure the minima is represented as RNP 0.x where 0.x refers to the RNP value specific to the final approach segment (for example: 0.3).
5. LPV IAP are not currently available in Australia as they rely on the availability of an SBAS (satellite based augmentation system). An SBAS is expected to be available for Australian IAPs in late 2028 via the Australia / New Zealand Southern Positioning Augmentation Network (SouthPAN). Once this SBAS is available, it is expected that LPV IAP, mostly Type A but possibly a small number of Type B, will be designed and published.
6. DME or GNSS arrivals are technically classified as NPA but will only have circling minima published.
7. Obstructions and/or lack of infrastructure (for example related to non-precision approach runways as defined in the Part 139 MOS) may limit ILS or GLS PA to a decision height of 250 ft or above. In these situations, the procedure classification is still a PA but the operation type is Type A.