

WARNING - I don't really know what I'm talking about. I'm posting some research I've done. Would be nice if someone that actually knows what they are talking about to respond.

I believe the answer is if you are G3000 you select S2 (Not T1, or T2). Also, Foreflight does not allow entry of both S1 and S2. So, I selected S2.

There is a difference between RNP APCH and RNP AR APCH. The RNP AR APCH requires LOA C384. The differences are: (From [this](#) reference.) The RNP AR APCH requires special training and I'm guessing no one is flying a 100/300 with this authorization.

RNP vs. RNP AR		
	RNP OPERATION	RNP AR OPERATION
RNP Value 0.3	✓	✓
RNP Value < 0.3 (down to 0.1)		✓
Straight segment between FAP and RWY	✓	✓
Curve between FAP and RWY		✓
Minima DA / DH could be as low as 250ft	✓ *	✓
Departure and/or missed approach RNP Value < 1		✓

Noting from the G3000 user manual:



Note: The navigation databases used in Garmin navigation systems contain RNP AR (Authorization Required) special procedures. Prior to flying these procedures, pilots must have specific local authority authorization, training, and possession of the corresponding current, and legitimately-sourced chart (approach plate, etc.). Inclusion of the RNP AR in the navigation database DOES NOT imply specific local authority authorization to fly the procedure.

Also from the Garmin manual


Approach Service Level (as shown on HSI)	Description	LNAV/VNAV or LNAV Database Minima Available:	When SBAS becomes unavailable prior to one minute to FAF, at one minute to FAF will initiate a switch/downgrade to:
LNAV	RNAV GPS approach using published LNAV minima; or VOR or NDB approach using GPS guidance	LNAV	No switch or downgrade
LNAV+V	RNAV GPS approach using published LNAV minima; or VOR or NDB approach using GPS guidance. Advisory vertical guidance is provided	LNAV	No switch or downgrade
L/VNAV	RNAV GPS approach using published LNAV/VNAV minima	LNAV/VNAV	LNAV/VNAV (Baro VNAV) ❶❷
LP (available only if SBAS available)	RNAV GPS approach using published LP minima	LNAV	LNAV ❸
		No LNAV	Approach Aborted ❹
LP+V (available only if SBAS available)	RNAV GPS approach using published LP minima. Advisory vertical guidance is provided	LNAV	LNAV ❸
		No LNAV	Approach Aborted ❹
LPV (available only if SBAS available)	RNAV GPS approach using published LPV minima	LNAV/VNAV	LNAV/VNAV (Baro VNAV) ❸
		LNAV Only	LNAV
		Neither	Approach Aborted ❹
RNP AR 0.30 (optional)	RNAV RNP AR approach using published/selected RNP minima	NA	RNP (Baro VNAV) ❶
 Approach Service Level - LNAV, LNAV+V, L/VNAV, LP, LP+V, LPV, RNP AR			
❶ APR ADVISORY system message generated. Acknowledgement is required to complete the switch. ❷ APR DOWNGRADE system message generated. Downgrade will not complete until message is acknowledged. ❸ Approach is aborted. ABORT APR system message generated. ❹ If APR ADVISORY system message not acknowledged prior to the FAF, the VDI is flagged 'NO GP'.			

Table 5-22 Effects of SBAS Unavailability on GPS Approaches

Garmin has a support [document for ICAO codes](#). Here is a snippet:

APPROACH PHASE		
RNP Approach	S1	GNSS (GPS) is the primary navigation system to support RNP APCH procedures. Allows approaches with vertical guidance using GPS.
RNP Approach with Baro VNAV	S2	GNSS (GPS) is the primary navigation system to support RNP APCH procedures. Allows approaches with vertical guidance using barometric, vertical navigation (Baro-VNAV).
RNP Approach with Radius to Fix (authorization required)	T1	Special Authorization Required. GNSS (GPS) provides primary infrastructure. Allows reduced clearance, curved paths, and precise missed approach guidance.
RNP Approach without Radius to Fix (authorization required)	T2	Special Authorization Required. GNSS (GPS) provides primary infrastructure.

And, from the Embraer ICAO codes document Neil referenced

S1	RNP APCH	YES	YES
S2	RNP APCH with BARO-VNAV	YES ²	YES
T1	RNP AR APCH with RF (special authorization required)	NO	NO
T2	RNP AR APCH without RF (special authorization required)	NO	NO

(1) AVAILABLE TO AIRCRAFT EQUIPPED WITH G3000 SYSTEM VERSION 3305.00 AND ON.

(2) ONLY AIRCRAFT WITH POST-MOD SB 505-31-0018

OPT OPTION AVAILABLE

N/A NOT APPLICABLE

And, finally Garmin has a now unpublished excel sheet that has this table:

Garmin Equipment RNAV and RNP Capabilities													
Specification		RNAV 10 (RNP 10) Oceanic	B-RNAV/RNAV 5 (operations in Europe)	RNAV 2	RNAV 1	P-RNAV (operations in Europe)	RNP 4 (Oceanic)	RNP 1	RNP APCH LNAV	RNP APCH LNAV/VNAV	LP	LPV	RNP AR APCH
Reference Document	FAA	FAA Order 8400.128	FAA AC 90-96A CHG 1	FAA AC 90-100A	FAA AC 90-100A	FAA AC 90-96A CHG 1	FAA Order 8400.33	FAA AC 90-105	FAA AC 90-105	FAA AC 90-105	FAA AC 90-107	FAA AC 90-107	FAA AC 90-101A
	EASA or JAA	-	EASA AMC 20-4	-	-	JAA TGL 10 Rev 1	-	-	EASA AMC 20-27	EASA AMC 20-27 with CM-AS-002	-	EASA AMC 20-28	EASA 20-26
ICAO Flight Plan Code		A1	B2	C2	D2	D2	L1	O2	S1	S2	N/A	N/A	T1
Integrated flight decks													
G5000		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
G3000		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
G2000		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
G1000 with SBAS		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes (Note 1)	Yes	No
G1000 without SBAS		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	No