

receivers use menus where the pilot selects the airport, the runway, the specific approach procedure and finally the IAF, there is also a channel number selection method. The pilot enters a unique 5–digit number provided on the approach chart, and the receiver recalls the matching final approach segment from the aircraft database. A list of information including the available IAFs is displayed and the pilot selects the appropriate IAF. The pilot should confirm that the correct final approach segment was loaded by cross checking the Approach ID, which is also provided on the approach chart.

7. The Along–Track Distance (ATD) during the final approach segment of an LNAV procedure (with a minimum descent altitude) will be to the MAWP. On LNAV/VNAV and LPV approaches to a decision altitude, there is no missed approach waypoint so the along–track distance is displayed to a point normally located at the runway threshold. In most cases, the MAWP for the LNAV approach is located on the runway threshold at the centerline, so these distances will be the same. This distance will always vary slightly from any ILS DME that may be present, since the ILS DME is located further down the runway. Initiation of the missed approach on the LNAV/VNAV and LPV approaches is still based on reaching the decision altitude without any of the items listed in 14 CFR Section 91.175 being visible, and must not be delayed while waiting for the ATD to reach zero. The WAAS receiver, unlike a GPS receiver, will automatically sequence past the MAWP if the missed approach procedure has been designed for RNAV. The pilot may also select missed approach prior to the MAWP; however, navigation will continue to the MAWP prior to waypoint sequencing taking place.

1–1–19. Ground Based Augmentation System (GBAS) Landing System (GLS)

a. General

1. The GLS provides precision navigation guidance for exact alignment and descent of aircraft on approach to a runway. GBAS equipment provides localized differential augmentation to the Global Positioning System (GPS).

NOTE–

To remain consistent with international terminology, the FAA will use the term GBAS in place of the former term Local Area Augmentation System (LAAS).

2. GLS displays three–dimension vertical and horizontal navigation guidance to the pilot much like

ILS. GLS navigation is based on GPS signals augmented by position correction, integrity parameters, and approach path definition information transmitted over VHF from the local GBAS ground station. One GBAS station can support multiple GLS precision approaches to nearby runways within the GBAS’s maximum use distance.

3. GLS provides guidance similar to ILS approaches for the final approach segment, though the approach service volume has different dimensions (see FIG 1–1–8). The GLS approach is constructed using the RNP approach (RNP APCH) navigation specification, and may include vertically–guided turn(s) after the IAF or on the missed approach procedure. Portions of the approach prior to an IAF and after the final approach segment may also require Area Navigation (RNAV) typically using the Required Navigation Performance 1 (RNP 1) navigation specification. See paragraph 1–2–1 for more information on navigation specifications.

4. GLS consists of a GBAS Ground Facility (GGF), at least four ground reference stations, a corrections processor, a VHF Data Broadcast (VDB) uplink antenna, an aircraft GBAS receiver, and a charted instrument approach procedure.

b. Procedure

1. Pilots will select the five digit GBAS channel number of the associated GLS approach within the Flight Management System (FMS) menu or manually select the five digits (system dependent). Selection of the GBAS channel number also tunes the VDB.

2. Following procedure selection, confirmation that the correct GLS procedure is loaded can be accomplished by cross checking the charted Reference Path Indicator (RPI) or approach ID with the cockpit displayed RPI or audio identification of the RPI with Morse Code (for some systems). Distance to the runway threshold will be displayed to the pilot once the aircraft is inside the approach service volume.

3. The pilot will fly the GLS approach using many of the same techniques as ILS including using a heading or lateral steering mode to intercept the GLS final approach course and then switching to the appropriate approach navigation mode once the aircraft is within the approach service volume and prior to the glide path intercept point. See also the Instrument Procedures Handbook for more information on GLS.