

6. There are two ways to select the final approach segment of an instrument approach. Most 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. A GBAS ground installation at an airport can provide localized, differential augmentation to the Global Positioning System (GPS) signal-in-space enabling an aircraft's GLS precision approach capability. Through the GBAS service and the aircraft's GLS installation a pilot may complete an instrument approach offering three-dimensional angular, lateral, and vertical guidance for exact alignment and descent to a runway. The operational benefits of a GLS approach are similar to the benefits of an ILS or LPV approach operation.

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).

b. An aircraft's GLS approach capability relies on the broadcast from a GBAS Ground Facility (GGF) installation. The GGF installation includes at least four ground reference stations near the airport's runway(s), a corrections processor, and a VHF Data Broadcast (VDB) uplink antenna. To use the GBAS GGF output and be eligible to conduct a GLS approach, the aircraft requires eligibility to conduct RNP approach (RNP APCH) operations and must meet the additional, specific airworthiness requirements for installation of a GBAS receiver intended to support GLS approach operations. When the aircraft achieves GLS approach eligibility, the aircraft's onboard navigation database may then contain published GLS instrument approach procedures.

c. During a GLS instrument approach procedure, the installation of an aircraft's GLS capability provides the pilot three-dimensional (3D) lateral and vertical navigation guidance much like an ILS instrument approach. GBAS corrections augment the GPS signal-in-space by offering position corrections, ensures the availability of enhanced integrity parameters, and then transmits the actual approach path definition over the VDB uplink antenna. A single GBAS ground station can support multiple GLS approaches to one or more runways.

d. Through the GBAS ground station, a GLS approach offers a unique operational service volume distinct from the traditional ILS approach service volume (see FIG 1-1-9). However, despite the unique service volume, in the final approach segment, a GLS approach provides precise 3D angular lateral and vertical guidance mimicking the precision guidance of an ILS approach.

e. Transitions to and segments of the published GLS instrument approach procedures may rely on use of RNAV 1 or RNP 1 prior to an IAF. Then, during the approach procedure, prior to the aircraft entering the GLS approach mode, a GLS approach procedure design uses the RNP APCH procedure design criteria to construct the procedural path (the criteria used to publish procedures titled "RNAV (GPS)" in the US). Thus, a GLS approach procedure may include paths requiring turns after the aircraft crosses the IAF, prior to the aircraft's