

## Microwave Landing System (MLS)

### Background

Whilst current events and promulgated strategies indicate a transition to a space-based navigation solution for civil aviation, certain areas and operators within the aviation community may still adopt Microwave Landing System (MLS) as the preferred precision approach system to replace Instrument Landing System (ILS). The following points are meant to cover any future implementation of MLS:

### Operational procedures

- The flight crew should not have to make any selection of azimuth or glidepath for any MLS approach. Values in use should, however, be displayed.
- Where missed approach guidance is provided it should be capable of being flown by hand. The missed approach track should overlay a track that can be defined and followed by other navigation means in case of MLS failure.
- The pilot should be able to confirm his position at key points in the initial and intermediate approach phases. This can be achieved by reference to either an independent raw data navigation aid, or the map display as updated by means other than the MLS.
- An aeroplane certified for curved MLS approaches shall be equipped with navigation or 3-D displays in order to enable the flight crew to anticipate upcoming path changes.

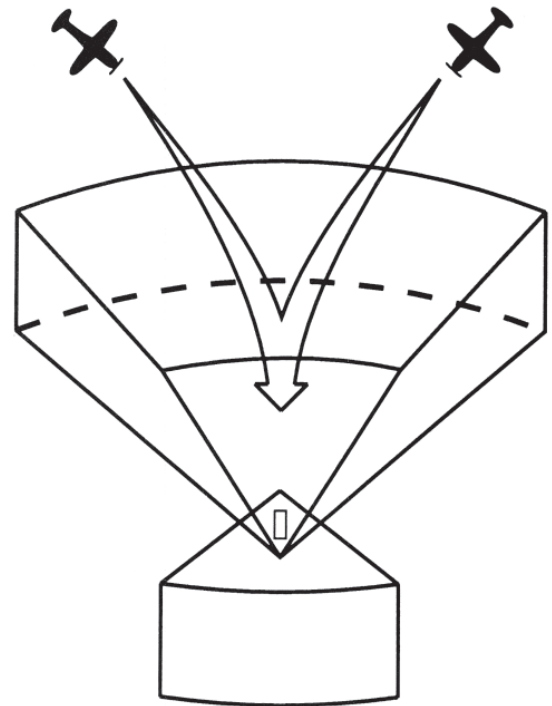


Figure 1. Coverage Volumes of Microwave Landing System (MLS): 3-D Representation