



LPV

Where, When & Why

Offering the same minima as ILS CAT I, a Localizer Performance with Vertical Guidance (LPV) approach allows operators to secure their approach more compared to any other RNAV/GNSS-based approach type. This is because it offers the lowest minima option, making it the best choice. It ensures the accuracy of an ILS CAT I but without localizer or glide slope interference issues.

Using LPV requires Satellite Based Augmentation System (SBAS) coverage, which makes the GPS input more accurate, resulting in a more stabilized approach. SBAS coverage is currently operational and interoperable in:

- » Europe (EGNOS)
- » North America, Canada, Mexico (WAAS)
- » India (GAGAN)
- » Japan (MSAS)

European Mandates

LPV approach capabilities must be implemented on airport runways where EGNOS coverage is available, and some airports are already phasing out ILS CAT I systems. Aircraft will need an approach type that matches the airports, and therefore must have LPV capabilities if flying an LPV approach.



December 3, 2020

Instrumental Runway Ends (IREs) served by NPA procedures



January 25, 2024

IREs served by precision approach (PA) procedures

June 6, 2030

ILS CAT I and GLS CAT I will become a secondary, back-up system

New SBAS Coverage

Remote runways need to implement LPV capabilities 18 months from the date that SBAS coverage becomes available

BENEFITS



Land seamlessly in unfavorable weather conditions, reducing the risk of delays, diversions or cancellations, which therefore reduces direct operating costs



Improved schedule reliability as landing can be completed independently from ground-based landing aids



Continuous Descent Operations (CDO) techniques and smoother landings means the best fuel consumption option



Straight-in approach option for some runways allows for a more flexible use of airspace and cuts down on flight times



ILS CAT 1 look-a-like approach means limited pilot training and minimal impact on operational procedures

Our Solution



EASA and FAA certified (other approvals can be acquired)



Our completely integrated SBAS Landing System (SLS) requires no changes to the aircraft's existing avionics architecture



After sales support and 24/7 assistance



The modification, for Boeing 737 NG and 757 aircraft, can be incorporated over a period of time through various installation steps during scheduled downtime



Installation Engineering Bulletin, including relevant manual updates, in one layout with clear instructions



Contact us for more information:
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