Using WAAS, aircraft can access over 4,000 runway ends in poor weather conditions with minimums as low as 200 feet. WAAS can even get you into places where an Instrument Landing System (ILS) may not be available. In addition to its unprecedented benefits related to airport access, WAAS also offers a number of other benefits. There are now twice as many WAAS procedures (LPVs and LPs) as there are ILS glide slopes in the U.S. National Airspace System.

**WAAS LPVs Outnumber Category I ILS Approaches Within the U.S.**
As of April 22, 2021, there are 4,078 LPVs serving 1,960 airports, 1,191 are non-ILS airports. The FAA is adding more new WAAS procedures each year.

**Benefits of WAAS compared with GPS for Flight Planning, Terminal and Enroute Operations**
- Allows use of LNAV/VNAV minima without temperature restrictions
- Provides vertically-guided approach procedures capability at airports that do not have ground-based navigational aids (Some infrastructure upgrades may be required to get the best possible minimums. More information is available in "Maximizing Airport Operations Using the Wide Area Augmentation System" available at [http://gps.faa.gov](http://gps.faa.gov) in library)
- Is not affected by snow reflections that can impact ILS operations
- Allows RNAV (GPS) approaches to be used for alternate airport flight planning
- Increases number of alternate airport options which improves flight planning flexibility
- Satisfies equipment requirements for ‘T’ and ‘Q’ routes (meets SFAR 97 in Alaska)
- Eliminates RAIM check requirement per AC 90-100A
- Provides three additional ranging sources (from WAAS GEOs)
- Enables extension of terminal mode operations for both departure and arrival to beyond 30 nautical miles from the airport reference point
- Increased accuracy and availability
- Eliminates ILS critical areas
- Enables ADS-B

**GPS/WAAS Technical Standard Orders**
- TSO-C145c - “Airborne Navigation Sensors Using the GPS Augmented by the Satellite-Based Augmentation System”
- TSO-C146c - “Stand-Alone Airborne Navigation Equipment Using the GPS System Augmented by the Satellite-Based Augmentation System”
LPV Approaches Enabled by a WAAS Receiver

The Localizer Performance with Vertical guidance (LPV) procedure takes advantage of the accuracy of WAAS to provide an instrument approach procedure equivalent to a Category I ILS approach. While an LPV approach looks and flies like an ILS approach, it provides the pilot with more stable vertical guidance. An LPV approach can provide minimums as low as 200 feet at qualifying airports.

WAAS LP Approaches

The Localizer Performance (LP) procedures can often provide lower minima than lateral navigation (LNAV) procedures due to the narrower Obstacle Clearance Surface (OCS). The smaller LP OCS footprint provides greater potential for avoiding more obstructions in the final approach segment that would otherwise require the minima to be higher. LPs will be published at locations where the terrain or obstructions do not allow publication of LPV procedures. As of April 22, 2021, there are 730 LPs serving 535 airports, 432 are non-ILS airports.

NOTE - WAAS receivers certified prior to TSO C-145b and TSO C-146b, even if they have LPV capability, do not contain LP capability unless the receiver has been upgraded. Receivers capable of flying LP procedures must contain a statement in the Flight Manual Supplement or Approved Supplemental Flight Manual stating that the receiver has LP capability, as well as the capability for the other WAAS and GPS approach procedure types.

Temperature Restriction does not apply to WAAS equipment

Important RNAV Approach Information

How to Request an LPV or LP Approach at Your Airport

Click on the header above or go to http://gps.faa.gov and type “request an LPV” in the search box.

Where to Find Listing of Airports with LPV and LP Approaches

Click on the header above or go to http://gps.faa.gov and click on “GPS/WAAS Approaches” in the Quick Links box.