

Belgocontrol introduces a new approach procedure at Antwerp Airport.

As of December 2015 aircraft will be able to land on the basis of satellite navigation at Antwerp International Airport. At a later stage, Belgocontrol will further apply this working procedure at the four other airports where it provides air navigation services.

Aircraft traditionally rely on ground-based navigation aids. The RNP-approach (Required Navigation Performance) is in addition based on satellite data. As from the end of this year, this procedure will be used for landings at Antwerp International Airport. Aircraft and flight crew will have to meet strict conditions.

Prior to the introduction of this RNP-approach, close consultations took place between Belgocontrol and the different airport stakeholders: the airport operator, the authorities and sector representatives active at the airport. Successful tests in July made for a final go ahead.

Numerous benefits

The RNP-procedure yields the opportunity to optimize flight paths by means of a more precise navigation. This indeed accounts for an unmistakable positive impact on the environment. Safety can thus be substantially increased in airspace with limited navigation aids. Consequently, aircraft no longer depend on very complex and expensive ground-based navigation aids. Furthermore, runway ends without ILS (Instrument Landing System) can even be used despite low visibility conditions.

Belgocontrol plans to deploy this technique at the other Belgian airports (Brussels, Ostend, Liege and Charleroi). Not only will satellite navigation be used by landing aircraft but by departing and en route aircraft as well.

