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70% of green landings at Brussels Airport in 2016

A new measuring tool helps Belgocontrol obtain precise figures of the number of green landings. In 2016 70% of aircraft landed at Brussels Airport after a continuous descent and with minimal engine power. The CDO procedure (Continuous Descent Operations) allows to reduce noise nuisance, fuel consumption and greenhouse gas emissions.

According to Belgocontrol's new measuring tool, that was developed on the basis of recommendations by EUROCONTROL, 70% of landings at Brussels Airport in 2016 was performed according to the CDO procedure in the final approach phase (at a 6,000 feet distance from the runway). The procedure that mainly reduces the noise impact of air traffic is called CDO Noise. Measurements at a higher flight level (10,000 feet) indicate that over half of the aircraft at Brussels Airport performed green landings in 2016. That procedure, called CDO Fuel, in turn helps reducing fuel consumption.

Based on theoretical calculations CDO Fuel landings have helped save airline companies about 3,000 ton of fuel over the whole of 2016. By observing that procedure the aircraft serving Brussels Airport have reduced their carbon footprint by emitting 10,000 ton less CO₂. Moreover, green landings have a positive impact on the noise levels. Because aircraft are flying for a longer period of time at a high level with minimal engine power, noise pollution at ground level is reduced by 2 to 3 dB.

First green landings at Brussels Airport in 2014

In June 2014 Belgocontrol implemented the first CDO procedures at Brussels Airport, in close collaboration with Brussels Airlines, TUI fly and Brussels Airport. Now, three years later, green landings are performed increasingly, in spite of the complexity and density of the Belgian airspace. Nevertheless, at the hours of peak traffic it is less easy to carry out CDO landings, because of the limitations in place to ensure a smooth and safe air traffic.

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CDO is a flight technique where aircraft descend without levelling off and with minimal engine power, resulting in a decrease in kerosene consumption and noise levels.



Until now the number of CDO landings was registered manually by the air traffic controllers. The new measuring tool that Belgocontrol uses is based on the analysis of radar data and precisely and automatically detects the landings that are performed in accordance with the CDO procedure. The tool also enables to map aircraft that do not make use of CDO procedures. In the long term a thorough analysis of these data should contribute to reducing the environmental footprint of aviation even more.

Belgocontrol is aware of the environmental issues

Johan Decuyper, Belgocontrol CEO: "Belgocontrol wishes to fully play its societal role. We invest in projects such as CDO procedures that are aimed to improve our environmental performances. That approach is now bearing fruit. We continue to step up our efforts in collaboration with the other aviation industry actors. At the Liege and Charleroi regional airports for example, CDO procedures are tested as we speak. Next in line, in 2018 and 2019, are the airports of Antwerp and Ostend."

[About Belgocontrol](#)

Belgocontrol is an autonomous public company, created in October 1998, with the mission to guarantee the safety of air navigation in the airspace for which Belgium is responsible. Its zone of activities extends from ground level (at Brussels Airport and the airports of Antwerp, Charleroi, Liege and Ostend) to flight level 245 (8,000 meters) above Belgium and from flight levels 145/165 to 245 for the Grand Duchy of Luxembourg.

The EUROCONTROL centre in Maastricht is responsible for the area above 8,000 metres, and jointly manages the air traffic of the upper airspace of Belgium, Luxembourg, the Netherlands and the western part of Germany..

[About FABEC](#)

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The restructuration of the European airspace into functional airspace blocks (FAB), in which the European member States are involved, is one of the most visible results of the European Single Sky regulations adopted in March 2004. Although Switzerland is not a EU member, the country also participates in the Single Sky project.

Belgocontrol, the Belgian air navigation service provider, as well as its counterparts in Germany, France, Luxembourg, the Netherlands and Switzerland constitute the member states of FABEC, which aims to improve efficiency of air navigation in central Europe. For more information about FABEC, please visit the website www.fabec.eu.

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