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## Satellite navigation landings increase safety, accessibility and capacity at Brussels Airport

**As from today, aircraft can use satellite navigation for landing at Brussels Airport. They can use that system in case the Instrument Landing System is unavailable or not present.**

Technological advances in guiding aircraft to and from airports drive procedures to make the transition from ground-based beacons to the PBN system (Performance Based Navigation) which uses satellite signals among other things.

In normal circumstances, aircraft land at Brussels Airport by making use of the ILS precision landing system (Instrument Landing System) on runways 25L/25R and 01/19. No ILS is installed on runways 07L/07R. When the ILS is unavailable – for maintenance reasons for instance – the air traffic controllers have to switch to the radar guidance system. However, air traffic controllers have to guide aircraft more intensively, which takes more time per aircraft. Which, in turn, inevitably results in delays for approaching aircraft and heavily impacts air traffic capacity.

Belgocontrol continuously invests in innovative PBN technology: at the airports of Antwerp, Charleroi and Liège our air traffic controllers are already using PBN for approaching aircraft. Now it is Brussels Airport's turn. As from today, PBN landing procedures can be performed on runways 25R/25L and 01.

Just like the ILS, satellite guidance is very precise because it functions in 3D (lateral and horizontal guidance). It boosts the airports' safety and accessibility when ILS is unavailable.

In 2016 PBN was used for approaches on runway 07L during the maintenance works on runway 01/19. The results of that period's evaluation were positive in terms of safety, capacity and noise, allowing the system to be applied there as well. All that is required is the Minister of Mobility's approval.

The use of PBN procedures does not change the preferential runway use in any way. First and foremost it serves as a back-up for the existing guidance systems and procedures. For a full conversion to PBN all aircraft shall have to make the switch as well.

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The implementation of the PBN landing procedures are co-financed by the European Union via the Connecting Europe Facility (CEF) programme of the Innovation and Networks Executive Agency (INEA).



**Co-financed by the European Union**  
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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

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](http://www.fabec.eu).

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