



On a daily basis Danish business aviation supports companies ranging from SME's to global corporations, helping them get business done efficiently. As a result, the Danish business aviation sector is significant, representing 75 aircraft, over 4,000 jobs and an annual economic input of 1.17 Billion.

There are 7,000 business aviation departures daily from Denmark, with business aviation flights representing 4% of Danish traffic. Business aviation also connects 24 Danish airports. Recent regulatory changes, such as the approval of EASA commercial single-engine operations under IMC conditions have helped grow the Danish market, and at least four single-engined aircraft are now operated commercially in the country.

At a recent meeting which included 7 Danish operators, participants agreed that introducing EGNOS-Based approaches at certain Danish airports could create business growth and provide more flexibility for business aviation operators, without compromising safety. These airports include Thisted Airport (EKTS), Herning Airport (EKHG), Lolland Falster Airport (EKMB), Sindal Airport (EKSN), Stauning Vestjylland Airport (EKVJ) and Aslev (EKCB).

By introducing such approaches, Denmark would make an important step towards relieving an airport capacity crunch that threatens delays, inefficiencies and billion EURO economic losses throughout Europe. Indeed, estimates say that by 2035, there simply won't be enough airport capacity for an estimated 12% of air transport demand. In

short, 1.9 million flights won't be able to take place, and 237 million passengers won't be able to fly.

Part of the solution exists in the form of three 3 geostationary satellites that serve as the lynchpin of the European Geostationary Navigation Overlay Service (EGNOS).

As we noted in a recent EBAA position paper, "EGNOS enables precision approaches with vertical and lateral guidance – so-called LPV – inside the RNP (Required Navigation Performance) approaches. The EGNOS-based LPV approaches guarantee similar performances to ILS cat I (200ft/800 metres visibility) approaches, but do so without the need for costly ground infrastructure."

Put differently, EGNOS allows airports with limited budgets to attract regional and business aviation traffic. The procedures also mean less noise pollution, and lower CO2 emissions.

Currently a chicken and egg dilemma hinders LPV growth in Europe, with aircraft operators unwilling to upgrade their aircraft until more procedures are available, and airports reluctant to introduce procedures until more aircraft are equipped.



However, many of the new business aircraft on the market, offer LPV standard avionics suites, meaning that the call for airports to cater to these aircraft is becoming harder to ignore.

On top of this EGNOS deployment is being boosted by successful initiatives such as GNSS (Global Navigation Satellite Systems Agency) Approaches for General Aviation (GAGA). Here project managers designed EGNOS-based operations, including approach procedures, at three small UK aerodromes. Crucially they included the CAA from the beginning of the project, identifying all issues at an early stage and avoiding surprises.

To conclude, it makes sense for the Danish CAA to continue their constructive approach towards analysing and approving EGNOS-

based approaches at the Danish Airports. Such measures will allow Danish business aviation to avoid an impending crisis and grow into a vibrant and thriving sector.

This report is based on a meeting of 24 industry representatives including representatives from Danish business aviation operators, and suppliers.

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Action Item: Coordinate with the Danish CAA to continue their constructive approach towards analysing and approving GPS approaches at the Danish Airports.