

## The added value of EGNOS-based approaches

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Credits: Dubrovnik Airport

LPV approaches offer the opportunity to maintain the availability of CAT-I operations when the ILS is out of service. Their flexibility allows even implementing temporary approaches that adapt to the changing environment of airports construction works.

Take as example Dubrovnik airport (LDDU). Located in the Dalmatian coast of Croatia, LDDU is one of the most important airports in Croatia in terms of number of passengers and operations.

From 2017 to Q1 2019, an extensive reconstruction work took place in the airport to replace the entire pavement on its RWY 12/30.

Due to the construction work, several operational restrictions had to be

established. One of the most important was the displacement of the runway thresholds during almost 2 years of work.

Associated to this, and since December 2018 when THR12 (Threshold 12) was displaced by 1050 metres, the Instrument Approach Procedures (IAC) serving RWY12 (Runway 12) had to be either temporarily redefined or suspended.

This was a good opportunity to demonstrate the flexibility and added value of EGNOS-based approaches. While the ILS 12 had to be suspended, a temporary RNAV GNSS Y 12 was published, allowing LPV equipped airlines such as Croatia Airlines to benefit from the accurate horizontal and vertical guidance provided by EGNOS.