

## VistaJet's view as the world's largest fleet operator with aircraft approved for EGNOS approaches

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Credits: VistaJet

[VistaJet](#) was founded in 2004, and offers global services unlike any other company in business aviation. With unparalleled experience flying in and out of the hardest-to-reach destinations, VistaJet has arranged for heads of state, corporate leaders, entrepreneurs and private individuals to fly to over 1,900 airports over the world. VistaJet's iconic silver and red-striped fleet is composed of over 70 Bombardier aircraft, from the Challenger 350 to the Global 7500.

Data from the research presented by The Jet Traveler Report, highlights that the most common reasons for passengers to use private jets include maximizing and being in control of time, perceptions of safety, mitigating risk and perceived value. These criteria can be satisfied by operating safely in and out of the preferred airports by the customer- which are not generally the biggest commercial hubs.

Offering the widest coverage area in the industry, VistaJet has fully taken advantage of the capabilities offered by SBAS, and especially EGNOS, in Europe. EGNOS approaches, which have an equivalent level of safety as accurate ground-based systems, such as Instrument Landing System (ILS), are becoming fundamental both at minor airports, which are not always equipped with instrument guidance systems for landing, and at major airports, as a valid backup to traditional systems. At minor airports, especially those located in mountainous areas or areas confined by close-in obstacles, the introduction of EGNOS approaches has allowed VistaJet to safely expand aircraft operations. Traditional ground-based systems used to guide aircrafts for landing, require dedicated ground equipment that generates installation and maintenance costs, and are not fully flexible in the approach procedure design, therefore limiting the accessibility to many airports. The alternative has always

been the 'visual approach' performed by pilots using external visual references, requiring perfect visibility to ensure the avoidance of obstacles. Here are a few examples for illustration purposes of the positive impact EGNOS has had in two VistaJet destinations:

- Dübendorf, an airport in Switzerland close to Davos (where the World Economic Forum is held every year), has established an LPV (Localizer Performance with Vertical Guidance approach) approach procedure. Unlike the traditional procedure available, this new procedure based on EGNOS, is not classified as a "steep approach" and can be performed by any airplane and crew, without requiring specific aircraft modification and training.
- Thanks to EGNOS, when landing at Innsbruck, Austria, the approach procedure now starts at significantly lower altitudes, resulting in a less steep and shorter approach. In addition, the EGNOS procedures available at these two airports allow operating under the minimum weather conditions required, similar to those needed with the traditional ILS.

Aviation is going through an unprecedented change caused by the evolution of the novel coronavirus SARS-CoV-2, and some of the challenges faced a few months ago- such as congestion at airport, delays due to slots, and long approach paths—have been reduced significantly. Nonetheless, new needs are emerging, and VistaJet expects customers will prefer avoiding crowds, which are often associated with major airports. Operations at minor airports will grow to satisfy the new requirements of VistaJet customers. And so, we are continuously adapting how we operate to safely increase flexibility for our customers.