



Performance Report

1 January – 30 September 2018
Q1-Q3 2018

skeyes
Press contact

<http://press.skeyes.be>
press@skeyes.be



Definitions

Movement

An air traffic movement managed by a skeyes control unit

Incident

In aviation any incident – however small – is recorded and categorised according to a standard methodology. Depending on the seriousness of the incident and the risk associated with it, it is classified by independent experts in one of the following categories: A (severe) - B (major) - C (significant) - D (undetermined) - E (no impact on safety).

Average delay per flight

The average flight delay consists of two elements: external causes and so-called CRSTMP causes on which air traffic control has an influence. This overview only mentions the CRSTMP causes. The external factors such as the weather, runway availability, works at the airport, etc. are not included in our statistics, because they are not attributable to skeyes. The CRSTMP factors are relevant to capacity, air routes, equipment, airspace management and special events (C-Capacity, R-Routing, S-Staffing, T-Equipment, M-Airspace Management, P-Special Events).

Service unit

For the en-route traffic, the charges are proportional to the flown distance and the square root of an aircraft's mass. One service unit corresponds to the control of an aircraft of 50 tons over 100 kilometres. For the terminal zone (Brussels Airport), the charges are determined by various factors, e.g. the mass of the aircraft, the noise category and the fact that a flight is performed by day or at night.

Missed approach

A missed approach is a standard safety procedure. It is followed by a pilot when his approach is not stabilized enough and it is performed in close collaboration with air traffic control. The missed approach can have various reasons: too much upper wind, excessive speed, air traffic, runway not clear, crew members not ready, etc. The approach will then be interrupted and repeated after a repositioning phase. If the aircraft is in its final approach phase, the pilot will perform a standard procedure called go-around to gain height. After that, he can initiate a new approach.



skeyes performance Q1-Q3 2018

During the first nine months of 2018, we observed the following results (which we compare with the same period in 2017):

skeyes controlled a total of **845,477 movements** (+2.5%), with the following trends:

- increase at CANAC 2 centre (467,507 movements, +3.7%);
- increase at regional airports: Antwerp (45,294 movements, +3.1%), Charleroi (74,875 movements, +2.7%), Liège (44,556 movements, +7.2%) and Ostend (33,901 movements, +0.2%);
- decrease at Brussels Airport (179,344 movements, -1.2%).

Aviation safety: two category B incidents were recorded. A third incident is under investigation.

The **delay per en-route flight** is 0.11 min. skeyes has the second best performance within FABEC (Belgium, Luxembourg, Netherlands, Germany, France and Switzerland).

In terms of **delay per flight for arrivals**, we record a decrease at Brussels Airport (0.04 min/flight, -53.2%) and Charleroi (0.02 min/flight, -49.8%). No delays for arrivals were recorded at Antwerp, Liège (-100%) and Ostend airports.

En-route service units are up (+1.8%), as well as for the **terminal** (+4.7%).



Performance summary from January to September 2018

| Corporate performance | 2018 | Evolution compared to 2017 |
|-----------------------------------------------------|-----------|----------------------------|
| Movements (total) | 845,477 | +2.5% |
| Confirmed incidents | | |
| Category A | 0 | |
| Category B | 2 (Q1+Q2) | |
| Incidents under investigation | 1 (Q3) | |
| Service units | | |
| En-route | 2,009,445 | +1.8% |
| Terminal | 181,616 | +4.7% |
| Performance per unit | 2018 | Evolution compared to 2017 |
| National Air Traffic Control Centre (CANAC2) | | |
| Movements | 467,507 | +3.7% |
| En-route delay per movement (in minutes) | 0.11 | +2.2% |
| Brussels Airport (EBBR) | | |
| Movements | 179,344 | -1.2% |
| Delay at arrival per flight (in minutes) | 0.04 | -53.2% |
| Missed approaches | 218 | +19.8% |
| Service units | 123,392 | +2.4% |
| Antwerp Airport (EBAW) | | |
| Movements | 45,294 | +3.1% |
| Delay at arrival per flight (in minutes) | 0.00 | stable |
| Missed approaches | 9 | +80.0% |
| Service units | 3,498 | +16.1% |
| Charleroi Airport (EBCI) | | |
| Movements | 74,875 | +2.7% |
| Delay at arrival per flight (in minutes) | 0.02 | -49.8% |
| Missed approaches | 67 | +148.1% |
| Service units | 24,601 | +3.0% |
| Liège Airport (EBLG) | | |
| Movements | 44,556 | +7.2% |
| Delay at arrival per flight (in minutes) | 0.00 | -100.0% |
| Missed approaches | 50 | +4.2% |
| Service units | 26,641 | +15.5% |
| Ostend Airport (EBOS) | | |
| Movements | 33,901 | +0.2% |
| Delay at arrival per flight (in minutes) | 0.00 | stable |
| Missed approaches | 14 | stable |
| Service units | 3,483 | +8.3% |