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**Performance Report**

1 January – 31 Dec 2019Q1-Q4 2019

**skeyes**  
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**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-Q4 2019**

During the first six months of 2019, we observed the following results (which we compare with the same period in 2018):

skeyes controlled a total of **1,081,281 movements** (-1.8%), with the following trends:

* decrease at CANAC 2 centre (595,861 movements, -2.7%);
* decrease at Brussels Airport (234,461 movements, -0.4%);
* increase at all regional airports except Antwerp: Antwerp (51,729 movements, -7.5%), Charleroi (97,233 movements, +0.5%), Liège (58,733 movements, +1.0%) and Ostend (43,264 movements, +1.3%).

**Aviation safety**: six category B incidents were recorded.

The **delay per en-route flight** is 0.74 minute.

In terms of **delay per flight for arrivals** an increase was recorded at Charleroi airport (0.02 min/flight) and a decrease was recorded at Brussels Airport (0.08 min/flight) and a status quo at Liège Airport (0.03 min/flight).   
No delays for arrivals were recorded at the airports of Antwerp and Ostend.

**En-route service units** are down (-0.9%), but service units are up for the **terminal** (+1.2%).

**Performance summary from January to December 2019**

|  |  |  |
| --- | --- | --- |
| **Corporate performance** | 2019 | Evolution compared to 2018 |
| **Movements (total)** | **1,081,281** | -1.8% |
| Confirmed incidents |  |  |
| Category A | **0** |  |
| Category B | **6** |  |
| Incidents under investigation | **0** |  |
| Service units |  |  |
| En-route | **2,619,592** | -0.9% |
| Terminal | **243,271** | +1.2% |
| **Performance per unit** | 2019 | Evolution compared to 2018 |
| **National Air Traffic Control Centre (CANAC2)** |  |  |
| Movements | **595,861** | -2.7% |
| En-route delay per movement (in minutes) | **0.74** | +572.7% |
| **Brussels Airport (EBBR)** |  |  |
| Movements | **234,461** | -0.4% |
| Delay at arrival per flight (in minutes) | **0.9** | +5.6% |
| Missed approaches | **520** | +6.3% |
| Service units | **163,766** | +0.7% |
| **Antwerp Airport (EBAW)** |  |  |
| Movements | **51,729** | -7.5% |
| Delay at arrival per flight (in minutes) | **0.00** | 0.00 |
| Missed approaches | **33** | +175.0% |
| Service units | **3,791** | -10.7% |
| **Charleroi Airport (EBCI)** |  |  |
| Movements | **97,233** | +0.5% |
| Delay at arrival per flight (in minutes) | **0.02** | -79.4% |
| Missed approaches | **60** | -29.4% |
| Service units | **32,949** | +1.9% |
| **Liège Airport (EBLG)** |  |  |
| Movements | **58,733** | +1.0% |
| Delay at arrival per flight (in minutes) | **0.09** | -10.6% |
| Missed approaches | **50** | +38.9% |
| Service units | **38,020** | +4.4% |
| **Ostend Airport (EBOS)** |  |  |
| Movements | **43,264** | +1.3% |
| Delay at arrival per flight (in minutes) | **0.00** | 0.00 |
| Missed approaches | **19** | +26.7% |
| Service units | **4,745** | +0.6% |