



Performance Report

1 January – 30 Jun 2020

Q1-Q2 2020

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-Q2 2020

During the first six months of 2020, we observed the following results (which we compare with the same period in 2019):

skeyes controlled a total of **275,051 movements** (-47.3%), with the following trends:

- decrease at CANAC 2 centre (141,170 movements, -50.7%);
- decrease at Brussels Airport (54,918 movements, -52.4%);
- decrease at all regional airports: Antwerp (15,695 movements, -35.1%), Charleroi (23,780 movements, -49.3%), Liège (25,210 movements, -12.4%) and Ostend (14,278 movements, -30.9%).

Aviation safety: no category A or B incident was recorded.

The **delay per en-route flight** is 0.12 minute.

In terms of **delay per flight for arrivals** a decrease was recorded at Brussels Airport (0.06 min/flight), and no delays for arrivals were recorded at the regional airports of Antwerp, Charleroi, Liège and Ostend.

En-route service units are down (-37.2%), as well as service units for the **terminal** (-40.9%).

It is clear that the corona-crisis has had an enormous impact on air traffic.



Performance summary from January to June 2020

Corporate performance	2019	Evolution compared to 2018
Movements (total)	275,051	-47.3%
Confirmed incidents		
Category A	0	
Category B	0	
Incidents under investigation	0	
Service units		
En-route	594,314	-53.1%
Terminal	69,092	-40.9%
Performance per unit	2019	Evolution compared to 2018
National Air Traffic Control Centre (CANAC2)		
Movements	141,170	-50.7%
En-route delay per movement (in minutes)	0.12	-86.2%
Brussels Airport (EBBR)		
Movements	54,918	-52.4%
Delay at arrival per flight (in minutes)	0.06	-31.8%
Missed approaches	112	-26.8%
Service units	40,061	-49.0%
Antwerp Airport (EBAW)		
Movements	15,695	-35.1%
Delay at arrival per flight (in minutes)	0.00	0.00
Missed approaches	8	-52.9%
Service units	619	-64.6%
Charleroi Airport (EBCI)		
Movements	23,780	-49.3%
Delay at arrival per flight (in minutes)	0.00	0.00
Missed approaches	58	+75.8%
Service units	6,648	-58.3%
Liège Airport (EBLG)		
Movements	25,210	-12.4%
Delay at arrival per flight (in minutes)	0.00	-100.0%
Missed approaches	27	-20.6%
Service units	19,801	+7.2%
Ostend Airport (EBOS)		
Movements	14,278	-30.9%
Delay at arrival per flight (in minutes)	0.00	0.00
Missed approaches	2	-81.8%
Service units	1,962	-12.0%