

# PERFORMANCE REPORT

1 JANUARY - 30 JUNE 2018



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# DEFINITIONS

## MOVEMENT

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An air traffic movement managed by a Belgocontrol control unit.

## INCIDENT

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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 MOVEMENT

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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 Belgocontrol.

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

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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

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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.

# BELGOCONTROL PERFORMANCE DURING THE FIRST HALF OF 2018

During the first six months of 2018, we observe the following results (that we compare to the same period of 2017):

In terms of movements Belgocontrol controlled a total of 537,313 flights (+2.9%), with the following tendencies:



increase of the number of movements controlled by CANAC 2 (294,210 movements, +3.8%) and at the airports of Antwerp (30,256 movements, +10%), Charleroi (48,468 movements, +4.4%) and Liège (29,516 movements, +9.5%);



decrease at Brussels Airport (114,112 movements, -1.8%) and Ostend (20,751 movements, -3.5%).

In terms of aviation safety, one category B incident was recorded. A second incident is under investigation.

In terms of punctuality, Belgocontrol performs very well. As far as en-route flights are concerned, the average delay per flight is 0.06 minutes (3.6 seconds). By comparison, the average delay per flight for all en-route control centres of FABEC (Belgium, the

Netherlands, Luxembourg, Germany, France and Switzerland) amounts to 1.06 minutes (63.6 seconds). As regards flights arriving at our airports, delays are decreasing by 22%.

The en route-service units are on the rise (1,273,159 units or +3.4%).

The terminal service units are increasing by 4.7% and can be broken down as follows:

78,438 units or +2.2% at Brussels Airport;  
2,323 units or +21.5% at Antwerp airport;  
15,554 units or +5.4% at Charleroi airport;  
17,274 units or +16% at Liège airport;  
2,096 units or -0.6% at Ostend airport.

In financial terms, the turnover is increasing and reached 115.3 million EUR at the end of the first half of 2018 (+ 3.1%). The intermediate outcome (5.7 million EUR) is declining, this is due to a higher investment depreciation.



# PERFORMANCE SUMMARY FROM JANUARY TO JUNE 2018

CORPORATE PERFORMANCE		2018	Evolution compared to 2017
Movements (total)		537 313	+2.0%
Confirmed incidents			
	Category A	0	
	Category B	1	
Incidents under investigation		1	
Service units			
	En-route	1 273 159	+3.4%
	Terminal	115 685	+4.7%

PERFORMANCE PER UNIT		2018	Evolution compared to 2017
National air traffic control centre (CANAC2)			
	Movements	294 210	+3.8%
	En-route delay per movement (in minutes)	0.06	likewise
Brussels Airport (EBBR)			
	Movements	114 112	-1.8%
	Delay at arrival per movement (in minutes)	0.05	-20.9%
	Missed approaches	123	+10.9%
	Service units	78 438	+2.2%
Antwerp Airport (EBAW)			
	Movements	30 256	+10.0%
	Delay at arrival per movement (in minutes)	0.00	likewise
	Missed approaches	6	+100.0%
	Service units	2 323	+21.5%
Brussels South Charleroi Airport (EBCL)			
	Movements	48 468	+4.4%
	Delay at arrival per movement (in minutes)	0.02	-1.7%
	Missed approaches	45	+125.0%
	Service units	15 554	+5.4%
Liège Airport (EBLG)			
	Movements	29 516	+9.5%
	Delay at arrival per movement (in minutes)	0.00	-100%
	Missed approaches	28	+21.7%
	Service units	17 274	+16.0%
Ostend Airport (EBOS)			
	Movements	20 751	-3.5%
	Delay at arrival per movement (in minutes)	0.00	likewise
	Missed approaches	11	+175.0%
	Service units	2 096	-0.6%