



Performance Report

1 January – 31 March 2019

Q1 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 2019

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

skeyes controlled a total of **221,437 movements** (-7.3%), with the following trends:

- decrease at CANAC 2 centre (119,224 movements, -9.1%);
- decrease at Brussels Airport (50,875 movements, -2.8%);
- decrease at all regional airports: Antwerp (10,068 movements, -19%), Charleroi (19,460 movements, -5.1%), Liège (13,332 movements, -2%) and Ostend (8,478 movements, -2.6%).

Aviation safety: no category A and B incidents.

The **delay per en-route flight** is 0.41 minute (it was 0.00 min/flight during Q1 2018).

In terms of **delay per flight for arrivals** we record a decrease at Charleroi airport (0.00 min/flight) and an increase at Brussels Airport (0.12 min/flight) and Liège Airport (0.10 min/flight).

No delays for arrivals were recorded at the airports of Antwerp and Ostend.

En-route service units are up (+1.2%), as well as for the **terminal** (+1.3%).



Performance summary from January to March 2019

Corporate performance	2019	Evolution compared to 2018
Movements (total)	221,437	-7.3%
Confirmed incidents		
Category A	-	
Category B	-	
Incidents under investigation	-	
Service units		
En-route	584,586	+1.2%
Terminal	53,780	+1.3%
Performance per unit	2019	Evolution compared to 2018
National Air Traffic Control Centre (CANAC2)		
Movements	119,224	-9.1%
En-route delay per movement (in minutes)	0.41	0.00 in Q1 2018
Brussels Airport (EBBR)		
Movements	50,875	-2.8%
Delay at arrival per flight (in minutes)	0.12	+193%
Missed approaches	75	+15.4%
Service units	35,872	-0.7%
Antwerp Airport (EBAW)		
Movements	10,068	-19%
Delay at arrival per flight (in minutes)	0.00	0.00 in Q1 2018
Missed approaches	9	+200%
Service units	721	-24.2%
Charleroi Airport (EBCI)		
Movements	19,460	-5.1%
Delay at arrival per flight (in minutes)	0.00	0.04 in Q1 2018
Missed approaches	14	-22.2%
Service units	6,951	+2.9%
Liège Airport (EBLG)		
Movements	13,332	-2%
Delay at arrival per flight (in minutes)	0.10	0.00 in Q1 2018
Missed approaches	16	+14.3%
Service units	9,196	+10.1%
Ostend Airport (EBOS)		
Movements	8,478	-2.6%
Delay at arrival per flight (in minutes)	0.00	0.00 in Q1 2018
Missed approaches	6	+100%
Service units	1,037	+15.4%