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Runway Performance Report **2024**

KORTIJK-WEVELGEM AIRPORT

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Runway performance report

Kortrijk-Wevelgem Airport

EXECUTIVE SUMMARY

Skeyes has been publishing runway performance reports since 2014, for all airports at which Air Traffic Control (ATC) services are provided. Since the end of 2017, Aerodrome Flight Information Services (AFIS) are provided at Kortrijk-Wevelgem Airport (ICAO code: EBKT), and since the installation of skeyes' Airport Movement System at the end of 2018, sufficient data has been collected to produce annual Runway Performance Reports, which provide information on key performance indicators in terms of traffic figures, safety occurrences, and punctuality. This report provides an overview of skeyes' operations at Kortrijk-Wevelgem Airport for the year 2024, with a comparative analysis against the pre-COVID-19 reference year of 2019. 2019 is often used as the reference year for aviation traffic because it represents the last full year of normal operations before the COVID-19 pandemic significantly disrupted global air travel. In 2019, the aviation industry experienced record-high passenger numbers and growth, making it a reliable benchmark for comparing pre-pandemic and post-pandemic traffic levels.

Traffic

Kortrijk-Wevelgem Airport saw a recovery in 2024, with the total number of aircraft movements rising to 28,605—93% of 2019 levels. IFR traffic continued its upward trend, increasing by 5% compared to 2023, reaching 5,350 flights—a 65% rise from 2019. This growth underscores the airport's expanding role in business and charter aviation. VFR movements were consistent at 23,255, however they were 15% lower than before the pandemic, showing that market and weather-related reasons persisted.

Favourable weather increased VFR flights by 32% in November 2024 compared to the previous year, but adverse weather decreased their number by 11% in December. Sundays saw less activity than Saturdays, which remained the busiest day as in prior years. Special events and operational disruptions, such as power outages and maintenance closures, also altered traffic patterns.

The airport's market mix recovered, with private and business aircraft accounting for 68% of all movements after falling to 55% in 2023. Key routes remained focused on business and luxury destinations, with Nice Côte d'Azur and Cannes-Mandelieu leading the way, together with additional significant ties to Sion, Ibiza, and Málaga.

Due to the continued demand for private and charter flights, Luxaviation Belgium continued to be the airport's leading operator in 2024, with 1,387 movements. Operators like NetJets Europe and Flying Group Luxembourg also maintained strong activity, while Ostend Air College underscored the airport's role in aviation training.

While total traffic remains below pre-pandemic levels, IFR growth and premium market demand highlight Kortrijk-Wevelgem Airport's growing position as a key hub for business and charter aviation.

Safety

The 2024 safety chapter discusses runway safety events, investigations, and steps made to improve safety. There were no runway incursions, but seven runway safety incidents were reported. These reports included miscommunications at holding points, unauthorized taxiing, and one runway excursion. The number of reported safety occurrences grew to 70 from 46 in 2023, 33 in 2022, and 34 in 2019. This surge is attributed to improvements in data tracking, categorization of airspace violations, and increased reporting by new trainees. The figures demonstrate a continuous emphasis on monitoring, reporting, and upholding high safety standards.

Punctuality

The 2024 punctuality chapter investigates ATFM delays influencing arrivals and departures at Kortrijk-Wevelgem Airport. The FABEC Performance Plan categorizes delays, with ATC Capacity, Routing, and Staffing serving as important drivers. In 2024, a total of 10,860 minutes of delay were recorded—4,907 for departures and 5,953 for arrivals. Only 333 minutes (3%) of this were attributable to skeyes, demonstrating that air traffic management is becoming more efficient and showing a drop from previous years.

Other ANSP-caused delays, especially those brought on by the French ATC strikes, were still considerable but improved from 2023 thanks to new rules mandating 48-hour strike notifications. The majority of delays (57% for arrivals and 61% for departures) were minor, lasting between one and 15 minutes. Delays exceeding an hour were rare and primarily linked to disruptions outside skeyes' control. Overall, despite increased flight movements, the reduction in skeyes-related delays demonstrates enhanced operational resilience and efficiency.

SAMENVATTING

Sinds 2014 publiceert skeyes Runway Performance Reports voor alle luchthavens waar luchtverkeersleidingsdiensten (ATC, Air Traffic Control) worden verleend. Sinds eind 2017 worden vluchtinformatiediensten (AFIS, Aerodrome Flight Information Services) verleend op de luchthaven van Kortrijk-Wevelgem (ICAO-code: EBKT). Sedert de installatie van het Airport Movement System (AMS) van skeyes eind 2018 zijn voldoende gegevens verzameld om jaarverslagen over de baanprestaties op te stellen, met informatie over de kernprestatie-indicatoren inzake verkeerscijfers, veiligheidsvoorvallen en stiptheid. Dit verslag biedt een overzicht van de activiteiten van skeyes op de luchthaven van Kortrijk-Wevelgem voor het jaar 2024, met een vergelijkende analyse ten opzichte van het referentiejaar 2019 van vóór COVID-19. 2019 wordt vaak gebruikt als referentiejaar voor het luchtverkeer omdat dit het laatste volledige jaar is waarin 'normaal' werd gevlogen voordat de COVID-19-pandemie het wereldwijde luchtverkeer aanzienlijk verstoorde. In 2019 kende de luchtvaartsector recordhoge passagiersaantallen en dito groei, waardoor het een betrouwbare benchmark is voor het vergelijken van de verkeersniveaus van vóór en na de pandemie.

Verkeer

De luchthaven van Kortrijk-Wevelgem kende een herstel in 2024, met een toename van het totale aantal vliegtuigbewegingen tot 28.605 (93% van het niveau van 2019). Het IFR-verkeer zette zijn opwaartse trend voort en steeg met 5% ten opzichte van 2023 tot 5.350 vluchten - een stijging met 65% ten opzichte van 2019. Deze groei onderstreept de groeiende rol van de luchthaven in de zaken- en charterluchtvaart. De VFR-bewegingen bleven constant met 23.255, maar lagen 15% lager dan vóór de pandemie, wat aantoont dat oorzaken als luchtvaartmarkt- en weersomstandigheden een blijvende impact hadden.

Gunstige weersomstandigheden deden het aantal VFR-vluchten in november 2024 met 32% toenemen ten opzichte van het voorgaande jaar; ongunstige weersomstandigheden deden hun aantal in december met 11% dalen. 's Zondags was er dan weer minder activiteit dan op zaterdag die net als in de voorgaande jaren de drukste dag bleef. Bijzondere gebeurtenissen en operationele storingen zoals stroomonderbrekingen en sluitingen wegens onderhoud veranderden ook de verkeerspatronen.

De marktmix van de luchthaven herstelde zich, met privé- en zakenvliegtuigen die 68% van alle bewegingen voor hun rekening namen, na een daling tot 55% in 2023. De belangrijkste routes bleven gericht op zaken- en luxebestemmingen, met Nice Côte d'Azur en Cannes-Mandelieu als koplopers, samen met bijkomende belangrijke verbindingen naar Sion, Ibiza en Málaga.

Door de aanhoudende vraag naar privé- en chartervluchten was Luxaviation Belgium ook in 2024 de grootste exploitant op de luchthaven, met 1.387 bewegingen. Exploitanten zoals NetJets Europe en Flying Group Luxembourg bleven ook een sterke activiteit behouden, terwijl het Ostend Air College de rol van de luchthaven in luchtvaartopleidingen onderstreepte.

Hoewel het totale verkeersniveau onder dat van vóór de pandemie blijft, belichten de groei van het IFR-verkeer en de vraag vanuit het luxemarktsegment de groeiende positie van de luchthaven van Kortrijk-Wevelgem als belangrijk knooppunt voor zaken- en charterluchtvaart.

Veiligheid

In het hoofdstuk 'veiligheid 2024' wordt het volgende besproken: de veiligheidsvoorvallen op de banen, de veiligheidsonderzoeken en de stappen die we zetten om de veiligheid te verbeteren. Er deden zich geen runway incursions voor, maar er werden zeven veiligheidsincidenten op de banen gemeld. Die meldingen omvatten miscommunicatie op wachtpunten, niet-toegestaan taxiën en één runway excursion. Het aantal gemelde veiligheidsvoorvallen nam van 46 in 2023, 33 in 2022 en 34 in 2019 toe tot 70. Die toename kan worden toegeschreven aan de volgende elementen: betere data tracking, categorisering van luchtruimschendingen en meer meldingen door nieuwe trainees. De cijfers tonen aan dat er voortdurend wordt gehamerd op monitoring, rapportering en handhaving van hoge veiligheidsnormen.

Stiptheid

In het hoofdstuk 'stiptheid 2024' worden de ATFM-vertragingen die een invloed hebben op de aankomende en vertrekkende vluchten op de luchthaven van Kortrijk-Wevelgem onderzocht. Het FABEC-prestatieplan brengt vertragingen in categorieën onder, met ATC-capacity, Routing en Staffing als voornaamste factoren. In 2024 werd in totaal 10.860 minuten vertraging opgetekend - 4.907 minuten voor vertrekkende vluchten en 5.953 voor aankomende vluchten. Slechts 333 minuten (3%) daarvan waren toe te schrijven aan skeyes – een daling ten opzichte van vorige jaren - wat aantoont dat het luchtverkeer almaar efficiënter beheerd wordt. Andere vertragingen die door de luchtvaartnavigatiedienstverleners worden veroorzaakt – in het bijzonder door stakingen van de Franse luchtverkeersleiding - waren nog altijd aanzienlijk maar verbeterden vanaf 2023 dankzij nieuwe regels die stakingsmeldingen 48 uur op voorhand verplicht maakten. De meeste vertragingen (57% voor aankomende vluchten en 61% voor vertrekkende vluchten) waren gering en duurden tussen 1 en 15 minuten. Vertragingen van meer dan een uur waren zeldzaam en hielden voornamelijk verband met storingen waar skeyes geen controle over had. In het algemeen toont de afname van de skeyes-gerelateerde vertragingen aan dat de operationele veerkracht en efficiëntie verbeterd zijn, ondanks de toegenomen vliegbewegingen.

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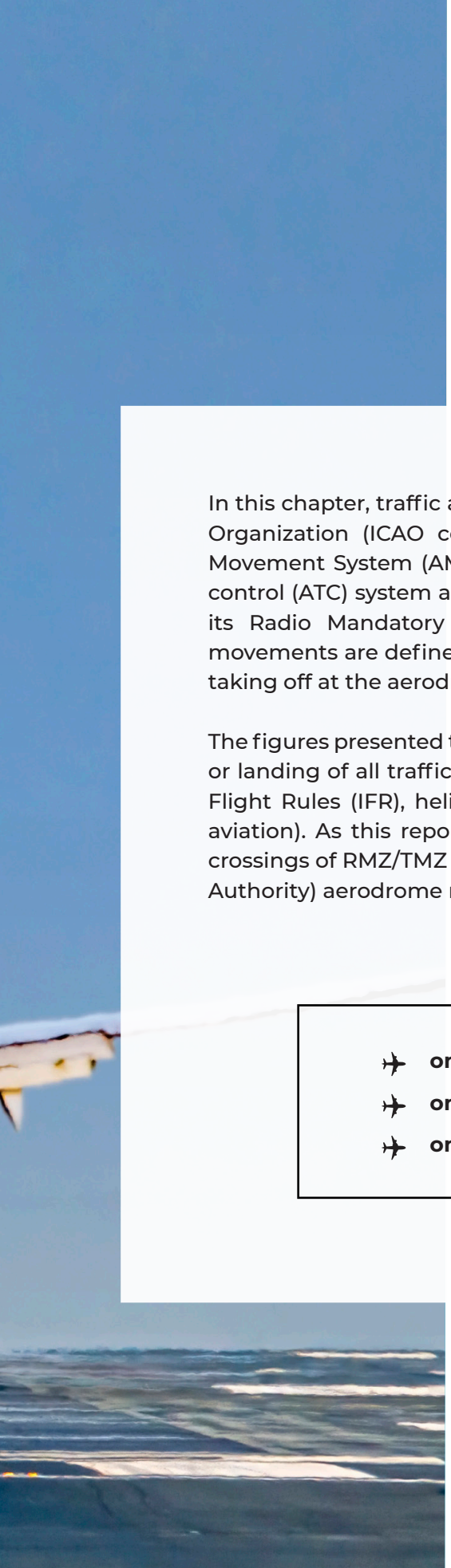
GLOSSARY

AFISO:	Aerodrome Flight Information Services Officer
AMC:	Acceptable Means of Compliance
AMS:	Airport Movement System
ANSP:	Air Navigation Service Provider
ATC:	Air Traffic Control
ATFM:	Air Traffic Flow Management
ATM:	Air Traffic Management
CAA	Civil Aviation Authority
BCAA:	Belgian Civil Aviation Authority
COVID-19:	Coronavirus Disease 2019
DSA:	Drone Service Application
EASA:	European Union Aviation Safety Agency
EBAW:	Antwerp International Airport ICAO Code
EBFN:	Koksijde Airbase ICAO Code
EBKT:	Kortrijk-Wevelgem Airport ICAO Code
EBOS:	Ostend–Bruges International Airport ICAO Code
EU:	European Union
FABEC:	Functional Airspace Block Europe Central
ICAO:	International Civil Aviation Organization
IFR:	Instrument Flight Rules
IMC:	Instrument Meteorological Condition
LRST:	Local Runway Safety Team
NOTAM	Notice to Airmen
PANS:	Procedures for Air Navigation Services
RAT:	Risk Analysis Tool
RMZ:	Radio Mandatory Zone
SID:	Standard Instrument Departures
TCAS RA:	Traffic Alert and Collision Avoidance System Resolution Advisory
TMZ:	Transponder Mandatory Zone
TWY:	Taxiway
UAS:	Unmanned Aircraft System
VFR:	Visual Flight Rules


1
TRAFFIC



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In this chapter, traffic at Kortrijk-Wevelgem Airport (International Civil Aviation Organization (ICAO code: EBKT)) is presented as recorded by the Airport Movement System (AMS). The AMS is an in-house developed tower air traffic control (ATC) system and records the movements at an aerodrome and within its Radio Mandatory Zone/Transponder mandatory zone (RMZ/TMZ). The movements are defined as an aircraft either crossing the RMZ/TMZ, landing or taking off at the aerodrome.

The figures presented throughout the report consider a movement as a take-off or landing of all traffic (flights under Visual Flight Rules (VFR) and Instrument Flight Rules (IFR), helicopters and airplanes, commercial, military or general aviation). As this report considers runway performance, movements such as crossings of RMZ/TMZ are not considered. As per BCAA's (Belgian Civil Aviation Authority) aerodrome movement definition:

- **one take-off = one movement**
- **one landing = one movement**
- **one touch-and-go = two movements**

Traffic Overview

YEARLY FIGURES

The total number of aircraft movements at Kortrijk-Wevelgem Airport for the last five years is as follows:

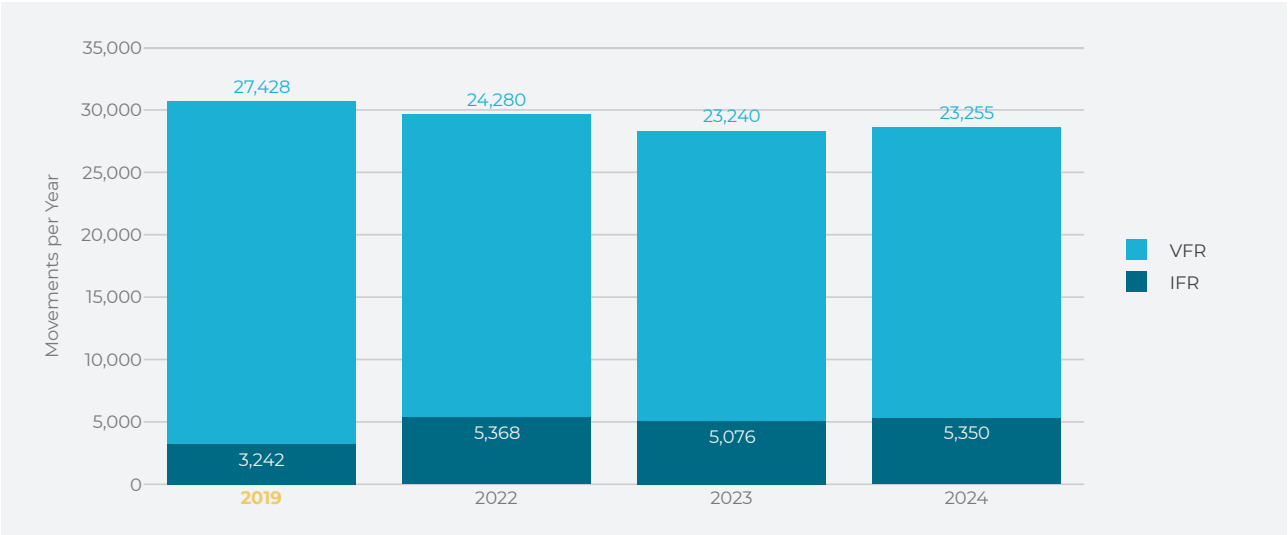
2019:	**30,670 movements**	(3,242 IFR;	27,428 VFR)
2022:	**29,648 movements**	(5,368 IFR;	24,880 VFR)
2023:	**28,316 movements**	(5,076 IFR;	23,240 VFR)
2024:	**28,605 movements**	(5,350 IFR;	23,255 VFR)

Kortrijk-Wevelgem Airport had 30,670 movements in 2019, before the COVID-19 pandemic. By 2022, activity had increased to 97% of 2019 levels, with IFR flights outpacing pre-pandemic rates. However, in 2023, overall movements fell to 28,316, accounting for 92% of 2019 activity.

Figure 1.1 shows that Kortrijk-Wevelgem Airport experienced a rise in movements in 2024, reaching 28,605, or 93% of 2019 levels. IFR traffic continued to outperform pre-COVID-19 volumes, rising by 65% from 3,242 in 2019 to 5,350 in 2024, highlighting the airport's expanding role in business aviation. Meanwhile, VFR movements, which make up the majority of traffic, remained below 2019 levels. They have dropped by 15% since 2019. This decline reflects a combination of factors, including shifts in general aviation and leisure travel, as well as broader economic influences.

These numbers show a recovery trend at Kortrijk-Wevelgem Airport, with IFR traffic continuing to rise while VFR activity remains the principal driver of overall traffic.

Figure 1.1: *Historical traffic overview*



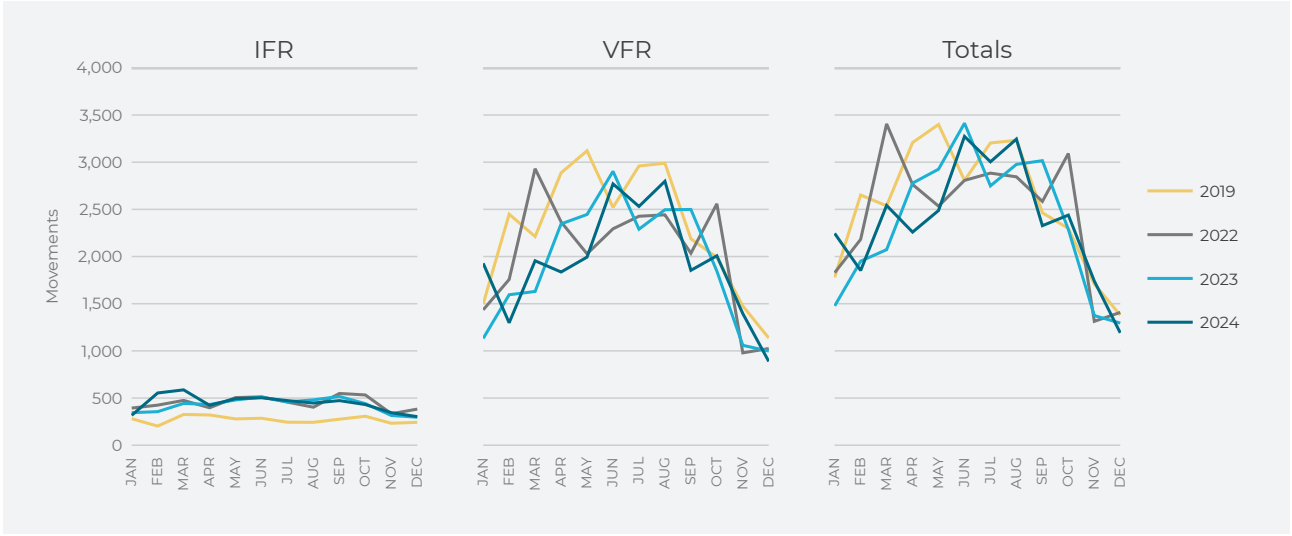
MONTHLY FIGURES

Figure 1.2 depicts the monthly trends in IFR, VFR, and total movements at Kortrijk-Wevelgem Airport in 2019 and between 2022 and 2024.

VFR movements followed seasonal patterns consistent with the previous years' weather trends, with the usual peak occurring in the summer months (June through August). In 2024, there were 23,255 VFR movements, roughly the same as 23,240 in 2023, but down from 27,428 in 2019. November 2024 saw a 32% increase over November 2023, thanks to favourable weather conditions late in the month. In contrast, December 2024 recorded an 11% decline compared to the previous year, as nearly half the month experienced Instrument Meteorological Conditions (IMC).

As mentioned, IFR movements saw growth, especially in February and March. Compared to 2019, IFR traffic jumped 173% in February and 80% in March 2024 and with a 56% increase in February and 32% in March compared to 2023. When measured against 2022, IFR flights were up 30% in February and 24% in March 2024.

Figure 1.2: *Monthly IFR and VFR movements per year*



The presence of 105 unique airlines departing from Kortrijk-Wevelgem Airport in 2024 highlights the airport's renewed interest as a hub for business and charter flights. This trend is further evidenced in ***Table 1.1*** by the high demand for IFR—nearly matching the peak levels seen in 2022, particularly during the first quarter, when February and March 2024 experienced an increase over 2023 figures.

Table 1.1: *Monthly movements per flight rule per year*

		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	Total
IFR	**2019**	281	203	326	321	279	286	244	243	276	307	233	243	**3,242**
	2022	394	425	475	397	505	513	457	403	549	533	334	383	**5,368**
	2023	345	356	443	432	480	510	459	481	517	441	315	297	**5,076**
	2024	317	554	587	423	494	503	473	447	473	431	345	303	**5,350**
	2024 *vs* 2019	+13%	+173%	+80%	+32%	+77%	+76%	+94%	+84%	+71%	+40%	+48%	+25%	+65%
	2024 *vs* 2023	-8%	+56%	+33%	-2%	+3%	-1%	+3%	-7%	-9%	-2%	+10%	+2%	+5%
VFR	**2019**	1,498	2,449	2,212	2,887	3,121	2,521	2,960	2,989	2,188	1,991	1,476	1,136	**27,428**
	2022	1,435	1,757	2,931	2,367	2,029	2,294	2,427	2,442	2,035	2,559	979	1,025	**24,280**
	2023	1,132	1,595	1,630	2,346	2,446	2,903	2,290	2,496	2,499	1,846	1,059	998	**23,240**
	2024	1,928	1,298	1,955	1,836	1,994	2,770	2,531	2,798	1,854	2,008	1,395	888	**23,255**
	2024 *vs* 2019	+29%	-47%	-12%	-36%	-36%	+10%	-14%	-6%	-15%	0%	-5%	-22%	-15%
	2024 *vs* 2023	+70%	-19%	+20%	-22%	-18%	-5%	+11%	+12%	-26%	+9%	+32%	-11%	0%
Total	**2019**	1,779	2,652	2,538	3,208	3,400	2,807	3,204	3,232	2,464	2,298	1,709	1,379	**30,670**
	2022	1,829	2,182	3,406	2,764	2,534	2,807	2,884	2,845	2,584	3,092	1,313	1,408	**29,648**
	2023	1,477	1,951	2,073	2,778	2,926	3,413	2,749	2,977	3,016	2,287	1,374	1,295	**28,316**
	2024	2,245	1,852	2,542	2,259	2,488	3,273	3,004	3,245	2,327	2,439	1,740	1,191	**28,605**
	2024 *vs* 2019	+26%	-30%	0%	-30%	-27%	+17%	-6%	0%	-6%	+6%	+2%	-14%	-7%
	2024 *vs* 2023	+52%	-5%	+23%	-19%	-15%	-4%	+9%	+9%	-23%	+7%	+27%	-8%	+1%

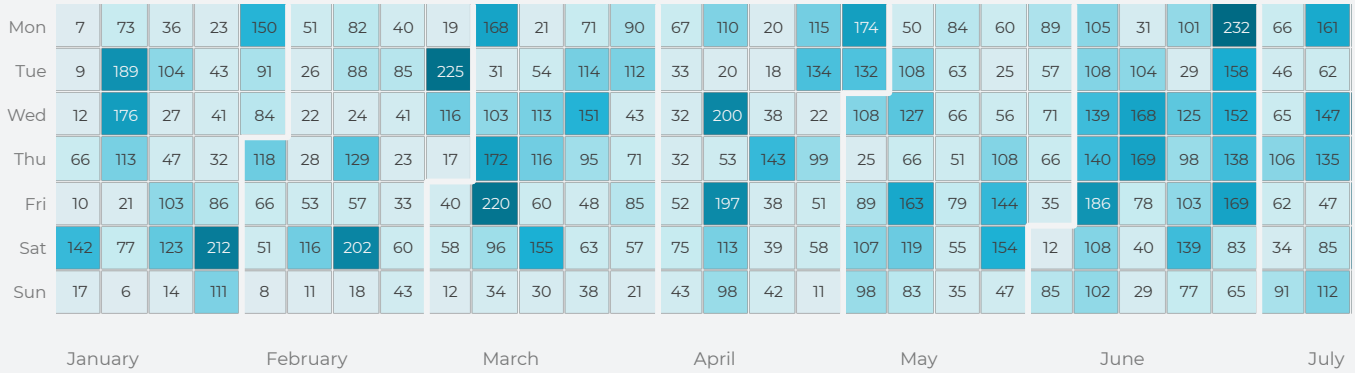


Figure 1.3: *Calendar view of movements per day in 2024*

In 2024, aviation traffic at Kortrijk-Wevelgem Airport was impacted by a variety of disruptions and special events that affected air traffic flow throughout the year (see ***Figure 1.3***). However, a few key events had a major impact on flight schedules, either temporarily slowing things down or increasing activity.

- On the eighth of October, the airport was closed from 06:45 to 08:45 for maintenance on the electrical system, briefly stopping operations.
- In mid-September, a special event marked the 100th anniversary of the Belgian Military Flying School, which, while not disrupting regular operations, brought more aviation activity to the airport and highlighted its historical importance.
- On the 20th of August, a power failure led to a closure of more than one hour, affecting planned flights.
- An important event occurred on May 22nd, when the airport was temporarily closed from 10:30 to 11:30 to conduct drone demo tests. This event was part of the unveiling of a new drone detection system at Kortrijk-Wevelgem Airport, which is a significant step toward its growth as a future drone hub.
- On the 20th of March, a nose gear collapsed on the runway, creating several hours of delays.

84	110	154	118	88	177	144	118	22	59	25	18	85	31	51	69	30	42	63	45	35	20	61	56	10
35	72	135	143	124	68	91	58	81	68	33	49	62	56	103	9	7	105	8	80	129	27	48	1	11
196	111	89	134	97	147	105	109	61	67	19	103	17	99	106	50	7	96	43	17	94	26	41	9	
119	96	32	164	81	97	211	34	78	117	38	105	31	84	139	146	11	26	86	189	15	31	24	8	
134	114	67	96	21	67	149	19	96	185	25	108	139	78	111	7	23	86	59	173	79	64	168	13	
136	80	73	127	91	39	139	139	163	147	78	153	73	60	95	71	6	150	25	145	6	19	29	64	
39	81	72	105	86	92	110	93	143	37	87	48	76	14	89	68	16	52	4	42	19	26	10	6	

August September October November December

Movements

200

150

100

50

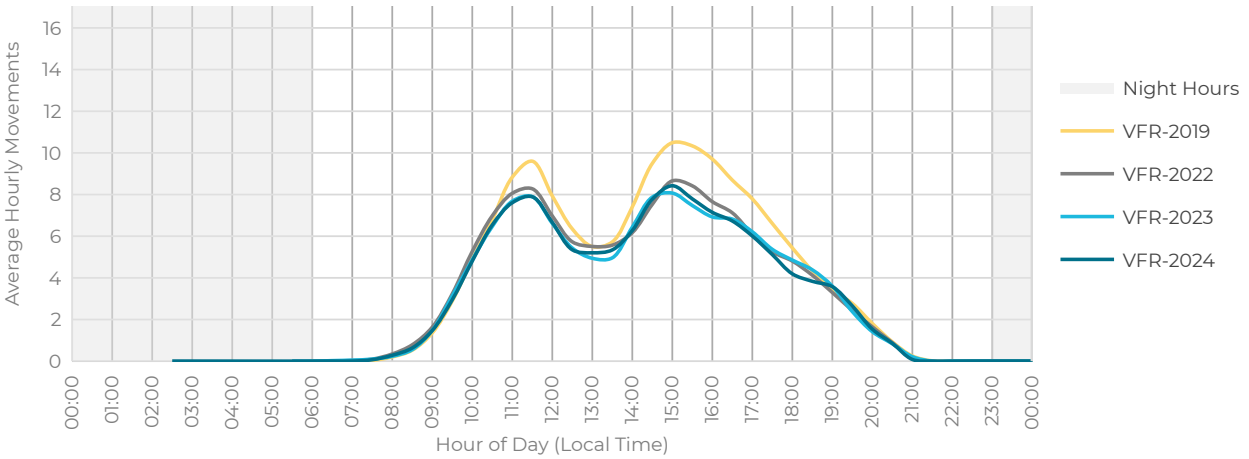
Traffic Patterns

The following ***Figures (1.4 and 1.5)*** illustrate the average hourly movements (in local time) for both VFR and IFR traffic across seasons and weekdays at Kortrijk-Wevelgem Airport. This analysis compares trends observed in the past three years (2022, 2023, and 2024) with 2019 as the reference year, highlighting how patterns are affected by weather conditions, daylight hours, and weekly activity.

Looking at the average hourly VFR traffic patterns at Kortrijk-Wevelgem Airport in ***Figure 1.4***, a decrease in traffic is shown from 12:00 to 14:00. VFR traffic regularly exhibits two peaks: one in the late morning at around 11:30 and another in the afternoon at approximately 15:00. Furthermore, noise restrictions for training flights and shorter daylight hours, particularly in the winter, cause VFR activity to decline after 17:00.

IFR movements, on the other hand, are spread out more evenly throughout the day, which reflects their more regular schedule and less reliance on the weather. Additionally, they are dependent on the aerodrome's operating hours, which are seven days a week from 06:00 LT to 21:00 LT, with possible extensions until 23:00 LT.

Figure 1.4: *Average hourly VFR movements per year*



Due to seasonal fluctuations, the hourly traffic patterns at Kortrijk-Wevelgem Airport in 2024 show clear tendencies (***Figure 1.5***):

Winter

Winter continues to have the lowest traffic volumes, primarily due to the airport's reliance on VFR traffic, which is heavily influenced by daylight and weather conditions. Peak movements occur at 11:30 and 15:00, but activity diminishes significantly after 17:00 due to reduced daylight hours.

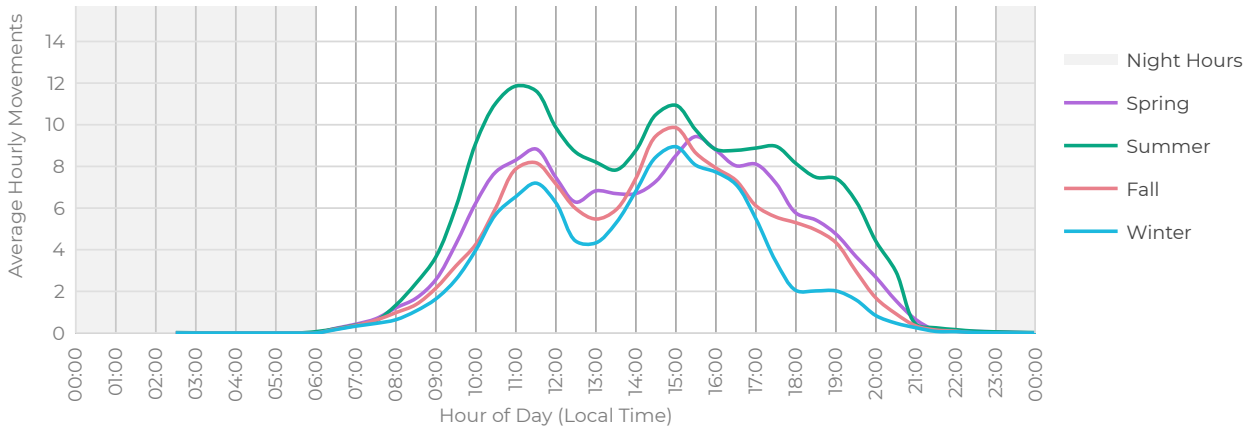
Spring and Fall

Traffic distribution follows the same trend in both spring and fall, peaking at 11:30 and 15:30, with a decrease in activity from 12:00 to 14:00 for all movement types. After 18:00, movements consistently start to decrease.

Summer

Here, a unique pattern emerges as the morning peak surpasses the afternoon. Long, sunny days in summer enable extended VFR flight hours into the evening. The plateau from 16:00 to 18:00 indicates heightened VFR activity during these hours, a phenomenon shared with other seasons, especially similar to the one during spring.

Figure 1.5: *Average hourly movements by season*



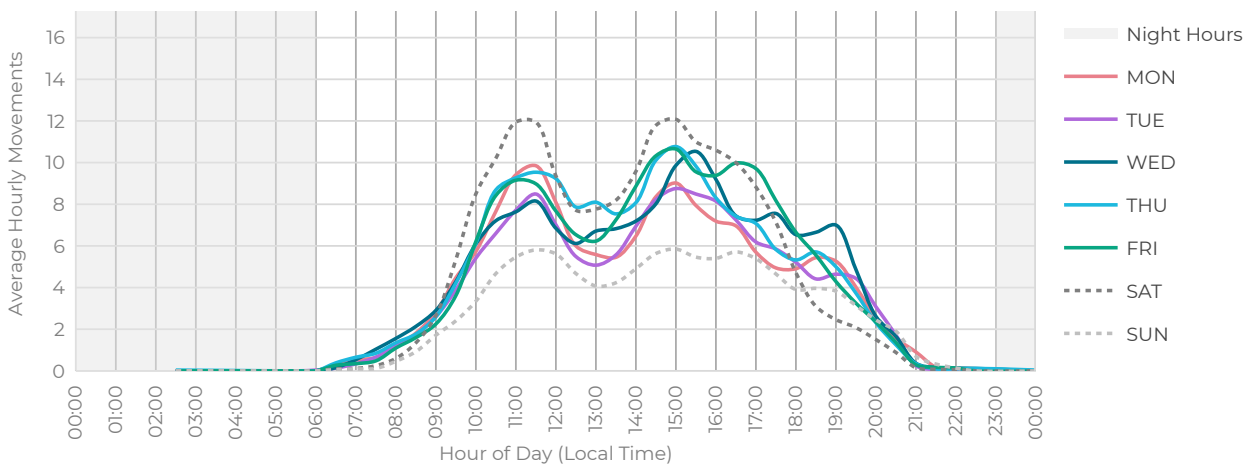
The daily changes in air traffic movements for both IFR and VFR flights are depicted in Figure 1.5, which also highlights significant patterns throughout the week. The busiest days of the week are usually Saturdays, with a notable morning surge, influenced by the restriction on training flights in the afternoon during the summer. However, movements drop significantly between 12:00 and 14:00, reflecting a lunchtime slowdown. Although there's a quiet period around midday, Saturdays are still busy overall.

In contrast, Sundays show the lowest traffic levels of the week, largely due to noise-related restrictions on training flights. Mondays have greater activity levels compared to Sundays, with peaks about 11:30 and minor surges at 15:00 and 16:30 after a lighter noon, even if their traffic patterns are comparable to those of Sundays.

With notable peaks in the morning and afternoon and a less obvious third peak at 18:30, Tuesdays and Thursdays show a more evenly distributed traffic pattern throughout the day, postponing the general evening decrease in movements.

The week's strongest morning peaks occur on Mondays and Saturdays. Traffic patterns on these days are similar to those on Tuesdays in the afternoon, with a quicker drop in traffic throughout the evening, particularly on Saturdays. Before the ultimate drop in activity on Wednesdays, there are still little surges between 18:00 and 19:00.

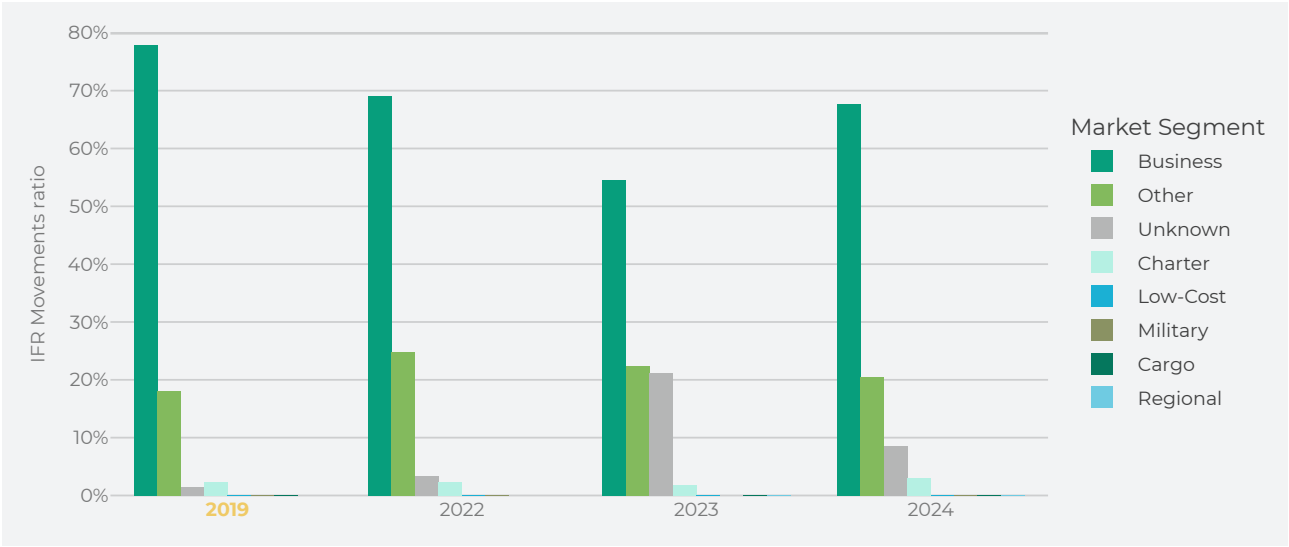
Figure 1.6: *Average hourly movements per day of the week*



Market Contributions

This chapter delves into the type of market Kortrijk-Wevelgem Airport serves. First, the market segment distribution is shown in ***Figure 1.6***, based on the IFR traffic at the airport. To create this figure the air traffic market segmentation rules from STATFOR/EUROCONTROL and the flight plan information captured by skeyes' Airport Movement System (AMS) are used.[1] The EUROCONTROL's Market Segment Rules provide a definition for air traffic market segments based on lists of aircraft types, aircraft operators and the flight types as filed on flight plans.

Figure 1.7: *Market segments distribution ratio (only IFR)*

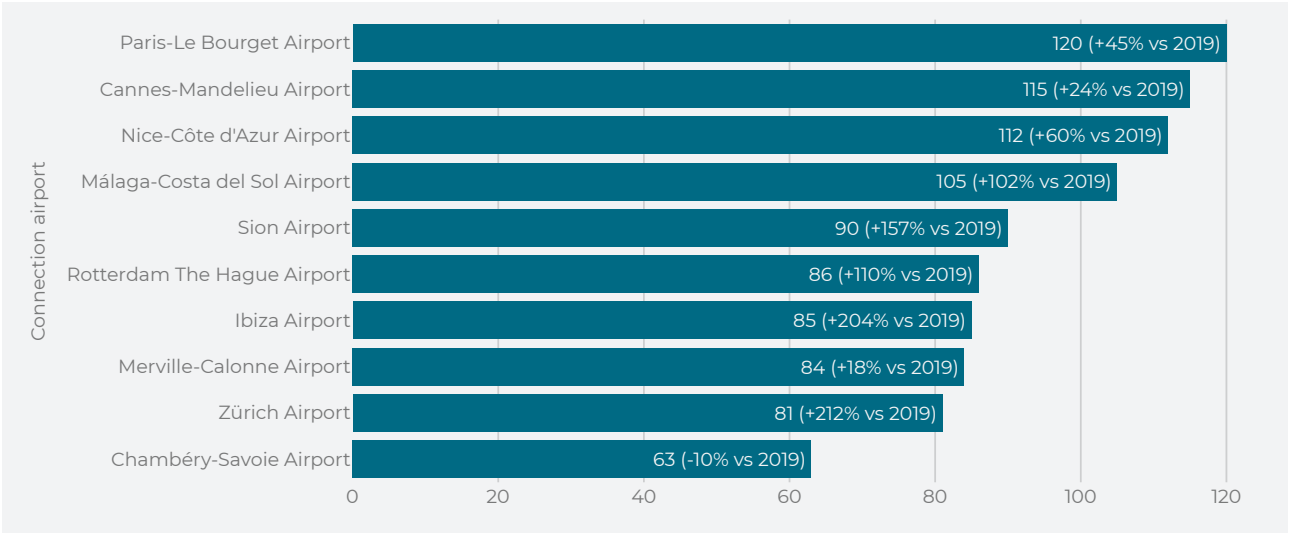


Following this, two key rankings are provided: the top ten connections—airports with the highest inbound and outbound traffic—and the top airlines responsible for the largest share of movements. These rankings are illustrated in ***Figures 1.7, and 1.8.***

Kortrijk-Wevelgem Airports market segments distribution has fluctuated over the last few years, with business flights continuously accounting for the majority. In 2019, these flights accounted for 78% of total movements. This percentage fell to 69% in 2022, but the most significant decrease occurred in 2023, when business planes accounted for just 54% of all movements. In 2024, the segment rebounded to 68%. These shifts reflect the changing landscape at the airport, influenced by factors such as regulations and market trends, but business and private aviation still remain the dominant market in Kortrijk-Wevelgem Airports traffic.

1. https://www.eurocontrol.int/publication/market-segment-rules (URL retrieved on 20/01/2024)

Figure 1.8: *Top 10 International connections (only IFR)*



Kortrijk-Wevelgem Airport continues to solidify its role as a key hub for business aviation, offering access to desired destinations across Europe. The airport's network reflects a preference for exclusive locations known for their international events, seaside/alpine resorts and financial centres. With frequent connections to the French Riviera, the Swiss Alps, and other high-profile destinations.

In 2024, the most frequent connections included Paris-Le Bourget (120 movements), Cannes-Mandelieu (115), and Nice-Côte d'Azur (112), highlighting the importance of the French Riviera. Other top destinations included Malaga (105), Sion (90), Rotterdam (86), and Ibiza (85), all of which saw significant growth compared to 2019. Zurich (81) and Chambéry (63) also remained notable routes, reinforcing the airport's role in serving both business and leisure travelers.

While Kortrijk-Wevelgem has an extensive European network, a high number of regional flights are dedicated to training and leisure activities. Airports such as Antwerp, Midden-Zeeland, Ostend-Bruges, and Ursel see regular movements, driven by these operations.

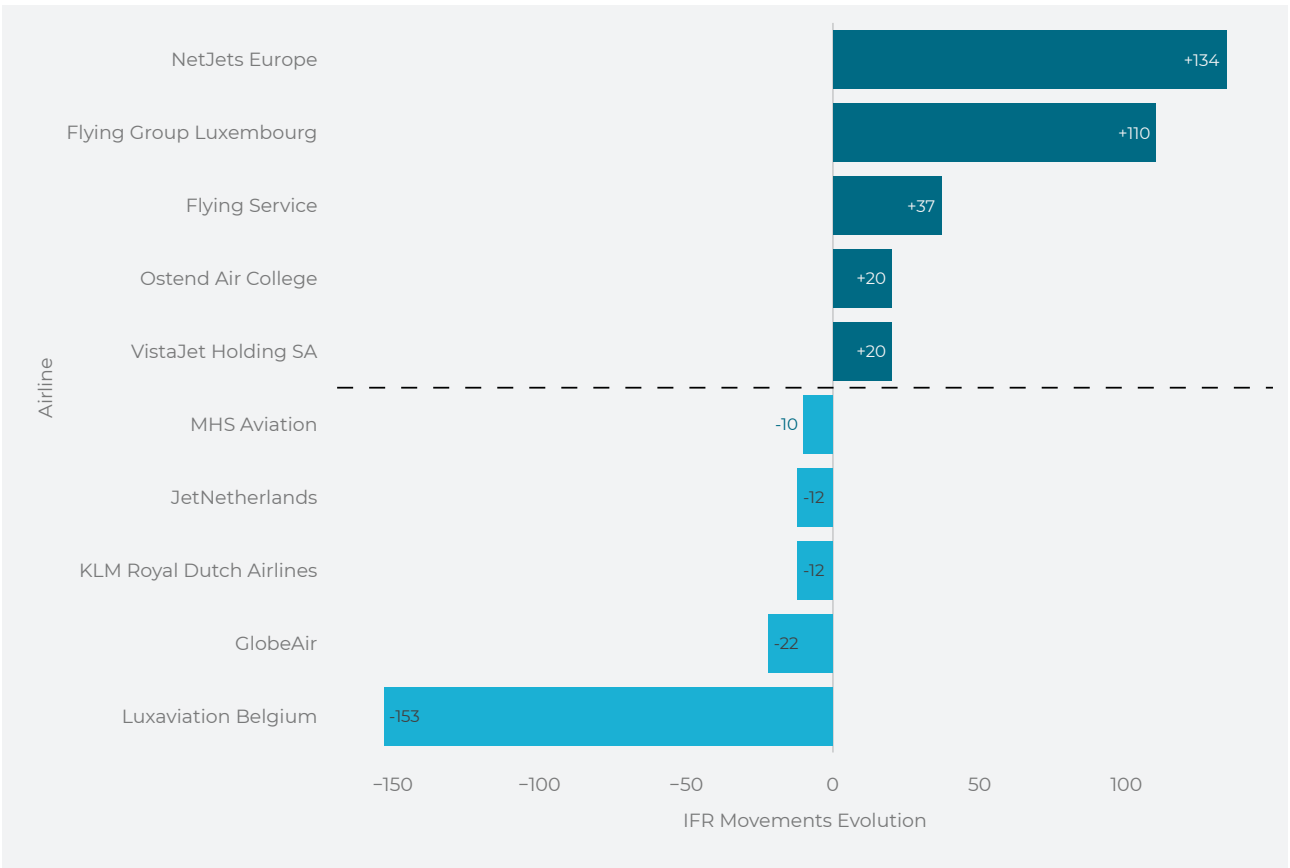
These figures highlight Kortrijk-Wevelgem's strategic role in business aviation, with the majority of flights serving key international destinations. The airport also sees regional movements. These are primarily related to leisure and training activities, reinforcing the airport's primary focus as a gateway for business aviation.

Table 1.2: *Top 10 airlines of 2024 (only IFR)*

	AAB	ASL group	NJE	FYL	OCO	FYG	JNL	GAC	JFA	AHO	Total
2019	1,075	4	33	12	22	8	12	18	24	8	**1,216**
2022	1,250	967	80	205	110	54	71	84	40	38	**2,899**
2023	1,303	801	140	119	113	83	66	70	16	32	**2,743**
2024	1,150	817	274	229	133	120	54	48	33	26	**2,884**
2024 *vs* 2019	+7%	>999%	+730%	>999%	+505%	>999%	+350%	+167%	+38%	+225%	+137%
2024 *vs* 2023	-12%	+2%	+96%	+92%	+18%	+45%	-18%	-31%	+106%	-19%	+5%

As indicated by the volume of movements, Kortrijk-Wevelgem Airport saw high activity from its top 10 operators in 2024. The main airline at the airport, Luxaviation Belgium, has continuously led the list of movements, with 1,150 in 2024. This is less than the 1,303 in 2023, which in turn was higher than the 1,250 in 2022. This growth reflects the increasing demand for private aircraft, charter services, and aircraft sales, all of which are fundamental to Luxaviation's business. Along with Luxaviation, numerous other significant firms that solely operate business/private flights, such as ASL Group, NetJets Europe-NJE, Flying Group Luxembourg-FYL, and GlobeAir-GAC, have maintained a consistent level of operations.

Figure 1.9: *Top 5 airlines' evolution (only IFR)*



The airport's significance for upscale aviation services is demonstrated by the rise of movements for certain businesses, such as Flying Group Luxembourg and NetJets Europe, particularly in 2024. Notably, Ostend Air College has continued to operate at a high level, demonstrating the airport's function as a centre for aviation education, which is essential to the growth of the aviation talent in the area.

Drone Activities

The emerging activities of unmanned aircraft systems (UAS) and the variety of their operations is one of the challenges driving the future of Air Navigation Service Providers (ANSP). To enable a reliable and efficient UAS integration, a framework is designed at European Union level: U-space. U-space is a set of specific services and procedures designed to ensure safe and efficient access to airspace for a large number of drones. Implementing U-space airspace requires states to define and designate U-space airspaces with mandatory service provision. For the provision of these mandatory services, the deployment of U-space will entail the integration of two new service providers into the system: the common information service provider (CISP) and the U-space service provider (USSP). The CISP will be in charge of making the common information required available, to enable the operation and provision of U-space services in U-space airspaces wherever it has been designated.[2]

skeyes is playing a central role in the development of the U-space as manager of UAS geographical zones in Belgium and by actively participating in the BURDI Project. The BURDI project which stands for Belgium-Netherlands U-space Reference Design Implementation, is dedicated to implementing a U-space airspace concept to ensure a reliable and efficient UAS integration. Additionally, since 2023, skeyes has been working on obtaining the certification to become the CISP in Belgium.[3]

The controlled airspace above and around an airport is a Unmanned Aircraft System geographical zone (GeoZone). GeoZone is a kind of zone that is only accessible to drones complying with technical and operational criteria called access conditions, and that can have restrictions with regard to the use of drones. skeyes is the GeoZone manager for controlled airspace above and around the airports of Antwerp, Brussels, Charleroi, Liege, Ostend and the Radio Mandatory Zone of Kortrijk.[4] [5]

A new drone detection system has been installed as a result of the collaboration between skeyes and SkeyDrone. The working methods and procedures to be followed are still being drafted.

The figures in this report related to UAS are provided by the Drone Service Application (DSA) tool. This tool is a web application to facilitate planning, coordination and information flow between drone operators and Air Traffic Control, especially in controlled airspace.[6]

2. What is U-space?, https://www.easa.europa.eu/en/what-u-space
(URL retrieved 16/02/2024)

3. BURDI project, https://www.sesarju.eu/projects/BURDI
(URL retrieved 16/02/2024)

4. UAS geographical zone statuses can be seen at https://map.droneguide.be
(URL retrieved on 21/04/2022)

5. skeyes, "skeyes drone service application, https://www.skeyes.be/en/services/drone-home-page/you-and-your-drone/drone-service-application/
(URL retrieved on 21/04/2022)

6. The data extraction method used by SkeyDrone has been update and discrepancies with data from previous years is to be expected.

Table 1.3 displays the number of drone activities and the level of risk involved in the operations per airport. These categories are defined by the risk the drone activity forms for manned aviation in very low level (VLL) zones. For all airports where a control zone exists, these are defined as:

VLL0 - high risk → runway and surroundings;

VLL1 - moderate risk → departure/approach track, visual circuits and rest of the control zone 400 ft above aerodrome elevation (AAE), excluding the high risk zone;

VLL2 - low risk → on the edge of the control zone below 400 ft AAE, outside the moderate and high risk zone.

A drone activity can take place in several VLL zones, therefore, it will be counted as one activity for each risk level. This means that the addition of activities in the low, moderate and high risk levels will not provide the total number of activated drone activities in Kortrijk-Wevelgem.

Table 1.3: *Activated drone operations per VLL zone risk level*[7]

	Low	Moderate	High
2022	447	31	0
2023	727	64	0
2024	1,008	83	0
2024 *vs* 2023	+39%	+30%	-

7. Note that if an operation crosses multiple VLL zones, it will be counted multiple times in the table. ICAO Doc 4444 – PANS–ATM.

8. EASA, "Drones - regulatory framework background". https://www.easa.europa.eu/domains/civil-drones/drones-regulatory-framework-background (URL retrieved on 02/02/2024)

In Kortrijk-Wevelgem Airport area, there were 1,069 drone activities recorded in 2024. Those activities can also be classified into a different scheme, taking into account the complexity of the operation. There are three such categories with activities in Kortrijk RMZ, which are described as follows (as per EASA definition):

OPEN → Presents low risk to third parties. An authorisation from the Civil Aviation Authority (CAA) is not required;

SPECIFIC → More complex operations or aspects of the operation fall outside the boundaries of the Open Category. Authorisation is required from the CAA;

FORMER CLASS 1 → Very complex operations, presenting an equivalent risk to that of manned aviation.

It can be observed that drone activities continue to grow In Kortrijk-Wevelgem Airport, with drone activity increasing by 37% compared to 2023 and an 126% rise from 2019. As per European Union Aviation Safety Agency (EASA) definition[8], activities can furthermore be categorized into a different risk classification scheme that considers the complexity of the operation.

Table 1.4 shows the drone operations recorded in the airspace (RMZ) following the EASA risk category. Close to three-fourths of the drone activities – 782– operated under the Open category. 286 (27%) were registered as Specific and 1 (~1%) was flown as Certified.

Table 1.4: *Activated drone operations per EASA risk category*

	Open	Specific	Former Class 1	Total
2022	304	161	7	**472**
2023	542	229	7	**778**
2024	782	286	1	**1,069**
2024 *vs* 2023	+44%	+25%	-86%	+37%

Finally, the number of drone operations per type of are shown in ***Table* 1.5**. Two type of operations are registered:

VISUAL LINE OF SIGHT (VLOS) → This means the drone is operated within the visual range of the pilot, allowing them to see the drone without any visual aids other than corrective lenses;

BEYOND VISUAL LINE OF SIGHT (BVLOS) → In BVLOS operations, the drone is flown outside the pilot's direct visual range, typically relying on technology such as cameras, GPS, or sensors to navigate and observe the environment.

2024 was the second year Kortrijk-Wevelgem registered BVLOS operations, which increased from nine in 2023 to 80 in 2024.

***Table* 1.5:** *Activated drone operations per type*

	VLOS	BVLOS	Total
2022	472	0	**472**
2023	769	9	**778**
2024	989	80	**1,069**
2024 *vs* 2023	+29%	+789%	+37%

***Figure* 1.10** provides a detailed view of the activities around EBKT in 2024, displaying the initial coordinates of all UAS. In addition, ***Figure* 1.11** shows the airspace polygons that were authorized for drone operations in Kortrijk-Wevelgem Airport in 2024. There is a focus of operations over the city of Kortrijk, but also along the N8 road. The missions of these activities are oftentimes related to photo- and videography, but also serve security reasons (e.g., crowd or road traffic management), scientific research, mapping purposes, or maintenance and inspection missions (e.g., of power lines, solar panels, wind turbines, air quality), etc.

Figure 1.10: *Coordinates of centroids of reserved airspaces of the activated drone operations in 2024*

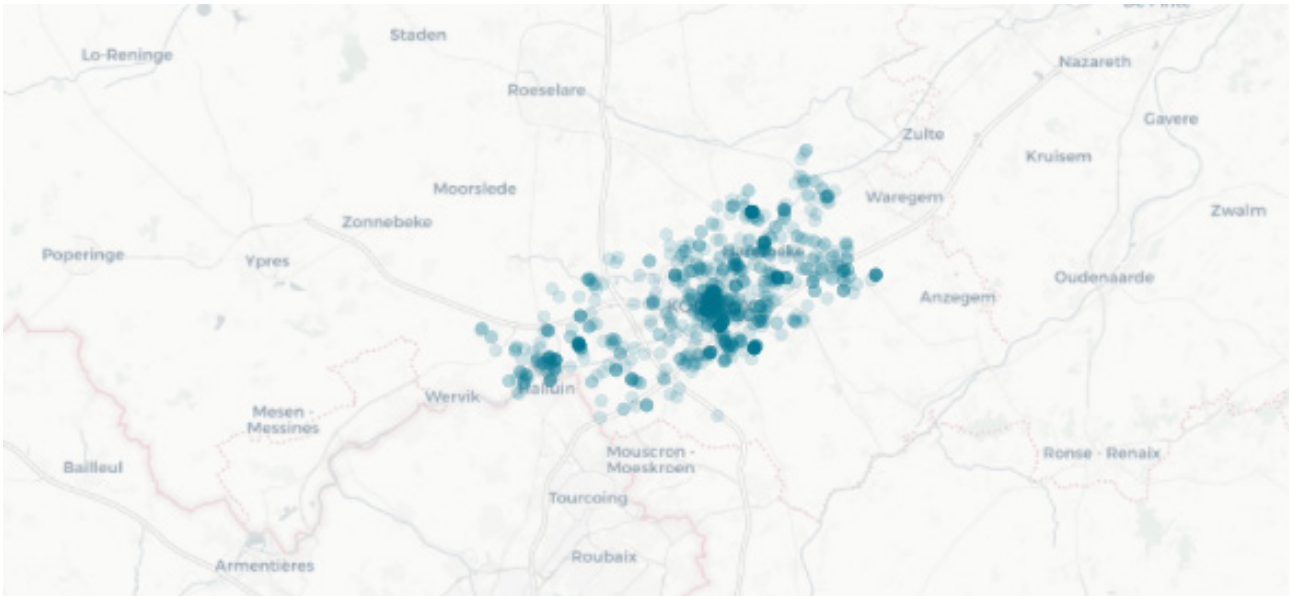
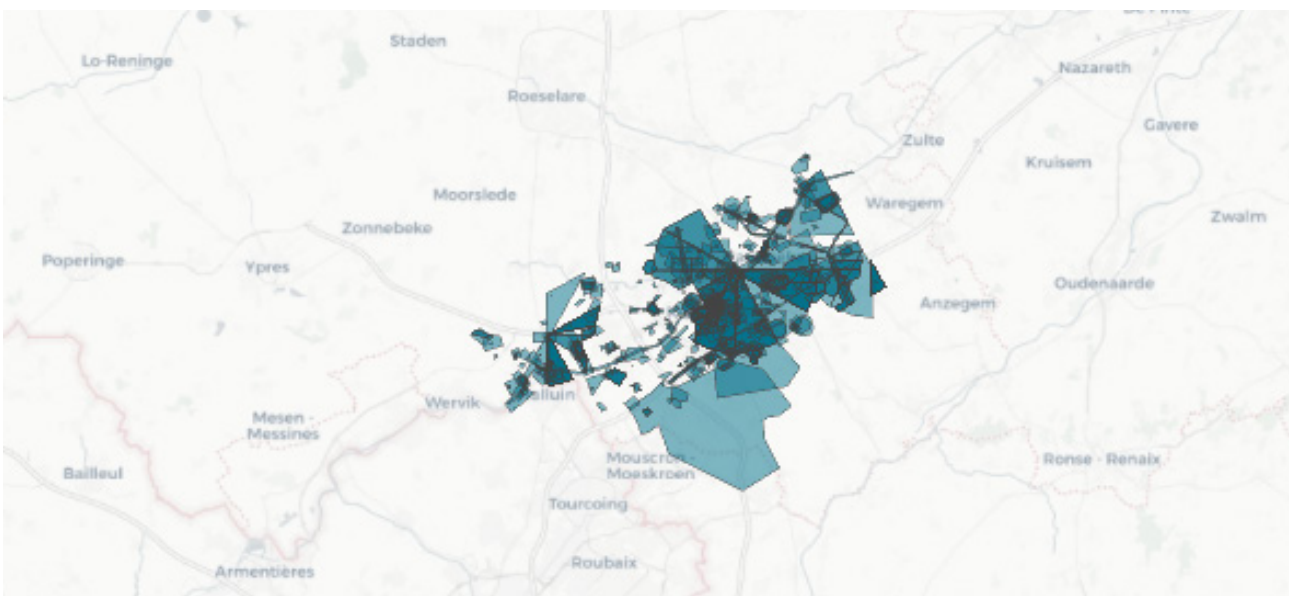


Figure 1.11: *Reserved airspaces of activated drone operations in 2024*



Runway Use

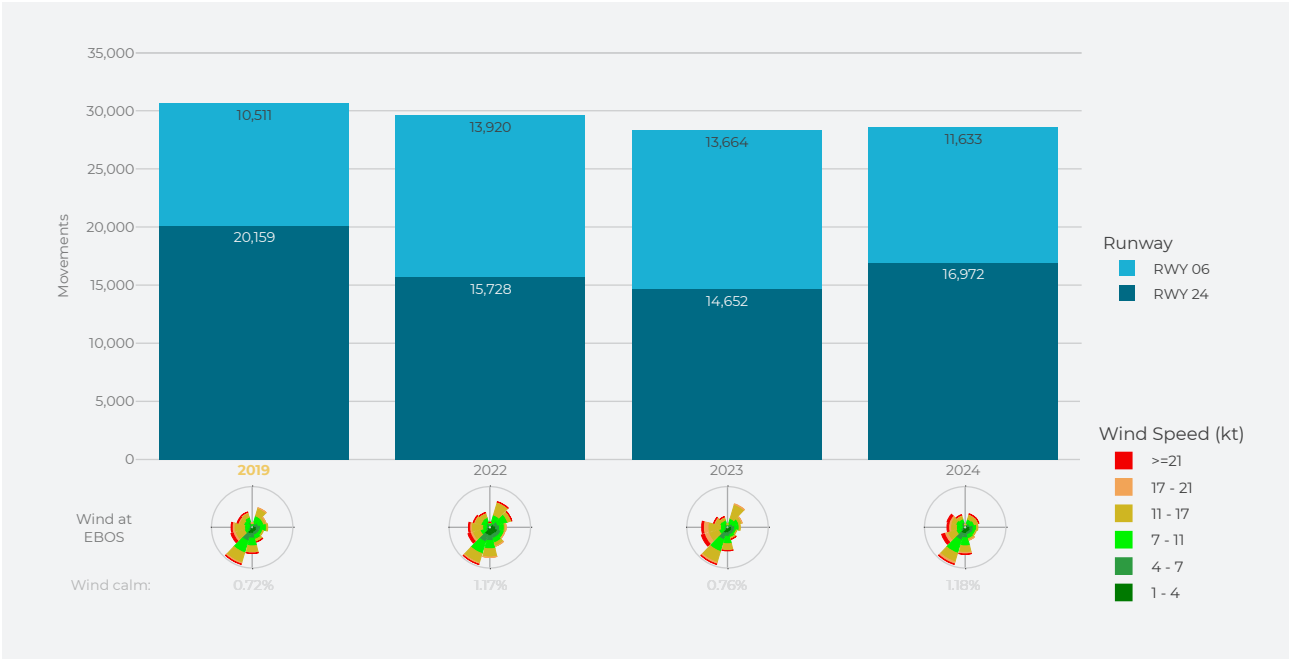
The layout of Kortrijk-Wevelgem Airport with its two reciprocal runways (RWY), designated as runway 06 and runway 24, is depicted in the ICAO chart of ***Figure 1.12***. The ICAO aerodrome chart provides detailed airport layout and operational information. The runway is well-suited for the airport's focus on VFR operations and business aviation, with its 1,900-meter length accommodating a range of business jets.

Figure 1.12: *Aerodrome ground movement chart*

The selection of a particular runway configuration is influenced by various factors, with wind direction often playing a pivotal role. Runway configurations 06 and 24 are utilized throughout the year, and their frequencies vary each month.

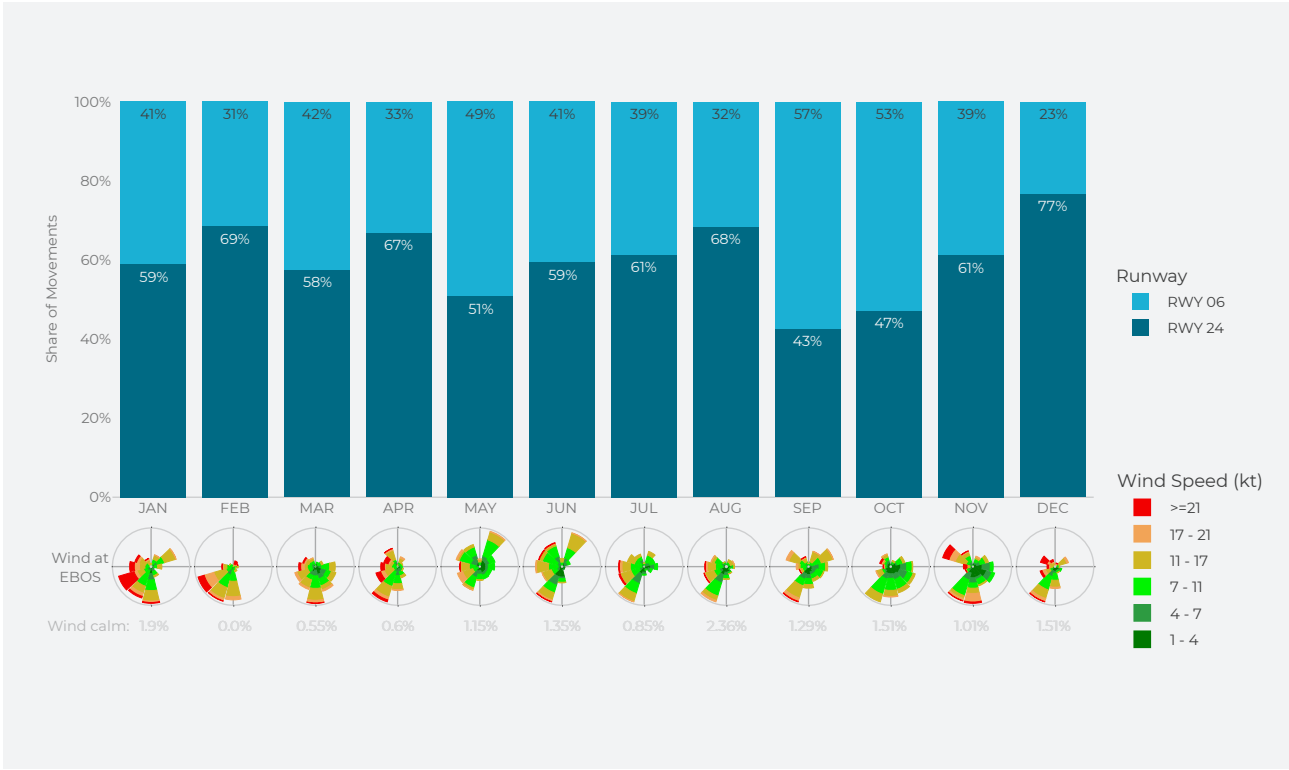
Runway 24 is the primary choice for take-offs and landings at Kortrijk-Wevelgem Airport due to the most common strong southwest winds that have a considerable influence on runway use. Despite handling 16,972 movements in 2024 compared to 20,159 in 2019, runway 24 remained the primary runway in use, as wind conditions continued to favour it over runway 06. With 11,633 movements in 2024, runway 06 remains second to runway 24, however its use has increased with the implementation of IFR procedures in 2020, such as Standard Instrument Departure (SID) and Instrument Approach Procedures (IAP). Kortrijk-Wevelgem Airport operates in uncontrolled airspace, therefore pilots have the last say when it comes to runway selection, taking wind direction and visibility into account.

Figure 1.13: *Runway usage per year in movements*



No wind data is available for Kortrijk-Wevelgem Airport directly, but data from nearby airports such as Ostend-Bruges International Airport (EBOS), Koksijde Airbase (EBFN) or Antwerp International Airport (EBAW) provides an indication of the prevailing weather patterns. Throughout 2024, the winds at Kortrijk-Wevelgem Airport were predominantly from the southwest, which explains the higher usage of runway 24. For example, runway 24 saw 77% of movements in December, when the south-west wind was strongest, as shown in ***Figure 1.14***. This tendency can also be seen in July, August, November, and February, when runway 24 was utilized more frequently owing to southwest winds. In contrast, runway 06 had a notable rise in utilization in May, September and October, when east or north-east winds predominated. In particular, runway 06 saw 57% of movements during September, when the north-east winds were at their strongest. Similarly, when both north-east and south-west winds were prevalent in May, runway 06 had a 49% increase in usage. The pilot's choice of runway is ultimately influenced by the wind direction and other meteorological factors; these changes in runway use are a reflection of the year-round variations in wind conditions.

Figure 1.14: *Runway usage per month in share of movements*



skeyes continuously expands and renews its toolset for performing (environmental) assessments. For this purpose, skeyesAnalyzer (a web-based radar visualisation tool) was developed and it is being implemented. This tool will – amongst others – assist various skeyes teams in visualizing, retrieving and analysing aircraft track data. The tool will also increase transparency towards the public, as it will comprise a publicly available interface.

Opening Hours

The main operating hours at Kortrijk-Wevelgem Airport are 6:00 to 21:00 (local time). Extensions are possible upon request and at an extra cost, enabling operations until 23:00. Business jets and IFR commercial operators regularly employ these extensions, especially during the busiest travel seasons like the summer, holidays, and spring ski trips. Medical flights have less requests for extensions, which reflects the variety of demands from airport users.

There were several significant changes made to the airport's operations in 2024. The airfield was restricted from 10:30 to 11:30 on May 22nd to conduct a drone test. Additionally, discrepancies on the 18th of September, the 28th of October, and the third of December resulted in delayed openings. This information is based on Notices to Airmen (NOTAMs), which provide official notifications to pilots before a flight, advising them of circumstances relating to the state of flying.

The Aerodrome Flight Information Services Officers (AFISOs) start working before the official opening time in order to prepare for the day and guarantee that operations start on schedule. The ability to operate longer hours is still a crucial component that allows Kortrijk-Wevelgem Airport to accommodate a wide range of aviation operations and satisfy all requirements.

Figure 1.15: *Opening hours*

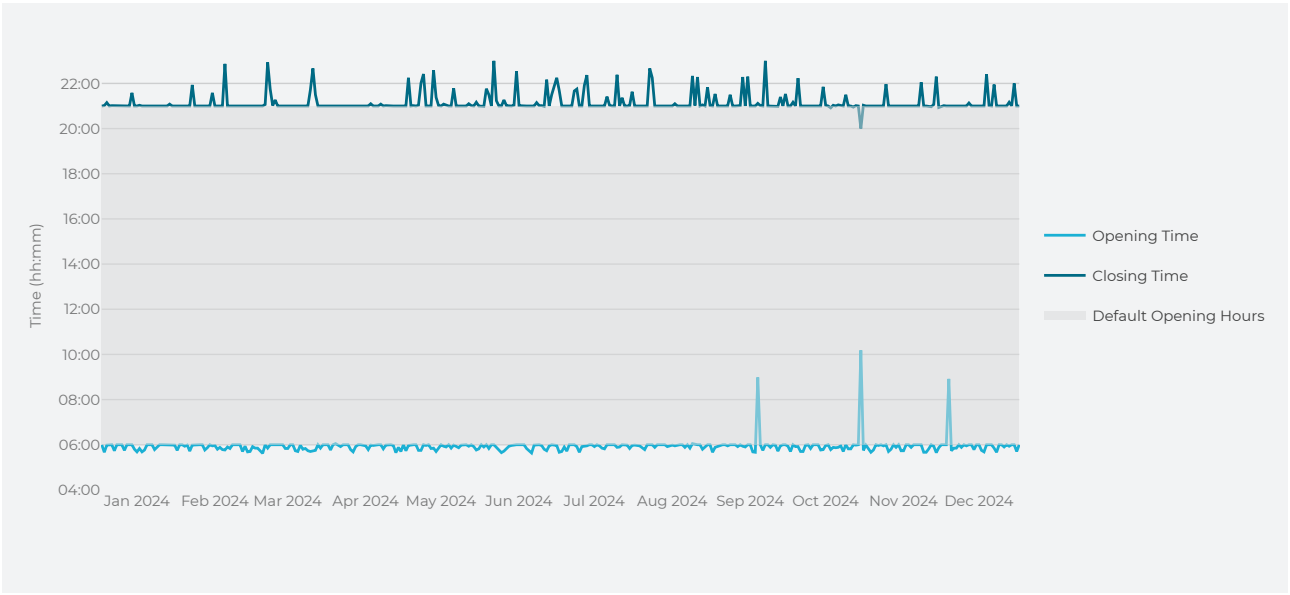
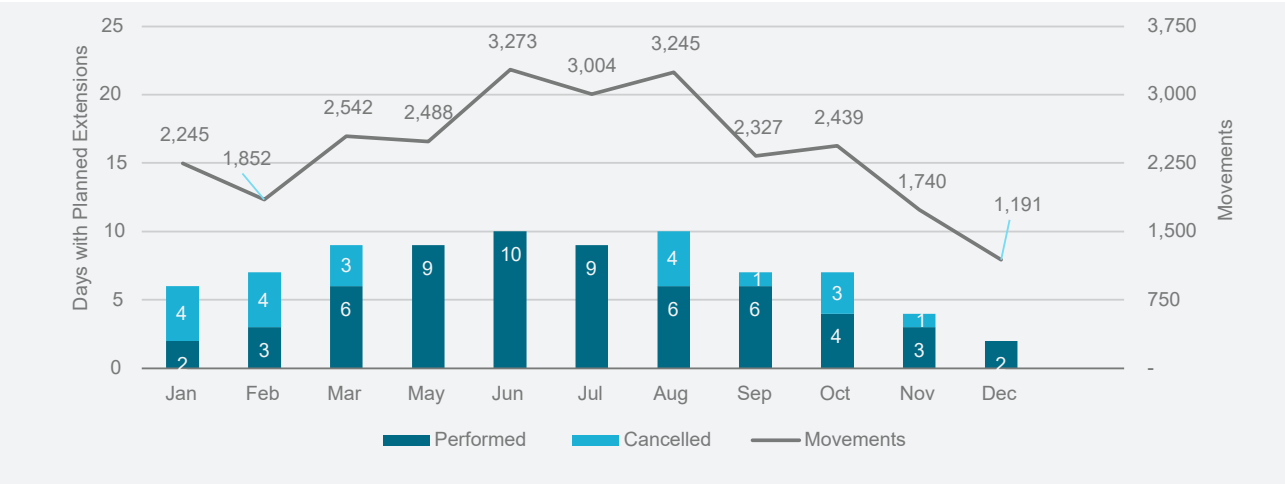


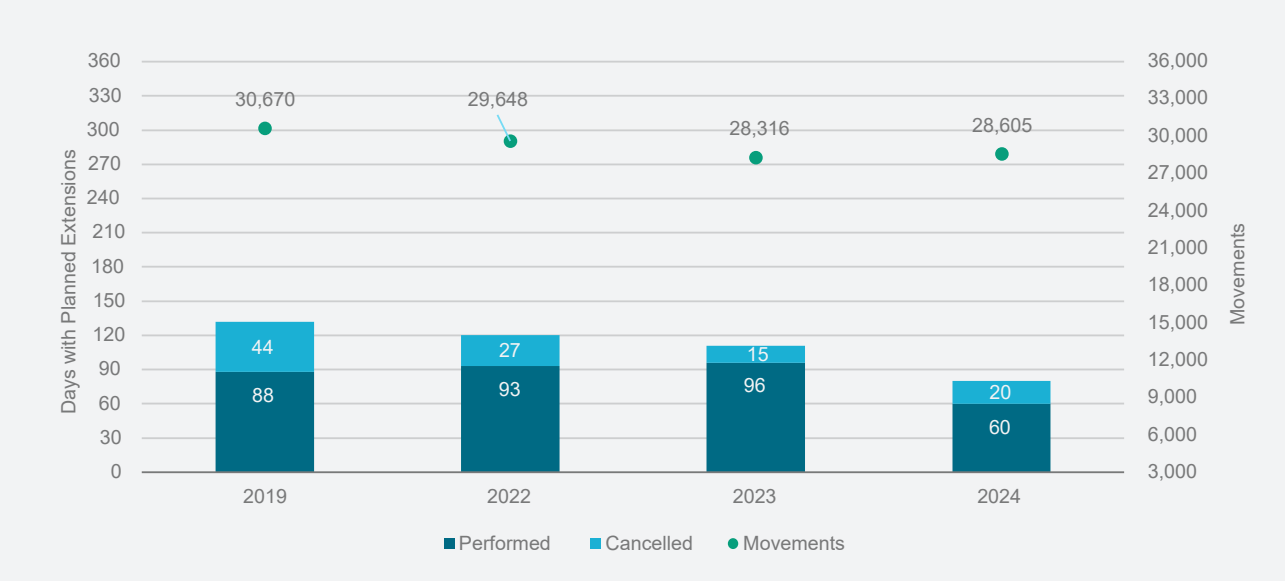
Figure 1.16 shows in dark blue the number of days per month in 2024 where at least one extension was planned (that is, days where the closing time of the airport was expected to be later than 21:00). Light blue refers to the days were all the requested extensions were cancelled. The number of extensions follows the trend of the number of movements, with peak activity occurring throughout the summer months.

Figure 1.16: *Days with extensions per month in 2024*



In 2024, Kortrijk-Wevelgem Airport saw 20 cancelled extensions and 60 completed extensions, for a total of 28,605 movements. While there is a modest rise in cancelled extensions compared to 2023 (15 cancelled, 96 executed), the total number of performed extensions has declined drastically compared to the previous year. In 2019 and 2021, approximately two out of every five days got extensions, but in 2024 the ratio is substantially lower

Figure 1.17: *Days with extensions per year*



To conclude this chapter, it is important to mention that skeyes has maintained its commitment to sustainability. For the second consecutive year, the company has renewed its GreenATM Level 3 'Managed' sustainability target by CANSO. By reducing CO_2 emissions and working towards the aviation industry's target of net-zero emissions by 2050, skeyes continues to position itself among the ANSP's leaders in sustainable air navigation.


2
SAFETY

Runway Incursions & Runway events

The runway incursions are a lagging runway safety indicator. The runway incursions and the occurrences discussed in other RWY/TWY events are safety occurrences. These are subject to a risk classification using the Risk Analysis Tool (RAT) methodology to assess the contribution that skeyes had in the chain of events (in accordance with EU Regulation 376/2014 and EU Regulation 2019/317). This chapter indicates the severity classification that was derived from the calculated RAT risk for the safety occurrences. The following definitions apply for the severity classification (in accordance with EASA AMC).

Unlike other airports, missed approaches are not covered in this report for Kortrijk-Wevelgem Airport, as skeyes does not manage air traffic in its uncontrolled airspace.

Table 2.1: *Severity classification*[9]

Severity Classification	Description
A – Serious incident	An incident involving circumstances indicating that there was a high probability of an accident and is associated with the operation of an aircraft, which in the case of a manned aircraft, takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, or in the case of an unmanned aircraft, takes place between the time the aircraft is ready to move with the purpose of flight until such time it comes to rest at the end of the flight and the primary propulsion system is shut down.
B – Major incident	An incident associated with the operation of an aircraft, in which the safety of the aircraft may have been compromised, having led to a near collision between aircraft, with ground or obstacles (i.e. safety margins were not respected; in this case, not as a result of an ATC instruction).
C – Significant incident	An incident involving circumstances indicating that an accident, or a serious or major incident could have occurred if the risk had not been managed within the safety margins, or if another aircraft had been in the vicinity.
D – Not determined	Insufficient information was available to determine the risk involved or inconclusive or conflicting evidence precluded such determination (RAT RF < 70 %).
E – No safety effect	An incident which has no safety significance.
N – No ATM ground contribution	No system, procedure or person involved in the provision of ATC services initiated or contributed to the incident.

In 2024, skeyes updated the data extraction method. This can generate small differences with the numbers published in previous reports.

Runway Incursions & Runway events

According to ICAO, a runway incursion is defined as "any occurrence at an aerodrome involving the incorrect presence of an aircraft, vehicle or person on the protected area of a surface designated for the landing and take-off of aircraft".[10] According to the Acceptable Means of Compliance (AMC)[11], an incorrect presence is hereby defined as the unsafe, unauthorised, or undesirable presence or movement of an aircraft, vehicle, or pedestrian – irrespective of the main contributor (e.g., AFISO, pilot, driver, technical system).

When a deviation from the aerodrome procedures occurs, a runway incursion report is made.

Moreover, if a situation on the runway is deemed unsafe by a pilot or an AFISO, even without a deviation from the aerodrome procedures, a safety report is made as well. Such situations are classified as runway events.

Runway events and incursions are investigated, and the results of these investigations are discussed at the Local Runway Safety Team (LRST) meetings, which bring together all partners of the airport. During such LRST meetings, skeyes as well as the airport present their respective view and focus on actions to be taken. The purpose of the LRST is hence to make all partners aware, to share lessons learned, and to take action in the sake of safety.

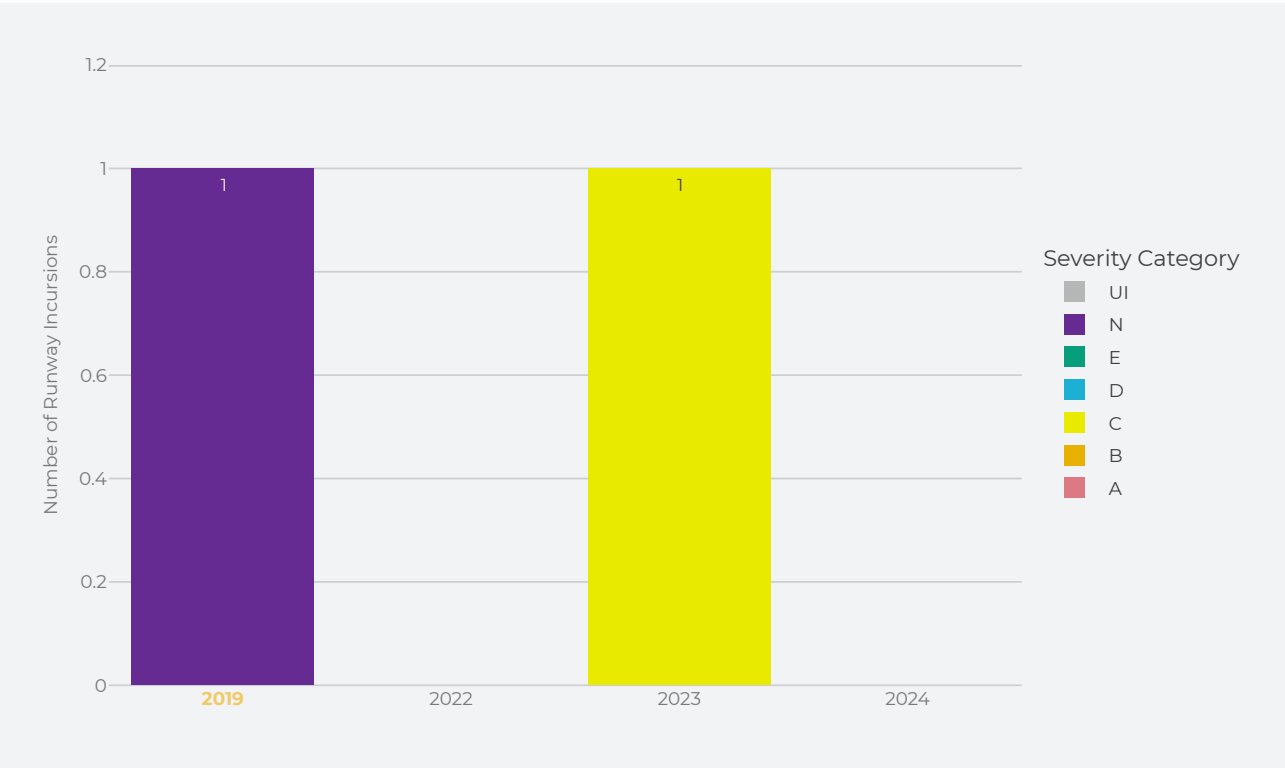
9. UI – under investigation (a non-official severity classification used during investigation before a final classification is determined)

10. ICAO Doc 4444 – PANS–ATM

11. AMC 3 of EU Reg 2019/317

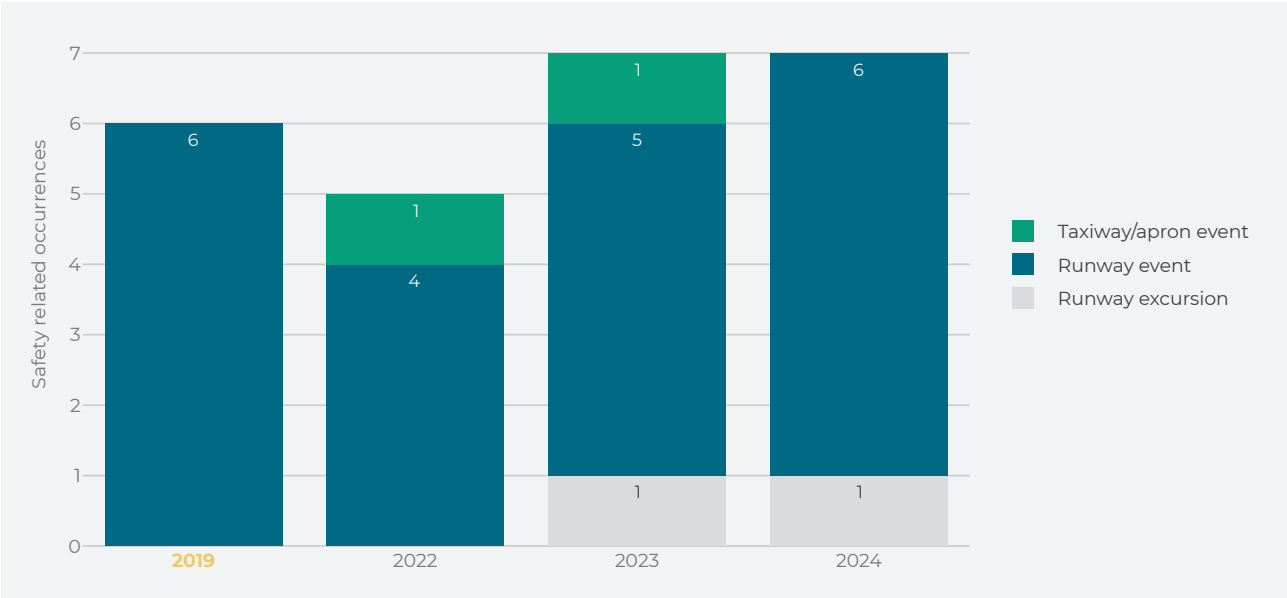
As shown in ***Figure 2.1***, there were no runway incursions at Kortrijk-Wevelgem Airport in 2024, despite the consistent number of movements, highlighting the continuous efforts of skeyes and the airport to maintain the highest safety standards.

Figure 2.1: *Yearly runway incursions per severity category*



In 2024, seven runway safety events were reported at Kortrijk-Wevelgem Airport, all with a severity classification of N – No ATM ground contribution. These included incidents of miscommunication at holding points, unauthorized taxiing, a near miss incident during landing, and unexpected go-arounds. Two significant events occurred during the year. In March, a student pilot experienced a crash landing, which led to a nose gear collapse. This incident was possibly related to a helicopter positioned ahead on the runway. However, this event is not included in the visual below, as it was classified as an accident report with ground severity N and no ATM ground contribution. In October, another aircraft veered off the runway during landing, coming to a stop in the grass due to a loss of control. The pilot reported no injuries and no damage to the aircraft.

Figure 2.2: *Yearly runway and taxiway safety events*



A notable change this year is the rise in reported airspace infringements—18 in 2024 compared to three in 2023. This doesn't mean more pilots are flying incorrectly, but rather that these cases are now being tracked differently. Previously, there was debate over whether entering the RMZ without radio contact could be classified as an airspace infringement. After discussions with other providers, it was agreed that such occurrences could indeed be categorized as airspace infringements, leading to an increase in cases classified as airspace infringement. Additionally, the introduction of radar screens at Kortrijk-Wevelgem Airport has improved the ability to monitor and detect airspace infringement cases. On top of that, 2024 saw a wave of new trainees, leading to a stronger focus on reporting. So, the increase is more about better monitoring and classification than an actual increase in occurrences.

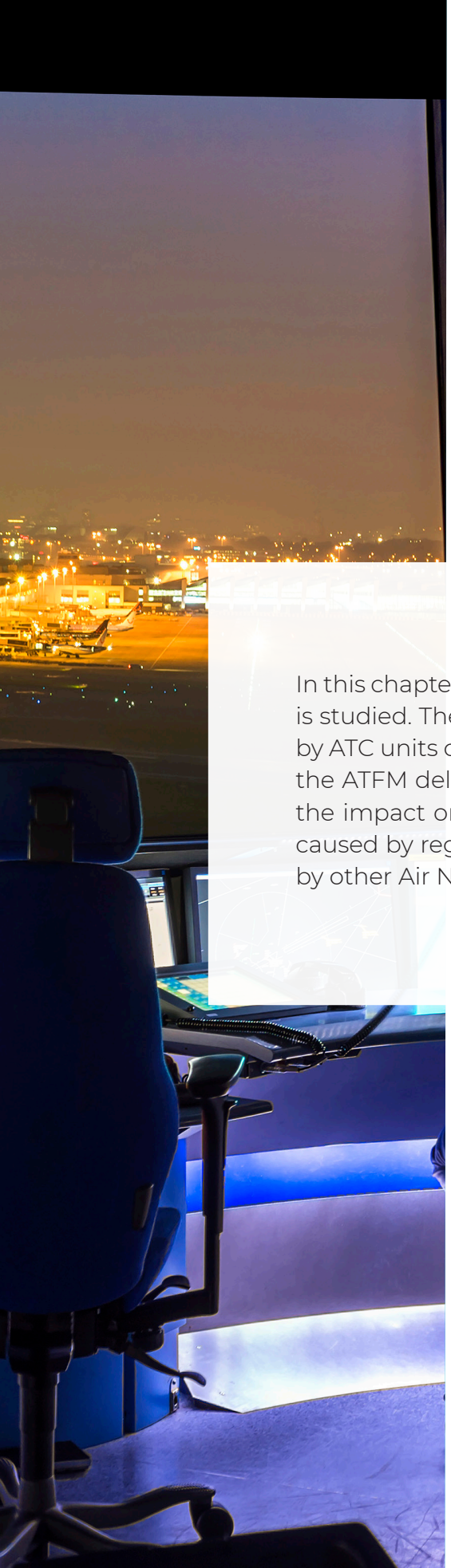
Furthermore, multiple incidents involving deviations from air traffic management (ATM) procedures were recorded at Kortrijk-Wevelgem Airport. These deviations included a variety of non-compliances with conventional operational procedures, such as erroneous circuit patterns, landings in circumstances below visual meteorological conditions (VMC), and aircraft spacing concerns in traffic patterns.Looking at the safety data for 2024, it's clear that there's been an increase in the number of safety reports across the board, including airspace infringements compared to previous years. This increase in safety reports is a positive sign, showing that the safety reporting culture is continuing to improve.

In line with the principles of 'Just Culture', the goal is not to assign blame, but to foster an environment where individuals can report incidents without fear of punishment, as long as the actions are consistent with their experience and training. The arrival of many new trainees in 2024 has reinforced this, with trainers emphasizing the necessity of correct reporting and setting an example for the future generation.

With increased trust in the reporting process, skeyes may utilize the new reports to better analyse the concerns and offer suggestions to enhance safety. While a rise in airspace infringements helps identify locations where adjustments may be required, no specific suggestions have been made for Kortrijk-Wevelgem Airport this year. However, the situation is still being monitored, and the insights gained from these reports will assist guide any steps required to maintain and improve safety.


OO-GHE

3 CAPACITY & PUNCTUALITY



Punctuality

In this chapter, the punctuality at Kortrijk-Wevelgem Airport is studied. The arrival delay, delay due to regulations placed by ATC units or other airports on the arrivals, is analysed and the ATFM delay from the airport's point of view is given, i.e. the impact on traffic to or from Kortrijk-Wevelgem Airport caused by regulations in the Belgian en-route airspace and by other Air Navigation Service Providers (ANSPs).

Punctuality

Punctuality can be seen as a service quality indicator from a passenger perspective. This section observes one of the factors that influences punctuality: Air Traffic Flow Management (ATFM) delay. ATFM delay is defined as the time difference between estimated take-off time and calculated take-off time of the Network Manager (EUROCONTROL) and is due to ATFM measures to ensure safe handling of operations in the air or at airports. These measures are classified according to the causes listed below:

A - Accident
C – ATC Capacity
D - De-icing
E - Equipment (non-ATC)
G – Aerodrome Capacity
I - Industrial Action (ATC)
M - Airspace Management
N - Industrial Action (non-ATC)
O - Other
P - Special Event
R – ATC Routeing
S – ATC Staffing
T - Equipment (ATC)
V – Environmental Issues
W - Weather
NA - Not Specified

The ATFM measures with Air Navigation Service Provider (ANSP) contribution are listed according to the Functional Airspace Block Europe Central (FABEC) performance plan:[12]

C – ATC Capacity
R – ATC Routeing
S – ATC Staffing
T - Equipment (ATC)
M - Airspace Management
P - Special Event

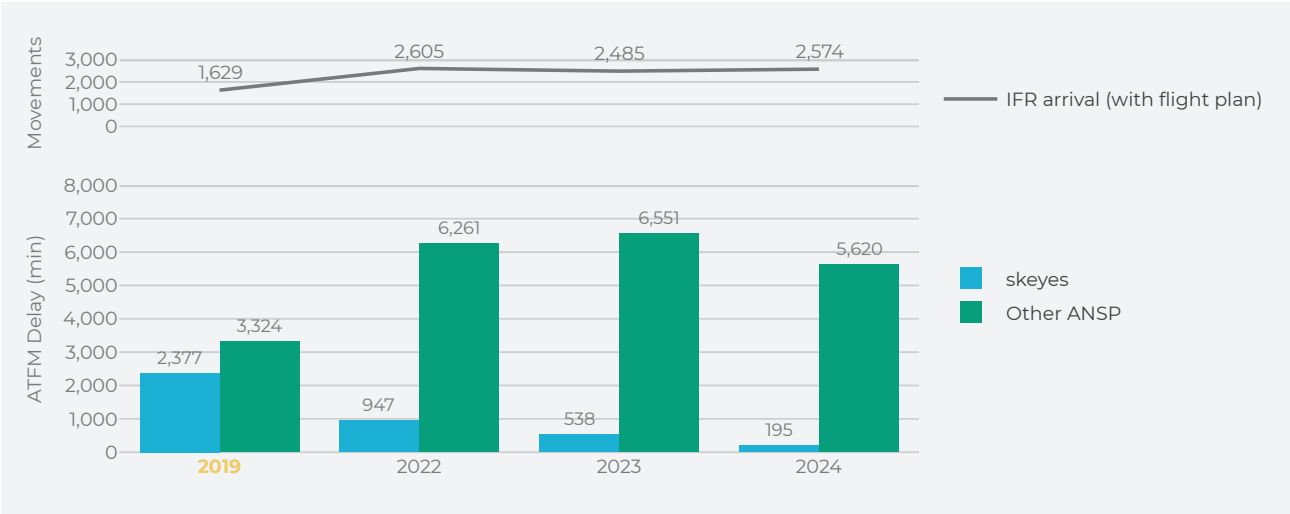
In the remainder of the report, all causes with ANSP contribution are referred to as CRSTMP. Additionally, the measures due to W – Weather are split in a separate category, resulting in three aggregated categories: CRSTMP, Weather and Other categories.

As part of the Flight Information Service at Kortrijk-Wevelgem Airport, skeyes cannot place restrictions on traffic at the airport. However, IFR flights with a flight plan can be affected by ATFM delay along their routes. This section gives an overview of the influence of ATFM measures on departing and arriving traffic at Kortrijk-Wevelgem Airport.

A breakdown of the ATFM delay statistics into arrivals and departures, as well as the origin of the delay-affecting regulations, is given in ***Figure 3.1*** and ***Figure 3.2***. In 2024, a total of 10,860 minutes of delay (10,527 minutes due to other ANSPs and 333 minutes—3%—attributable to skeyes) were observed.

12. A common FABEC Performance plan https://www.fabec.eu/who-we-are/optimised-performance/a-common-fabec-performance-plan (URL retrieved on 12/02/2024)

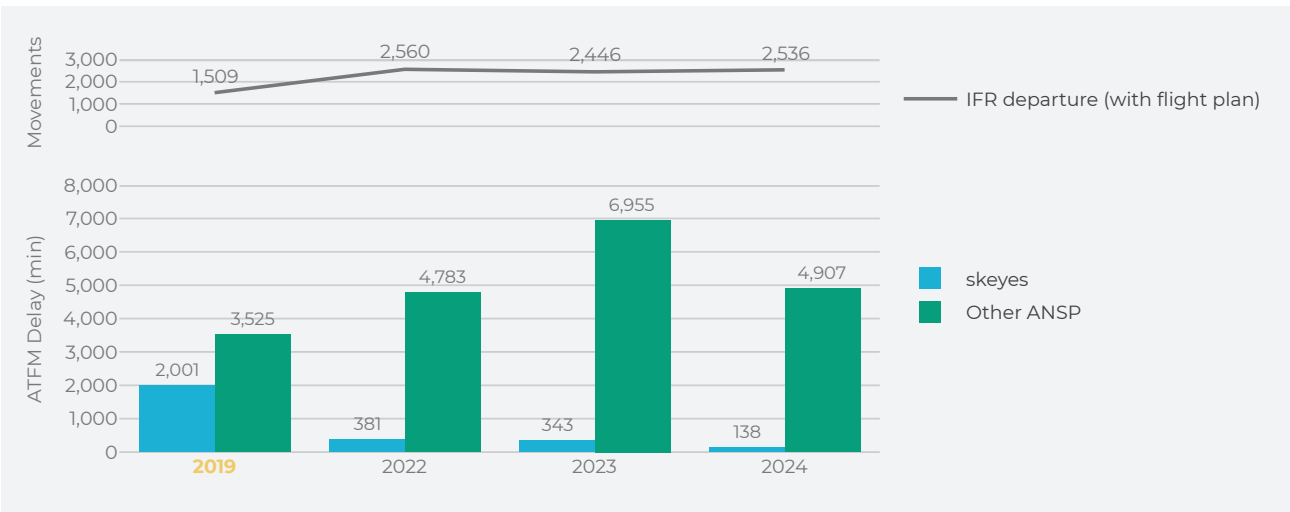
Figure 3.1: *ATFM delay for IFR arrivals per year and delay origin*



Air traffic control (ATC) strikes in France remained a significant issue in 2024, particularly in June. Nonetheless, a recent law requiring air traffic controllers to give 48 hours' warning of strikes has improved preparation on the side of authorities and airlines, leading to fewer delays. Disruptions from other ANSPs and skeyes, notably delays on departure aircraft, respectively decreased to 4,907 and 138 minutes, as shown in ***Figure 3.2***, representing an improvement over the previous year. Meanwhile, arrivals experienced 5,825 minutes of ATFM delay in 2024, with 5,630 minutes due to other ANSPs and 195 minutes (3%) attributable to skeyes. This marks a reduction in arrival delays compared to previous years. Despite this development, strikes continued to have an influence on European aviation traffic.

Kortrijk-Wevelgem Airport was impacted by its amount of flights to French airports, Spain, and Sion, Switzerland. Many aircraft to Spain and Switzerland fly via French airspace, therefore ATC interruptions in France had an impact on these routes.

Figure 3.2: *ATFM delay for IFR departures per year and delay origin*



In 2024, the analysis of air traffic recovery continues by comparing the reference year, 2019, with the years following the COVID-19 pandemic—2022, 2023, and now 2024. The global pandemic significantly impacted air travel, causing a sharp drop in traffic in 2020 and 2021. However, as recovery occurred, larger numbers were noted in 2022 and 2023, with 2024 offering more insight into whether pre-pandemic levels have been recovered. When 2024 was compared to 2019, arrival delays increased and departure delays decreased marginally (+2% for arrivals, -9% for departures).

Despite an increase in the frequency of movements since 2019, ATFM delays due to skeyes have experienced a continuous decrease in their ratio in 2024:

- *Departures' delays due to skeyes: 36% in 2019 vs. 5% in 2023;*
- *Arrivals' delays due to skeyes: 42% in 2019 vs 8% in 2023.*

This improvement reflects the resilience and adaptability of air traffic management systems, contributing to the overall enhancement of the aviation landscape.

To assess the severity of delayed flights, delays were categorized into four groups:

- *Between 1 and 15 minutes;*
- *Between 16 and 30 minutes;*
- *Between 31 and 60 minutes;*
- *More than 60 minutes.*

Analysing the delay per flight based on ***Figures* 3.3** and **3.4**, a noticeable trend emerges: the majority of flights experience delays ranging from one to 15 minutes. This pattern holds true for both skeyes-related delays and delays caused by other ANSPs, 57% of the delayed arrivals and 61% of the delayed departures were delayed for a maximum of 15 minutes. Three percent of departing flights and two percent of arriving flights were delayed by more than an hour. It's noteworthy that a significant portion of such delays is still attributed to other ANSPs.

Figure 3.3: *Delayed IFR arrivals per category of delayed time*

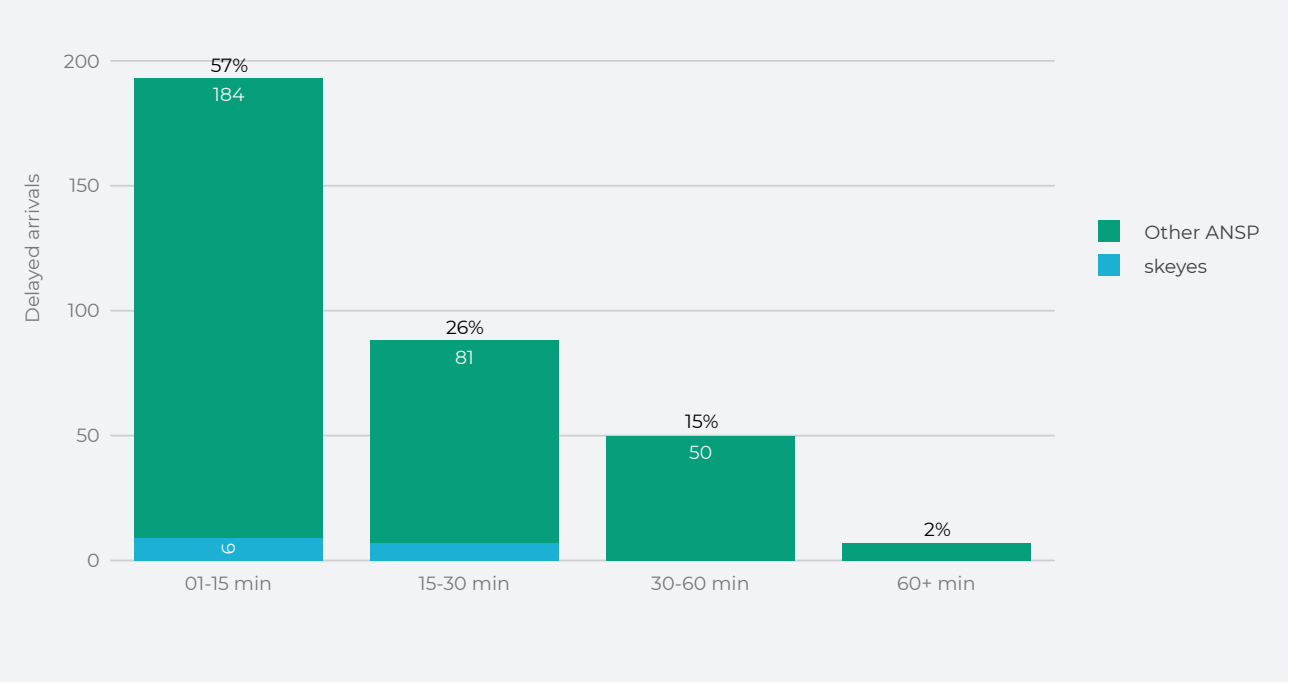
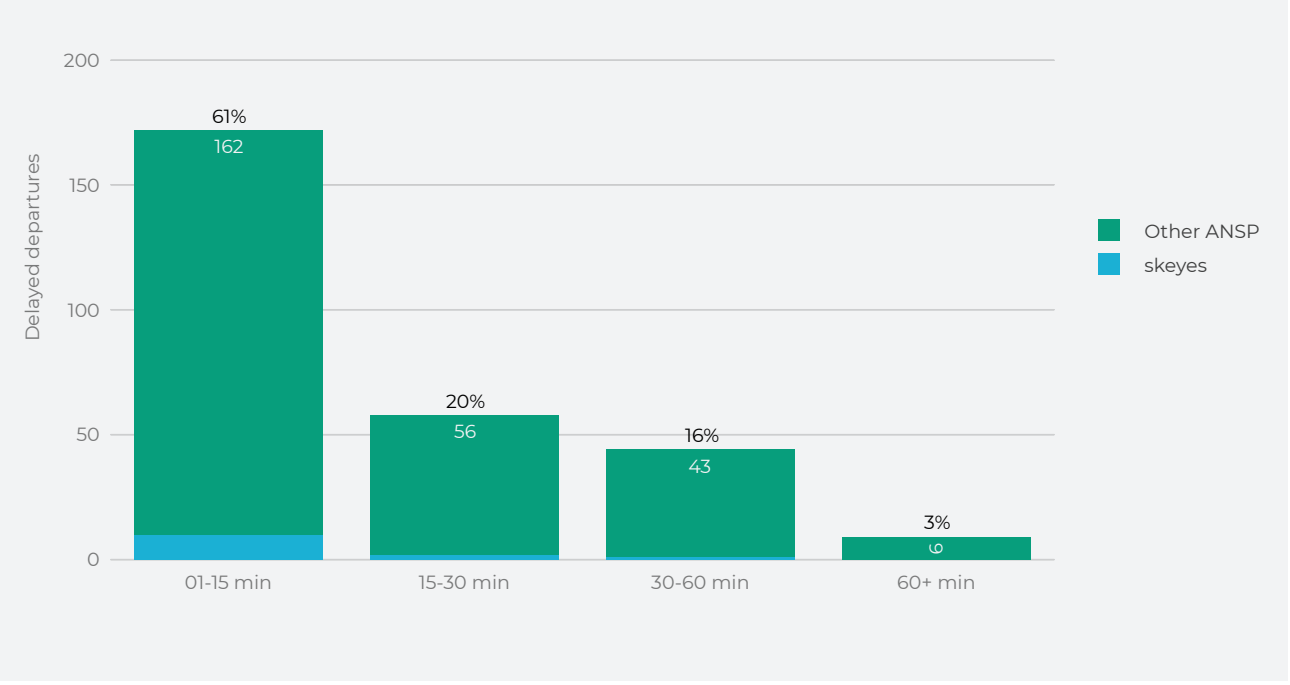
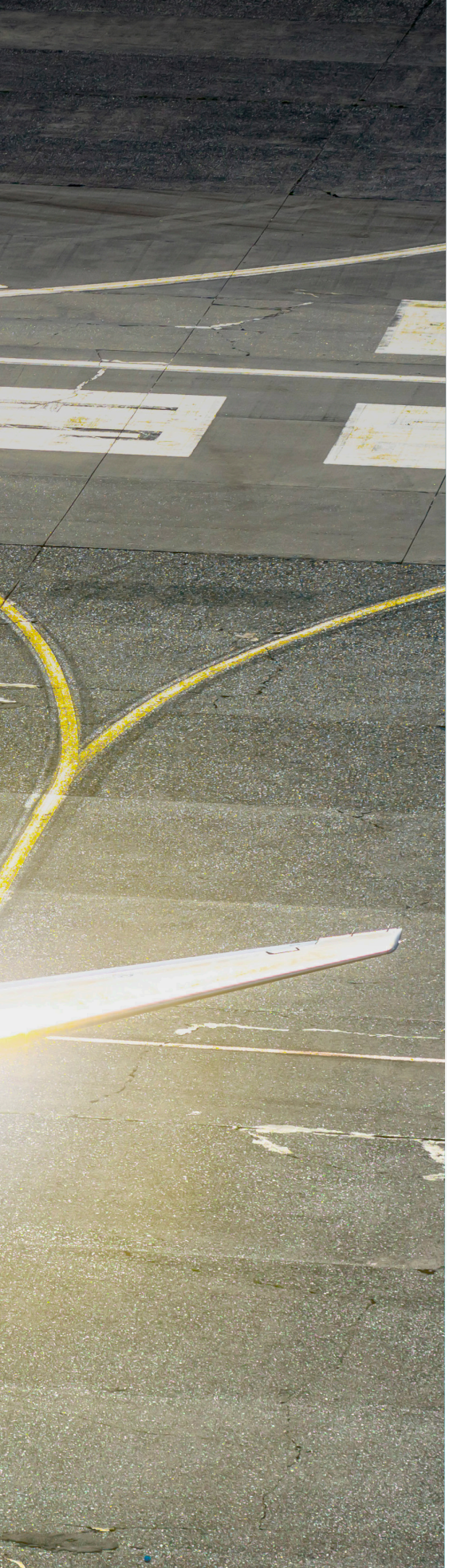


Figure 3.4: *Delayed IFR departures per category of delayed time*



ANNEX



Fact Sheets

Annex A: Fact sheets

Yearly Evolution

- *2024 movement figures are 7% lower than in 2019 but 1% higher than in 2023;*
- *IFR market shares saw a 5% increase compared to 2023 and the overall progression continues following new procedures for runway 06 and private/charter flights demand increase.*

Movements	2019	2022	2023	2024	2024 vs 2023	2024 vs 2019
IFR	3,242	5,368	5,076	5,350	+5%	+65%
VFR	27,428	24,280	23,240	23,255	+0%	-15%
Total	30,670	29,648	28,316	28,605	+1%	-7%

Quarterly comparison

- *Increase (+21%) during Q1 in comparison with 2023;*
- *High traffic in Q2 and Q3 (8,020 and 8,576) reflects the seasonal peak during spring and summer for VFR flights.*

Movements	2019	2022	2023	2024	2024 vs 2023	2024 vs 2019
Q1	6,969	7,417	5,501	6,639	+21%	-5%
Q2	9,415	8,105	9,117	8,020	-12%	-15%
Q3	8,900	8,313	8,742	8,576	-2%	-4%
Q4	5,386	5,813	4,956	5,370	+8%	0%

Runeway use — *59% use of runway 24 and 41% use of runway 06.*

Operational Times — *80 days with extensions in total.*

Safety Occurrences

- 6 runway events;
- 1 runway excursion;
- 1 accident report (no ATM ground contribution).

Punctuality

- *Total minutes of ATFM delay*: 10,860 *minutes (333 minutes due to skeyes' regulations)*;
- *Departures*: 5,045 *minutes (thereof 138 minutes due to skeyes' regulations)*;
- *Arrivals*: 5,815 *minutes (thereof 195 minutes due to skeyes' regulations)*.

skeyes nice to guide you

Runway Performance Report **2024**

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