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Runway Performance Report **2025**

ANTWERP AIRPORT

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Runway performance report

Antwerp Airport

EXECUTIVE SUMMARY

This report gives an overview of Air Traffic Management (ATM) Performance at Antwerp Airport (International Civil Aviation Organization (ICAO) code: EBAW). ATM Performance is driven by four Key Performance Areas (KPAs): safety, capacity, environment, and cost-efficiency. This report covers the first three of these four KPAs, along with the traffic figures for 2025, to provide skeyes' stakeholders and anyone of interest with insights into the performance of operations at Antwerp Airport.

Traffic

skeyes controlled 32,130 movements at Antwerp Airport in 2025, a slight increase compared to 2024. Visual Flight Rule (VFR) traffic is dominant at Antwerp Airport, accounting for approximately 66% of total traffic in 2025. The year was defined by limits placed on training flights on July 21st. The first half of the year was responsible for the traffic growth, with more VFR movements reinforced by favourable weather conditions in comparison to 2024. After touch-and-gos became prohibited on july 21st, the number of movements decreased, showing the prominence of training schools at the Airport. Instrument Flight Rule (IFR) traffic decreased the third year in a row, by 9% against 2024.

Safety

Safety is an essential pillar of Air Traffic Control. As such, safety occurrences and missed approaches are followed up by skeyes' safety unit who analyses the situations, trends and, when relevant, investigates.

The number of missed approaches, a procedure initiated when an approach cannot be continued for a safe landing, and particularly their cause, can indicate which measures are to be taken to improve the safety of air navigation service provision. In 2025, 45 missed approaches were logged, an increase of 14 compared to the previous year. This results in a rate of missed approaches of 2.7 per 1,000 arrivals. The most common reason for missed approaches was an unstable approach.

This report presents an overview of the safety events on runways and taxiways at Antwerp Airport in 2025. There were nine runway incursions, four of which had an Air Traffic Management contribution. The incursion with the worst severity classification was classified as C: "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".

Besides the runway incursions, there was also one runway excursion, one runway event, one taxiway/apron event, and three taxiway incursions. The overall number of runway and taxiway safety events increased, in 2024 there were only six runway incursions and one excursion. In order to strengthen operational safety and reduce the risk of runway incursions, clearer identification and markings are planned to be implemented by summer 2026.

Capacity and Punctuality

Capacity and delay go hand in hand when it comes to runway performance. The declared capacity is based on the airport layout and the traffic statistics at Antwerp Airport, providing the number of movements that can be safely handled within one hour. The declared capacity of Antwerp Airport (41 movements/hour for both runway configurations) is based on a theoretical throughput capacity. For a more complete view, this report also presents the effectively used capacity per runway configuration, i.e. how many movements took place per hour throughout the year.

The declared IFR capacity was exceeded on 15 days, for a total of 54 instances. Again, a clear split is visible for 2025, as all occurrences are before limitations were implemented on July 21st. The maximum number of movements was 13 over capacity; however, just as with most instances a large number were touch-and-gos that count as two movements. During all peak moments the majority of movements were VFR, meaning that the aerodrome did not reach its IFR capacity limit.

While there are no targets set by the Functional Airspace Block Europe Central (FABEC) performance plan at Antwerp Airport, as part of a continuous monitoring of the Air Navigation Service Provider (ANSP)'s performance, skeyes registers the arrival Air Traffic Flow Management (ATFM) delays for Antwerp Airport, as an internal performance indicator. There has been no arrival delay recorded since 2018.

For information purposes, the report also provides an indication of how traffic bound to or taking off from Antwerp Airport, with a flight plan submitted to the Network Manager (EUROCONTROL), was affected by ATFM delay, and indicates which share of this delay was caused by regulations placed by skeyes. In 2025, flights departing from Antwerp Airport experienced a total of 15,069 minutes of ATFM delay, of which 6% was attributable to skeyes. Arriving flights encountered a total ATFM delay of 13,253 minutes, with again 6% resulting from ATFM measures placed by skeyes.

Environment

The Preferential Runway System (PRS) in Antwerp Airport indicates that aircraft exceeding 5,700 kg should use runway 11 for take-off if conditions permit, specifically when crosswind not exceeding 15 kts, or tailwind, including gusts, not exceeding 5 kts. The PRS adherence increased from 39% in 2024 to 48% in 2025.

An overview of night movements at Antwerp Airport is also presented in this chapter, due to their relevance for local noise pollution measures. The total number of night movements decreased, all occurring before midnight. Numbering ten movements in 2025, the total remains well below the limit of thirty night movements per year.

SAMENVATTING

Dit verslag biedt een overzicht van de prestaties inzake luchtverkeersbeheer (Air Traffic Management, ATM) op de luchthaven van Antwerpen (ICAO-code: EBAW). Deze prestaties worden bepaald door vier prestatiekerngebieden (Key Performance Areas, KPAs): veiligheid, capaciteit, milieu en kostenefficiëntie. Dit verslag bestrijkt de eerste drie van die vier prestatiekerngebieden: veiligheid, capaciteit en milieu, samen met de verkeerscijfers voor 2025, om de stakeholders van skeyes en andere geïnteresseerden inzicht te verschaffen in de prestaties van de operationele activiteiten op de luchthaven van Antwerpen.

Verkeer

In 2025 begeleidde skeyes 32.130 vliegbewegingen op de luchthaven van Antwerpen, een lichte stijging tegenover 2024. De meerderheid van luchtverkeer aan de luchthaven van Antwerpen volgde VFR (Visual Flight Rules) regels, goed voor ongeveer 66% van het totale verkeer in 2025. De stijging in het aantal vliegbewegingen is volledig te danken aan meer VFR-bewegingen tijdens de eerste jaarhelft, een tendens die versterkt werd door de gunstige weersomstandigheden in vergelijking met 2024. De oorzaak voor de daling in VFR vluchten is te wijden aan de beperkingen die op 21 juli werden gesteld aan de opleidingsvluchten, onder andere een verbod op touch-and-go's tot 31 december. liep het verkeer terug, wat de prominente rol van de vliegscholen op de luchthaven aantoont. Het IFR-verkeer (Instrument Flight Rules) ging er voor het derde jaar op rij op achteruit, met 9% ten opzichte van 2024.

Veiligheid

Veiligheid is een belangrijke pijler van de luchtverkeersleiding. In dat verband volgt de safety unit van skeyes, de veiligheidsvoorvallen en afgebroken naderingen op. Ze analyseert de situaties en trends, en, verricht zo nodig onderzoek.

Het aantal afgebroken naderingen (een procedure die wordt opgestart wanneer een nadering niet kan worden voortgezet met het oog op een veilige landing), en in het bijzonder de oorzaak ervan, kunnen aangeven welke maatregelen moeten worden genomen om de luchtvaart veiliger te maken. In 2025 werden er 45 afgebroken naderingen geregistreerd, 14 meer dan het voorgaande jaar. Dit leidde tot een frequentie van 2,7 afgebroken naderingen per 1.000 aankomsten. De meest voorkomende oorzaak voor afgebroken naderingen was een onstabiele nadering.

Nog op het vlak van de veiligheid biedt dit verslag een overzicht van de veiligheidsvoorvallen op start- en landingsbanen en taxibanen op de luchthaven van Antwerpen in 2025. Er deden zich negen runway incursions (het onbedoeld betreden van de actieve start- of landingsbaan) voor, waarvan vier met ATM-bijdrage. De incursion met de hoogste ernstgraad werd geclassificeerd als C: "Een incident waarbij omstandigheden erop wijzen dat er een ongeval of een ernstig of belangrijk incident had kunnen plaatsvinden als het risico niet binnen de veiligheidsmarges was beheerst of indien zich er een ander vliegtuig in de buurt had bevonden".

Naast de runway incursions deden er zich tevens één runway excursion (het verlaten van de start- of landingsbaan), één runway event, één taxiway/apron event en drie taxiway incursions voor. Het totale aantal veiligheidsvoorvallen op de start- en landingsbanen en taxibanen steeg. In 2024 bleef het aantal beperkt tot slechts zes runway incursions en één excursion. Om de operationele veiligheid te verbeteren en het risico op runway incursions te verminderen, worden er duidelijkere holding point aanduidingen en verbeterde markeringen op start- en landingsbanen en taxibanen geïmplementeerd tegen de zomer van 2026.

Capaciteit en stiptheid

Capaciteit en vertragingen gaan hand in hand als het gaat om de prestaties op start- en landingsbanen. De opgegeven capaciteit is gebaseerd op de luchthavenlay-out en de verkeersstatistieken op de luchthaven van Antwerpen. Het geeft het aantal bewegingen weer dat binnen de tijdspanne van een uur veilig kan worden afgehandeld. De opgegeven capaciteit van de luchthaven van Antwerpen (41 bewegingen/uur voor beide baanconfiguraties) is gebaseerd op een theoretische doorvoercapaciteit. Verder geeft dit verslag ook de effectief benutte capaciteit per baanconfiguratie weer, d.w.z. hoeveel bewegingen er per uur gedurende het hele jaar hebben plaatsgevonden.

De opgegeven IFR-capaciteit werd 54 keer overschreden, verdeeld over 15 dagen. Alle capaciteitsoverschrijdingen vonden plaats vóór 21 juli, wat opnieuw wijst op een duidelijke breuk tussen de periode vóór en na de invoering van de beperkingen. Het maximumaantal bewegingen lag 13 boven de capaciteit, maar net zoals tijdens de meeste gevallen deden zich een groot aantal touch-and-go's voor, die als twee bewegingen tellen. Tijdens alle piekmomenten waren de meerderheid van de bewegingen VFR-bewegingen, wat betekent dat de luchthaven de limiet van zijn IFR-capaciteit niet bereikte.

Hoewel er voor de luchthaven van Antwerpen geen doelstellingen zijn vastgelegd in het FABEC Reference Period Performance Plan), registreert skeyes, de ATFM-vertraging(en) (ATFM, Air Traffic Flow Management) bij aankomst als een interne prestatie-indicator in het kader van een continue monitoring van zijn prestaties als luchtvaartnavigatiedienstverlener. Al sinds 2018 werd er geen vertraging bij aankomst opgetekend.

Het verslag voorziet ook een overzicht van ATFM-vertraging voor het inkomend of uitgaand verkeer naar/van de luchthaven van Antwerpen, dat een vliegplan heeft voorgelegd aan de Network Manager (EUROCONTROL), en wordt aangegeven welk deel van deze vertraging werd veroorzaakt door reguleringen opgelegd door skeyes. In 2025 liep de totale hoeveelheid ATFM-vertraging op vertrekkende vluchten vanaf de luchthaven van Antwerpen op tot in totaal 15.069 minuten , waarvan 6% toe te schrijven was aan skeyes. Voor de aankomende vluchten bedroeg de totale ATFM-vertraging 13.253 minuten; 6% van die vertraging was eveneens toe te schrijven aan ATFM-maatregelen van skeyes.

Milieu

Het systeem van preferentieel baangebruik (Preferential Runway System, PRS) op de luchthaven van Antwerpen schrijft voor dat vliegtuigen zwaarder dan 5.700 kg baan 11 moeten gebruiken om op te stijgen, als de omstandigheden dat toelaten: specifiek wanneer de zijwind niet meer dan 15 knopen bedraagt of de staartwind, inclusief windvlagen, niet meer dan 5 knopen bedraagt. De mate waarin het PRS nageleefd werd, vertoonde een opwaartse trend: van 39% in 2024 tot 48% in 2025.

In dit hoofdstuk wordt verder ook een overzicht van de nachtbewegingen op de luchthaven van Antwerpen gegeven, omdat ze van belang zijn voor maatregelen tegen lokale geluidsoverlast. Het totale aantal nachtbewegingen - die allemaal vóór middernacht plaatsvonden - daalde. Met tien bewegingen blijft het totaal in 2025 ruim onder de limiet van dertig nachtbewegingen per jaar.

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GLOSSARY

AAE	Aerodrome Elevation
AIP	Aeronautical Information Publication
AMC	Acceptable Means of Compliance
AMS	Airport Movement System
ANSP	Air Navigation Service Provider
ATC	Air Traffic Control
ATCO	Air Traffic Control Officer
ATFM	Air Traffic Flow Management
ATM	Air Traffic Management
BAC	Brussel Airport Company
BCAA	Belgian Civil Aviation Authority
BURDI	Belgium-Netherlands U-space Reference Design Implementation
BVLOS	Beyond Visual Line of Sight
CAA	Civil Aviation Authority
CDO	Continuous Descent Operation
CEF	Connecting Europe Facility
CEM	Collaborative Environmental Management
CISP	Common Information Service Provider
COVID-19	Corona Virus Disease (2019)
CRSTMP	C-Capacity, R-Routeing, S-Staffing, T-Equipment, M-Airspace Management, P-Special Event
CTOT	Calculated Take-Off Time
CTR	Control Zone
DAA	Drone & Aerial Activities
DFS	Deutsche Flugsicherung
DSA	Drone Service Application
DSNA	Direction des Services de la navigation aérienne
EASA	European Union Aviation Safety Agency
EBAW	Antwerp International Airport ICAO Code
EBBR	Brussels Airport ICAO Code
EBCI	Brussels South Charleroi ICAO Code
EBFN	Koksijde Air Base
EBKT	Kortrijk-Wevelgem International Airport ICAO Code
EBLG	Liege Airport ICAO Code
EBOS	Ostend–Bruges International Airport ICAO Code
EPN	Effective Perceived Noise
ETOT	Estimated Take-Off Time
FABEC	Functional Airspace Block Europe Central
FIR	Flight Information Region
GeoZone	Geographical Zone
ICAO	International Civil Aviation Organization
IFR	Instrument Flight Rules
KPA	Key Performance Area
KPI	Key Performance Indicator
LRST	Local Runway Safety Team
LVO	Low Visibility Operations
LVP	Low Visibility Procedures
MDK	Agency for Maritime and Coastal Services
MoU	Memorandum of Understanding
MTOW	Maximum Take-Off Weight
NM	Network Manager
PBN	Performance Based Navigation
PPR	Prior Permission Required
PRS	Preferential Runway System
PRU	Performance Review Unit
RAT	Risk Analysis Tool
RI	Runway Incursion
RMZ	Radio Mandatory Zone
RNAV	Radio Navigation
RNP	Required Navigation Performance
ROTA	Runway Occupancy Time for Arrival
RP	Reference Period
RPAS	Remotely Piloted Aircraft Systems
RWY	Runway
SRO	Simultaneous Runway Occupancy
UAS	Unmanned Aircraft System
USSP	U-Space Service Provider
VFR	Visual Flight Rules
VLL	Very Low Level
VLOS	Visual Line of Sight
VMC	Visual Meteorological Conditions

1 TRAFFIC

- **Traffic Overview**
- **Traffic Patterns**
- **Runway Use**
- **Market Contributions**
- **Drone Activities**

This first chapter presents the traffic data of Antwerp Airport (International Civil Aviation Organization (ICAO) code: EBAW).

The data regarding manned aviation is recorded by the Airport Movement System (AMS). The AMS is an in-house developed Air Traffic Control (ATC) system that records aircraft movements within the aerodrome and its Control Zone (CTR). A movement is defined as an aircraft crossing the CTR or either landing at or taking off from the aerodrome. As this report focusses on runway performance, crossings of the CTR are not considered.

In this report, movements encompass take-offs or landings of all manned traffic at the aerodrome, including flights under Visual Flight Rules (VFR) and Instrumental Flight Rules (IFR), helicopters and airplanes, and traffic of any market segment (e.g. commercial, military, or general aviation). It is to be noted that all the movements are counted in local time (CET).

Adhering to the aerodrome movement definition established by the Belgian Civil Aviation Authority (BCAA), each recorded instance is quantified as follows:

- **one take-off = one departure movement;**
- **one landing = one arrival movement;**
- **one touch-and-go = two movements: one departure & one arrival.**

For unmanned aviation, data is retrieved from a web application developed by SkeyDrone[1], the Drone & Aerial Activities (DAA). This tool was developed to facilitate planning, coordination and information flow between drone operators and Air Traffic Control, especially in controlled airspace. As with manned aviation, all the movements are counted in local time.

1. SkeyDrone is a joint venture between the Belgian Air Navigation Service Provider skeyes and the Brussels Airport Company. Its mission is to provide end-to-end solutions for drone operations, focusing on the safe and efficient management of uncrewed aircraft.

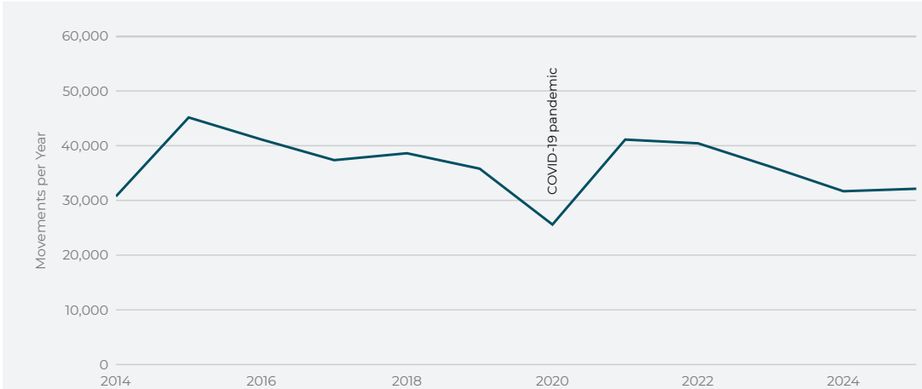
Traffic Overview

The distribution of movements at Antwerp Airport changes from year to year. Presented below is an overview of the last four years:

2022:	**40,432 movements**	(13,714 IFR; 26,718 VFR)
2023:	**36,153 movements**	(13,470 IFR; 22,683 VFR)
2024:	**31,676 movements**	(12,050 IFR; 19,626 VFR)
2025:	**32,130 movements**	(10,991 IFR; 21,139 VFR)

A historical overview of the number of flights going back until 2014 is provided in ***Figure 1.1***. It can be seen that traffic no longer showed a year-over-year decrease in 2025. More so, VFR traffic increased after steep decreases over the past two years. Historical data shows that the number of movements had been on the decline from 2015 onwards. While Antwerp Airport recovered strongly after COVID-19 and surpassed 2019 figures across all traffic (both IFR and VFR) in 2021, traffic started decreasing again. This trend continued into 2024. In 2025, however, the total number of movements slightly increased by a 1% compared to the previous year.

Figure 1.1: *Historical traffic overview*



An overview of the monthly evolution of traffic per flight rule for the years from 2022 to 2025 is provided in ***Table 1.1***. The bottom row of each table shows the traffic evolution compared to 2024. Based on the separate evolution for IFR and VFR, it is clear that the halt in the overall traffic decrease is due to an increase in VFR traffic, by 8% compared to the previous year.

Traffic in 2025 started off strong after January. The airport had a positive traffic evolution from February until and including June, with an average increase of 28% across these months. There is a clear difference in the second half of the year, from July onwards, again due to trends in VFR traffic. As part of the new Environmental Permit for Antwerp Airport approved in December 2024, several conditions were put in place (more on this in the Considerations and Improvements section of the ***Environment Chapter***). Amongst others, one condition was a limitation on the number of training movements carried out annually, implementing a maximum of 16,000 training movements per year. By the 21st of July, already about 13,000 of these movements had been registered. At that time, the airport decided to prohibit touch-and-gos and multiple approaches for the remainder of 2025. The limitation was later cancelled on the first of December, however, only training flights conducted by home-based flight schools with Prior Permission Required (PPR) were permitted during the last month of 2025. These measures received harsh reactions from the training schools, the necessity of touch-and-go's for training was addressed. The Royal Antwerp Aviation Club (RAAC) pointed out a discrepancy in the limits: the annual cap for training flights is 16,000, while the limit for touch-and-go operations is set at 14,000. Since each touch-and-go counts as two movements (one landing and one takeoff), the maximum possible number of touch-and-go operations is only 8,000. This makes the 14,000 limit for touch-and-gos impossible to reach and therefore inconsistent with the overall flight limit. Another flight school, Skywings Flight Training, that trains cadets directly for Brussels Airlines, permanently relocated to Spain.[2]

Overall, weather in 2024 was sombre and rainy, resulting in low VFR traffic figures. This can be explained both by a smaller number of days with Visual Meteorological Conditions (VMC), a requirement to be allowed to perform a VFR flight, and also the appeal of flying in sunny and dry weather. In comparison, weather conditions in 2025 were generally better, explaining the increase in VFR flights during the first months of the year. This trend was stomped after the aforementioned limits were imposed.

Over the past decade, the number of IFR movements at Antwerp Airport decreased almost consistently. In 2025, IFR traffic was 9% lower than in 2024. During the months of August, and September there was respectively 5% and 21% more IFR traffic than in the year before. However, in 2024 during these months, TUI fly Belgium was absent, specifically from the 27th of July until their return on the 7th of October. The airline was responsible for more than two hundred movements during both months of August and September in 2025. Its absence was due to a shortage of spare parts for the Embraer E195-E2, and a Boeing 737 could not be used as a replacement because the runway at Antwerp Airport is too short.[3] The largest market segment at Antwerp Airport, in terms of IFR movements, remains Business traffic. This segment continued to grow in 2025, going against the general IFR decline. The total number of IFR flights classified as Business was 5,928, 5% higher compared to 2024. More information on the market segments is presented in the ***Market Contributions*** subchapter.

The number of movements is not the only metric by which an airport measures traffic. Two other important figures to mention are the number of passengers serviced at the airport and its financial turnout. At the end of 2025 the airport had welcomed 240,541 passengers, 15% more year-on-year. Meanwhile, under new management focussing on tighter cost control and improved operational efficiency Antwerp Airport went from deficit, losing €658,000 in 2024, to a €492,000 profit.[3]

The evolution per month can also be seen in ***Figure 1.2***. It is immediately clear that variations for the total amount of movements were mainly determined by VFR traffic. The biggest trends detailed in ***Table 1.2*** are visible on these graphs. Also note that the drop in October 2022 in all three graphs was due to works on the runway.

2. Lailuma Sadid, 'Antwerp Airport Suspends Touch-and-Go Flights in 2025', accessed on 13 February 2026, https://brusselsmorning.com/antwerp-airport-suspends-touch-and-go-flights-in-2025/76370/; 'Environment: Regulations of the International Airport of Antwerp', ANTWERP CITY AIRPORT (blog), accessed 13 February 2026, https://www.antwerp-airport.com/environment/; Bart Noëth, 'Skywings Flight Training Moves All Touch-and-Go Flights to Spain as Antwerp Airport Reaches Limits', Aviation24.Be (blog), accessed on 13 February 2026, https://www.aviation24.be/airports/antwerp/moves-all-touch-and-go-flights-to-spain-as-antwerp-airport-reaches-training-limits/.
3. André Orban, 'Antwerp Airport Records Strong Passenger Growth and Returns to Profit in 2025', Aviation24.Be (blog), accessed on 13 February 2026, https://www.aviation24.be/airports/antwerp/antwerp-airport-records-strong-passenger-growth-and-returns-to-profit-in-2025/.

Figure 1.2: *Monthly movements per year*

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

		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	Total
IFR	**2022**	967	1,082	1,379	1,310	1,416	1,644	1,736	1,481	861	204	867	767	**13,714**
	2023	831	983	1,065	1,339	1,297	1,500	1,314	1,103	1,243	1,078	854	863	**13,470**
	2024	827	853	1,109	973	1,291	1,331	1,278	951	962	1,017	734	724	**12,050**
	2025	667	798	1,002	881	893	1,013	1,205	1,001	1,164	932	683	752	**10,991**
	2025 vs 2024	-19%	-6%	-10%	-9%	-31%	-24%	-6%	+5%	+21%	-8%	-7%	+4%	-9%
VFR	**2022**	1,756	1,971	4,285	2,102	2,669	3,619	3,127	2,725	1,299	365	1,515	1,285	**26,718**
	2023	1,183	2,127	1,769	1,962	2,585	3,077	1,543	2,164	2,418	2,027	764	1,064	**22,683**
	2024	1,450	1,054	1,489	1,439	1,931	2,355	2,440	1,905	1,185	2,030	1,379	969	**19,626**
	2025	1,217	1,843	2,957	2,636	2,789	2,953	2,133	1,100	1,260	781	628	842	**21,139**
	2025 vs 2024	-16%	+75%	+99%	+83%	+44%	+25%	-13%	-42%	+6%	-62%	-54%	-13%	+8%
Total	**2022**	2,723	3,053	5,664	3,412	4,085	5,263	4,863	4,206	2,160	569	2,382	2,052	**40,432**
	2023	2,014	3,110	2,834	3,301	3,882	4,577	2,857	3,267	3,661	3,105	1,618	1,927	**36,153**
	2024	2,277	1,907	2,598	2,412	3,222	3,686	3,718	2,856	2,147	3,047	2,113	1,693	**31,676**
	2025	1,884	2,641	3,959	3,517	3,682	3,966	3,338	2,101	2,424	1,713	1,311	1,594	**32,130**
	2025 vs 2024	-17%	+38%	+52%	+46%	+14%	+8%	-10%	-26%	+13%	-44%	-38%	-6%	+1%

Table 1.2: *Monthly arrivals and departures per year*

		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	Total
Arrivals	**2022**	1,356	1,527	2,830	1,706	2,040	2,635	2,429	2,091	1,052	304	1,203	1,019	**20,192**
	2023	1,012	1,552	1,414	1,654	1,930	2,286	1,428	1,634	1,825	1,555	808	959	**18,057**
	2024	1,144	955	1,301	1,203	1,604	1,842	1,860	1,426	1,076	1,520	1,056	847	**15,834**
	2025	942	1,326	1,975	1,752	1,835	1,986	1,663	1,054	1,211	850	659	796	**16,049**
	2025 vs 2024	-18%	+39%	+52%	+46%	+14%	+8%	-11%	-26%	+13%	-44%	-38%	-6%	+1%
Departures	**2022**	1,367	1,526	2,834	1,706	2,045	2,628	2,434	2,115	1,108	265	1,179	1,033	**20,240**
	2023	1,002	1,558	1,420	1,647	1,952	2,291	1,429	1,633	1,836	1,550	810	968	**18,096**
	2024	1,133	952	1,297	1,209	1,618	1,844	1,858	1,430	1,071	1,527	1,057	846	**15,842**
	2025	942	1,315	1,984	1,765	1,847	1,980	1,675	1,047	1,213	863	652	798	**16,081**
	2025 vs 2024	-17%	+38%	+53%	+46%	+14%	+7%	-10%	-27%	+13%	-43%	-38%	-6%	+2%

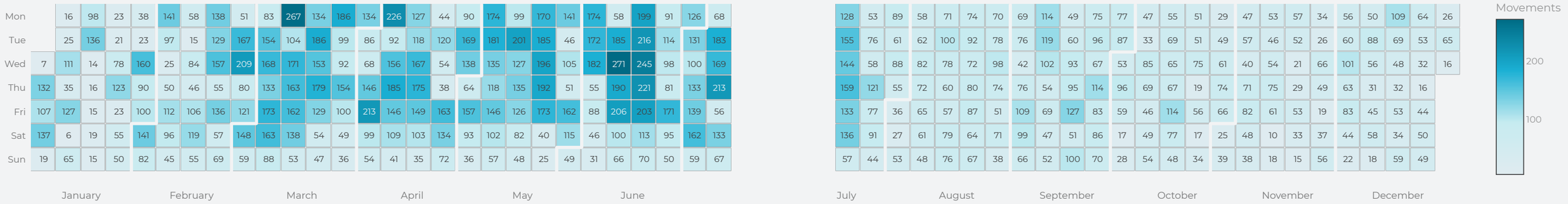


Figure 1.3: *Calendar view of movements per day*

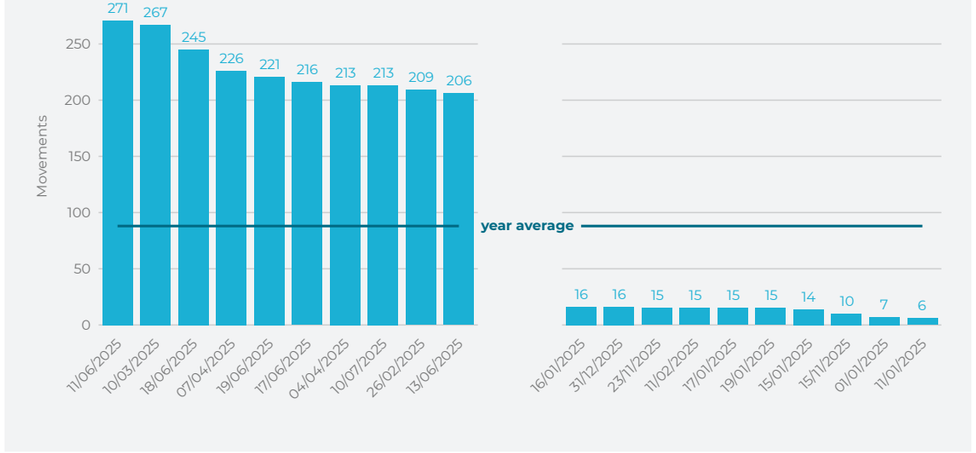
Figure 1.3 provides traffic at daily granularity with a calendar view containing the number of movements at Antwerp Airport for each day of 2025. The days must be read from top to bottom first and then from the left to the right in order to proceed in chronological order.

When looking globally, a clear difference is noticeable between the first and second halves of 2025. On the 21st of July 22,227 movements had already occurred, equal to 69% of total traffic in 2025. This is a consequence of the restriction on touch-and-gos and multiple approaches on that day. When only VFR flights are considered, this goes up to 76% or 16,156 movements. The busiest days consequently occurred between March and June. This was reinforced by meteorological conditions, after a rainy month in January the first half of 2025 had many days with VMC and generally sunny weather.

The ten days with the lowest and highest traffic recorded at Antwerp Airport in 2025 are presented in ***Figure 1.4***. The busiest day of the year with 271 movements was the 11th of June. The explanation is the same as for the other busy days: favourable weather for VFR flights and (therefore) many touch-and-gos that count as two movements. The average movements per day for 2025 as a whole equalled 88 (this is presented as the dark blue line in ***Figure 1.4***.).

The least busy day, on the other hand, was the 11th of January, caused by the combination of only a few IFR flights (6) and Low Visibility Operations (LVO). A similar situation occurred on the 15th of November. Additionally, a yearly occurrence is that the holidays, namely New Year's Day, Christmas Day and New Year's Eve, also experience low traffic.

Figure 1.4: *Top ten and bottom ten days of traffic*



Traffic Patterns

This section describes the traffic pattern throughout the day at Antwerp Airport. There are several ways to calculate and show hourly traffic levels. In this report, each value represents the average number of movements during the previous 60 minutes. The chart is created using half-hour steps, which means that consecutive values overlap by 30 minutes. For example, the total shown at 10:00 includes all movements recorded between 09:00 and 10:00, while the total shown at 10:30 includes movements recorded between 09:30 and 10:30.

The combined IFR and VFR hourly traffic pattern for the years of 2022 until 2025 can be seen in ***Figure 1.5***. The traffic pattern of IFR traffic at Antwerp Airport remains similar across years, while most differences between the years are due to VFR traffic. As the VFR traffic is clustered in the daylight hours, the traffic before 08:00 and after 21:00 is almost exclusively IFR. Higher values during the rest of the day are caused by VFR traffic, which makes up 66% of all movements. Overall, IFR traffic remains fairly consistent between one and three movements per hour, with a peak after noon, between 12:00 and 16:00.

Figure 1.6 shows the average hourly movements for 2025, split per day of the week. To understand some of the trends that can be discerned, a brief overview of the opening times and associated restrictions, as published in the Aeronautical Information Publication (AIP), is provided below:[4]

Opening times:

- The operational hours at Antwerp Airport are from 07:00 to 23:00;
- Exceptions exist for medical flights and for commercial flights scheduled to arrive before 22:59. (See Night Movements in the ***Environment Chapter***.);
- Additionally, aircraft can only operate between 22:00 and 22:59 if the cumulative noise level does not exceed 263 dB Effective Perceived Noise (EPN).

Training flights:

- Allowed from 09:00 until 18:59 during Daylight Saving time, and 19:59 during Standard time;
- Touch-and-go's are not allowed on Saturdays after 14:00 in June, July and August;
- No training flights are allowed on Sundays or Public Holidays.

The last pattern overview presented in this subchapter in ***Figure 1.7*** shows the average hourly movements throughout the day for each season of 2025. Spring is the season with the highest average movements during most of the day. In most past years, the busiest season was the summer, with more daylight hours and generally better meteorological conditions. For 2025, there is a large difference in traffic distribution and patterns before and after July 21st, as discussed in the ***Traffic Overview***. Two thirds of all movements and the busiest months in 2025 fall before that date, resulting in the lowest average in autumn.

4. AD 2.20, Ch.5.7 - 'AIP for BELGIUM (Section AD-2.EBAW) Valid from 19 FEB 2026', accessed on 5 March 2026, BELGIUM, https://ops.skeyes.be/html/belgocontrol_static/eaip/eAIP_Main/html/eAIP/EB-AD-2.EBAW-en-GB.html.

Figure 1.5: *Average hourly movements per year*

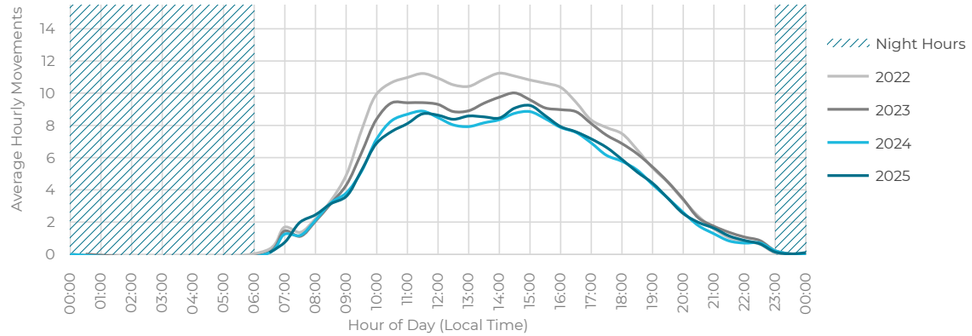


Figure 1.6: *Average hourly movements per day of the week*

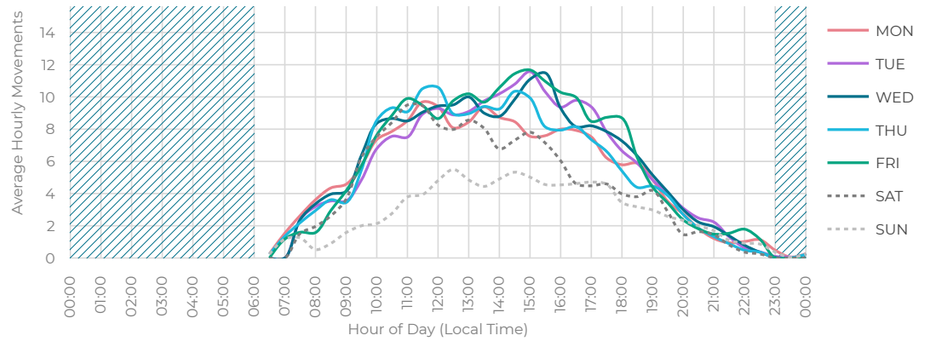
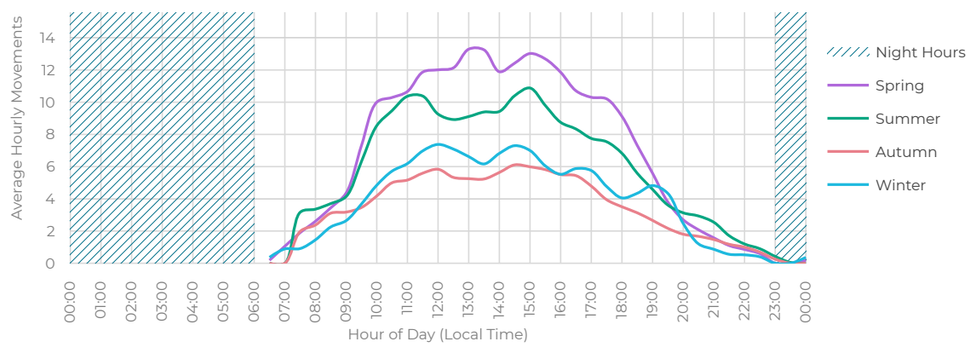


Figure 1.7: *Average hourly movements by season*

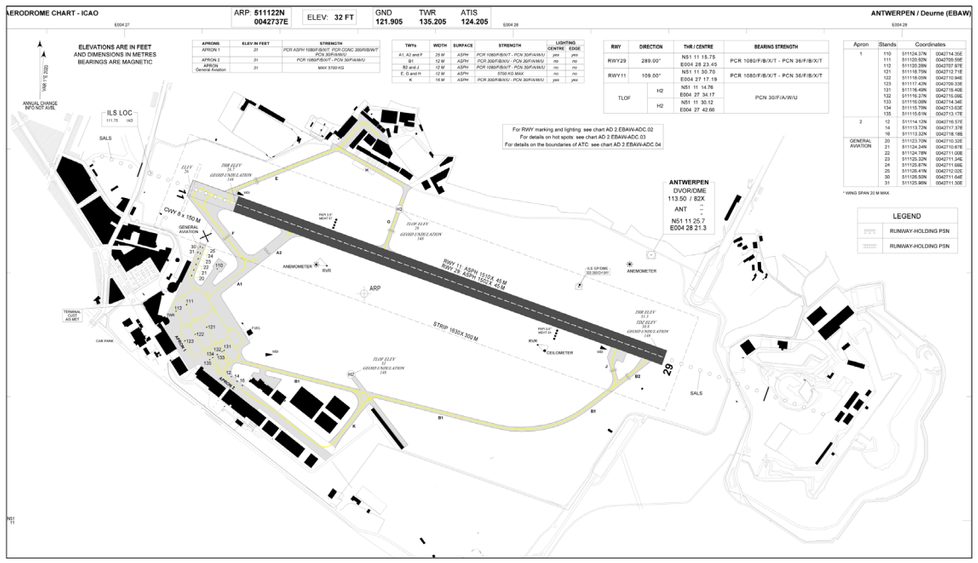


Runway Use

The layout of Antwerp Airport with its reciprocal runway (RWY) and its two runway configurations designated as runway 11 and runway 29, is depicted in ***Figure 1.8***. 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 a length of 1,500 meters. Additionally, a grass strip of 600 by 18 meters is available next to the runway for aircraft with Maximum Take-Off Weight (MTOW) below 2 000 kg, to use the strip PPR approval of the airport is required.

The use of one runway configuration over another depends on several factors, such as wind, meteorological conditions or runway equipment. At Antwerp Airport, there is a Preferential Runway System (PRS) to be used, as mentioned in the AIP.[5] The PRS in place at Antwerp Airport: with weather and traffic permitting, aircraft with weight exceeding 5,700 kg shall use runway 11 in preference to runway 29 when departing.

Figure 1.8: *Aerodrome ground movement chart*



The share of movements per runway can be seen in ***Figure 1.9***. The most used runway configuration was runway 29, which registered 17,178 movements (53% of the total) in 2025. At Antwerp Airport observed winds are mainly from a south-westerly direction. This means that most winds have a large crosswind component, with the headwind component being a deciding factor for the runway configuration. Usually this results in a preference for runway 29, which is therefore used more often than its counterpart.

Runway 11 was in use for 14,952 movements (47% of the total). Every year for a few months winds in Belgium shift from the south-west to the north-east, generally favouring runway 11. This phenomenon starts in February and lasts until May. As more traffic occurred in the first half of 2025, during this annual wind shift, runway usage was only slightly higher for runway 29. In 2025 the annual shift also saw more wind come from the north-west. The wind roses underneath the bar chart further show the influence of different wind patterns for runway configuration selection. See also ***Figure 4.3*** in the ***Environment chapter*** for larger graphs and further explanations on the wind roses. The use of the PRS is discussed in a dedicated subchapter of the ***Environment Chapter***.

Figure 1.9: *Runway usage per year in movements*

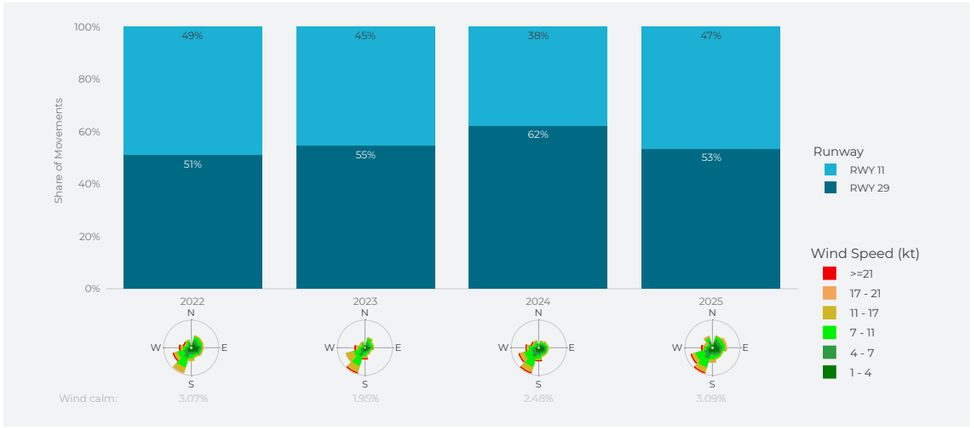
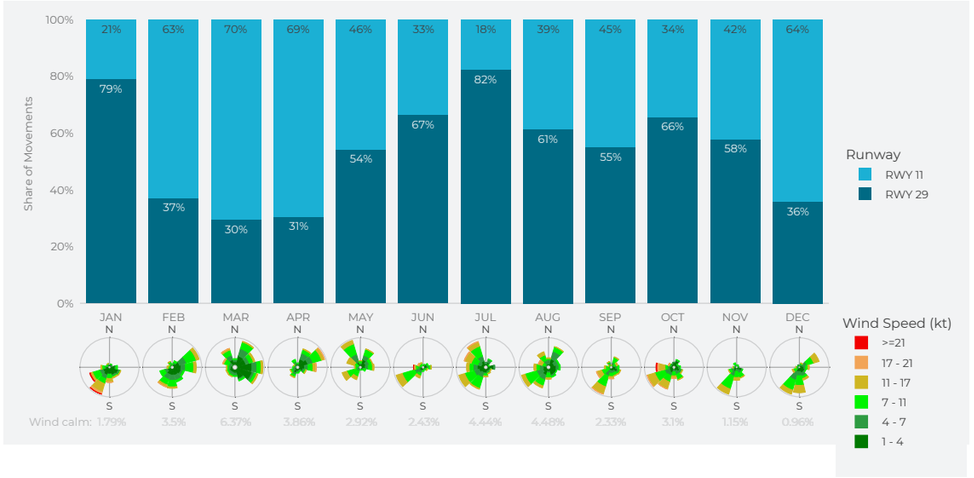


Figure 1.10 shows the share of runway use per month in 2025 with the wind roses beneath. As mentioned earlier, wind direction is the main factor for the choice of the runway configuration. February, March and April had prevalent north-easterly winds, resulting in higher runway 11 usage. This is in contrast to 2024, where the same months had some of the highest runway 29 usage, fully attributable to the absence of the aforementioned annual wind shift.

The months of January, and July, meanwhile, had mainly westerly winds and consequently the highest runway 29 usage.

Figure 1.10: *Runway usage per month in 2025 in share of movements*



5. AD 2.20, Ch. 4.1 - 'AIP for BELGIUM (Section AD-2.EBAW) Valid from 19 FEB 2026', accessed on 6 March 2026, BELGIUM, https://ops.skeyes.be/html/belgocontrol_static/eaip/eAIP_Main/html/eAIP/EB-AD-2.EBAW-en-GB.html.

Market Contributions

This chapter analyses the components of commercial traffic at Antwerp Airport by examining the market segments that drive activity and growth. It reviews the performance of leading airlines/operators and key destinations to illustrate how each contributes to overall airport traffic. As the focus is on commercial traffic, only IFR movements are considered. First, the IFFR traffic at the airport is categorised per market segment. Aviation market segments include various categories of air travel and transport, defined by their purpose, target customers, and business models. For this grouping, the air traffic market segmentation rules from STATFOR/EUROCONTROL[6] are followed, based on the flight plan information captured by skeyes' AMS. 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 filed on flight plans. It should be noted that the market segment classification rules were updated in November 2025, resulting in minor adjustments to past data.

Figure 1.11 shows the market segment distribution for Antwerp Airport from 2022 to 2025. The aforementioned Unknown category is included to account for movements with incomplete data, particularly those lacking information in the flight plan. As a result, these movements would otherwise fall within one of the other defined market segments.

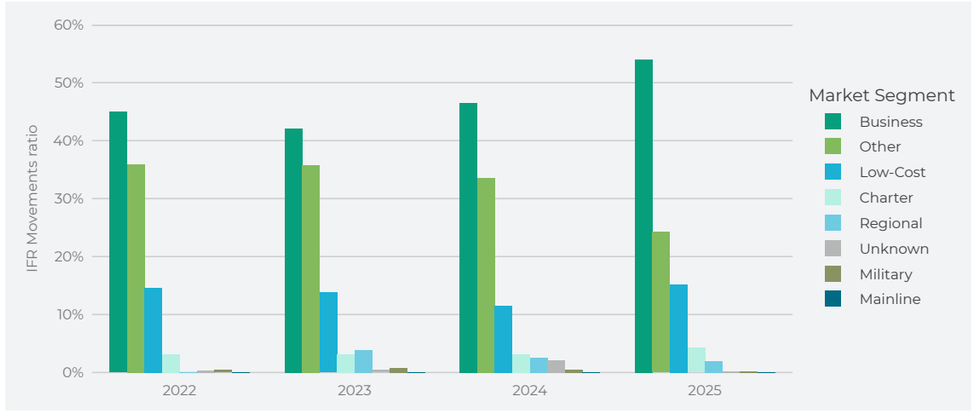
In this report, Business refers to all IFR movements matching a specific aircraft type and ICAO flight type listed in the STATFOR Business Aviation rules (e.g. specific E135 or E145 with ICAO flight type G). In 2025 it was the largest market share at Antwerp Airport, with 5,928 movements, it was responsible for 54% of the airport's IFR movements. The next biggest share were flights classified as Other, this category included all remaining IFR movements that could not be classified into any of the other seven segments, including IFR training flights. Aircraft movements that fell under this classification made up 24% of all IFR movements at Antwerp Airport. The third largest segment, which accounted for 15% of the remaining 22%, were movements identified as Low-Cost.

Of the 5,928 movements classified as Business Aviation, the top two operators account for 44%. These are ASL Group, flying under a number of different airline codes grouped as ASL in ***Table 1.3***, and Flying Group, considering both the Belgian branch (FYG) and Flying Group Luxembourg (FYL). Note that it is unclear independent they are of each other and whether the use of the ICAO codes is consistent. Business flights from Antwerp Airport fly to/from all over Europe. The most prominent airports are located in France (20% of all business traffic), with airports such as: Cannes-Mandelieu Airport (LFMD), Paris-Le Bourget Airport (LFPB) and Nice Côte d'Azur Airport (LFMN) making the overall top connections for IFR traffic presented in ***Figure 1.12***. France, as a connection, is followed by the United Kingdom (13%) and Germany (11%). Although still prominent, domestic business flights make up 10%, with flights to and from Brussels South Charleroi Airport (EBCI) in the lead.

All of the "Low-Cost" movements in 2025 were operated by TUI fly Belgium (JAF). The airline's movements grew by 20% compared to 2024, this is in large due to their absence from July 27th 2024 to October 7th 2024. During the same period in 2025, the airline operated 538 flights. Regarding the future, the Belgian branch of TUI Airlines made several announcements. For Antwerp Airport, there will be only one Embraer E195-E2 operating during summer 2026, reducing the number of summer destinations from seven to four. The airline assured customers that the flights to and from these discontinued destinations (Ibiza, Antalya and Create), numbering 189 in 2025, will remain available via partner airlines and other airports.[7]

The market segment distribution is presented in two plots, respectively the top ten connections (as the airports to and from which most traffic departs and arrives) and the top operators (as in responsible for the largest share of movements). These can be seen in ***Figure 1.12*** and ***Table 1.3***.

Figure 1.11: *Market segments distribution ratio*



Before delving into the top IFR connections, it is worth noting that the majority of departures from Antwerp Airport are return flights. Domestic flights also make up a large amount of traffic, the nearby airports of Midden-Zeeland, the Netherlands (EHMZ) and Kortrijk-Wevelgem (EBKT) lead the list as top destinations. The top IFR connections as presented in ***Figure 1.12*** and **1.13** have domestic traffic filtered out.

Spain is the first most frequented country for international IFR traffic (20%), with Alicante–Elche Miguel Hernández Airport, Spain (LEAL) as the top international IFR connection. Of all movements connecting this airport to Antwerp, the largest share was operated by TUI fly Belgium (JAF), contributing 497 to the total 517 flights. Next in the list is another Spanish airport, Málaga–Costa del Sol Airport (LEMG), where, once more, TUI was responsible for 423 out of 509 total flights. There are two further Spanish airports in the top ten list, namely Tenerife Sur (GCTS) and Ibiza (LEIB).

Antwerp Airport experiences a lot of seasonal traffic. As such, some destinations are more prominent or only serviced during a select period of the year. Examples of destinations during the summer season were Cannes–Mandelieu Airport, France (LFMD), Ibiza Airport, Spain (LEIB) and Palma de Mallorca Airport, Spain (LEPA). The seasonal change during the winter is related to alpine activities, with airports such as Innsbruck Airport, Austria (LOWI), Bolzano Airport, Italy (LIPB) and Sion Airport, Switzerland (LSGS).

Eight out of the top ten connections presented in ***Figure 1.12*** had positive growth compared to 2024. In particular, movements to the airport of Bolzano Airport, Italy (LIPB) doubled compared to 2024 at 239 (+115%). This is one of the winter destinations that is serviced year-round and almost exclusively by Sky Alps (SWU).

6. 'Market Segment Rules | EUROCONTROL', accessed on 5 March 2026, https://www.eurocontrol.int/publication/market-segment-rules.
7. André Orban, 'Antwerp Airport Launches New Flight to Oujda and Gears up for a Vibrant Summer Season', Aviation24.Be (blog), accessed on 13 February 2026, https://www.aviation24.be/airports/antwerp/antwerp-airport-launches-new-flight-to-oujda-and-gears-up-for-a-vibrant-summer-season/; André Orban, 'TUI Fly Belgium Scales Back Antwerp Operations, Cuts Three Summer Destinations', Aviation24.Be (blog), accessed on 13 February 2026, https://www.aviation24.be/airlines/tui-aviation/tui-fly-belgium/tui-fly-belgium-scales-back-antwerp-operations-cuts-three-summer-destinations/.

Figure 1.12: *Top ten international connections*

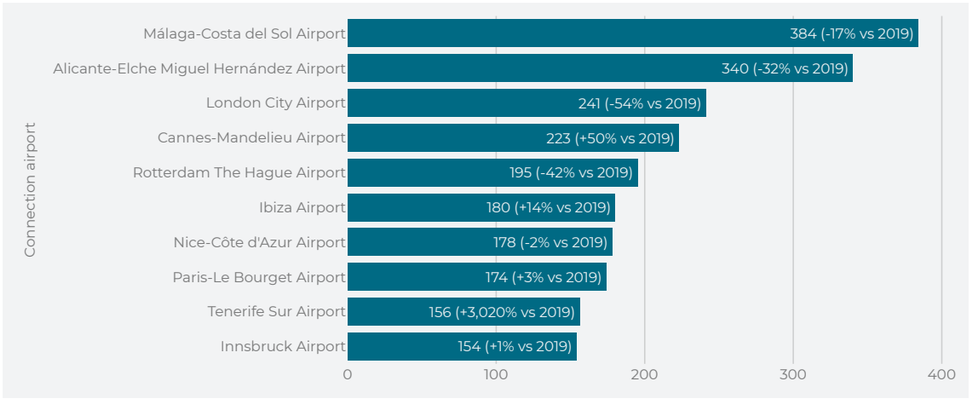
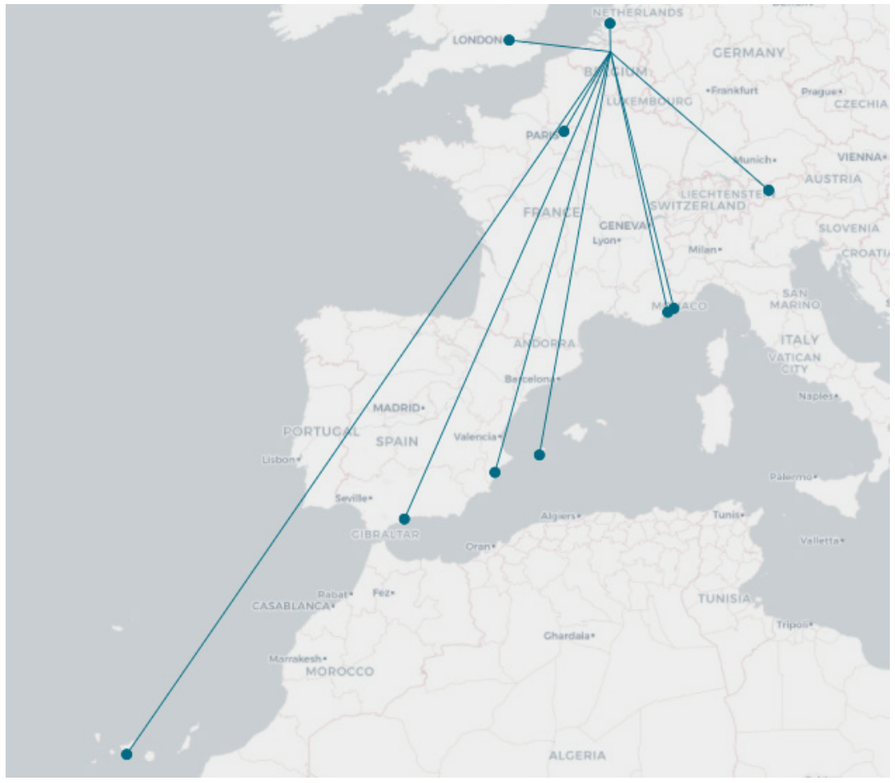


Figure 1.13: *Top ten international connections map (only IFR)*



8. All percentages in between brackets are the airline's share of total IFR traffic at Antwerp Airport in 2025.
9. André Orban, 'SkyAlps Launches Year-Round Flights from Antwerp to Bolzano', Aviation24.Be (blog), accessed on 13 February 2026, https://www.aviation24.be/airlines/skyalps/skyalps-launches-year-round-flights-from-antwerp-to-bolzano/.

Most movements performed by the top ten airlines presented in ***Table 1.3*** are classified as Business Aviation. This is in line with the market segment distribution presented in ***Figure 1.11***, as the majority of IFR flights at Antwerp Airport were classified as such. Prominent operators responsible for both business and charter traffic such as ASL Group (13%[8]) and Flying Group (FYL, 8% and FYG, 3%) are mentioned in this subchapter's introduction. They are not the only ones in the top ten, others include European Aircraft Private Club (PGC, 3%), NetJets Europe (NJE, 3%), JetNetherlands (JNL, 2%) and Air Charters Europe (AGR, 2% and half of all charter movements). Not all operators providing business and/or charter services have their own aircraft and therefore an airline code. Two of note are The Aviation Factory focusing on charter flights and Fly Aeolus offering private jet flights in the form of air taxi.

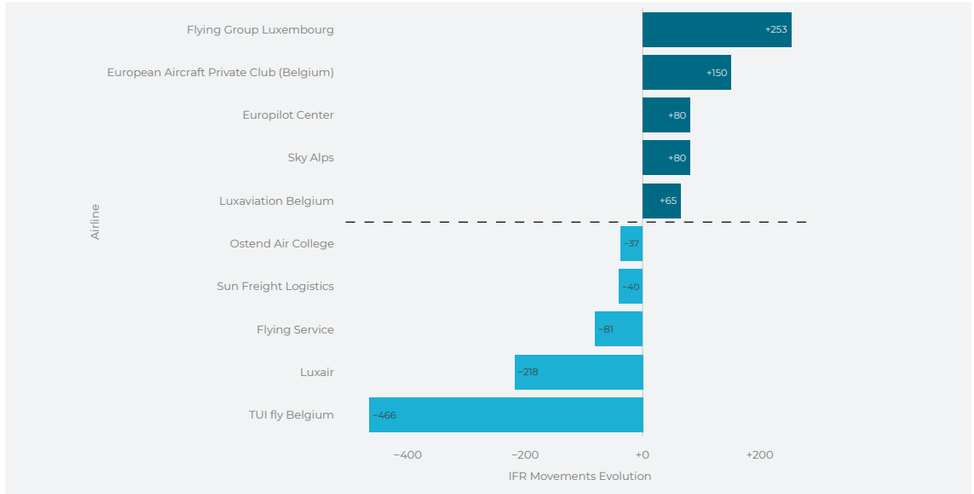
The largest airline, however, remains TUI fly Belgium (JAF, 15%) classified as Low-Cost., with a large influence on the top connections. It was not the only passenger airline in 2025, apart from Low-Cost, the airport also had flights classified as Regional Traffic. The only airline within this category was Sky Alps (SWU, 2%). The airlines with the largest growth or decline in 2025, compared to 2024, are presented in ***Figure 1.14***. The two passenger airlines saw the biggest growth. In the case of TUI fly Belgium, it can once again be attributed to the period where the airline was absent in 2024. Sky Alps, on the other hand, decided to make their previously exclusively-winter destination of Bolzano, Italy (LIPB) year-round available.[9]

The last operator presented in ***Table 1.3***, Europilot Center (EPC), is a training school, which, besides mostly flying VFR, was also responsible for 3% of IFR traffic. This Belgian flight training organisation saw the largest decrease in total number of IFR movements compared to 2024.

Table 1.3: *Top ten airlines*

	JAF	ASL	FYL	EPC	PGC	FYG	NJE	SWU	JNL	AGR	Total
2022	2,004	899	631	364	1	406	316	0	288	28	**4,937**
2023	1,860	1,409	649	455	199	353	368	18	232	195	**5,738**
2024	1,394	1,385	902	535	349	272	350	98	211	221	**5,717**
2025	1,671	1,387	897	356	338	312	306	238	225	222	**5,952**
2025 vs 2024	+20%	0%	-1%	-33%	-3%	+15%	-13%	+143%	+7%	0%	+4%

Figure 1.14: *Top five airlines' evolution*



Drone Activities

The growing 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 was 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 and to enable the operation and provision of U-space services in U-space airspaces wherever it has been designated.[10]

In Belgium, skeyes plays a central role in U-space deployment. skeyes has been coordinating and successfully finished the Belgium–Netherlands U-space Reference Design Implementation (BURDI) project, a major European Digital Sky Demonstrator co-funded under the Connecting Europe Facility (CEF) and supported by the SESAR 3 Joint Undertaking. By 2024, effective U-space operations began to be launched within implemented airspace under BURDI coordination, supported by early establishment of coordination mechanisms among skeyes, regulators, and industry stakeholders.

In 2025 skeyes received its certification as the sCISP[11] in Belgium, affirming its commitment and successful integration of UAS traffic. To achieve this, not only did skeyes develop the CIS software, skeyes also took a central role in the development of the U-space as manager of Unmanned Aircraft System geographical zones (GeoZone) in Belgium.. These are 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 (RMZ) of Kortrijk.[12] [13]

In 2025 as the geozone manager, skeyes cooperated in a series of counter-drone exercises by the Antwerp police in and around Antwerp Airport. The training took place over three days during which the police practiced the detection and interception of unauthorized drones. skeyes authorized drone operations simulating unwanted intrusions by demonstrators, to which the police responded with tools such as a “dronegun” – a kinetic interception device that fires a net to safely bring down drones.[14]

As a result of the partnership between skeyes, SkeyDrone, and Brussels Airport Company (BAC), a drone detection system is now operational at Brussels Airport. In parallel, the detection infrastructure at the regional airports is being further upgraded and extended by SkeyDrone.

10. What Is U-Space | EASA,” accessed on February 2, 2026, https://www.easa.europa.eu/en/what-u-space.
11. Skeyes CISP,” accessed on February 27, 2026, https://cis.skeyes.be/terms-and-conditions.
12. ‘UAS Geographical Zone Statuses’, accessed on 4 February 2026, https://map.droneguide.be/.
13. ‘Drones & Aerial Activities | Skeyes’, accessed on 24 February 2026, https://www.skeyes.be/en/services/drone-home-page/you-and-your-drone/drone-service-application/.
14. Kurt Verwilligen, ‘Skeyes Supports Counter-Drone Exercises at Antwerp Airport’, skeyes, accessed on 13 February 2026, https://press.skeyes.be/skeyes-supports-counter-drone-exercises-at-antwerp-airport.
15. The data extraction method used by SkeyDrone has been updated and discrepancies with data from previous years are to be expected.
16. Note that if an operation crosses multiple VLL zones, it will be counted multiple times in the table.

Another service provided by SkeyDrone is the drone service application: Drone & Aerial Activities (DAA), which is a web application to facilitate planning, coordination and information flow between drone operators and Air Traffic Control, especially in controlled airspace. The figures in this report related to UAS are provided by the DAA tool.[15] To be noted, that there have been minor changes in the past year’s numbers.

Table 1.4 displays the number of drone activities and the level of risk involved to operations at the airport. The level of risk involved in the operations is sorted into three categories that are defined by the risk the drone activity forms for manned aviation in Very Low Level Zones (VLL). 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 above 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 sum of activities in the low, moderate and high risk levels will not provide the total number of activated drone activities in Antwerp Airport CTR.

The number of high risk drone activities at Antwerp Airport decreased, while the amount of low and moderate risk operations continue to grow. This indicates that while drone operations continue to increase in number and relevance, the same does not necessarily apply for the risk UAS activities pose to manned aviation.

Table 1.4: *Activated drone operations per VLL zone risk level*[16]

	Low	Moderate	High
2022	2,871	190	6
2023	3,357	277	16
2024	4,678	497	23
2025	5,493	631	17
2025 *vs* 2024	+17%	+27%	-26%

In the Antwerp Airport CTR, there were 5,797 drone activities recorded in 2025. As per European Union Aviation Safety Agency (EASA) definition[17], activities can furthermore be categorized into a different risk classification scheme that considers the complexity of the operation. There are three such categories described as follows:

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.

Table 1.5 shows the drone operations recorded at Antwerp Airport following the EASA risk category classification. In Antwerp's CTR more than two-thirds of drone activities operated under the "Open" category (3,949 activated operations). Meanwhile, 1,848 (32%) were registered as "Specific". In 2025, 17% more drone operations were authorized compared to 2024. Note that since the last operation classified as the "Former Class 1" occurred in 2022, this category will no longer be presented in future reports.

***Table 1.5**: Activated drone operations per EASA risk category*

	Open	Specific	Former Class 1	Total
2022	1,997	1,039	1	**3,037**
2023	2,471	1,074	0	**3,545**
2024	2,972	2,002	0	**4,974**
2025	3,949	1,848	0	**5,797**
2025 *vs* 2024	+33%	-8%	-	+17%

Furthermore, ***Table 1.6*** provides the number of exempted flights. These are operations performed by firefighters, police or different federal entities and are a service provided to the state. Most of the 316% increase in exempted drone activities is due to an increase in operations attributed to Logistics, mostly delivery flights in the port of Antwerp. The number of security related activities also doubled in 2025.

***Table 1.6**: Activated exempted drone operations*

	Regular	Exempted	Total
2022	3,016	21	**3,037**
2023	3,483	62	**3,545**
2024	4,825	149	**4,974**
2025	5,177	620	**5,797**
2025 *vs* 2024	+7%	+316%	+17%

17. EASA, "Drones - regulatory framework background", accessed on April 21, 2022, https://www.easa.europa.eu/domains/civil-drones/drones-regulatory-framework-background.

Finally, the number of drone operations per type of are shown in ***Table 1.7***. Two type of operations are registered:

VISUAL LINE OF SIGHT (VLOS) → 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) → 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.

BVLOS operations are on the rise. In 2025, 9.7% of all authorized UAS activities near Antwerp Airport were BVLOS for a total of 560 such operations. An increase of +438%, more than quintuples the number of BVLOS operations in 2024. This is due to the increased use of drones for interventions, e.g. railway incident interventions and inspections at the port within the BVLOS framework allowed under special activities.

***Table 1.7**: Activated drone operations per type*

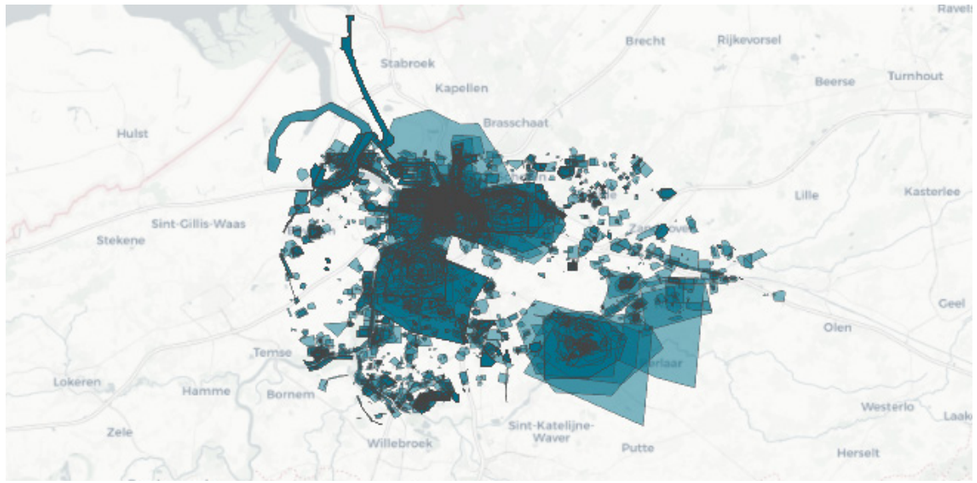
	VLOS	BVLOS	Total
2022	3,035	2	**3,037**
2023	3,511	34	**3,545**
2024	4,870	104	**4,974**
2025	5,237	560	**5,797**
2025 *vs* 2024	+8%	+438%	+17%

In ***Figure 1.15*** the reserved airspace polygons are shown, which were authorized for drone operations in Antwerp Airport's CTR in 2025. The top five activity types in the CTR were:

1. **Related to photo- and videography;**
2. **Photogrammetry** (art, science, and technology of obtaining reliable information about physical objects and the environment through processes of recording, measuring, and interpreting photographic images and patterns of recorded radiant electromagnetic energy and other phenomena);
3. **Aerial photography;**
4. **Recreational;**
5. **Logistical.**

Looking at the activities as presented in Figure 1.15, a higher concentration of drone activities near Antwerp airport are located above the harbour. BURDI was responsible for a stark increase in activity, which continued in 2025 as the Port of Antwerp-Bruges employs drones for several tasks. Another significant activity near the airport is the continued works for the Oosterweel verbinding, extending the R1, the ring of Antwerp. The contractors tasked with this mandate make use of drones and have kept in frequent contact with skeyes and the airport. The TWR of Antwerp Airport has had experience with drone traffic surrounding the airport, and specifically in the north-east of the CTR, towards the port of Antwerp.

Figure 1.15: *Reserved airspaces of activated drone operations*



DRONE INCIDENTS AND DETECTION MEANS

The European aviation sector faced a significant security challenge during the autumn, characterized by a series of unexplained unmanned aircraft observations across the continent. Starting in late September, numerous airports and military installations-ranging from Scandinavia to Germany-reported unauthorized drone activity, leading to temporary airspace closures in Copenhagen, Munich, and others.

Belgium was not spared from this phenomenon. In November, sightings were reported near sensitive sites, including the Doel nuclear power station and military bases like Kleine Brogel. The locations of these drone sightings are illustrated in ***Figure 1.16***, while the timeline was the following:

- October 31st - November second - suspicious drones were spotted over Belgium's Kleine Brogel Air Base for three nights in a row;
- November fourth - drones sighting reported at Brussels Airport (EBBR), Liege Airport (EBLG), Ostend-Bruges Airport (EBOS) and Antwerp Airport (EBAW), air traffic suspended several times at EBBR and EBLG;
- November fifth - drone sighting reported at EBBR;
- Novembre sixth - drone sighting reported at EBBR, EBOS, Koksijde Air Base (EBFN), EBAW, EBLG and Brussels South Charleroi Airport (EBCI), air traffic suspended at EBBR and EBLG;
- November seventh - drone sighting reported at EBLG, air traffic suspended;
- November eighth - drone sighting reported at EBLG, air traffic suspended;
- November ninth - drone sighting reported at EBLG, air traffic suspended;
- November 12th - drone sighting reported at EBBR, air traffic suspended;
- November 24th - drone sighting reported at EBLG, air traffic suspended.

Figure 1.16: *Locations of drone sightings during November 2025*

Drone related regulations on the fourth of November caused 3,377 minutes of ATFM delay in EBBR (1,574 minutes), EBCI (315 minutes) and EBLG (1,488 minutes). There were no other drone related regulations between the first and the 20th of November.

There were two reports at Antwerp Airport indicating RPAS interference, eventually having no impact on operations.

Towards the end of 2025 skeyes initiated different tests regarding drone detection. These tests are particularly important in light of recent drone attacks across Belgium, as well as the steadily increasing number of drones and drone users.

Additionally, skeyes and the Agency for Maritime and Coastal Services (MDK) have signed a Memorandum of Understanding (MoU) to deepen their cooperation on drone operations over the North Sea. The agreement supports the safe development and integration of unmanned aircraft alongside traditional aviation in Belgian airspace. By working together, the partners aim to unlock the full potential of drones for public maritime missions, including rescue operations and inspections of infrastructure and coastal areas. Taken as a whole, these efforts support the responsible evolution of the drone ecosystem, with ongoing civil–military cooperation helping to align operational effectiveness, environmental considerations, and the enduring viability of the airspace.

2 SAFETY

- **Missed Approaches**
- **Runway Incursions**
- **Other Noteworthy Incidents**
- **Improvements and Recommendations**

This chapter is divided into four topics: missed approaches, runway incursions, other noteworthy incidents, and recommendations & awareness. The number of arrivals is provided by the AMS under the BCAA's aerodrome movement definition.

The missed approaches covered in the following chapter are based on internal logging. As such, the quality and accuracy of the available information is commensurate with the level of reporting. Missed approaches are not considered safety occurrences. They are an operational solution allowing to maintain safety margins when the approach cannot be continued for a safe landing. At the same time, particularly during peak hours at busy airports, they also increase the traffic complexity and the residual safety risk. It could be argued that missed approaches are a hybrid leading indicator, and that by analysing the reasons leading to this type of procedure, it is possible to examine if there are any systemic deficiencies in technical equipment, in a procedure or the manner in which Air Traffic Control Officers (ATCOs) and/or pilots apply these procedures.

Runway incursions are a lagging runway safety indicator. The runway incursions and occurrences discussed in other noteworthy incidents 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 Reg 376/2014 and EU Reg 2019/317). The following chapters indicate the severity classification that was derived from the calculated RAT risk for the safety occurrences.[18]

18. COMMISSION IMPLEMENTING REGULATION (EU) No 1216/2011 of 24 November 2011 laying down a performance scheme for air navigation services and network functions.

The following definitions apply for the severity classification (in accordance with EASA Acceptable Means of Compliance (AMC)[19]). This classification scheme is applicable for the later mentioned operational occurrences.

***Table 2.1**: Severity classification*[20]

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.

Missed Approaches

Missed approaches are performed according to published procedures, under the instructions of the air traffic controller or initiated by the pilot when the approach cannot be continued for a safe landing. Besides the discomfort for passengers and crew, the missed approaches increase the air traffic management complexity. The number of missed approaches and particularly their cause can therefore indicate which measures are to be taken to improve the safety of air navigation service provision. All missed approaches are reported by the ATCOs and by cause of event. The number of missed approaches at Antwerp Airport is closely monitored and followed up by skeyes' safety unit and are subsequently monitored on a weekly basis. Trends are analysed and, when relevant, investigated to identify root causes and to implement improvement measures. This report presents a yearly overview comparing the number of missed approaches for each runway configuration at Antwerp Airport (runways 11 and 29) over four years.

19. 'ICAO Doc 4444 – PANS–ATM AMC 3 of EU Reg 2019/317', accessed on January 15, 2026.

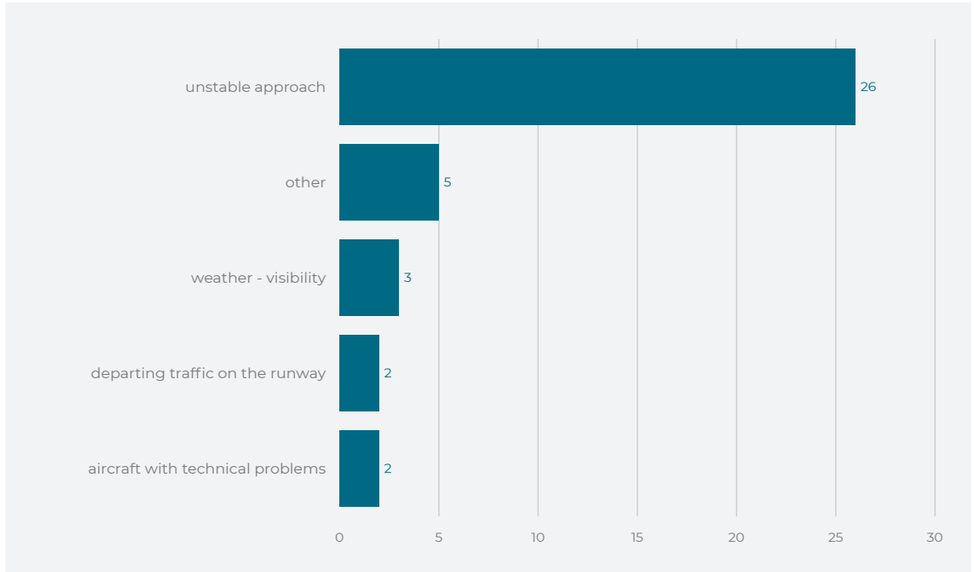
20. UI – under investigation (a non-official severity classification used during investigation before a final classification is determined)

In 2025, there were 45 missed approaches, increasing by 39% compared to the 31 in 2024. ***Figure 2.1*** shows the number of missed approaches per cause, for the five most common causes. Unstable approach is consistently the main reason for missed approaches across years at Antwerp Airport. For a total of 26 instances, this reason accounted for 60% of missed approaches. Note that the total number of missed approaches in the annex is slightly lower, as some are logged without runway configuration. Many training flights happen at Antwerp Airport and inexperienced pilots unable to reduce speed or altitude can cause unstable approaches.

When traffic before and after the 21st of July is compared, again a change can be observed. On this day, Antwerp Airport implemented that both touch-and-gos and multiple approaches would be prohibited until the end of 2025, due to environmental restrictions. This was necessary as the airport was nearing the limit on training flights introduced as a condition for the renewed environmental license. The majority of missed approaches occurred before 21 July, both overall (35 out of 45) and among those attributed to unstable approaches (17 out of 26). However, keep in mind that 67% of traffic in 2025 had also occurred before the same date.

On top of that, as can be seen in ***Figure 4.3*** in the ***Environment Chapter***, there were large crosswind components at the airport. Crosswind components increase the difficulty of performing the approach and therefore, increase the likeliness of a missed approach.

***Figure 2.1**: Top five causes for missed approaches*



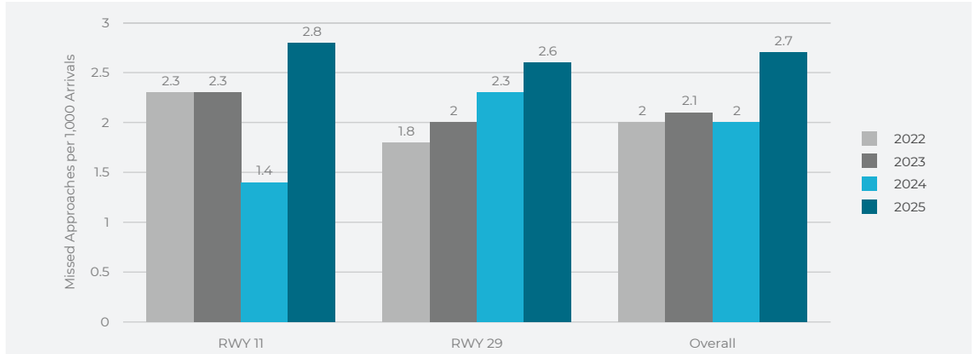
The second most common reason is “Other”, which includes the missed approaches that could not be attributed to predefined reasons such as passengers not ready, flight criteria not met (e.g. flap configuration) or not confirmed (runway not clear).

Figure 2.2 gives the yearly rate of missed approaches per 1,000 arrivals. The number of arrivals is provided by the AMS under the BCAA’s aerodrome movement definition. The overall rate increased, reaching 2.7 missed approaches per 1,000 arrivals, while the rate remained consistent over the years preceding 2025. This is in line with the 39% increase in total number.

Comparing the figures for runway 11 and runway 29 with 2024, the rate of missed approaches doubled from 1.4 to 2.8 for runway 11 and went from 2.3 to 2.6 for runway 29. Keep in mind that runway usage also shifted to runway 11, which is responsible for a slight increase in rate per 1000 flights for runway 29. The increase in missed approaches can be assigned to more incidents on runway 11, more specifically to the significant rise in unstable approaches from 3 in 2024 to 13 in 2025.

Further details can be found in **ANNEX A: *Missed approaches***, which shows missed approaches per cause for each runway configuration in the years of 2022 until 2025.

Figure 2.2: *Rate of missed approaches per 1,000 arrivals per runway per year*



Runway Incursions

As mentioned in this chapter's introduction, this section highlights one of the categories of safety occurrences, the runway incursions.

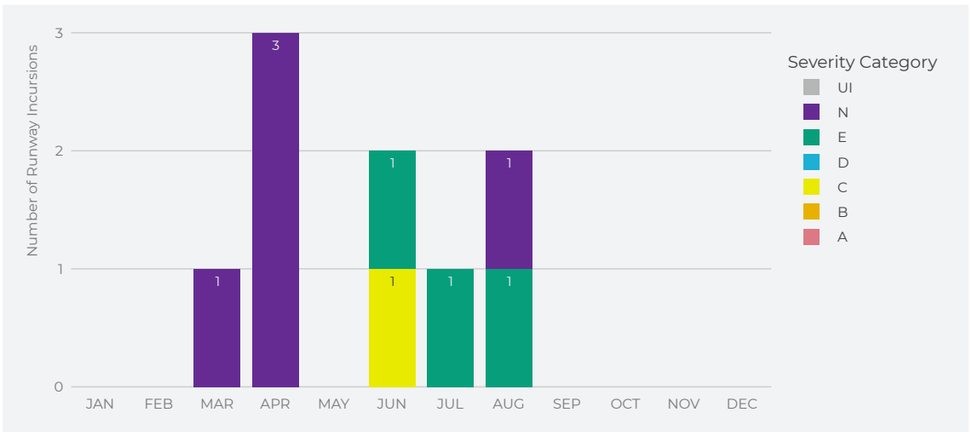
According to the International Civil Aviation Organization (ICAO Doc 4444 – PANS-ATM), a Runway Incursion (RI) is defined as "any occurrence at an aerodrome involving the incorrect presence of an aircraft, vehicle or person on the protected area of a surface designated for the landing and take-off of an aircraft".[21] "An incorrect presence" is hereby defined as "the unsafe, unauthorized or undesirable presence, or movement of an aircraft, vehicle, or pedestrian, irrespective of the main contributor (e.g. ATC, pilot, driver, technical system)".[22]

A monthly overview of the runway incursions in 2025 is shown in ***Figure 2.3*** In total, there were nine runway incursions of which four had an Air Traffic Management (ATM) contribution. The colours of the bar chart indicate the severity as defined in ***Table 2.1***.

The incident classified as C severity occurred in June. As is often the case, it was a complex event with multiple factors at play. A training pilot reported final as instructed. While the pilot was at 500 ft and observed a clear runway, the ATCO instructed to continue approach expecting the pilot to report short final. Note that at this point the ATCO was occupied with another traffic situation. Based on the situation the pilot interpreted the instruction as a landing clearance and proceeded to land without clearance. Additionally, the pilot was not informed of the Medium wake category of the preceding aircraft.

The three other runway incursions with ATM contribution were of the E severity category. The first two were instances of pilots misinterpreting "hold short of" instructions and proceeding on the runway. These instances occurred later in June and July. The last E severity incursion took place in August. A pilot received take-off clearance, while the previous arrival had not fully vacated the runway.

Figure 2.3: *Monthly runway incursions per severity category*

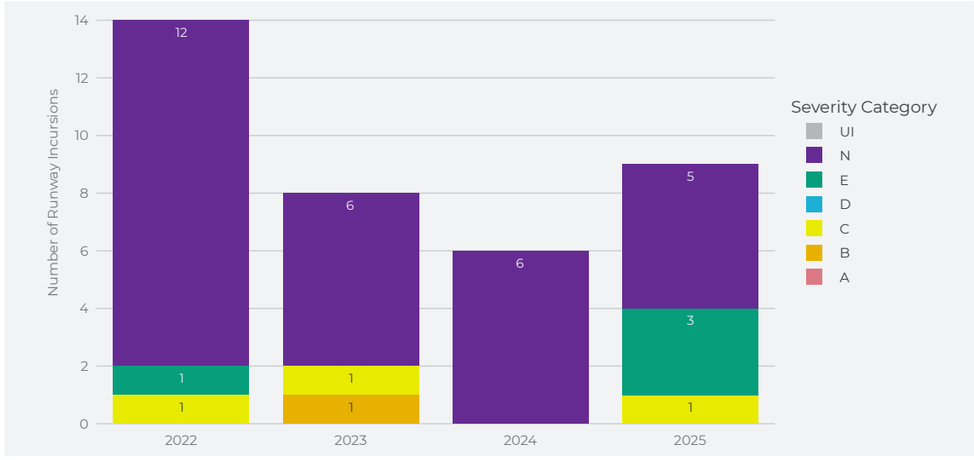


21. 'ICAO Doc 4444 – PANS–ATM AMC 3 of EU Reg 2019/317', accessed on January 15, 2026.

22. APAC-Guidance-Material-for-the-Implementation-of-Amendment-1-to-15th-Edition-of-the-PANS-ATM-Doc4444.Pdf', accessed 10 February 2026, https://www.icao.int/sites/default/files/APAC/Documents/edocs/ATM/APAC-Guidance-Material-for-the-Implementation-of-Amendment-1-to-15th-Edition-of-the-PANS-ATM-Doc4444.pdf.

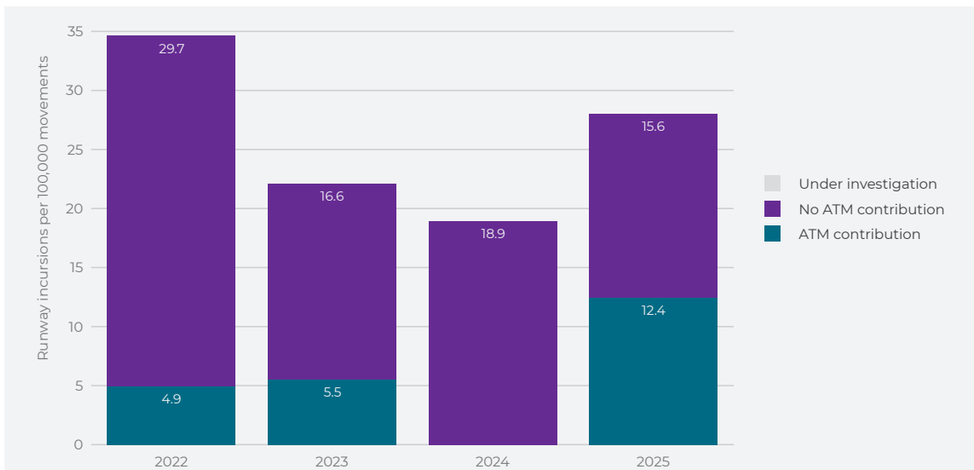
Figure 2.4 presents a yearly evolution of the number of runway incursions from 2022 to 2025. From the nine runway incursions in 2025, skeyes had an indirect contribution in four occurrences This occurred most of the time when an incorrect readback from the pilot is not captured. There were also three Runway Incursions at the hotspot RWY 29 Holding Point G.

Figure 2.4: *Yearly runway incursions per severity category*



Another way of comparing these figures, is with the rate of runway incursions per 100,000 movements. ***Figure 2.5*** shows this rate for Antwerp Airport for the period from 2022 until 2025. The rate of runway incursions increased to 28.0 per 100,000 overall and 12.4 with ATM contribution.

Figure 2.5: *Yearly rates of runway incursions per 100,000 movements by ATM contribution*



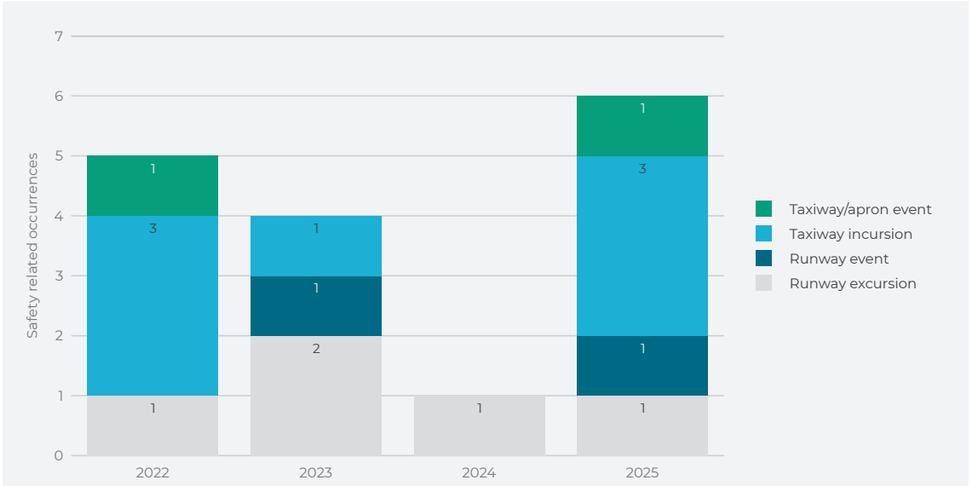
Other Noteworthy Incidents

All safety occurrences are closely monitored and registered by skeyes. In 2025, there was one runway event without ATM contribution. The event occurred in November, ATC was unable to reach bird control, fire department was contacted to enter the runway instead. Additionally, one runway excursion occurred in July. An aircraft usually used for training flights, exited runway 29 on the right after landing and ended up in the grass next to the runway. An investigation concluded that there was no ATM contribution.

Concerning taxiways and aprons, three taxiway incursions were reported in 2025, two had E severity ATM ground contribution. The first incursion occurred in January. In this instance an aircraft had to serve into the grass next to the taxiway, as another aircraft was head on and continued taxiing on the same taxiway. The second E severity incursion was in December. This time, an aircraft failed to follow the instructed path and instead, it moved along two taxiways. The last incursion was found to have no ATM ground contribution. There was also one recorded taxiway/apron event, again without ATM ground contribution.

Figure 2.6 provides an overview of the previously mentioned incidents over the past four years. Overall, the amount of runway or taxiway events six in 2025, from a single incident in 2024.

Figure 2.6: *Yearly runway and taxiway safety events*



23. 2024 numbers have a small difference compared to the last years report due to recategorisation of safety occurrences.

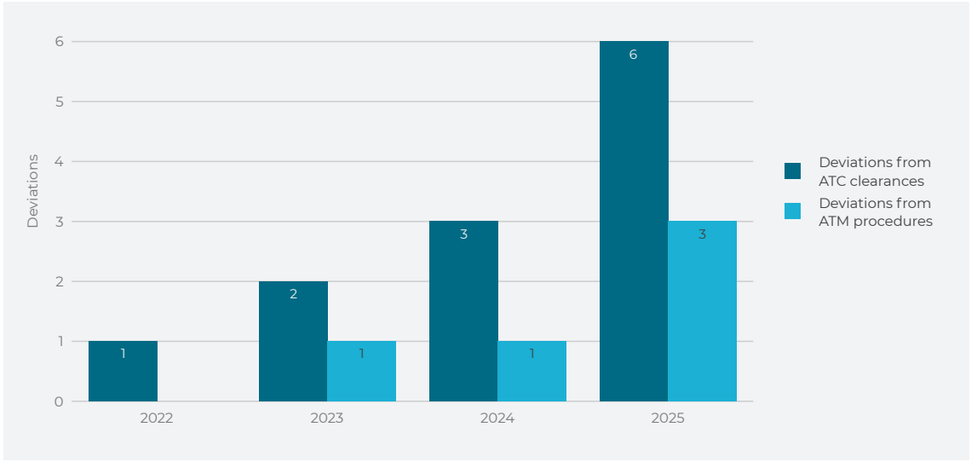
Two other types of safety occurrences are highlighted in ***Table 2.2***, laser beams and interference by Remotely Piloted Aircraft Systems (RPAS).

Table 2.2: *RPAS and lasers incidents per year*

Safety occurrence	2022	2023	2024	2025
RPAS	4	4	-	6
Laser beam	8	5	2	4

skeyes also monitors deviations from ATC clearances and ATM procedures, presented for the years from 2022 to 2025 in ***Figure 2.7***. Deviation from ATC clearances were all airborne occurrences, and for the deviation from ATM procedures, there was one deviation from ops manual, one deviation from standard phraseology and one deviation from ATM procedures during mowing works.

Figure 2.7: *Yearly deviations from ATM procedure and ATC clearance*[23]



Improvements and Recommendations

Taxiway project aimed at enhancing situational awareness for pilots

Specific names for dedicated runway holding positions in combination with improved taxiway and runway designator markings will be implemented at Antwerp Airport by summer 2026. This is aimed at visiting pilots who may be less familiar with controlled airport environments. By implementing clearer identification and markings, the airport and stakeholders seek to strengthen operational safety and reduce the risk of runway incursions

2 CAPACITY & PUNCTUALITY

This chapter addresses the performance area of capacity and a related indicator, punctuality. Capacity reflects the system's ability to accommodate demand without causing avoidable delays.

In the first section on the airport's capacity, the declared capacities for different runway configurations are given along with a view on the effective utilisation of this capacity.

In the second section, the punctuality at Antwerp Airport is studied. Statistics on the Air Traffic Flow Management (ATFM) arrival delay, which is the delay due to regulations placed at Antwerp tower on arrivals, are provided. Furthermore, to provide a more customer-centric view, the delay from the airport's perspective is analysed, to reflect the impact on traffic to and from Antwerp Airport caused not only by regulations at the airport but also by those in the Belgian en-route airspace and from other ANSPs.

Airport Capacity

The capacity of an aerodrome, defined as the number of operations it can handle in a given time, is influenced by factors such as airport layout, fleet mix of the arriving and departing traffic, ATC procedures, weather conditions and technological aids. Under optimal conditions, a theoretical measure, called **Theoretical Capacity Throughput**, is calculated for each runway configuration. This represents the average number of movements (arrivals and/or departures) that can be performed on the runway system within one hour, based on certain assumptions:

- *A continuous supply of arrivals and/or departures;*
- *Simultaneous Runway Occupancy (SRO) is prohibited (ATC rule);*
- *Safe Wake Vortex separation distances between flights are maintained (ATC rule);*
- *A static fleet mix (unchanging aircraft types);*
- *Unchanging approach and departure procedures;*
- *Optimal operational conditions (e.g. weather and staffing).*

The calculation also incorporates the following parameters:

- *The fleet mix from a monthly sample of traffic;*
- *A nominal radar separation of three nautical miles (NM);*
- *A 15% loss factor in inter-arrival times to account for conservative separation by controllers;*
- *Assumptions for the average Runway Occupancy Time for Arrivals (ROTA);*
- *An average approach speed of 112 knots (ground speed);*
- *Inter-departure time, determined by the time between take-off clearance and reaching a specified altitude.*

Since safe wake vortex separation distances are specified only for IFR flights, the Theoretical Capacity Throughput applies exclusively to IFR movements and represents the highest number of IFR movements that an aerodrome can handle per hour with a given runway configuration under ideal conditions.

In practice, optimal conditions are rarely achieved. To account for this, the **Declared IFR Capacity** is set at 90% of the theoretical maximum. ***Table 3.1*** shows the Declared IFR Capacity per runway configuration at Antwerp Airport. Note that this is only a theoretical calculation and currently not used for schedule coordination purposes.

Table 3.1: *Declared IFR capacity*

Runway Configuration		Declared IFR Capacity (movements/hour)		
Departures	Arrivals	Only Departures	Only Arrivals	All Movements
11	11	27	17	41
29	29	27	17	41

Figure 3.1: *Hourly movements for configuration 11 - 11*

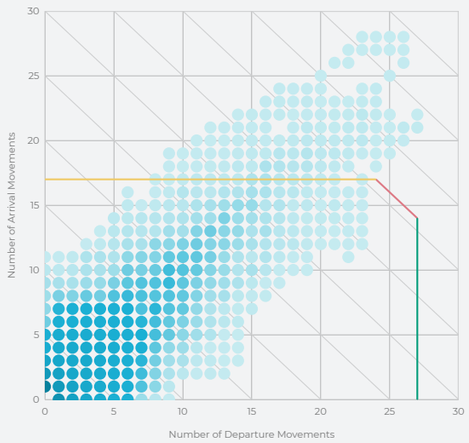
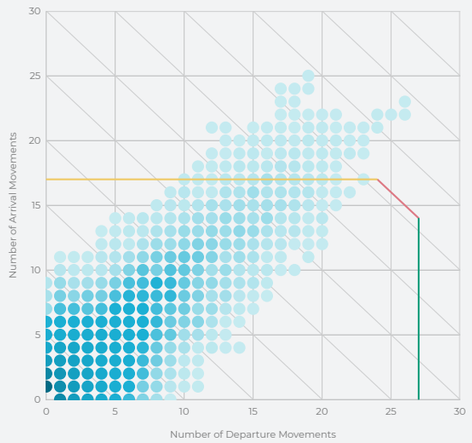
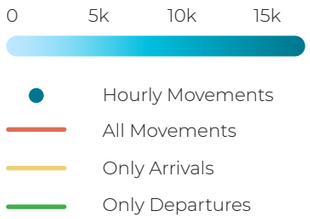


Figure 3.2: *Hourly movements for configuration 29 - 29*





To get a view on the actual usage of the aerodrome's capacity, the **Effectively Used Capacity** is an important performance indicator for the airport and the air navigation service provider handling the arrivals and departures. For each runway configuration, it compares the theoretical value of the declared capacity to the distribution of the actual number of movements performed within each hour of the year.

A visual method to display whether the declared capacity has been exceeded in 2025 is created as seen in ***Figure 3.1*** and **3.2**. In these plots, each dot represents a rolling hour throughout the year of 2025 (with a roll step of one minute), during which the runway configuration was active for at least one hour within the default opening times of the aerodrome and during which there was at least one movement. The position of the dot indicates the number of arrivals (y-axis) and the number of departures (x-axis). The opacity of the dot indicates if there were many or few hours with this number movements, with more translucency indicating fewer occurrences. The declared capacity for both arriving and departing traffic is shown by a diagonal red line: At any point on this line, the x-axis value (departures) and y-axis value (arrivals) will add up to the threshold number (total movements). The declared capacity for only departures is shown with a green vertical line and the declared capacity for only arrivals is shown with a yellow horizontal line. Any dot above this line indicates an hour exceeding the declared capacity.

Figure 3.3: *Hourly movements of hours with 80% IFR movements for configuration 11-11*

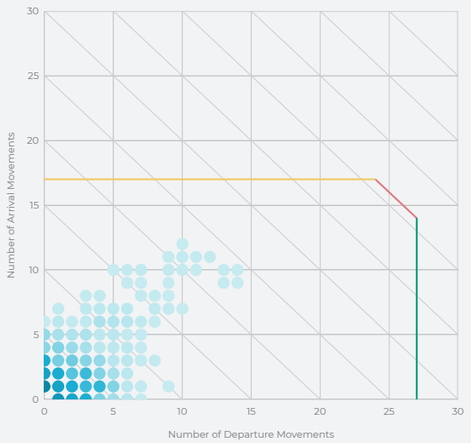
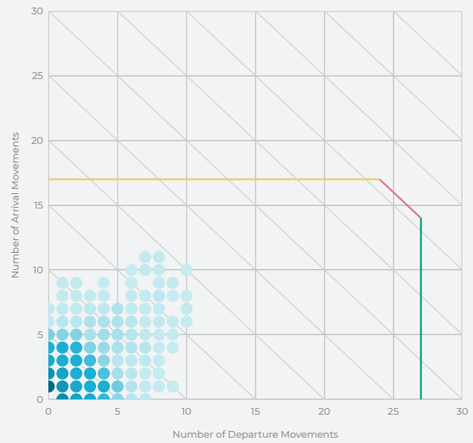


Figure 3.4: *Hourly movements of hours with 80% IFR movements for configuration 29-29*



Even though the capacity is only declared for IFR movements, the plot considers both IFR and VFR movements. This is because only considering IFR flights would give a distorted view on the number of hourly movements - especially for airports with high VFR shares. Helicopter movements are not included, as they don't land on the runways of the configurations, but missed approaches are. The notation for the runway configurations in this report always mentions the departure runway first and the arrival runway, separated by a hyphen, afterwards.

In 2025, the declared capacity at Antwerp Airport was exceeded in 1,393 instances (rolling hours). This is a stark increase compared to the 54 in 2024. Note that this was a year with very few exceedances for the airport. About two-thirds of rolling hours were during runway configuration 11–11. The maximum movements in one hour recorded in 2025 occurred on June 11th with 54 movements, exceeding the declared capacity by 13 movements. At that time, 93% of movements were VFR, and nine touch-and-gos performed. The majority of movements were performed by three training aircraft belonging to the same flight school.

All hours exceeding the declared capacity in 2025 also exceeded the declared capacity for only arrivals, while the higher declared capacity for only departures was reached, but not exceeded. The 41 movement capacity for traffic including both arrivals and departures was only exceeded during 23% of total instances (322 out of 1,393).

For an airport with a large share of VFR traffic, such as Antwerp Airport, these plots do not accurately present the traffic capacity, as such a different approach to capacity is presented in ***Figure 3.3*** and ***Figure 3.4***. They show the hourly movements in 2025 for hours with ≥80% of the traffic being IFR, respectively for runway configuration 11–11 and for runway configuration 29-29. This is an additional view on the capacity, as a large number of VFR movements can distort the visualisation. In 2025 the declared capacity is not reached for rolling hours with ≥80% IFR traffic.

Table 3.2: *Days with hours exceeding the declared capacity*

Runway Configuration		Date	Maximum	% of IFR	% of Departures
Departures	Arrivals	of Occurrence	Extra Movements	at Occurrence	at Occurrence
11	11	Feb. 19	1	5%	43%
		Feb. 25	8	0%	55%
		Mar. 1	5	2%	52%
		Mar. 4	3	9%	52%
		Mar. 10	5	4%	52%
		Mar. 20	5	28%	50%
		May. 6	1	7%	45%
		Jun. 11	13	7%	48%
		Jun. 19	2	2%	44%
		Jun. 20	2	2%	51%
29	29	Jan. 2	8	2%	53%
		Feb. 26	3	23%	43%
		May. 21	3	2%	52%
		Jun. 2	2	2%	49%
		Jun. 10	2	7%	49%

Table 3.2 gives a summary of the days where the amount of traffic exceeded capacity, in terms of extra movements, share of IFR traffic and share of departures. The last day on which the mixed declared capacity was exceeded in 2025 was June 20th. A large factor in this is that touch-and-gos were prohibited from the 21st of July until the 31st of December. On top of that in December only home-based flights schools were permitted to fly training flights and PPR was in place.[24]

Apart from June 11th the two days with the highest number of movements over capacity were January second and February 25th, each eight movements over capacity. On both days, there were again a large number of training flights and touch-and-gos during the hours that exceeded capacity. In January, a military aircraft also performed multiple landings in the same timeframe.

24. Lailuma Sadid, 'Antwerp Airport Suspends Touch-and-Go Flights in 2025', accessed on 13 February 2026, https://brusselsmorning.com/antwerp-airport-suspends-touch-and-go-flights-in-2025/76370/.

Punctuality

Punctuality can be seen as a service quality indicator from a passenger perspective. This section observes one of the factors that influence punctuality: Air Traffic Flow Management (ATFM) delay. ATFM delay is defined as the time difference between estimated take-off time (ETOT) and calculated take-off time (CTOT) calculated by the Network Manager (EUROCONTROL). This discrepancy is due to ATFM measures in place 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[25]:

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

All causes with ANSP contribution are referred to as CRSTMP, which stands for C-Capacity, R-Routeing, S-Staffing, T-Equipment, M-Airspace Management, P-Special Event. Additionally, the measures due to W-Weather are split into a separate category, resulting in three aggregated categories: CRSTMP, Weather and Other categories.

The next section focusses on a Key Performance Indicator (KPI): arrival delay. The ATFM Arrival Delay is an indicator of ATFM delay for a flight, due to a regulation placed at the destination airport.

In addition, the last section provides an overview of the influence of ATFM measures on traffic arriving at or departing from Antwerp Airport along their routes, regardless of which ATS unit the regulations originate from.

ATFM ARRIVAL DELAY

As of January first, 2015, skeyes is subject to an annual target regarding ATFM arrival delay. ATFM arrival delay is the delay of a flight attributable to the terminal and airport air navigation services and caused by restrictions on landing capacity (regulations) at the destination airport. The average minutes of ATFM arrival delay per flight is a performance indicator in accordance with the European Performance Regulation (EU) no 317/2019, Annex 1, section 1, §3.1(b). This indicator is the average time, expressed in minutes, of ATFM arrival delay per inbound IFR flight and is calculated for the whole calendar year. The indicator includes all IFR flights with an activated flight plan submitted to the Network Manager landing at the destination airport and covers all ATFM delay causes excluding exceptional events.

ATM performance targets for Belgium are set in the FABEC Reference Period performance plan. The Reference Period three (RP3) ended in 2024 and 2025 is part of the new Reference Period four (RP4) that will last until 2029. For this new period, new KPIs are define and new objectives are established. For skeyes, Brussels Airport remains the only Belgian airport contributing to the national target for ATFM Arrival delay per flight at airport level.

Whereas in the previous Reference Period, the target was set on minutes/flight for CRSTMP causes, the new targets set for RP4, covering 2025 to 2029, are set on minutes/flight for all causes.[26]

Despite not having its own target, skeyes registers the arrival delays for Antwerp Airport as part of a continuous monitoring of the ANSP's performance and as an internal performance indicator. This indicator is the average time, expressed in minutes, of ATFM arrival delay per inbound IFR flight and is calculated for the whole calendar year. The indicator includes all IFR flights with an activated flight plan submitted to the Network Manager landing at the destination airport and covers all ATFM delay causes excluding exceptional events.[27]

For this performance indicator, ***Table 3.3*** shows the ATFM arrival delay at Antwerp Airport – i.e. the delay caused by regulations placed on arrivals to Antwerp Airport - and the total number of arrivals per year. Note that in this section, the number of arrivals and the arrival delay for each flight are calculated by the Network Manager and have been provided by EUROCONTROL's Performance Review Unit (PRU).[28] The last arrival delay registered at Antwerp Airport was in 2018, this makes 2025 the seventh year in a row without any registered ATFM arrival delay attributed to the airport's ATC tower.

Table 3.3: *Number of IFR arrivals and minutes of ATFM arrival delay per reason and per year (with flight plan) (PRU)*

	Minutes of ATFM Arrival Delay				IFR Arrivals
	CRSTMP	Weather	Other categories	Total	(with flight plan)
2022	0	0	0	0	6,522
2023	0	0	0	0	6,046
2024	0	0	0	0	5,668
2025	0	0	0	0	5,315

25. The Fourth Reference Period (RP4) FABEC Performance plan is available as a draft but has not yet been published. (RP4 Performance Plan FABEC v3.0 - 2025.07.30)
26. 'SES Performance Scheme Reference Period 4 (2025-2029) - Single European Sky Portal', accessed on 24 February 2026, https://www.sesperformance.eu/dataportal/metadata/rp4/.
27. European Commission, "Regulations", Official Journal of the European Union, p.67, 2019
28. Hence the difference with figures in the Traffic chapter, where movements are counted using the AMS and the BCAA criteria. The Network Manager only accounts for flights with a registered flight plan.

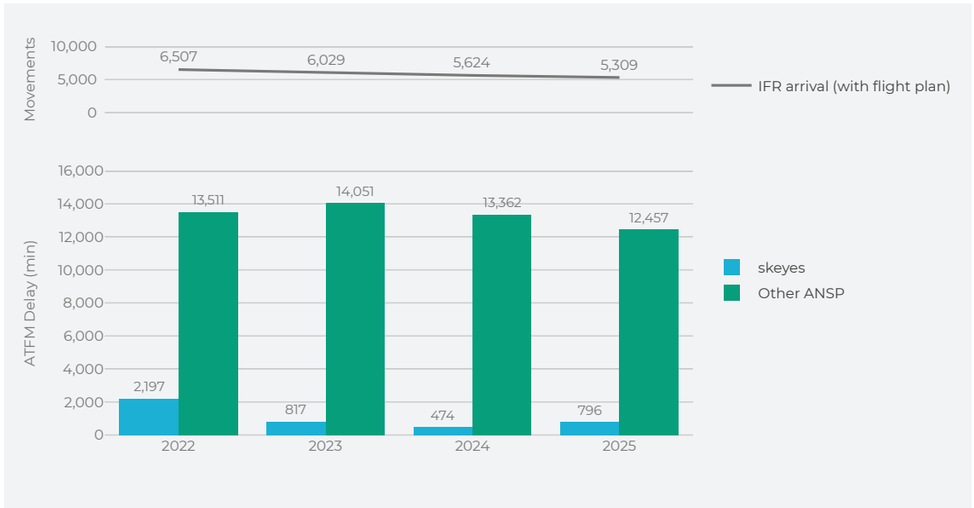
ALL ATFM IMPACT ON TRAFFIC AT ANTWERP AIRPORT

Besides the arrival delay covered in the previous subsection, flights can also be delayed by ATFM measures (regulations) in any ATC sector along their flight route, i.e. en-route or at the departure airport. The impact of all these regulations covered in the present subsection, showing the share of delay attributed to skeyes' sectors.

2025 traffic in the EUROCONTROL Network Manager area increased by 4.1% compared to 2024. The number of flights is now comparable to pre-pandemic volumes. Across Europe two trends are visible: whereas southern European countries have surpassed 2019 figures due to strong touristic demand, northern Europe lags behind. Most northern countries have not reached these levels yet. According to an overview published by EUROCONTROL, the ATFM delays, in terms of delay per flight, were 17% lower than in 2024 at 2.4 minutes per flight. This, after a stark increase in 2024, is mostly due to better stakeholder coordination, proactive measures and a significant reduction in weather disruptions.[29]

Figure 3.5 and **3.6** present an overview of the ATFM delay on respectively arriving and departing traffic at Antwerp Airport over the past four years. Delay is attributed to the regulation originating it. For flights with the same airport as origin and destination, if they are impacted by any regulation, the delay is counted in the arrival delay and in the departure delay. As a result, the total ATFM delay is not equal to the sum of delays recorded for arrivals and departures, as this will count delays for the flights with the same origin and destination airport twice.

Figure 3.5: *ATFM delay for IFR arrivals per year and delay origin (NMIR)*

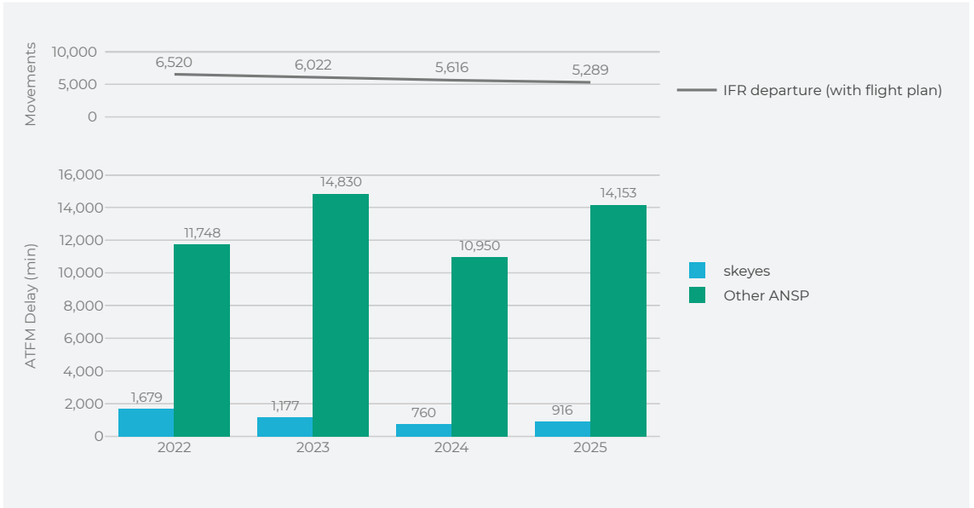


29. 'EUROCONTROL Data Snapshot; 2025 European Aviation in Numbers'.

In 2025, 5,309 IFR flights (with a flight plan) arrived at Antwerp Airport of which 867 were delayed for a total of 13,253 minutes of ATFM delay. This is a decrease of 4% compared to 2024. The share attributable to skeyes is 6% (796 minutes) of the total amount of ATFM delay. The remaining 94% (12,457 minutes) is attributable to ATFM measures placed by other ANSPs.

Of the 5,289 IFR departures from Antwerp Airport, 877 flights were delayed by ATFM regulations resulting in a total of 15,069 minutes of delay. This is an increase of 29% compared to 2024. For departing traffic 6% (916 minutes) of this delay is attributable to skeyes. While the share of the total delay remains the same, this is 21% (+156 minutes) higher than in 2024. This means that 94% (14,153 minutes) of ATFM delay on IFR departures is attributable to other ANSPs.

Figure 3.6: *ATFM delay for IFR departures per year and delay origin (NMIR)*



Traffic was mainly impacted by regulations originating from the French ANSP, Direction des Services de la navigation aérienne (DSNA) (54% of total ATFM delay). The next two are responsible for about 23%, namely ENAIRE (Spain) and the Deutsche Flugsicherung (DFS, Germany). These three together accounted for two thirds of all en-route ATFM delays across Europe, the DSNA by itself was already responsible for 36%. The three main reasons for the regulations were due to a lack of capacity and weather related reasons, and staffing issues.

ENVIRONMENT

- **Preferential Runway System**
- **Night Movements**
- **Wind Patterns**
- **Considerations and Improvements**

The main environmental challenges of aviation are noise pollution and climate sustainability. Given Antwerp Airport's location between populated areas, particular attention must be paid to noise and its mitigation in the surrounding areas. One of the ways to do so is to put in place a Preferential Runway System, a decision taken by the BCAA, which prioritises one runway configuration above the other, given that some conditions, mainly weather-driven, are met.

This chapter addresses, in the first part, the compliance with the Preferential Runway System at Antwerp Airport, followed by an analysis of movements outside of normal operating hours. Next, is an overview of wind speed and direction, as wind is a leading factor in the choice of runway used. The chapter concludes with ongoing processes that aim to ensure a continuous dialogue with all the stakeholders and communities for more clarity in the runway configuration choice as well as other incentives to reduce noise pollution.

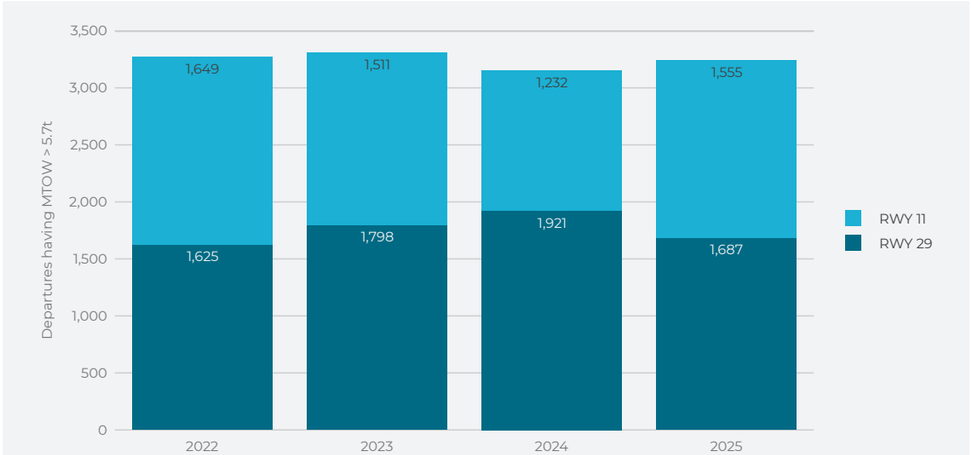
Preferential Runway System

As mentioned in the AIP, the following PRS is in place at Antwerp Airport: with weather and traffic permitting, aircraft with weight exceeding 5,700 kg shall use runway 11 in preference to runway 29 when departing.[30]

Figure 4.1 shows the number of departures for the two runway configurations, runway 11 and runway 29, of aircraft whose MTOW exceeds 5.7 tonnes. In 2025, the PRS was followed by 48% of eligible departures, the second-best year since before COVID-19. This is an improvement compared to both 2023 and 2024. The highest adherence was in 2022 when 50% of eligible flights departed from runway 11.

General usage of runway 11 in 2024 was on the lower end due to meteorological conditions, at only 38%. See also ***Figure 1.9*** under Runway Use in the ***Traffic Chapter***, showing general runway usage alongside wind roses per year. Interestingly, runway 11 usage overall is only 1% lower than the 47% when only PRS eligible traffic is considered. Keeping this in mind, all four years presented in ***Figure 4.1*** performed similarly (all with 1% difference).

Figure 4.1: *Departures per runway and year for aircraft weighing more than 5.7 tonnes*



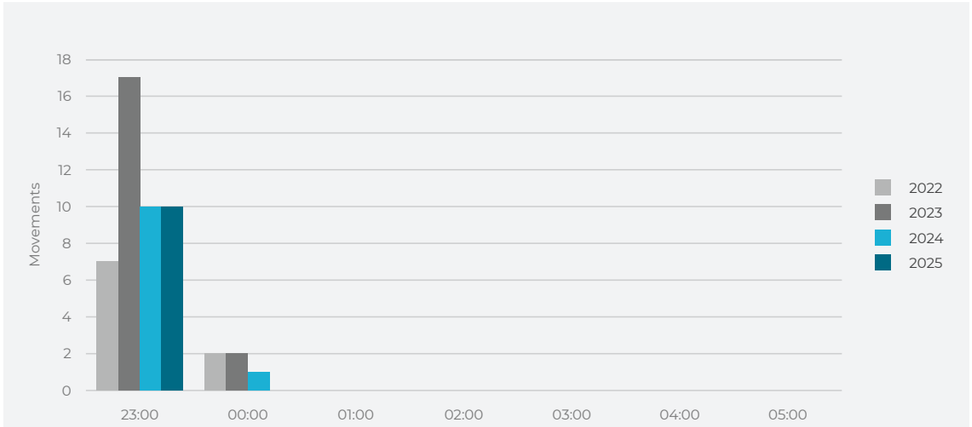
Night movements

The usual operational hours of Antwerp Airport are from 07:00 to 23:00 Local Time (AIP, AD 2.3). It can however happen that a flight is delayed and the airport needs to remain open until this flight takes-off or lands. In which case, an exception exists to the opening hours, provided for all commercial scheduled flights that were planned to land before 22:59. These flights may still land until 00:30 (local time).[31]

To observe how the number of night movements evolved over the previous years, ***Figure 4.2*** presents the number of movements outside normal operational hours. Ten night movements were logged at Antwerp Airport in 2025. All ten occurrences were IFR arrivals operated by TUI fly Belgium, quite evenly distributed across the year. Flights are grouped per hour, the x-axis indicates the start of the hour in which the movement occurred.

As part of measures to reduce both noise and air pollution, Antwerp Airport communicates each extension on their website, where the airport also keeps track of the number of extensions which cannot exceed 30 per year.[32]

Figure 4.2: *Yearly night movements per hour*



30. AD 2.20, Ch. 4.1 - 'AIP for BELGIUM (Section AD-2.EBAW) Valid from 19 FEB 2026', accessed on 6 March 2026.

31. AD 2.3 - 'AIP for BELGIUM (Section AD-2.EBAW) Valid from 19 FEB 2026'.

32. 'Buurtinfo - ANTWERP CITY AIRPORT', accessed on 13 February 2026, https://www.luchthaven-antwerpen.com/buurtinfo/.

Wind Patterns

One of the main factors for the choice of runway is wind. At Antwerp Airport the wind typically comes from the south-west, as it can be observed in the yearly wind roses in ***Figure 4.3***. The wind roses show the average wind strength in kts (colour-coded) and the direction the wind is blowing from as the angle of the petal. This way, the wind of the years 2022 to 2025 is summarised.

Comparing 2025's wind rose to the years before, shows that there are only slight yearly variations. The only thing to note is that 2025 generally had more wind from all directions except the predominant southwest.

A monthly view on winds in 2025 is presented in ***Figure 4.4***. Throughout the year the winds varied greatly. The year started with the usual south-westerly winds, with some variation towards the south/south-east. Note that January had some of the relatively strongest winds of 2025. The next month winds shifted with a large share coming from the north-west. Winds this month favoured runway 11. The shift continued in March and April, where the former covered a broader range. In May, the seeming rotation continued, with a considerable share coming from the north-west. Runway 29 started to gain in usage, and because of generally westerly winds, peaks at 82% in July. It remains the preferred runway configuration, even during months where winds return to the primary direction. Notable in these months are the relatively higher wind speeds in October and the lack of variation in November. The year concludes with a similar shift as occurred in February, and just as then, winds in December favoured runway 11. An overview of the runway usage is presented in the Runway Use subchapter (see ***Figure 1.9*** and ***1.10*** in the ***Traffic Chapter***).

Figure 4.3: *Yearly wind roses*

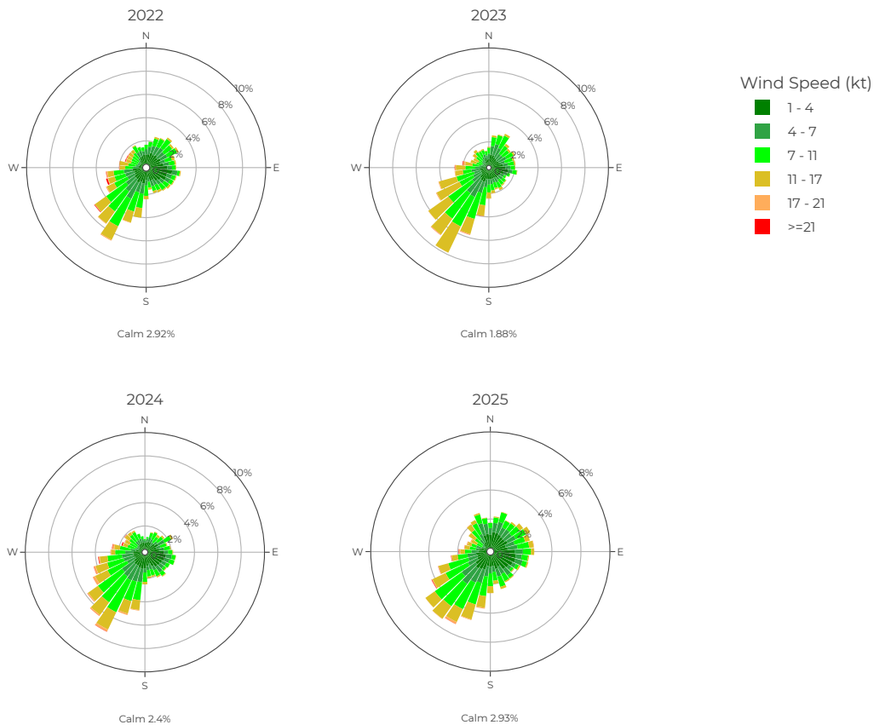
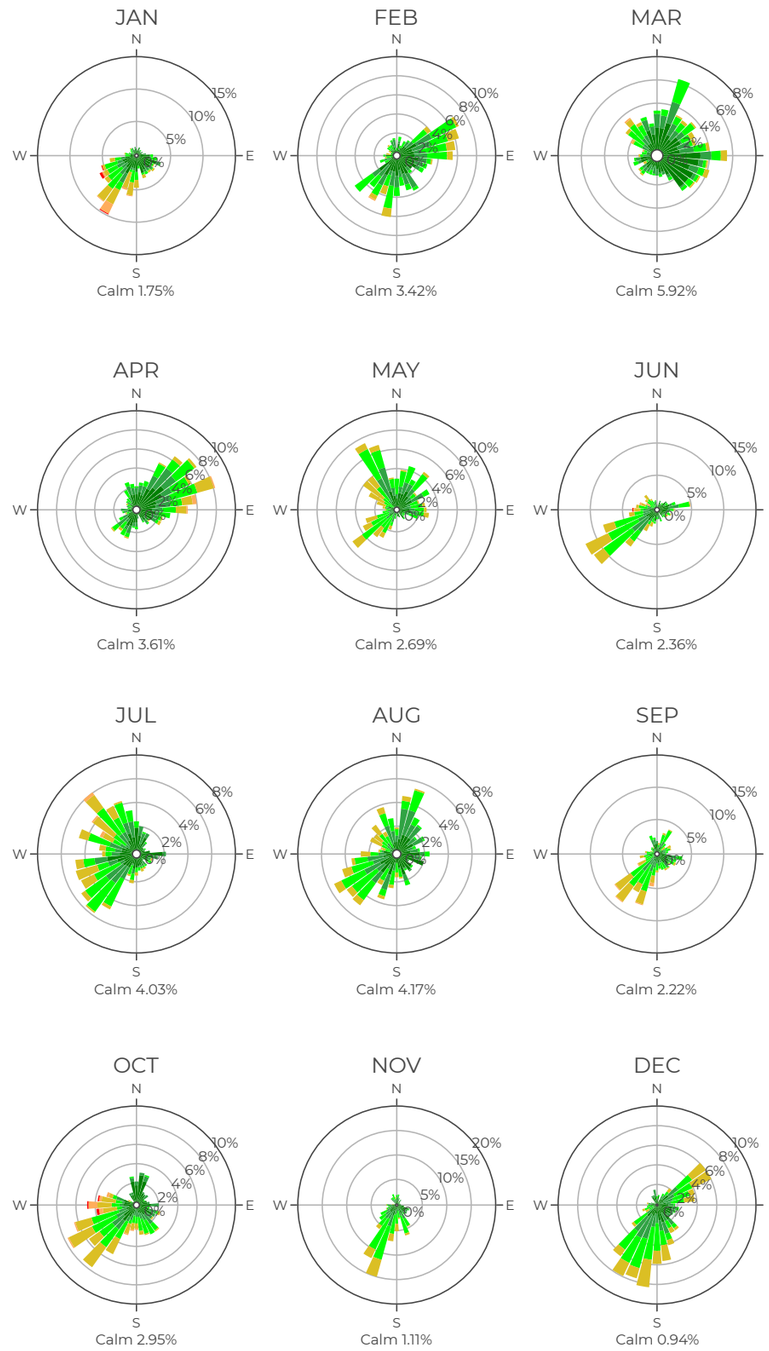


Figure 4.4: *Monthly wind roses of 2025*



Considerations and Improvements

Contributing to European environmental initiatives

As a member of FABEC, skeyes actively participates in workshops and initiatives to improve, amongst others, Continuous Descent Operation (CDO) performance. skeyes also participates in the AVENIR working group, an element in the EUROCONTROL – EASA Joint Working Program, discussing environmental improvements. An output of these discussions is the creation of the Level-off indicators.

In 2025, skeyes became the first Air Navigation Service Provider worldwide to obtain CANSO GreenATM Level 4 accreditation. This achievement follows the attainment of Level 3 in both 2023 and 2024 and reflects measurable and consistent progress in reducing environmental impact. The GreenATM programme assesses both the environmental footprint of ANSP operations and the extent to which ANSPs enable more efficient aircraft operations, confirming skeyes' leadership in sustainable air traffic management.

At the start of 2025, skeyes organized RNAV/RNP trails at Antwerp Airport in collaboration with TUI fly Belgium (JAF). These lasted from the 3rd of October 2024 until the 17th of April 2025.

A Collaborative Environmental Management (CEM) meeting initiative, similar to the already ongoing platform at Brussels, Charleroi and Liège airports, has been launched in 2025 for the Flemish Regional Airports, including Antwerp Airport. The CEM arrangement formalises collaboration between the core operational stakeholders at the airports (skeyes, airport representatives, airlines) to minimise the environmental impact of their operations.

Data-driven insights for sustainability

Antwerp Airport received a new environmental permit, which was approved in December 2024. The consequences, mostly limiting training flights, took full effect in 2025. The conditions placed by the permit entail specifications to night traffic, limits to training movements and the establishment of a monitoring committee alongside existing systems.

The airport furthermore achieved Level 3 of the official Airport Carbon Accreditation program, put in place to help reduce CO2 emissions. A key feature of this level is the involvement of their third parties in carbon footprint management. These include airlines and service providers, such as ground handlers, catering companies, air traffic control and others working on the airport site. It also involves engagement on surface access modes (road, rail) with authorities and users.[33]

Through an extensive Carbon Management Plan, the airport will reduce emissions by 90% by 2034. This condition was also included in the special conditions of the environmental permit. By 2050, the airport aims to reach net-zero emissions.[34]

33. 'Level 3', Airport Carbon Accreditation (blog), accessed on 6 March 2026, https://www.airportcarbonaccreditation.org/about/7-levels-of-accreditation/optimisation/.

34. 'Environment: Regulations of the International Airport of Antwerp', ANTWERP CITY AIRPORT (blog), accessed on 6 March 2026, https://www.antwerp-airport.com/environment/.

ANNEX

Annex A: Missed Approaches

Table 0.1: *Missed approaches per category per runway*

	Reasons	2022	2023	2024	2025
RWY 11	aircraft with technical problems	1	-	-	1
	departing traffic on the runway	-	-	-	-
	no radio contact	-	1	-	-
	other	5	3	-	1
	pilot's error	1	1	-	1
	previous landing on the runway	3	1	2	-
	runway condition	1	-	-	-
	runway incursion	1	-	-	-
	tail wind	-	-	-	-
	taken out of sequence	-	-	-	1
	too close behind preceding	3	1	2	1
	training flight	1	1	-	-
	unstable approach	5	10	3	13
	weather - thunderstorm - windshear	-	-	1	1
	weather - visibility	1	-	-	1
	Total	**22**	**18**	**8**	**20**
RWY 29	aircraft with technical problems	-	1	1	1
	departing traffic on the runway	-	1	1	2
	no radio contact	-	-	-	-
	other	1	3	1	4
	pilot's error	2	2	2	1
	previous landing on the runway	1	-	2	-
	runway condition	-	-	-	-
	runway incursion	-	-	-	-
	tail wind	-	1	-	-
	taken out of sequence	-	-	1	1
	too close behind preceding	2	1	2	1
	training flight	-	-	1	1
	unstable approach	10	11	9	10
	weather - thunderstorm - windshear	1	-	1	-
	weather - visibility	2	-	2	2
	Total	**19**	**20**	**23**	**23**

Annex B: Fact sheet

TRAFFIC

Yearly Evolution

Movements	2022	2023	2024	2025	2025 vs 2024
IFR	13,714	13,470	12,050	10,991	-9%
VFR	26,718	22,683	19,626	21,139	+8%
Total	40,432	36,153	31,676	32,130	+1%

Quarterly comparison

Movements	2022	2023	2023	2024	2025 vs 2024
Q1	11,440	7,958	6,782	8,484	+25%
Q2	12,760	11,760	9,320	11,165	+20%
Q3	11,229	9,785	8,721	7,863	-10%
Q4	5,003	6,650	6,853	4,618	-33%

SAFETY

Missed Approaches

43 missed approaches in 2025 (+12 vs. 2024).

TOP 3 causes in 2024:

1. Unstable approach (26);
2. Other (5, see Safety chapter for explanation);
3. Weather - visibility (3).

Safety Occurrences

- 9 runway incursions, 4 with ATM contribution (+3 vs 2024);
- 1 taxiway/apron event, 3 taxiway incursions, 1 runway event and 1 runway excursion.

CAPACITY & PUNCTUALITY

Capacity

- Capacity exceeded on 10 days for RWY 11-11 only due to majority VFR traffic;
- Capacity exceeded on 5 days for RWY 29-29 again due to majority VFR traffic;
- IFR capacity was never exceeded.

Runway configuration	*Declared IFR Capacity*	*Maximum Movements/Hour in 2024*
11-11	*41 movements/hour*	*54 movements/hour*
29-29	*41 movements/hour*	*49 movements/hour*

Punctuality

Arrival delay:

- Arrival delay: 0 min/flight;
- CRSTMP delay: 0 min/flight.

ATFM impact:

- Departures: 15,069 minutes of ATFM delay (+28% vs 2024, 916 due to skeyes' regulations);
- Arrivals: 13,253 minutes of ATFM delay (-4% vs 2024, 796 due to skeyes' regulations).

ENVIRONMENT

Runway Use

- RWY 29 – 53%;
- RWY 11 – 47%.

PRS

- 48% of movements with a MTOW of 5.7 tonnes or more used the PRS (+9% vs 2024).

Night Movements

- 10 night movements recorded in 2025 (-1 vs 2024).

skeyes nice to guide you

Runway Performance Report **2025**

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