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Runway Performance Report **2025**

BRUSSELS AIRPORT

skeyes / Tervuursesteenweg 303 / B-1820 Steenokkerzeel
T +32 2 206 21 11 / F +32 2 206 22 88
Member of FABEC

www.skeyes.be

Runway performance report

Brussels Airport

EXECUTIVE SUMMARY

This report presents an overview of Air Traffic Management (ATM) performance at Brussels International Airport (Brussels Airport) for the year 2025, highlighting key operational trends and performance outcomes for skeyes' stakeholders and the wider aviation community.

ATM performance is assessed across four Key Performance Areas (KPAs): safety, capacity, environment, and cost-efficiency. This report focuses on the first three KPAs, offering insights into traffic evolution, operational robustness, and environmental performance at Brussels Airport throughout the year 2025.

Throughout this report, traffic data from the past four years is analysed to assess the evolving recovery from the impacts of Coronavirus Disease (COVID-19) pandemic, with 2019 still considered as the reference year for pre-pandemic traffic figures.

Traffic

In 2025, a total of 204,151 movements were recorded at Brussels Airport, representing an increase of 2.8% compared to 2024. Volumes of traffic, however, remained below pre-pandemic levels. Passenger numbers grew by 3.3%, exceeding the growth in movements.

Operational conditions during the year were influenced by both infrastructure and environmental factors. Runway (RWY) 07R/25L underwent major renovation works from the 12th of July to the 27th of August, alongside a short closure of RWY 01/19. In addition, a higher prevalence of easterly wind conditions reduced the availability of runways 25R and 25L, resulting in an increased redistribution of traffic across the remaining runways.

Air traffic movements were further affected by a number of exceptional events, including a large-scale cyberattack in September, temporary airspace closures following drone sightings, and national trade-union actions that led to flight cancellations and passenger disruption. Despite these challenges, coordinated and safe air traffic operations were maintained throughout the year.

Safety

Safety remained the highest priority at Brussels Airport throughout 2025. Operational challenges were addressed through the coordinated application of air traffic management procedures, technical oversight, and support services, ensuring continued compliance with regulatory requirements and reinforcing the resilience and integrity of the safety system.

skeyes' safety management approach is underpinned by continuous monitoring, risk assessment, and the identification of emerging trends. This proactive safety culture supports high levels of operational safety, even in complex or disruptive conditions. Incident investigation and follow-up processes remain an integral part of this framework, ensuring that lessons learned are systematically translated into improvements in procedures, training, and situational awareness. In 2025, 327 missed approaches were recorded, representing an increase of 8% compared to 2024. The most frequent contributing factors were unstable approaches and departing traffic on the runway. 13 runway incursions were reported, including two classified as significant. Increases were also observed in taxiway and apron events, as well as deviations from Air Traffic Control (ATC) clearances and procedures. In addition, a rise in events related to Remotely Piloted Aircraft System (RPAS) and laser illumination incidents highlighted the growing importance of monitoring new airspace users and emerging hazards. To further enhance safety and operational predictability, skeyes continued to promote the implementation of Performance Based Navigation (PBN) procedures, contributing to improved situational awareness and operational efficiency. These measures are integrated into skeyes' safety management system and contribute to the continuous monitoring and mitigation of operational safety risks at Brussels Airport.

Capacity and Punctuality

Capacity and punctuality performance in 2025 reflected stable service provision across the reporting period. Operations were supported by coordinated planning, sustained technical availability, and close collaboration between operational and support units, enabling continuity of service during periods of increased traffic demand or operational complexity.

Declared capacity is established by skeyes for most runway configurations at Brussels Airport. It is calculated on the basis of the airport layout, traffic characteristics, and defined operational assumptions, and represents a theoretical value corresponding to 90% of the maximum runway throughput. This value reflects the optimal combination of arrivals and departures that can be accommodated per hour under optimal operating conditions for the runway configuration in use. The maximum declared capacity is 75 movements per hour for runway configuration 25R–25L/25R. As Brussels Airport is a coordinated airport, the slot coordination limit during daytime operations is capped at 74 total movements per hour. This limit was not exceeded in operational practice during 2025. For other runway configurations, the applicable lower declared capacities were exceeded on 56 days, with a maximum exceedance of eight movements per hour.

Punctuality performance is assessed against an annual Air Traffic Flow Management (ATFM) arrival delay target, defined as delays attributable to terminal and air navigation services at the destination airport. In 2025, the performance framework reflected a revised target of 1.5 minutes of delay per flight for all causes, replacing the previous focus on CRSTMP-related delay (C - Capacity, R - Routing, S - Staffing, T - Equipment, M - Airspace Management, P - Special Event). Brussels Airport was the sole contributing airport in Belgium, with a total of 73,021 minutes of ATFM arrival delay recorded during the year, of which 2,500 minutes were attributable to CRSTMP-related causes. This resulted in a total arrival delay of 0.77 minutes per arrival in 2025, where CRSTMP arrival delay averaged 0.03 minutes per arrival, while other arrival delay ended up averaging in 0.74 minutes of delay per arrival.

Environment

Brussels Airport is located in a densely populated area and operates in close interaction with the surrounding regions. To mitigate the environmental impact of air traffic operations, a Preferential Runway System (PRS) is implemented. The PRS determines the runway configurations based on operational requirements, primarily linked to meteorological parameters. When these conditions are not met, alternative runway configurations may be applied. In 2025, deviations from the PRS occurred during 35% of operations, mainly due to meteorological conditions and runway unavailability.

Environmental performance is also monitored through the Continuous Descent Operations (CDO) indicator. Of all arrivals capable of performing a CDO under ideal conditions, 64% executed a CDO below flight level (FL) 100 (10,000 ft), which was below the level achieved in 2024. At lower altitudes, performance improved, with 80% of eligible arrivals performing a CDO below FL60, matching and exceeding the 2024 figures.

Night-time noise mitigation remains a key environmental objective. The number of night slots between 23:00 and 06:00 is limited under conditions originating from the 2024 environmental permit, whose effects continue to apply following its annulment pending a revised permit. While daytime traffic increased in 2025, night-time traffic decreased by 1% compared to 2024, resulting in a total of 16,239 movements.

To further improve the monitoring of airport surface performance and its environmental implications, this report introduces an additional indicator focusing on aircraft time spent while taxiing at the airport. This indicator, based on EUROCONTROL Performance Review Unit (PRU) methodology, provides a measure of ground operation efficiency. In 2025, the average taxi time for departures amounted to 10.67 minutes, marking a decrease after the upward trend observed in previous years. For arrivals, the average taxi time was 4.95 minutes, continuing an improving trend compared to all previous years.

SAMENVATTING

In dit verslag wordt een overzicht van de prestaties inzake luchtverkeersbeheer (ATM, Air Traffic Management) op Brussels Airport voorgesteld voor het jaar 2025; daarbij worden de belangrijkste trends op operationeel vlak en de resultaten van de prestaties belicht, ten behoeve van de stakeholders van skeyes en de bredere luchtvaartgemeenschap. Die prestaties worden beoordeeld aan de hand van vier prestatiekerngebieden (Key Performance Areas, KPAs): veiligheid, capaciteit, milieu en kostenefficiëntie. In dit verslag wordt gefocust op de eerste drie KPAs en worden inzichten gegeven in de evolutie van het verkeer, de operatonele stabiliteit en de milieuprestaties op Brussels Airport in de loop van 2025.

Verder worden ook de verkeersdata van de laatste vier jaar geanalyseerd om het herstel van de gevolgen van de coronapandemie (COVID-19) te bestuderen, waarbij 2019 nog altijd als referentiejaar wordt beschouwd.

Verkeer

In 2025 liet Brussels Airport in totaal 204.151 vliegbewegingen optekenen, +2,8% in vergelijking met 2024. De verkeersvolumes bleven echter nog onder het niveau van vóór de pandemie. De passagiersaantallen groeiden met 3,3%, en overtroffen de groei in het vliegverkeer.

De operationele omstandigheden in de loop van het jaar werden beïnvloed door zowel infrastructurele als omgevingsfactoren. Baan 07R/25L onderging van 12 juli tot 27 augustus ingrijpende renovatiewerken en baan 01/19 was eveneens korte tijd gesloten. Bijkomend zorgde de overwegende oostenwind ervoor dat banen 25R en 25L beperkter beschikbaar waren, wat op zijn beurt aanleiding gaf tot een grotere herverdeling van het verkeer over de overige banen.

Voorts werden de vliegbewegingen getroffen door een aantal uitzonderlijke gebeurtenissen, waaronder een grootschalige cyberaanval in september, tijdelijke sluitingen van het luchtruim na het waarnemen van drones en nationale vakbondsacties die aan de basis lagen van geannuleerde vluchten en hinder voor de passagiers. Ondanks die uitdagingen bleven de operationele activiteiten het hele jaar door gecoördineerd en veilig verlopen.

Veiligheid

Veiligheid bleef in 2025 de topprioriteit op Brussels Airport. skeyes pakte de operationele uitdagingen aan met behulp van technische supervisie, ondersteunende diensten en door, gecoördineerd, de ATM-procedures toe te passen; zo wordt erover gewaakt dat conform de wettelijke vereisten wordt gehandeld en worden de veerkracht en integriteit van het veiligheidssysteem versterkt.

skeyes' aanpak inzake veiligheidsbeheer wordt onderbouwd met continue monitoring, risicobeoordeling en het in kaart brengen van opkomende trends. Die proactieve veiligheidscultuur ondersteunt een hoog niveau van operationele veiligheid, zelfs in complexe of verstorende omstandigheden. De processen inzake onderzoek naar en opvolging van incidenten blijven integraal deel uitmaken van dit kader en zorgen ervoor dat de lessons learnt stelselmatig worden vertaald naar verbetering op het vlak van procedures, opleiding en omgevingsbewustzijn. In 2025 werden 327 afgebroken naderingen uitgevoerd, goed voor een toename met 8% ten opzichte van 2024. De vaakst voorkomende factoren die daaraan bijdroegen, waren onstabiele naderingen en vertrekkend vliegverkeer op de baan. Er werden 13 runway incursions (het onbedoeld betreden van de actieve start- of landingsbaan) gemeld, waarvan er twee als significant werden geclassificeerd. Ook het aantal voorvallen op taxibanen en platforms, en afwijkingen van ATC-klaringen en -procedures werden in toenemende mate vastgesteld. Bijkomend benadrukte het toenemende aantal RPAS-gerelateerde voorvallen (Remotely Piloted Aircraft System, RPAS) en laserpenincidenten het groeiende belang van het monitoren van nieuwe luchtruimgebruikers en opkomende gevaren. Met het oog op een grotere veiligheid en operationele voorspelbaarheid blijft skeyes het implementeren van de zogenaamde PBN-procedures (Performance Based Navigation) promoten, wat in 2025 bijdroeg aan een beter situationeel bewustzijn en een grotere operationele efficiëntie. Deze maatregelen worden in het veiligheidsbeheersysteem van skeyes geïntegreerd en dragen bij aan het continu monitoren en mitigeren van operationele veiligheidsrisico's op Brussels Airport.

Capaciteit en stiptheid

De prestaties op het vlak van capaciteit en stiptheid in 2025 weerspiegelen een stabiele dienstverlening gedurende de rapportageperiode. De operationele activiteiten werden ondersteund door gecoördineerde planning, volgehouden technische beschikbaarheid en nauwe samenwerking tussen operationele en ondersteunende diensten; daardoor kon de continuïteit van de dienstverlening in periodes van drukte of operationele complexiteit worden gewaarborgd.

De opgegeven capaciteit wordt door skeyes vastgelegd voor de meeste baanconfiguraties op Brussels Airport. Ze wordt berekend op basis van de luchthavenlay-out, de verkeersstatistieken en welbepaalde operationele veronderstellingen; ze geeft een theoretische waarde weer die overeenkomt met 90% van de maximale doorvoer op de banen. Die waarde weerspiegelt de optimale combinatie van aankomende en vertrekkende vluchten die per uur kan worden verwerkt onder optimale operationele omstandigheden voor de gebruikte baanconfiguratie. De maximale opgegeven capaciteit bedraagt 75 bewegingen per uur voor de 25R–25L/25R-baanconfiguratie. Vermits Brussels Airport een gecoördineerde luchthaven is, werd de limiet voor de coördinatie van slots gedurende de operationele activiteiten overdag begrensd op 74 bewegingen per uur in totaal. In 2025 werd die limiet in de praktijk niet overschreden. Voor andere baanconfiguraties werd de lagere opgegeven capaciteit die telkens van toepassing is, op 56 dagen overschreden, met een maximumaantal van acht bewegingen.

De prestaties op het vlak van stiptheid worden beoordeeld aan de hand van een jaardoelstelling inzake ATFM-vertraging (ATFM, Air Traffic Flow Management) bij aankomst; dat type vertraging wordt gedefinieerd als vertraging die toe te schrijven is aan de terminal- en luchtvaartnavigatiediensten op de luchthaven van bestemming. In 2025 gaf het prestatiekader een herziene doelstelling weer van 1,5 minuten vertraging per vlucht voor alle oorzaken. Er wordt daarmee niet langer gefocust op de CRSTMP-gerelateerde vertraging (C-Capacity, R-Routing, S-Staffing, T-Equipment, M-Airspace management, P-Special events). Brussels Airport was de enige bijdragende luchthaven in België, met in totaal 73.021 minuten ATFM-vertraging bij aankomst gedurende het jaar; daarvan waren 2.500 minuten toe te schrijven aan CRSTMP-gerelateerde oorzaken. Resultaat: een gemiddelde vertraging van 0,77 minuten per vlucht in 2025, met 0,03 minuten per vlucht door CRSTMP-gerelateerde oorzaken en dus 0,74 minuten per vlucht door alle andere oorzaken.

Milieu

Brussels Airport ligt in een dichtbevolkt gebied en treedt in nauwe interactie met zijn omgeving. Om de milieu-impact van vliegactiviteiten te beperken, is een systeem van preferentieel baangebruik (Preferential Runway System, PRS) van kracht. Het PRS bepaalt de baanconfiguraties op basis van operationele vereisten, die voornamelijk verband houden met meteorologische parameters. Wanneer niet aan die voorwaarden wordt voldaan, kunnen andere baanconfiguraties worden toegepast. In 2025 werd gedurende 35% van de operationele vliegactiviteiten van het PRS afgeweken, voornamelijk als gevolg van de weersomstandigheden en de niet-beschikbaarheid van de banen.

De milieuprestaties worden ook gemonitord aan de hand van de indicator voor Continuous Descent Operations (CDO). Van alle aankomende vluchten die onder ideale omstandigheden een CDO konden uitvoeren, deed 64% dat daadwerkelijk onder vliegniveau (FL, Flight Level) 100 (10.000 voet), wat lager lag dan het niveau dat in 2024 werd bereikt. Op lagere hoogtes verbeterden de prestaties: 80% van de aankomende vluchten die in aanmerking kwamen, voerde een CDO uit onder vliegniveau 60, waarmee het resultaat van 2024 geëvenaard en overtroffen werd.

Het beperken van de geluidsoverlast ’s nachts blijft een belangrijke milieudoelstelling. Conform de omgevingsvergunning van de luchthaven en de geldende reglementering is het aantal nachtslots tussen 23.00 en 6.00 uur strikt beperkt. Terwijl het verkeer overdag er in 2025 op vooruit is gegaan, lag het verkeer ’s nachts 1% lager dan in 2024, goed voor 16.239 bewegingen in totaal.

Om de prestaties op het grondgebied van de luchthaven en de impact ervan op het milieu beter te monitoren, wordt in dit verslag een aanvullende indicator geïntroduceerd, nl. de tijd die vliegtuigen besteden aan het taxiën op de luchthaven. Deze indicator, die is gebaseerd op de methodologie van de Performance Review Unit (PRU) van EUROCONTROL, meet hoe efficiënt de operationele activiteiten op de grond verlopen. In 2025 bedroeg de gemiddelde taxitijd voor vertrekkende vluchten 10,67 minuten, goed voor een daling na een opwaartse trend in de voorbije jaren. Voor aankomende vluchten bedroeg de gemiddelde taxitijd 4,95 minuten; wat bijdraagt aan de dalende trend van de afgelopen jaren.

SYNOPSIS

Le présent rapport passe en revue les performances de la gestion du trafic aérien (Air Traffic management, ATM) à l'aéroport international de Bruxelles (Brussels Airport) pour l'année 2025 et met en évidence les principales tendances opérationnelles et les résultats en matière de performance pour les parties prenantes de skeyes et la communauté aéronautique au sens large.

Les performances ATM sont évaluées sur base de quatre domaines de performance clés (Key Performance Areas, KPA) : la sécurité, la capacité, l'environnement et l'efficacité économique. Le présent rapport porte sur les trois premiers KPA et fournit des informations sur l'évolution du trafic, la robustesse opérationnelle et les performances environnementales à Brussels Airport au cours de l'année 2025.

Tout au long de ce rapport, les données de trafic des quatre dernières années sont analysées afin d'évaluer la reprise progressive suite aux impacts du COVID-19, 2019 étant toujours considérée comme l'année de référence.

Trafic

En 2025, Brussels Airport a enregistré 204.151 mouvements, soit une hausse de 2,8 % par rapport à 2024. Le volume de trafic est cependant resté inférieur aux niveaux d'avant la pandémie. Le nombre de passagers a progressé de 3,3 %, dépassant ainsi la croissance du nombre de mouvements.

Les conditions d'exploitation au cours de l'année ont été influencées tant par des facteurs liés à l'infrastructure que par des facteurs environnementaux. La piste 07R/25L a fait l'objet d'importants travaux de rénovation du 12 juillet au 27 août, parallèlement à la fermeture temporaire de la piste 01/19. Par ailleurs, une plus grande prévalence de vents d'est a réduit la disponibilité des pistes 25R et 25L, ce qui a donné lieu à une redistribution accrue du trafic sur les pistes restantes.

Les mouvements aériens ont été perturbés par plusieurs événements exceptionnels, notamment une cyberattaque de grande ampleur en septembre, des fermetures temporaires de l'espace aérien suite à des signalements de drones et des actions syndicales nationales ayant entraîné des annulations de vols et des perturbations pour les passagers. Malgré ces difficultés, la sécurité et la coordination des opérations du trafic aérien ont été maintenues tout au long de l'année.

Sécurité

La sécurité est restée la priorité absolue à Brussels Airport tout au long de l'année 2025. Les défis opérationnels ont été relevés grâce à l'application coordonnée des procédures de gestion du trafic aérien, à la surveillance technique et aux services de support. Ceci a permis de garantir le respect constant des exigences réglementaires, et de renforcer la résilience et l'intégrité du système de sécurité.

La stratégie de skeyes en matière de gestion de la sécurité repose sur un contrôle continu, une évaluation des risques et l'identification des tendances émergentes. Cette culture proactive de la sécurité garantit un niveau élevé de sécurité opérationnelle, même dans des conditions complexes ou anormales. Les enquêtes sur les incidents et les processus de suivi demeurent partie intégrante de ce cadre, ce qui permet de garantir que les enseignements tirés sont systématiquement traduits en amélioration des procédures, des formations et de la conscience situationnelle. En 2025, 327 approches interrompues ont été enregistrées, soit une augmentation de 8 % par rapport à 2024. Les facteurs contributifs les plus fréquents étaient les approches instables et le trafic au départ sur la piste. 13 incursions de piste ont été signalées, dont deux qualifiées de majeures. Des augmentations ont également été observées concernant les incidents sur les voies de circulation et les aires de trafic, ainsi que les écarts par rapport aux autorisations et procédures du contrôle aérien. De plus, une hausse des incidents liés aux systèmes d'aéronefs télépilotés (SATP ou RPAS en anglais) et aux rayons laser a mis en avant l'importance croissante de surveiller les nouveaux usagers de l'espace aérien et les nouveaux dangers. Afin d'améliorer davantage la sécurité et la prévisibilité opérationnelle, skeyes a continué de promouvoir l'implémentation des procédures PBN (Performance Based Navigation), ce qui permet d'améliorer la conscience situationnelle et l'efficacité opérationnelle. Ces mesures sont intégrées au système de gestion de la sécurité de skeyes et contribuent à la surveillance et à l'atténuation continues des risques liés à la sécurité opérationnelle à Brussels Airport.

Capacité et ponctualité

Les performances en matière de capacité et de ponctualité en 2025 témoignent d'une prestation de services stable tout au long de la période considérée. Les opérations ont été assurées grâce à un planning coordonné, une disponibilité technique constante et une étroite collaboration entre les unités opérationnelles et les unités de support, ce qui a permis de garantir la continuité des services durant les périodes de forte demande de trafic ou de complexité opérationnelle accrue.

La capacité déclarée est établie par skeyes pour la plupart des configurations de pistes à Brussels Airport. Elle est calculée en fonction de la configuration de l'aéroport, des caractéristiques du trafic et d'hypothèses opérationnelles définies, et représente une valeur théorique correspondant à 90 % de la capacité de débit maximale de la piste. Cette valeur reflète la combinaison optimale d'arrivées et de départs pouvant être traités par heure dans des conditions d'exploitation optimales pour la configuration de piste utilisée. La capacité déclarée maximale est de 75 mouvements par heure pour la configuration de pistes 25R–25L/25R. Etant donné que Brussels Airport est un aéroport coordonné, la limite de coordination des créneaux d'atterrissage/décollage pendant les opérations de jour est plafonnée à 74 mouvements par heure. En 2025, cette limite n'a pas été dépassée pendant les opérations. Pour les autres configurations de pistes, il y a eu 56 jours où les capacités déclarées inférieures applicables ont été dépassées, avec un dépassement maximal de huit mouvements.

La performance en matière de ponctualité est évaluée par rapport à un objectif annuel de retard ATFM (Air Traffic Flow Management) à l'arrivée, c.-à-d. les retards imputables aux services terminaux et de navigation aérienne de l'aéroport de destination. En 2025, le cadre de performance a intégré un objectif révisé de 1,5 minute de retard par vol, toutes causes confondues, remplaçant ainsi l'accent mis auparavant sur les retards liés à la catégorie CRSTMP. Brussels Airport a été le seul aéroport belge concerné, avec un total de 73.021 minutes de retard ATFM à l'arrivée enregistrées au cours de l'année, dont 2.500 minutes étaient imputables à des causes relevant de la catégorie CRSTMP. Il en a résulté un retard moyen de 0,73 minute par vol, toutes causes confondues, et de 0,03 minute par vol pour les retards dus à la catégorie CRSTMP, ces deux valeurs restant inférieures aux objectifs en vigueur.

Environnement

Brussels Airport est situé dans une zone densément peuplée et interagit étroitement avec les régions environnantes. Afin d'atténuer l'impact environnemental des opérations de trafic aérien, un système de pistes préférentielles (PRS, Preferential Runway System) est mis en œuvre. Le PRS détermine la configuration de pistes en fonction des exigences opérationnelles, principalement liées aux paramètres météorologiques. Lorsque ces conditions ne sont pas réunies, des configurations de pistes alternatives peuvent être utilisées. En 2025, des écarts par rapport au PRS ont été constatés pour 35 % des opérations, principalement en raison des conditions météorologiques et de l'indisponibilité des pistes.

Les performances environnementales font également l'objet d'un suivi à l'aide de l'indicateur CDO (Continuous Descent Operations). Parmi toutes les arrivées capables d'effectuer une CDO dans des conditions idéales, 64 % ont réalisé une CDO en dessous du niveau de vol 100 (10.000 pieds), soit un niveau inférieur à celui atteint en 2024. A des altitudes plus basses, les performances se sont améliorées : 80 % des arrivées éligibles ont réalisé une CDO en dessous du niveau de vol 60, égalant et dépassant ainsi les résultats de 2024.

La réduction des nuisances sonores nocturnes demeure un objectif environnemental prioritaire. Conformément au permis d'environnement annulé (c .f Chapitre 4 : Environnement) de l'aéroport et à la réglementation en vigueur, le nombre de créneaux de nuit entre 23h et 6h est strictement limité. Alors que le trafic de jour a augmenté en 2025, le trafic nocturne a diminué de 1 % par rapport à 2024, pour atteindre un total de 16.239 mouvements.

Afin d'améliorer le suivi des performances des surfaces aéroportuaires et de leurs impacts environnementaux, le présent rapport introduit un indicateur supplémentaire axé sur le temps de roulage des aéronefs. Cet indicateur, basé sur la méthodologie de la Performance Review Unit (PRU) d'EUROCONTROL, mesure l'efficacité des opérations au sol. En 2025, le temps de roulage moyen des départs s'élevait à 10,67 minutes, ce qui reflète une baisse après la tendance à la hausse observée les années précédentes. Pour les arrivées, le temps de roulage moyen était de 4,95 minutes, ce qui confirme la tendance à l'amélioration par rapport à toutes ces dernières années.

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GLOSSARY

AAE	Above Aerodrome Elevation
ACI	Airports Council International
AIBT	Actual In-Block Time
AIP	Aeronautical Information Publication
ALDT	Actual Landing Time
AMC	Acceptable Means of Compliance
AMS	Airport Movement System
ANSP	Air Navigation Service Provider
AOBT	Actual Off-Block Time
ATC	Air Traffic Control
ATCO	Air Traffic Control Officer
ATFM	Air Traffic Flow Management
ATIS	Automatic Terminal Information Service
ATM	Air Traffic Management
ATOT	Actual Take-Off Time
ATS	Air Traffic Service
BAC	Brussels Airport Company
BATC	Brussels Airport Traffic Control
BCAA	Belgian Civil Aviation Authority
BEL	Brussels Airlines
BSC	Belgium Slot Coordination
BCS	European Air Transport (Belgium)
BURDI	Belgium-Netherlands U-space Reference Design Implementation
BVLOS	Beyond Visual Line of Sight
CAA	Civil Aviation Authority
CCO	Continuous Climb Operations
CDO	Continuous Descent Operation
CEF	Connecting Europe Facility
CEM	Collaborative Environmental Management
CET	Central European Time
CINEA	European Climate, Infrastructure and Environment Executive Agency
CISP	Common Information Service Provider
COVID-19	Corona Virus Disease (2019)
CNS	Communication, Navigation, Surveillance
CRSTMP	C - Capacity, R - Routing, S - Staffing, T - Equipment, M - Airspace Management, P - Special Event
CTR	Control Zone of an Airport
DAA	Drone & Aerial Activities
EASA	European Aviation Safety Agency
EBAW	Antwerp Airport ICAO code
EBBR	Brussels Airport ICAO code
EBCI	Brussels South Charleroi Airport ICAO code
EBFN	Koksijde Air Base ICAO code
EBKT	Kortrijk-Wevelgem Airport ICAO code
EBLG	Liege Airport ICAO code
EBOS	Ostend-Bruges Airport ICAO code
EDDK	Cologne Bonn Airport ICAO code
EHAM	Amsterdam Airport Schiphol ICAO code
EJU	EasyJet
EU	European Union
FABEC	Functional Airspace Block Europe Central
FL	Flight Level
FMP	Flow Management Position
ft	Feet
Geo-Zone	Unmanned Aircraft System geographical zone
HERON	Highly Efficient Green Operations
IATA	International Air Transport Association
ICAO	International Civil Aviation Organization
IFR	Instrument Flight Rules
ILS	Instrument Landing System
ISGS	Increased Second Glide Slope
JAF	TUI fly Belgium
KPA	Key Performance Area
KPI	Key Performance Indicator
LIDAR	Light Detection And Ranging
LRST	Local Runway Safety Team
LT	Local Time
MAC	Air Arabia Maroc
MDK	Agency for Maritime and Coastal Services
MoU	Memorandum of Understanding
NOP	European Network Operations Plan
NOTAM	Notice to Airmen
PANS	Procedures for Air Navigation Services
PBN	Performance Based Navigation
PRS	Preferential Runway System
PRU	Performance Review Unit
RAT	Risk Analysis Tool
RI	Runway Incursion
RNAV	Area Navigation
RNP	Required Navigational Performance
ROTA	Runway Occupancy Time for Arrival
RP3	Third Reference Period (2020-2024)
PR4	Fourth Reference Period (2025-2029)
RPAS	Remotely Piloted Aircraft System
RWY	Runway
RYR	Ryanair
SAS	Scandinavian Airlines
SRO	Simultaneous Runway Occupancy
THY	Turkish Airlines
TRA	Transavia
TWY	Taxiway
UAM	Urban Air Mobility
UAS	Unmanned Aircraft System
USSP	U-Space Service Provider
UTC	Universal Time Coordinated
VFR	Visual Flight Rules
VHF	Very High Frequency
VLG	Vueling
VLL	Very low level zones
VLOS	Visual Line of Sight
VOR	VHF Omnidirectional Range

1 TRAFFIC

This chapter presents the traffic data of Brussels International Airport (International Civil Aviation Organization (ICAO) code: EBBR).

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 considers 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 agreed to 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 called 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. For more information regarding unmanned aviation – see section ***Drone Activities.***

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

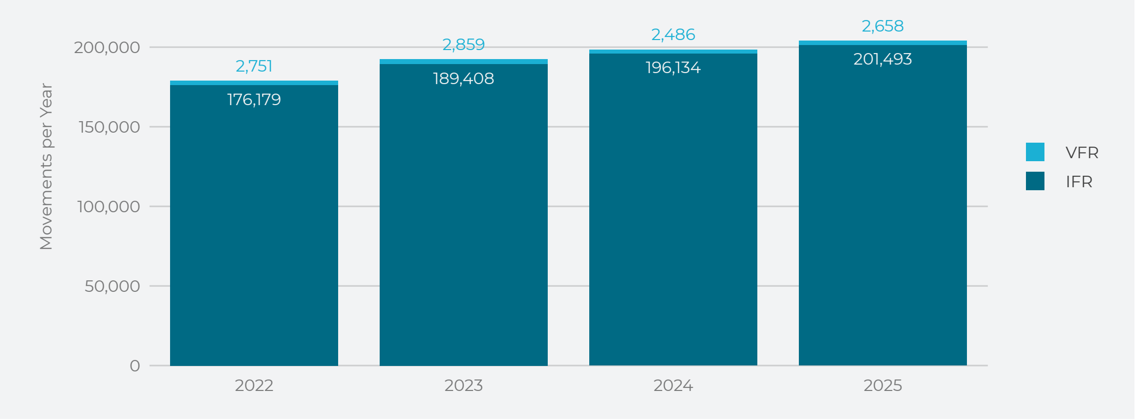
In 2025, skeyes operated within a challenging operational environment. Internally, operations were affected by major works on runway 07R/25L between the 12th of July and the 27th of August, requiring temporary operational adjustments and leading to intensified use of other runways, particularly in early August. Externally, additional challenges arose from multiple national trade-union strikes, resulting in approximately 2,400 flight cancellations and affecting over 250,000 passengers. Furthermore, a cyberattack on the 19th of September impacted several major European airports, including Brussels, causing system disruptions, flight delays, and cancellations, while separate drone-related security incidents led to temporary airspace closures, flight diversions, and heightened operational constraints.

YEARLY FIGURES

Throughout this report, the past four years are analysed to study the evolving recovery from the impact of Corona Virus Disease (COVID-19) pandemic. The pandemic had a significant impact on the aviation industry due to travel restrictions and a sharp decline in demand among travellers, leading to reductions in passenger flights in 2020 and 2021. As illustrated in detail per flight rule in ***Figure 1.1***, the total number of aircraft movements over the past four years have evolved as follows:

2022: **178,930 movements;**
2023: **192,267 movements;**
2024: **198,620 movements;**
2025: **204,151 movements.**

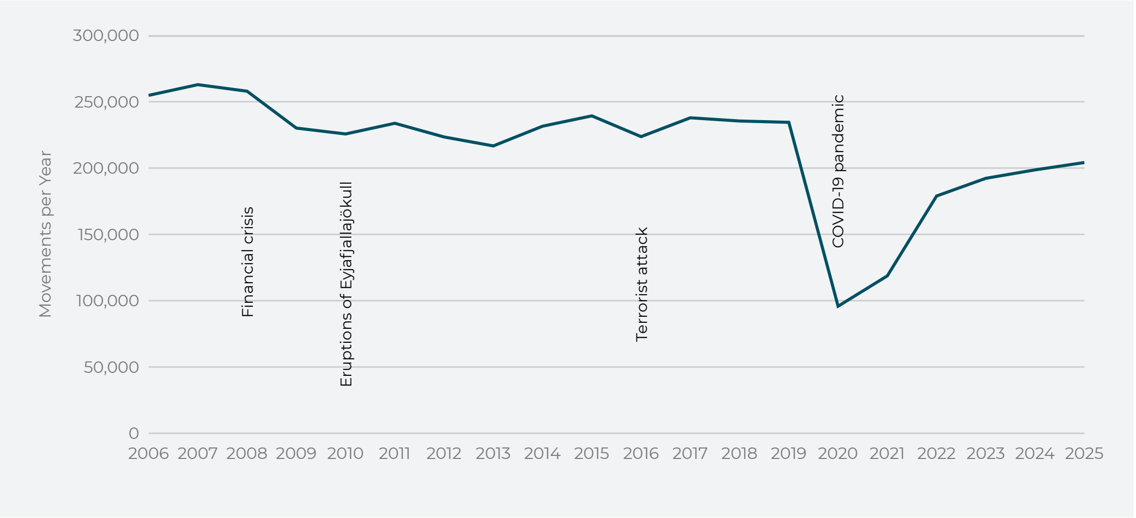
Figure 1.1: *Yearly traffic overview*



Traffic at Brussels Airport continued to grow in 2025, in line with the upward trend observed in the post-COVID period. A total of 204,151 flights were operated during the year, representing a 2.8% increase compared to 2024. However, this growth rate was lower than that recorded in 2024, when traffic increased by 3.3% compared to 2023. IFR traffic rose by 2.7% compared to 2024, again lower than the 3% growth in 2024 compared to 2023. Furthermore, this is 15% below the pre-pandemic traffic level (231,275 IFR movements in 2019).

Figure 1.2 shows the traffic evolution at Brussels Airport since 2006. Even though various events influenced the fluctuation over the last years (e.g. the terrorist attack at Brussels Airport on March 22nd, 2016), it is COVID-19 that had the biggest impact on traffic, in 2020 and 2021. As such, 2019 is considered the reference year for analysing traffic recovery, as it was the last year with pre-pandemic traffic. A steady recovery in traffic numbers can clearly be seen in the past four years, though traffic at Brussels Airport in 2025 remained 13% below that of 2019.

Figure 1.2 *Historical traffic overview*



According to the latest published European Network Operations Plan (NOP) 2025/2026–2029, Version 2, dated on the 3rd of July 2025, the traffic evolution for Brussels Airport, based on the EUROCONTROL STATFOR forecast, was estimated at +4.1% in 2025 compared to 2024 under the Base scenario, and +2.3% under the Low scenario. The actual increase in IFR traffic amounted to 2.7%, placing the observed growth closer to the Low STATFOR scenario.

STATFOR Low scenario was proposed for Brussels Airport as the airport was still recovering at a slower pace compared to Belgian en-route traffic. Account was also taken of movement constraints originating from the 2024 environmental permit, whose conditions continue to apply pending the issuance of a revised permit. Ultimately, it was decided to retain the base scenario for the period 2025–2027, with growth for 2028–2029 constrained to reflect these currently applicable limitations.

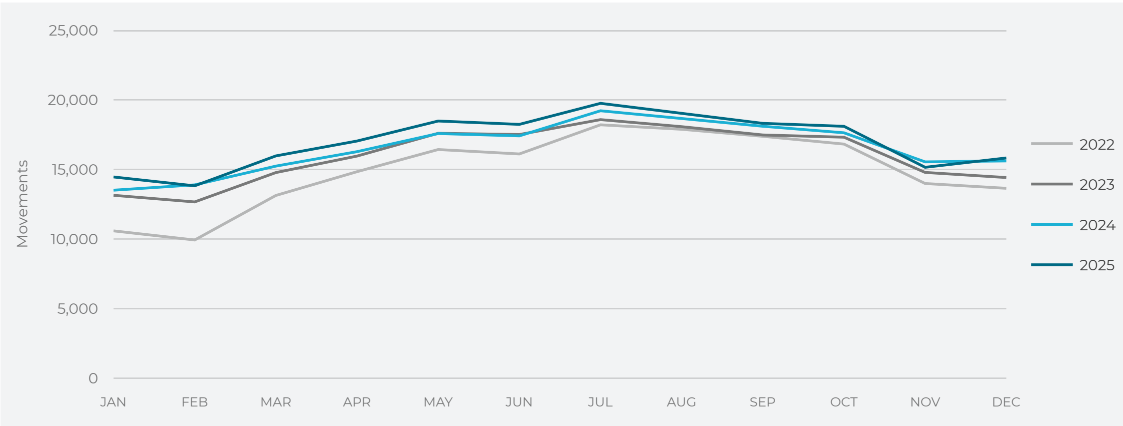
In 2025, multiple industrial actions affected air traffic across several countries. Despite this challenging operational environment, Brussels Airport, Belgium's biggest commercial passenger airport, handled 24.4 million passengers, a 3.3% increase compared to 2024 (23.6 million).[2] Overall, traffic increased by 2.8% year-on-year, reflecting airlines' continued strategy of deploying larger-capacity aircraft to accommodate demand and mitigate operational constraints.

2. "24.4 Million Passengers at Brussels Airport in 2025, 3.3% More than in 2024," Brussels Airport Website, accessed on January 30, 2026, https://www.brusselsairport.be/en/pressroom/news/traffic-results-2025.

MONTHLY FIGURES

Figure 1.3 illustrates the monthly evolution of traffic at Brussels Airport in the last four years. For more details regarding exact arrival, departure, IFR, VFR and all movements, refer to ***Table 1.1*** and ***Table 1.2***.

Figure 1.3: *Monthly movements per year*



The highest amount of traffic in 2025, just like in the previous three years, was recorded in July with 19,746 total movements, which is not unusual given that this includes the start of the summer holidays in Belgium, leading to a lot of holiday-related air travel. Compared to 2024, the largest increase was recorded in January (+7%); only February and November didn't surpass 2024 levels (respectively 0% and -3%).

Considering movements per flight rule separately, the peak month for IFR was July with a total of 19,460 movements, and February for VFR with 295 movements. Overall, the yearly movement count increased in 2025 compared to 2024 for both IFR (+3%) and VFR (+7%).

Table 1.1: *Monthly arrivals and departures per year*

		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	Total
Arrivals	**2022**	5,298	4,958	6,564	7,414	8,221	8,054	9,099	8,940	8,687	8,411	6,996	6,821	**89,463**
	2023	6,573	6,331	7,380	7,980	8,808	8,742	9,295	9,031	8,740	8,661	7,381	7,221	**96,143**
	2024	6,759	6,941	7,611	8,144	8,781	8,700	9,610	9,322	9,048	8,820	7,770	7,808	**99,314**
	2025	7,222	6,909	7,991	8,519	9,229	9,122	9,873	9,512	9,157	9,049	7,569	7,919	**102,071**
	2025 *vs* 2024	+7%	0%	+5%	+5%	+5%	+5%	+3%	+2%	+1%	+3%	-3%	+1%	+3%
Departures	**2022**	5,287	4,972	6,565	7,422	8,207	8,056	9,105	8,942	8,690	8,408	6,991	6,822	**89,467**
	2023	6,567	6,333	7,393	7,978	8,787	8,764	9,281	9,038	8,734	8,652	7,402	7,195	**96,124**
	2024	6,748	6,948	7,626	8,131	8,794	8,708	9,602	9,316	9,051	8,810	7,771	7,801	**99,306**
	2025	7,235	6,912	7,979	8,520	9,246	9,113	9,873	9,518	9,151	9,047	7,583	7,903	**102,080**
	2025 *vs* 2024	+7%	-1%	+5%	+5%	+5%	+5%	+3%	+2%	+1%	+3%	-2%	+1%	+3%

Table 1.2: *Monthly movements per flight rule per year*

		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	Total
IFR	**2022**	10,435	9,712	12,783	14,635	16,196	15,871	17,926	17,655	17,111	16,571	13,807	13,477	**176,179**
	2023	12,919	12,417	14,533	15,719	17,291	17,227	18,317	17,852	17,248	17,049	14,576	14,260	**189,408**
	2024	13,327	13,702	15,064	16,018	17,439	17,166	18,937	18,451	17,890	17,328	15,366	15,446	**196,134**
	2025	14,271	13,526	15,732	16,792	18,258	17,968	19,460	18,846	18,110	17,881	15,036	15,613	**201,493**
	2025 *vs* 2024	+7%	-1%	+4%	+5%	+5%	+5%	+3%	+2%	+1%	+3%	-2%	+1%	+3%
VFR	**2022**	150	218	346	201	232	239	278	227	266	248	180	166	**2,751**
	2023	221	247	240	239	304	279	259	217	226	264	207	156	**2,859**
	2024	180	187	173	257	136	242	275	187	209	302	175	163	**2,486**
	2025	186	295	238	247	217	267	286	184	198	215	116	209	**2,658**
	2025 *vs* 2024	+3%	+58%	+38%	-4%	+60%	+10%	+4%	-2%	-5%	-29%	-34%	+28%	+7%
Total	**2022**	10,585	9,930	13,129	14,836	16,428	16,110	18,204	17,882	17,377	16,819	13,987	13,643	**178,930**
	2023	13,140	12,664	14,773	15,958	17,595	17,506	18,576	18,069	17,474	17,313	14,783	14,416	**192,267**
	2024	13,507	13,889	15,237	16,275	17,575	17,408	19,212	18,638	18,099	17,630	15,541	15,609	**198,620**
	2025	14,457	13,821	15,970	17,039	18,475	18,235	19,746	19,030	18,308	18,096	15,152	15,822	**204,151**
	2025 *vs* 2024	+7%	0%	+5%	+5%	+5%	+5%	+3%	+2%	+1%	+3%	-3%	+1%	+3%

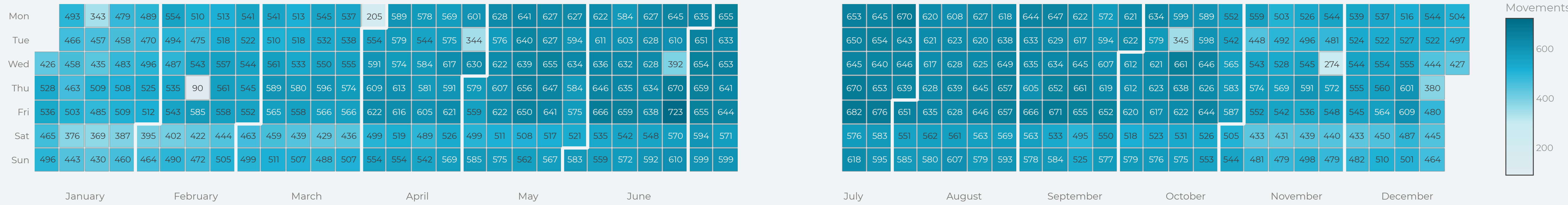


***Figure 1.4:** Calendar view of movements per day in 2025*

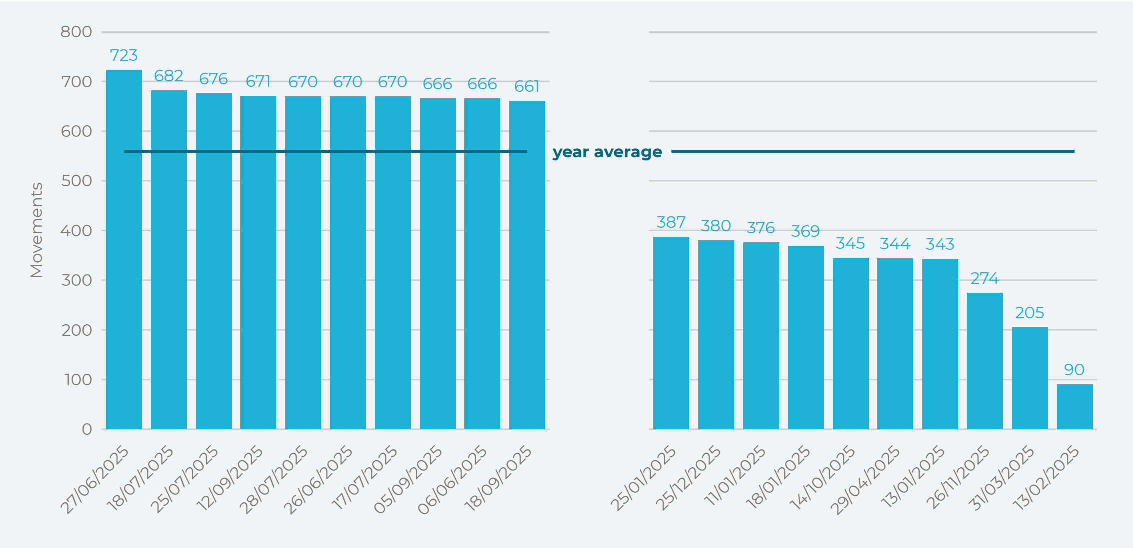
DAILY FIGURES

The calendar view in ***Figure 1.4*** shows the exact distribution of movements per day throughout the year, colour-coded to visualise the number of movements per day, making some patterns stand out: Saturdays, while generally less busy, recorded an increase in traffic compared to 2024 (see ***Figure 1.6***). Another pattern regarding daily movements at Brussels Airport is that there are more movements per day during the International Air Transport Association (IATA) summer season, starting on the 30th of March 2025 and ending on the 25th of October 2025. For this season, more slots for recreational travel are typically foreseen.

Summer 2025 recorded its busiest day since 2020; however, traffic levels remained below the 2019 average of 642 movements per day. Overall, Brussels Airport handled an average of 559 movements per day in 2025, an increase compared to 543 movements per day in 2024.

The busiest day of the year occurred on the 27th of June, with a total of 723 movements (see ***Figure 1.5***). A notable increase compared to the peak day in 2024, which recorded 674 movements on the 26th of July. Nevertheless, this figure remains below the highest daily traffic level observed in 2019, when 803 movements were recorded.

***Figure 1.5** Ten highest and ten lowest traffic days in 2025*



More specifically, the days with the lowest number of movements during the year were as follows:

- the day with the least traffic in 2025 was the 13th of February with 90 movements, the main reason for it being the trade unions' organized protest;
- another strike took place on the 31st of March that led to 205 movements;
- there was also a strike took place on the 29th of April, resulting in 344 movements;
- and again a strike on the 25th of June – due to no departing flights, there were a total of 392 movements that day;
- between the 19th and 22nd of September the operations were disturbed by a cyberattack on the check-in and boarding systems for some airlines, impacting several European airports. Despite that flights were being cancelled for passengers, empty aircraft still flew so that the rotations would be less disrupted. There were no Air Traffic Flow Management (ATFM) regulations placed by skeyes for this reason;
- another strike took place on the 14th of October, resulting in 345 movements;
- the 26th of November was also affected by a strike, ending up with no departing movements with local departing passengers, which resulted in 274 movements on that day;
- as every year, the 25th of December had fewer traffic as well – there were 380 movements in total, making it the day with the lowest amount of traffic in December.

HOURLY TRAFFIC PATTERNS

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 charts are 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 average hourly movements detail how the traffic flows at Brussels airport change throughout the day. ***Figure 1.6*** provides this hourly distribution in local time (LT) for the last four years. Overall, the general pattern throughout the day remained almost the same from year to year. When taking a look at hourly traffic patterns on the weekdays separately, a similar trend was observed as well.

From midnight until 06:00 all four years show very similar amounts of traffic. In 2025, morning peaks at 7:00 and 9:00 surpassed the previous years. The average daily peak is at 10:00 with 44 movements per hour. What used to be an increase of traffic between 12:00 and 15:30 in previous years turned into two new peaks in 2025 – one at 13:00 and another at 15:30. Between 15:30 and 19:00 traffic remained higher in 2025 compared to previous years, it dropped slightly between 19:00 and 20:00, after which it peaked at 20:00 with 37 movements per hour and remained higher until midnight when compared to previous years. During the night hours, between 23:00 and 06:00, the number of movements is significantly lower than during the day (see also ***Chapter 4 – Night Movements***).

Figure 1.6: *Average hourly movements per year*

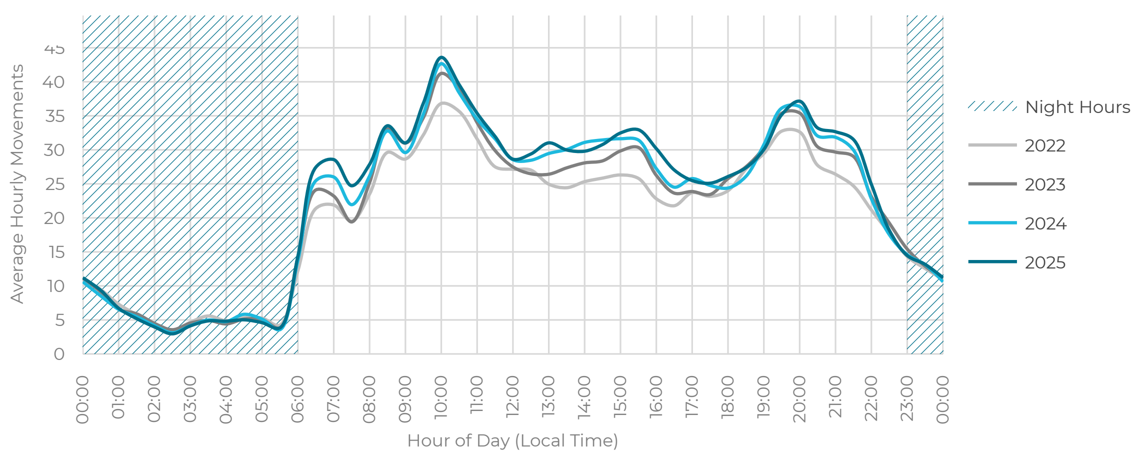
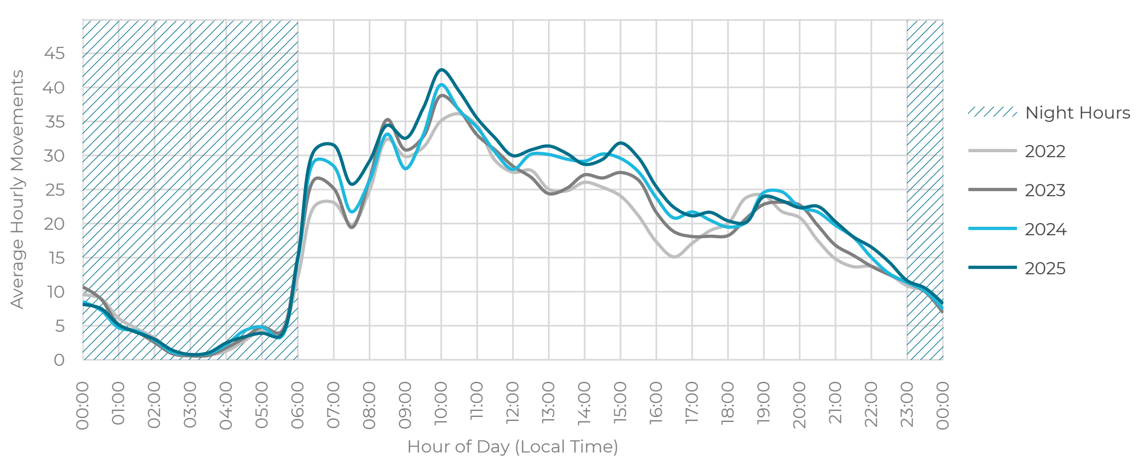


Figure 1.7: *Average hourly movements on Saturdays per year*



The hourly traffic patterns for Saturdays differ from other weekdays, as it can be seen in ***Figure 1.7***. In the morning, roughly the same hourly distribution can be seen as on weekdays, with traffic peaks at 6:45, 8:30 and 10:00 with 43 movements per hour. However, Saturday afternoons are less busy. The typical peak at 19:00 is notably lower on Saturdays (27 movements per hour) than on other days (37–41 movements per hour), likely because both business and leisure travellers are less inclined to travel in the middle of the weekend. Additionally, there are also less cargo operations on the weekends. As it can be seen in ***Figure 1.8***, except for an equally pronounced initial morning peak at 06:30, Sunday mornings witnessed less movements than any other day – possibly for the same reason of unpreferred travel times as for Saturdays. The afternoon, on the other hand, showed a similar trend to the one seen on weekdays, with a peak at 20:00 of 41 movements per hour.

Figure 1.9 visualizes the seasonal movements' trends in Brussels Airport in 2025. The main differences between the seasons were during the day: traffic during the summer had a noticeable morning peak just before 07:00 with an average of 34 movements per hour, while traffic during the winter at that time averaged at 24 movements per hour. Another difference is observed in afternoon traffic: during the summer, traffic remained higher, with the greatest average at 37 movements per hour around 15:00. Winter, on the other hand, had the highest average at 28 movements per hour at 15:30. In the evening, autumn had a peak at 20:00 with 39 movements per hour. Furthermore, winter had the lowest overall averages in 2025, followed by spring and autumn almost side by side, while summer had the highest hourly averages all day except at 8:30 and 20:00.

Figure 1.8: *Average hourly movements on Sundays per year*

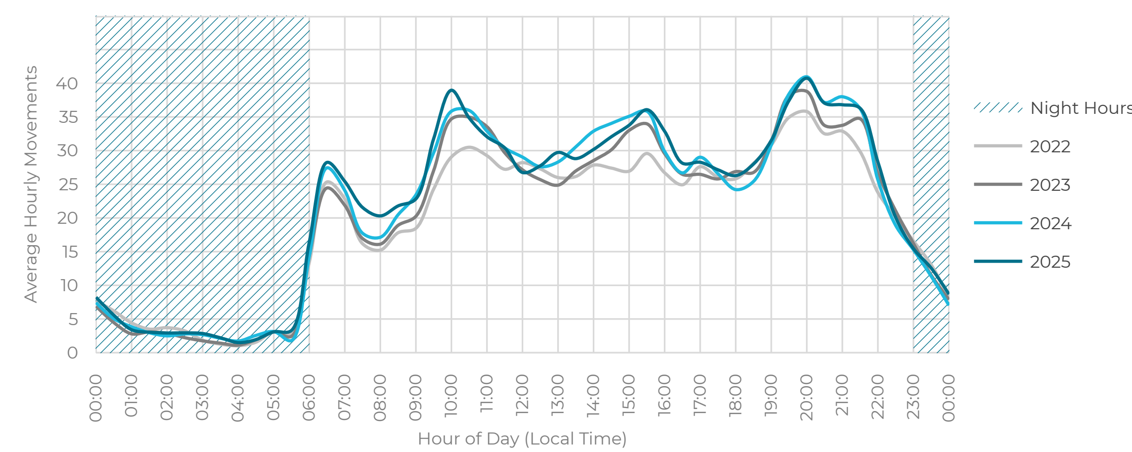
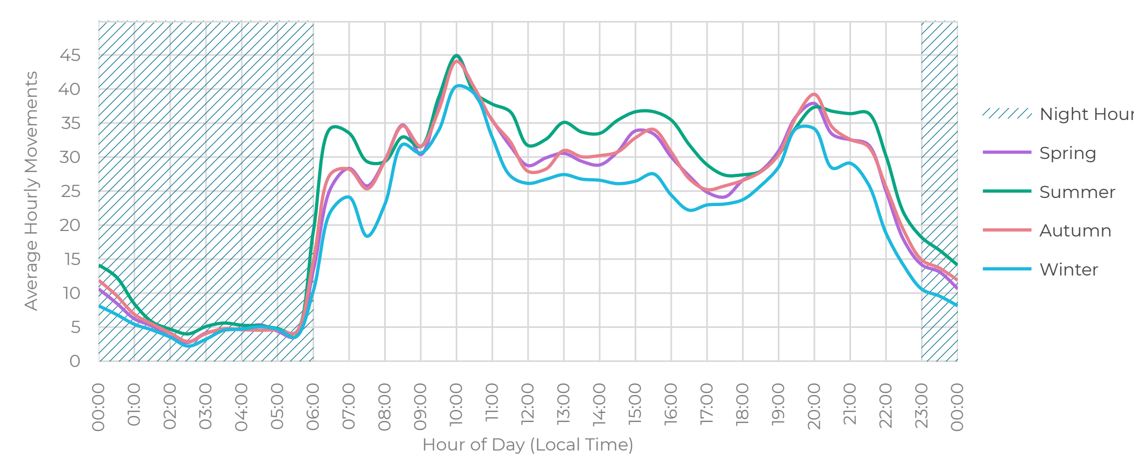


Figure 1.9: *Average hourly movements by season*

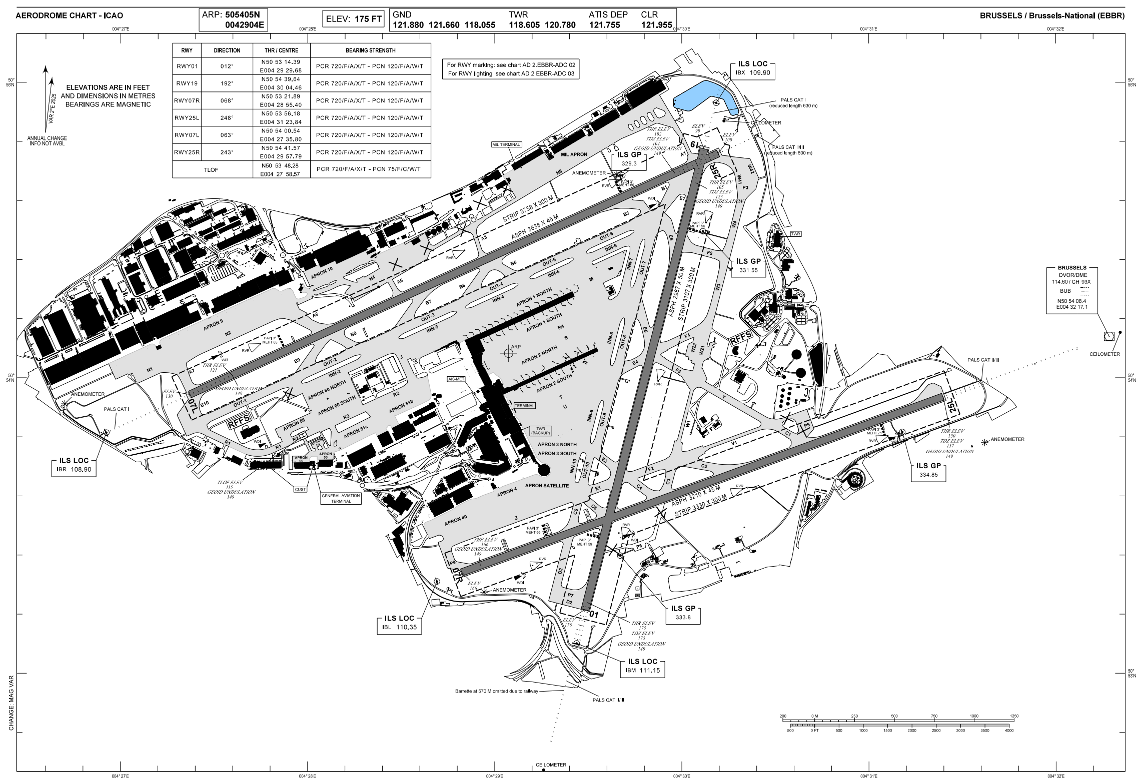


Runway Use

Brussels Airport has a runway system with three runways (RWY) which together form the shape of a Z: the two parallel runways RWY 07R/25L and RWY 25R/07L, and the transverse RWY 01/19.

The ICAO chart in **Figure 1.10** shows how these runways are situated within the layout of Brussels Airport and their bearing relative to the North.

Figure 1.10: *Aerodrome ground movement chart*



Airport runways are named based on their magnetic heading, rounded to the nearest 10 degrees and divided by 10, resulting in a two-digit number between 01 and 36. Because they can be used from both ends, a runway has two designators, one for each threshold. Letters are added if two or more runways are parallel to each other. The letter 'L' means the runway to the left when you look in the direction of flight, 'R' indicates the runway to the right.

In an ATM operational context, and throughout this report, the runway designator is used to indicate the runway from which an aircraft departs or on which it lands. There are six RWY designators at Brussels Airport:

- RWY 07L (heading east–northeast);
- RWY 25L (heading west–southwest);
- RWY 19 (heading south-southwest).
- RWY 07R (heading east–northeast);
- RWY 25R (heading west–southwest);
- RWY 01 (heading north-northeast);

As such, when RWY 25R is used, arrivals and departures move in a west–southwest direction, while arrivals and departures with RWY 01 in use move in a north-northeast direction.

The decision of which runways are used for arrivals and departures depends on several factors, such as meteorological conditions, airport layout, agreement with the state, etc. (see **Chapter 4** for more information). One very influential factor is the wind direction and speed, which is why **Figure 1.11**, showing which share of movements occurred on which runway per year, also shows wind roses as a correlate to the runway usage. A wind rose shows how often the wind blows from different directions and how strong it is. Each spoke points to the direction the wind comes from. The length of the spoke shows the percentage of time the wind came from that direction—a longer spoke means it occurred more often (e.g., a large spoke at 180° means many southerly winds). The colours within the spoke represent different wind speed ranges, according to the legend, showing how strong the wind was from that direction.

At Brussels Airport, RWY 25R is the most frequently used runway, mainly used for departures, followed by RWY 25L as second most used runway, only used for arrivals. Movements on RWYs 07L&R, 01 and 19 are used in lesser proportions. This is mainly because Belgium is predominantly subject to south westerly winds. Added to this, the capacity of the airport is much higher when parallel runways are in use than when a single or cross runway configurations are in use. The Preferential Runway System (PRS) – see ***Chapter 4, Environment*** – includes one of the RWY 25s in almost each of the configurations to be preferred.

Variations across the years are small but can be explained by a number of direct causes. For 2025, the decrease of movements on RWY 25L can be explained by the renovation works on RWY 07R/ 25L between the 12th of July and the 27th of August, leading to significant yet temporary operational changes, resulting in increased activity for the other runways, particularly between the 2nd and the 12th of August. 2025 saw some strong north easterly winds in April and May, during which 25R and 25L were less used, and movements increased on RWYs 07L, 07R and 01. Wind patterns were similar to the ones in 2023, which reflects the proportions of runways used. An episode of strong north easterly winds was also recorded from the 18th to the 28th of December, a high-traffic period due to the Christmas holidays. The impact of these events is visualised in ***Figure 1.11***, month by month.

Figure 1.11: *Runway usage per year in movements*

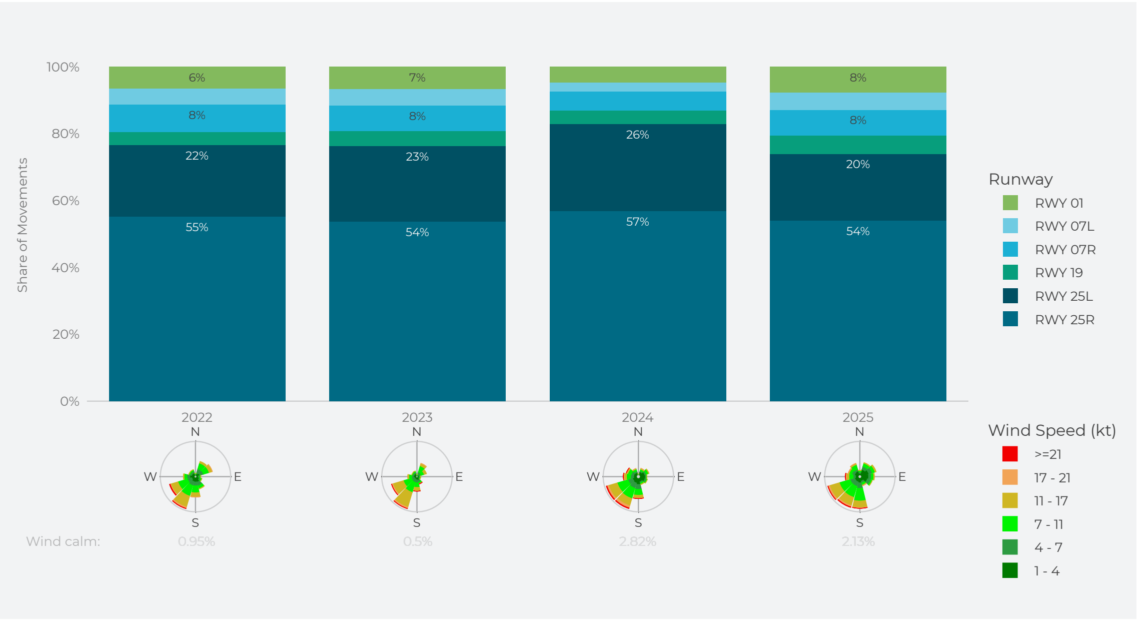


Figure 1.12 and ***Table 1.3*** show runway usage in the last four years in number of movements per departure and arrival separately, alongside the totals for each runway and each year.

Figure 1.12: *Runway usage per year in number of movements per departure and arrival*

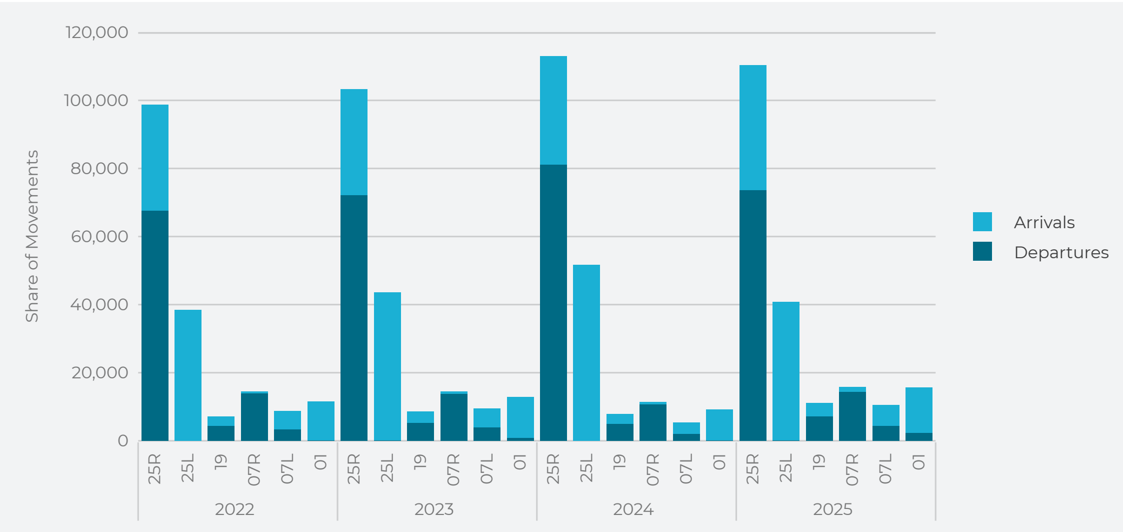


Table 1.3: *Runway usage per movements type (departures, arrivals and totals) per year*

	2022			2023			2024			2025		
	DEP	ARR	Total	DEP	ARR	Total	DEP	ARR	Total	DEP	ARR	Total
25R	67,547	31,127	98,674	72,211	31,060	103,271	81,152	31,886	113,038	73,663	36,682	110,345
25L	50	38,474	38,524	76	43,474	43,550	69	51,679	51,748	37	40,721	40,758
07R	13,982	492	14,474	13,717	726	14,443	10,703	594	11,297	14,350	1,382	15,732
01	171	11,352	11,523	855	11,989	12,844	199	9,054	9,253	2,320	13,364	15,684
19	4,391	2,657	7,048	5,290	3,377	8,667	5,052	2,843	7,895	7,275	3,843	11,118
07L	3,326	5,361	8,687	3,975	5,517	9,492	2,131	3,258	5,389	4,435	6,079	10,514
Total	**89,467**	**89,463**	**178,930**	**96,124**	**96,143**	**192,267**	**99,306**	**99,314**	**198,620**	**102,080**	**102,071**	**204,151**

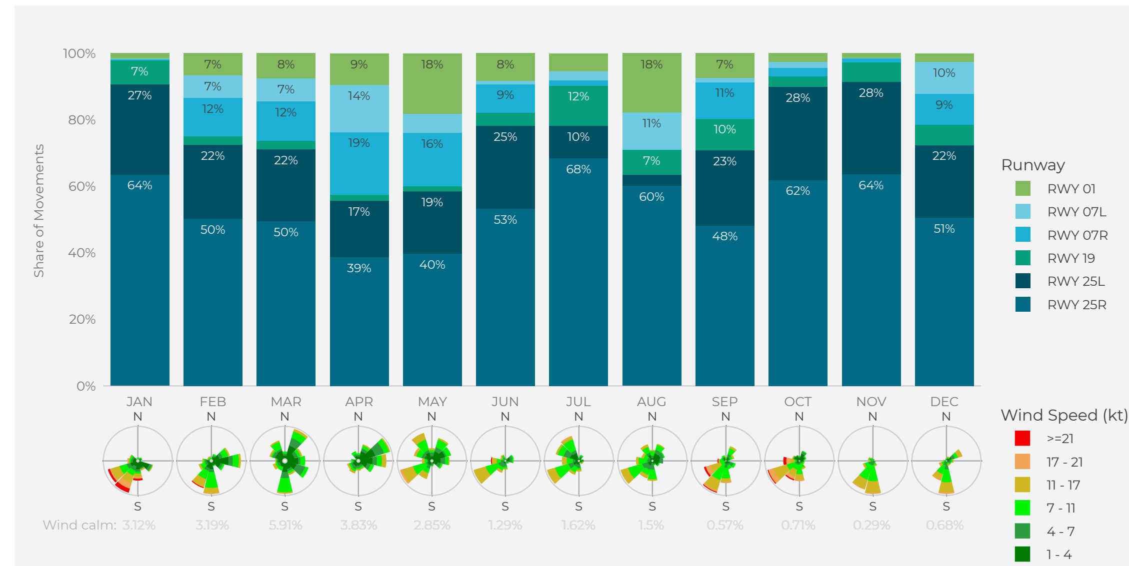
A monthly overview of the runway usage for 2025 is visualized in ***Figure 1.13***, showing the share of movements per runway in percentages.

It is a known phenomenon in Belgium that winds typically blow from the south-west, while in spring the winds shift to easterly directions. Despite the absence of this phenomenon in the spring of 2024, it occurred again in 2025, with east winds registered as early as February and until end of May. This is clearly seen with the relative drop in use of RWYs 25L and 25R combined, compared to the other RWYs. July also deviated from the predominant south westerly winds, with an increase in north westerly winds. This led to an increased use of RWY 19.

During the summer, more specifically between the 12th July and 27th August, the renovation of runway 07R/25L took place. This runway was entirely closed to traffic during the works. For a shorter period, 2nd to 12th of August, the crossing runway 01/19 was also unavailable, leaving only runway 07L/25R operational. As a consequence, the share of movements on 25L was at its lowest in July and August. During this time period, arrivals and departures were handled according to the planned procedures regarding RWY usage during the renovation works which were approved by the BCAA. In 2025, RWY 07L usage peaked in May and August, when it was used 18% of the time, primarily due to the higher frequency of easterly wind during those months.

Strong north easterly winds were also registered in December, an unusual phenomenon compared to previous years. This was a period of high traffic due to the Christmas holidays. When east/northeast winds are of lower intensity, traffic can be distributed between runways 07 and 01 while ensuring safety. However, when the wind comes from the east/northeast sector and exceeds 7 kts of tailwind and 20 kts of crosswind on RWY 01, landings must be conducted into the wind to be carried out safely, which was the case during the period from December 18th to 28th. As RWY 07R is not favourable for landings due to the taxiway configuration, 07L was more frequently used during that period. The share of total landings in December was 16% on RWY 07L, whereas the yearly average is 6%.

Figure 1.13: *Runway usage per month in 2025 in share of movements*



The strong correlation between the wind direction and the runway usage stems from the aeronautical principle that flights should depart and land with head wind. A larger view of the wind roses can also be found in ***Chapter 4 – Wind Pattern***.

Market Contributions

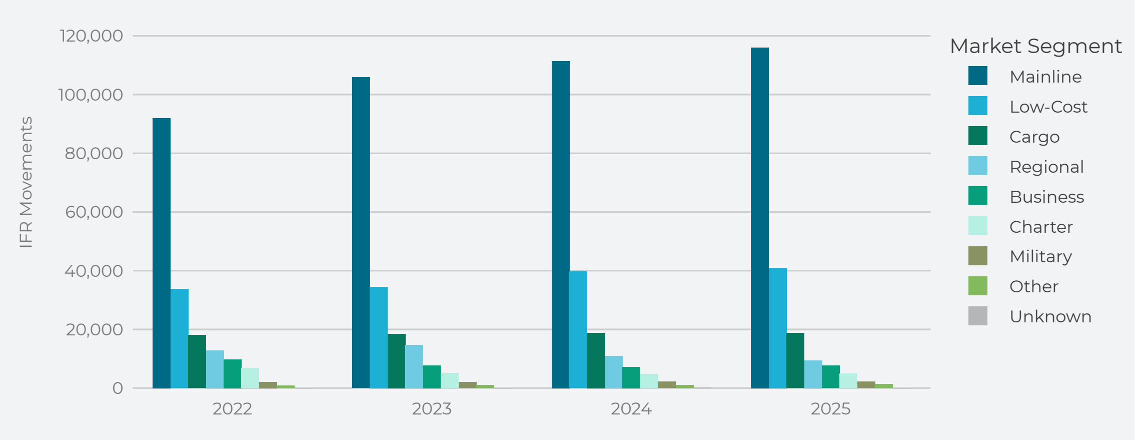
This chapter analyses the components of commercial traffic at Brussels Airport by examining the market segments that drive activity and growth. It reviews the performance of leading airlines, key destinations, and the cargo sector to illustrate how each contributes to overall traffic. As the focus in on commercial traffic, only IFR movements are considered.

MARKET SEGMENTS

This subchapter analyses the type of market Brussels Airport serves. In this first subsection the IFR 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[3] 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. The Unknown category is included to account for movements with incomplete data, particularly those lacking information in the flight plan.

Figure 1.14 visualizes the distribution of all market segments in Brussels Airport in the last four years. Overall, the general trend is maintained throughout all the years – mainline flights take up the biggest share of all the flights, and their share is steadily increasing. In 2025, there were 116,040 mainline flights, which made up 58% of all traffic that year – the share was 52% in 2022, 56% in 2023 and 57% in 2024. Although low-cost flights remain the leading market segment across Europe and experienced growth in 2025, at Brussels Airport their share has increased only gradually and continues to lag significantly behind that of mainline carriers. Cargo traffic had been steadily increasing in previous years; however, in 2025 it experienced a decline, reflecting the broader trend observed across Europe.[5] More details regarding the exact amount of flights and their ratio per category can be found in **Table 1.4**.

Figure 1.14: *Market segment distribution*



3. "Market Segment Rules | EUROCONTROL," accessed on February 4, 2026, https://www.eurocontrol.int/publication/market-segment-rules.

4. "EUROCONTROL Data Snapshot; 2025 European Aviation in Numbers."

Table 1.4: *Market segment distribution ratio*

	Mainline		Low-Cost		Cargo		Regional		Business		Charter		Military		Other		Unknown	
2022	91,974	52.2%	33,712	19.1%	18,042	10.2%	12,856	7.3%	9,776	5.5%	6,818	3.9%	2,165	1.2%	821	0.5%	95	0%
2023	105,873	55.9%	34,507	18.2%	18,523	9.8%	14,691	7.8%	7,739	4.1%	5,145	2.7%	2,012	1.1%	979	0.5%	48	0%
2024	111,352	56.8%	39,698	20.2%	18,775	9.6%	11,017	5.6%	7,205	3.7%	4,790	2.4%	2,168	1.1%	994	0.5%	195	0%
2025	116,040	57.6%	41,020	20.4%	18,727	9.3%	9,428	4.7%	7,673	3.8%	5,021	2.5%	2,188	1.1%	1,334	0.7%	63	0%

TOP AIRLINES

This subchapter covers the main airlines that operated in Brussels Airport in 2025. The top ten airlines, total amount of flights (arrivals to and departures from Brussels Airport) and ratio compared to 2024 are listed in **Table 1.5**. In 2025, Brussels Airlines (BEL) continued to be the top airline operating at Brussels Airport, with 68,860 flights, which is +11% than in 2024. The airline with the second most movements in Brussels Airport was TUI fly Belgium (JAF) with 12,040 flights followed by European Air Transport (BCS) with 9,287 flights. Even though it came in as ninth in the list, easyJet Europe (EJU) had a significant increase of +319% in flights when compared 2025 and 2024. This was due to three new destinations: three weekly flights to Bordeaux–Mérignac Airport (LFBD), two daily flights to Milan Linate Airport (LIML) and two daily flights to Rome Fiumicino "Leonardo da Vinci" Airport (LIRF). As for Ryanair – this operator had a -5% decrease in movements in 2025 when compared to 2024. This decline is mainly linked to network adjustments, notably the discontinuation of the Brussels–Berlin Brandenburg Airport (EDDB) connection at the end of March 2025 and a reduction in frequencies on the Brussels–Leonardo da Vinci–Fiumicino Airport (LIRF) route. Overall, this situation aligns with the data from EUROCONTROL, noting that in 2025 Ryanair was the top operator in Europe, followed by easyJet and Turkish Airlines.[4]

Table 1.5: *Top ten airlines of 2025*

	BEL	JAF	BCS	RYR	VLG	TRA	SAS	THY	EJU	MAC	Total
2022	53,164	12,235	12,163	9,996	3,128	775	2,250	3,841	620	2,028	**100,200**
2023	63,272	12,570	11,118	7,285	4,030	2,308	3,550	4,253	730	2,506	**111,622**
2024	61,942	13,442	10,298	7,351	4,954	3,596	3,732	3,450	716	3,122	**112,603**
2025	68,860	12,040	9,287	7,012	4,960	4,229	3,689	3,400	2,997	2,942	**119,416**
2025 vs 2024	+11%	-10%	-10%	-5%	0%	+18%	-1%	-1%	+319%	-6%	+6%

5. "EUROCONTROL Aviation Engage Presentations," accessed on January 22, 2026.

Figure 1.15 visualizes the top ten yearly changes of airlines that operate in Brussels Airport. Brussels Airlines had the biggest increase in movements in Brussels Airport - in 2025 it had 6,918 more movements compared to 2024, which is an interesting switch from having the biggest decrease of movements in 2024. Lufthansa, on the other hand, had the biggest decrease of movements in Brussels Airport – in 2025 it had 3,634 less movements compared to 2024, after maintaining stable operations between 2022 and 2024. In Summer 2025, Brussels Airlines took over the operation of most daily flights from Brussels to Frankfurt (EDDF) and Munich (EDDM) that had previously been operated by Lufthansa or Swiss under the Lufthansa Group network. This strategic realignment within the group likely explains why Brussels Airlines' movements increased while movements attributed to Lufthansa decreased on these routes.[6]

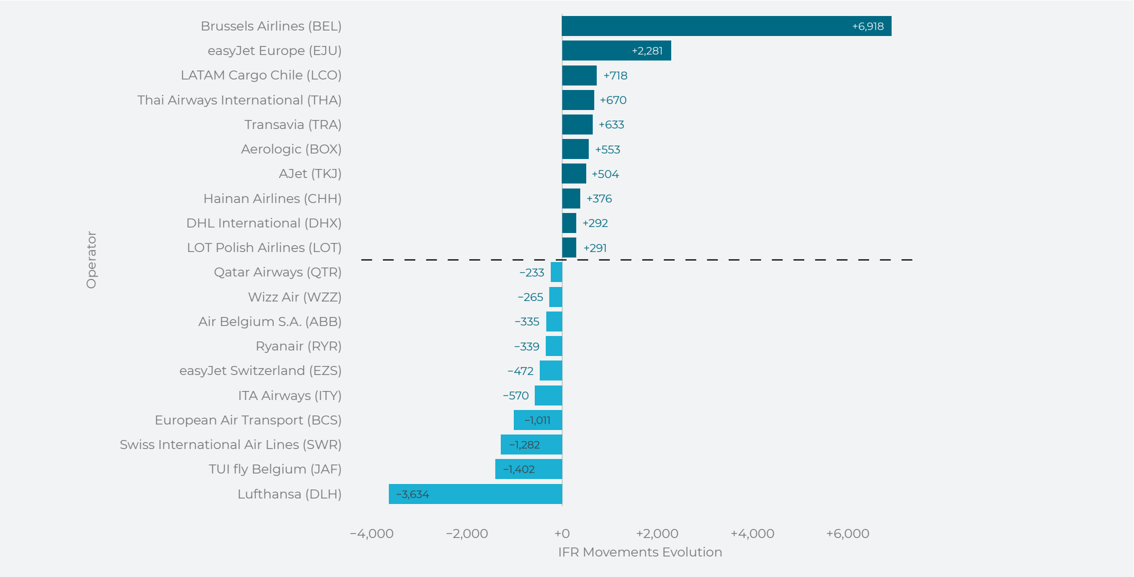
The most impactful changes in Brussels Airlines' operations were the following:

- flights to Frankfurt Airport (EDDF) increased from an average of two daily flights in 2024 to an average of five daily flights as of April 2025;
- flights to Munich International Airport (EDDM) increased from an average of three daily flights in 2024 to an average of five daily flights as of April 2025;
- flights to Geneva Airport (LSGG) increased from an average of three daily flights in 2024 to an average of four daily flights as of April in 2025, before returning to an average of three as of November 2025;
- •flights to Zurich Airport (LSZH) increased from an average of five weekly flights in 2024 to an average of two daily flights as of April 2025, subsequently rising to four daily flights as of November 2025.

In parallel, the most significant adjustments in Lufthansa's flight schedule were as follows:

- flights to Frankfurt Airport (EDDF) decreased from an average of five daily flights in 2024 to an average of one daily flight as of April 2025;
- flights to Munich International Airport (EDDM) decreased from an average of four daily flights in 2024 to an average of one daily flight as of April 2025.

Figure 1.15: *Top ten airlines' evolution*

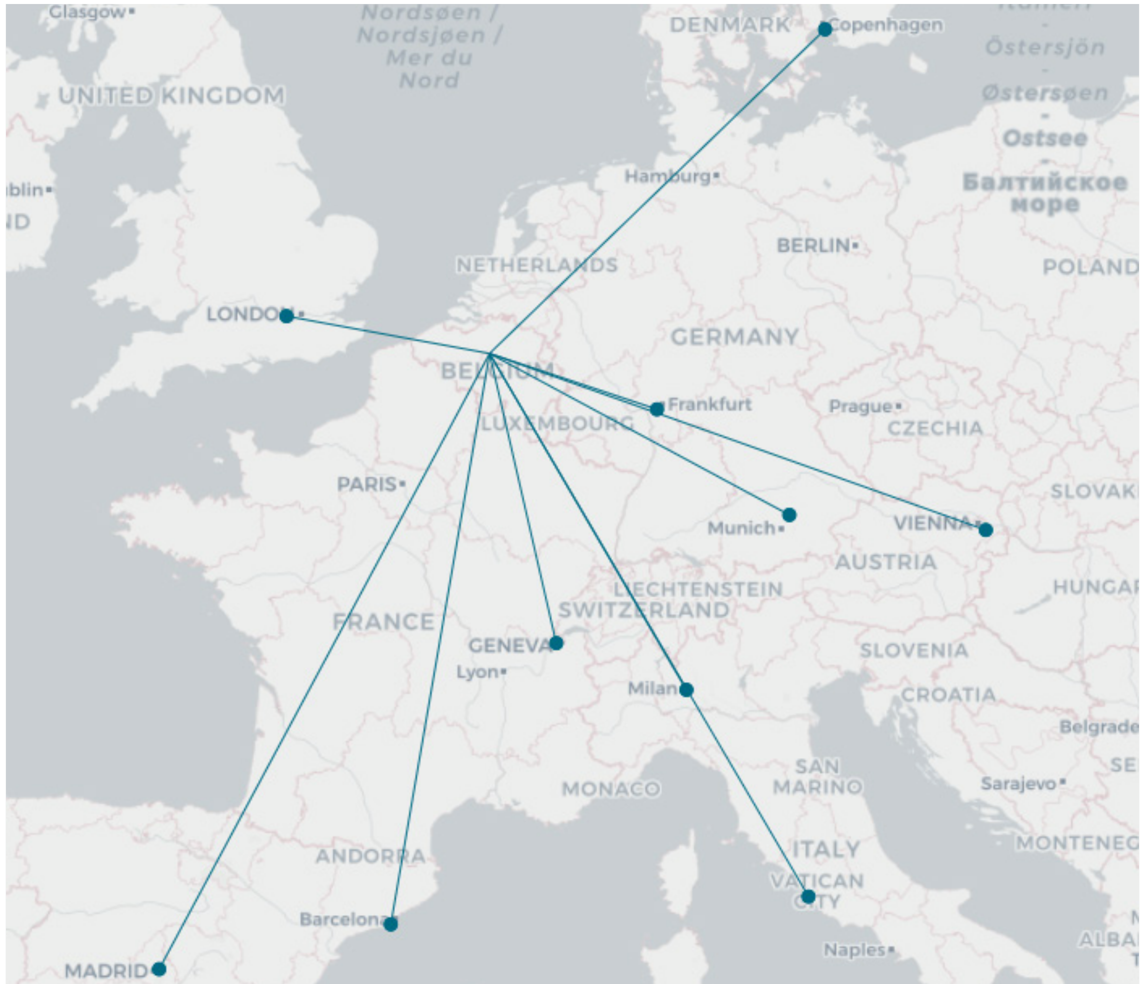


6. Nico Cardone, "Brussels Airlines Expands in Summer 2025: More Seats, Higher Frequencies and over 300 Extra Jobs," Brussels Airlines, accessed on February 17, 2026, https://press.brusselsairlines.com/brussels-airlines-expands-in-summer-2025-more-seats-higher-frequencies-and-over-300-extra-jobs.

TOP CONNECTIONS

Figure 1.16 shows a map visualizing the top ten connections from Brussels Airport in 2025. A detailed list of those connections is shown in ***Figure 1.17***. This chapter only covers IFR flights, excluding all local IFR flights within Belgium (that are mainly training flights) and all VFR flights.

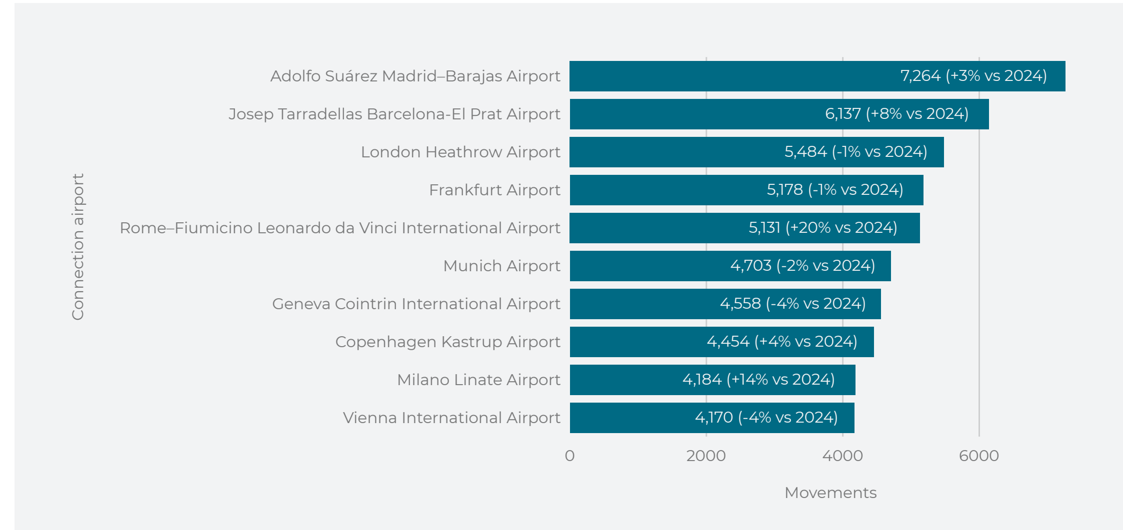
Figure 1.16: *Top ten international connections map*



The most popular connection airport for both arrivals and departures in both 2024 and 2025 was Adolfo Suárez Madrid-Barajas Airport with 7,264 IFR movements, which is 3% more compared to 2024. Following this, Josep Tarradellas Barcelona-El Prat Airport was second most popular connection airport overall both in 2024 and 2025 with 6,137 IFR movements in 2025 (8% more compared to 2024). Subsequently, London Heathrow Airport was the third connection airport overall both in 2024 and 2025 with 5,484 IFR movements in 2025 (1% less compared to 2024).

Regarding the biggest increases and decreases of IFR movements when comparing 2025 to 2024, Rome-Fiumicino Leonardo da Vinci International Airport showed the biggest increase of 20% overall (departures and arrivals combined), while Geneva Cointrin International and Vienna International Airports showed a 4% overall decrease.

Figure 1.17: *Top ten international connections*



Three important intercontinental destinations were added, expanding the range of options for passengers, both for direct destinations and for onward travel: Atlanta (Delta Air Lines), Chongqing (Hainan Airlines) and Hong Kong (Cathay Pacific). The new short- and medium-haul routes are Bordeaux (easyJet), Larnaca (Aegean) and Scandinavian Mountains Airport (TUI fly). Brussels Airport launched the summer season on the 30th March with an expanded network comprising 180 direct destinations served by 68 airlines. The summer schedule included six new routes, including long-haul flights to Atlanta (United States) with Delta Air Lines, Curaçao with TUI fly, Bangkok (Thailand) with Thai Airways, and Hong Kong (Special Administrative Region of China) with Cathay Pacific, as well as new European connections to Montpellier and Bordeaux (France) operated by Transavia and easyJet. In addition, seven new airlines commenced operations at Brussels Airport, including Thai Airways, Cathay Pacific, and Norwegian, further enhancing overall connectivity, while Brussels Airlines expanded its fleet and route network, strengthening links with Africa.[7]

In 2025, Brussels Airport was balancing the expansion of long-haul connectivity with a multi-billion-euro overhaul of its infrastructure. With foundational construction scheduled to begin by 2027 and completion by 2032, the Hub 3.0 programme — combined with continuing traffic growth and strategic route development — positions Brussels Airport for a more central role in global air transport and multimodal mobility in the coming decade.[8]

7. "Brussels Airport Expands for Summer: 180 Destinations, 7 New Airlines, and 6 New Routes," Aviation24.Be (blog), accessed on February 2, 2026, https://www.aviation24.be/airports/brussels-airport-bru/brussels-airport-expands-for-summer-180-destinations-7-new-airlines-and-6-new-routes/.

8. "New Terminal To Support Brussels Airport's Long-Haul Push | Aviation Week Network," accessed on February 4, 2026, https://aviationweek.com/air-transport/airports-networks/new-terminal-support-brussels-airports-long-haul-push.

CARGO

In 2025, cargo flights accounted for 9.3% of all IFR flights in Brussels Airport, which indicates a slight drop compared to 2024 values (9.6%). This can be seen in ***Figure 1.18*** and ***Table 1.6***. For further details, see ***Table 1.7***. ***Figure 1.19*** visualizes the monthly cargo movements evolution per year.

Comparing year to year, the ratio of cargo flights compared to other IFR flights is slightly dropping throughout the years. This is explained because the cargo traffic remains very stable (48 movements difference with 2024) whereas other traffic segments, like the main airlines, are continuously increasing.

Figure 1.18: *Cargo movements per year*

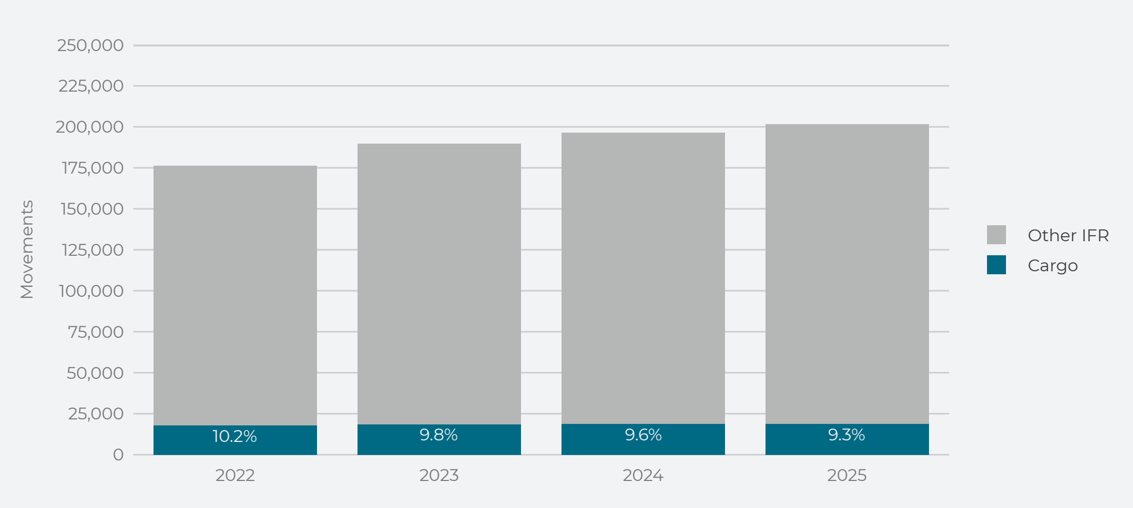


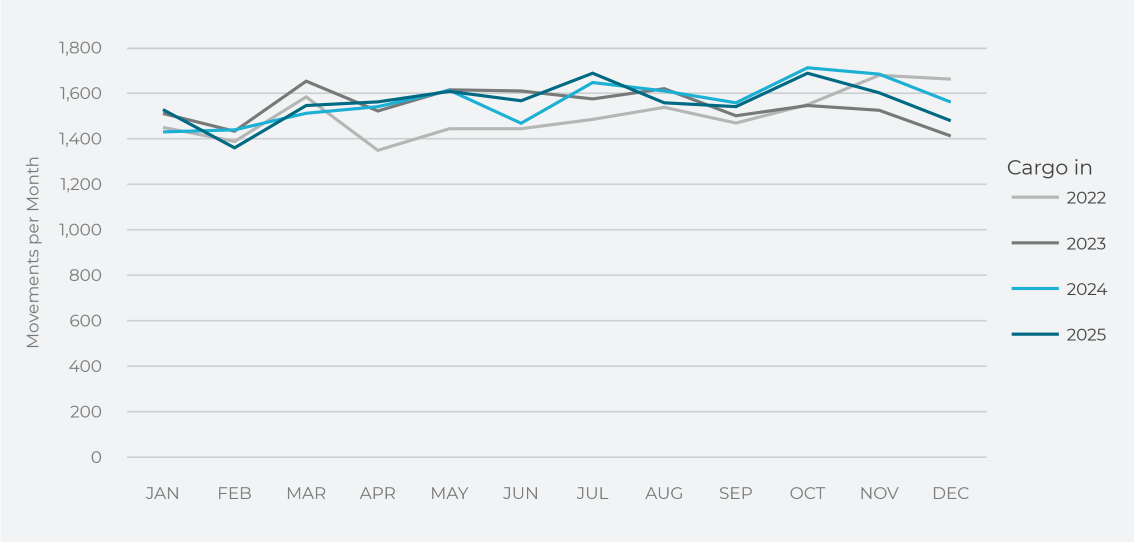
Table 1.6: *Cargo movements per year*

	Cargo	Other IFR	% Cargo
2022	18,042	158,217	**10.2%**
2023	18,523	170,994	**9.8%**
2024	18,775	177,419	**9.6%**
2025	18,727	182,767	**9.3%**

Table 1.7: *Monthly cargo movements per year*

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	Total
2022	1,450	1,388	1,584	1,349	1,444	1,444	1,485	1,538	1,469	1,550	1,679	1,662	**18,042**
2023	1,511	1,433	1,653	1,522	1,615	1,610	1,575	1,620	1,501	1,546	1,525	1,412	**18,523**
2024	1,430	1,439	1,512	1,541	1,613	1,468	1,647	1,610	1,558	1,712	1,684	1,561	**18,775**
2025	1,528	1,360	1,546	1,562	1,608	1,567	1,688	1,558	1,541	1,688	1,602	1,479	**18,727**
2025 vs 2024	+7%	-5%	+2%	+1%	0%	+7%	+2%	-3%	-1%	-1%	-5%	-5%	0%

Figure 1.19: *Monthly cargo movements per year*



9. 24.4 Million Passengers at Brussels Airport in 2025, 3.3% More than in 2024," accessed on January 30, 2026, https://www.brusselsairport.be/en/pressroom/news/traffic-results-2025

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, 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 single CISP[11] in Belgium, affirming its commitment and successful integration of UAS traffic. To achieve this skeyes took a central role in the development of the U space as manager of Unmanned Aircraft System geographical zones (GeoZone) in Belgium. These are controlled airspace zones above and around an airport. GeoZones 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]

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

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.[14] To be noted, that there have been minor changes in the past year's numbers.

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 February 4, 2026, https://map.droneguide.be/.

13. "Drones & Aerial Activities | Skeyes Drone Service Application," accessed on February 4, 2026, https://www.skeyes.be/en/services/drone-home-page/you-and-your-drone/drone-service-application/.

14. The data extraction method used by SkeyDrone has been updated and discrepancies with data from previous years are to be expected.

15. Note that if an operation crosses multiple VLL zones, it will be counted multiple times in the table.

Table 1.8 displays the number of drone activities and the level of risk involved in the operations. 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 addition of activities in the low, moderate and high risk levels will not provide the total number of activated drone activities in Brussels CTR. As seen in ***Table 1.8***, there has been a steady increase in drone operations of low VLL zone risk level. There was a significant rise in moderate risk drone operations, and a sharp drop in high risk ones.

Table 1.8: *Activated drone operations per VLL zone risk level*[15]

	Low	Moderate	High
2022	4,163	256	10
2023	4,924	299	6
2024	6,585	287	30
2025	8,594	604	4
2025 *vs* 2024	+31%	+110%	-87%

As per European Union Aviation Safety Agency (EASA) definition[16], activities can furthermore be categorized into a different risk classification scheme that considers the complexity of the operation. The following two classes exist:

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.

Table 1.9 provides an overview of the complexity of operations in Brussels CTR. Overall, it can be observed that drone activities continue to grow, though the growth was higher for the 'Specific' category.

Table 1.9: *Activated drone operations per EASA risk category*

	Open	Specific	Total
2022	2,950	1,293	**4,243**
2023	3,909	1,130	**5,039**
2024	5,492	1,216	**6,708**
2025	6,981	1,755	**8,736**
2025 *vs* 2024	+27%	+44%	+30%

Furthermore, ***Table 1.10*** provides the number of exempted flights. These are operations performed by firefighters, police or different federal entities and are services provided to the state. Exempted drone operations have increased in Brussels CTR – there were 866 such operations in 2025, which is 155% more than in 2024.

Table 1.10: *Activated exempted drone operations*

	Regular	Exempted	Total
2022	3,984	259	**4,243**
2023	4,778	261	**5,039**
2024	6,369	339	**6,708**
2025	7,870	866	**8,736**
2025 *vs* 2024	+24%	+155%	+30%

16. "EASA, 'Drones - Regulatory Framework Background,'" accessed on February 4, 2026, https://www.easa.europa.eu/en/domains/civil-drones/drones-regulatory-framework-background.

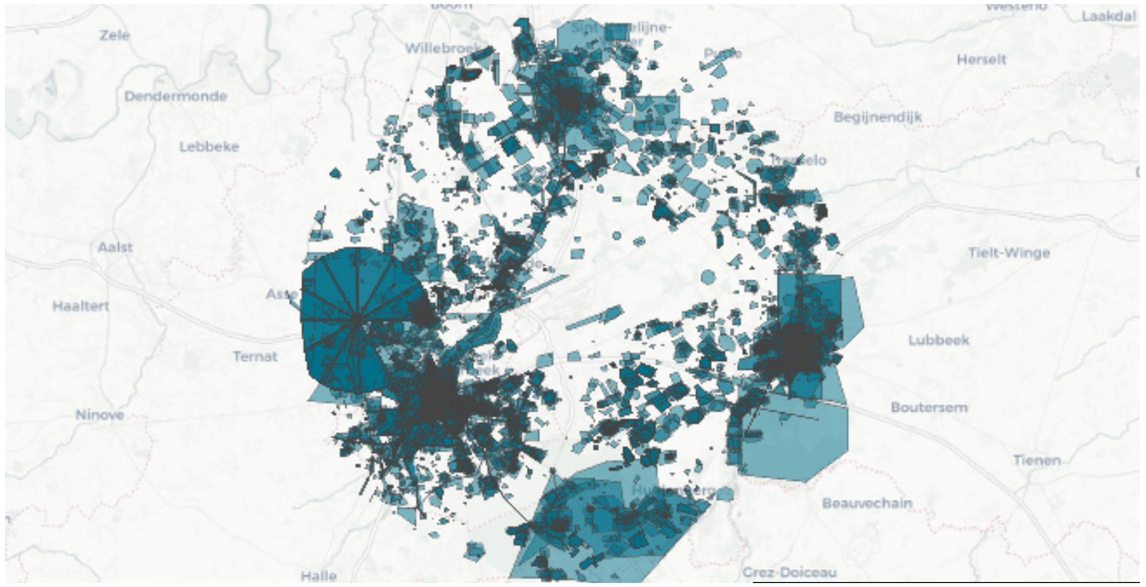
Figure 1.20 provides a detailed view of the activated drone operations in Brussels CTR in 2025, displaying the reserved flying zones of all UAS. Three main hotspots of attention can be identified - the city centres of Brussels, Leuven, and Mechelen. Additionally, a rising hotspot is noticeable in the vicinity of Overijse.

The purposes of UAS operations within Brussels CTR are predominantly associated with aerial photo and video acquisition, including photogrammetry, which collectively account for more than 60% of all reported activities. These operations are closely linked to scientific research, thermographic surveys, atmospheric and air-quality measurements, as well as agricultural monitoring and mapping applications.

Additional, less frequently reported purposes include:

- recreational operations;
- maintenance and inspection missions (e.g. power lines, solar panels, wind turbines, and air-quality monitoring);
- testing and validation activities;
- animal detection and wildlife monitoring;
- training operations;
- security-related missions (e.g. crowd monitoring and road traffic management).

Figure 1.20: *Reserved airspaces of activated drone operations*



Finally, drone operations regarding visual line of sight are shown in ***Table 1.11***. Two types 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.

Table 1.11: *Activated drone operations per type*

	VLOS	BVLOS	Total
2022	4,168	75	**4,243**
2023	4,931	108	**5,039**
2024	6,634	74	**6,708**
2025	8,157	579	**8,736**
2025 vs 2024	+23%	+682%	+30%

skeyes is also using drones around the airport: operations with a Communication, Navigation, Surveillance (CNS) drone started in November 2022 and are expanding gradually, focusing on monitoring the performance of navigation aids (namely Instrument Landing System (ILS) and VHF Omnidirectional Range (VOR) systems). The use of this drone will lead to better measuring procedures, providing more accurate results by picking up signals from the air, which are then monitored and verified from the ground using a built-in software. The drone measurements are used to overall reduce the amount of the calibration aircraft's flight time, which leads to reduced impact on traffic, fewer expense, and emissions.

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 1.21***, 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 1.21: *Locations of drone sightings during November 2025*

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

Regarding RPAS interference reports made by Air Traffic Control Officers (ATCOs), a total of nine reports were recorded at Brussels Tower in November 2025, four of which resulted in operational disruptions, with diversions causing the most operational impact. In total, there were 24 diversions due to RPAS interference:

November fourth:

- seven diversions (EBBR → EBCI);
- nine diversions (EBBR → EBOS);

November sixth:

- one diversion (EBBR → Amsterdam Airport Schiphol (EHAM));

November seventh:

- two diversions (EBLG → EBBR);

November 12th:

- four diversions (EBBR → EBLG);
- one diversion (EBBR → Cologne Bonn Airport (EDDK)).

Towards the end of 2025 skeyes initiated different tests regarding drone detection. These tests are particularly important in light of the November drone attacks across Belgium, as well as the steadily increasing number of drones and drone users. In this context, these efforts contribute to the responsible evolution of the drone ecosystem, with ongoing civil–military cooperation helping to balance operational effectiveness, environmental considerations, and the long-term sustainability 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. These logs of missed approaches are not considered as 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 a technical equipment, in a procedure or in 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.[17]

17. 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)[18]). This classification scheme is applicable for the later mentioned operational occurrences. In 2024, skeyes updated the data extraction method of logged incidents. This can generate small differences with the numbers published in previous reports.

Table 2.1: *Severity classification*[19]

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 recorded by cause of event, and the reporting is done by the ATCOs. The number of missed approaches at Brussels Airport is closely monitored and followed up by skeyes' safety unit. Trends are analysed and, when relevant, investigated to identify root causes and to implement improvement measures. The distribution of missed approaches in comparison with total arrivals per runway in the last four years is detailed in ***Table 2.2***.

18. ICAO Doc 4444 – PANS-ATM AMC 3 of EU Reg 2019/317.

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

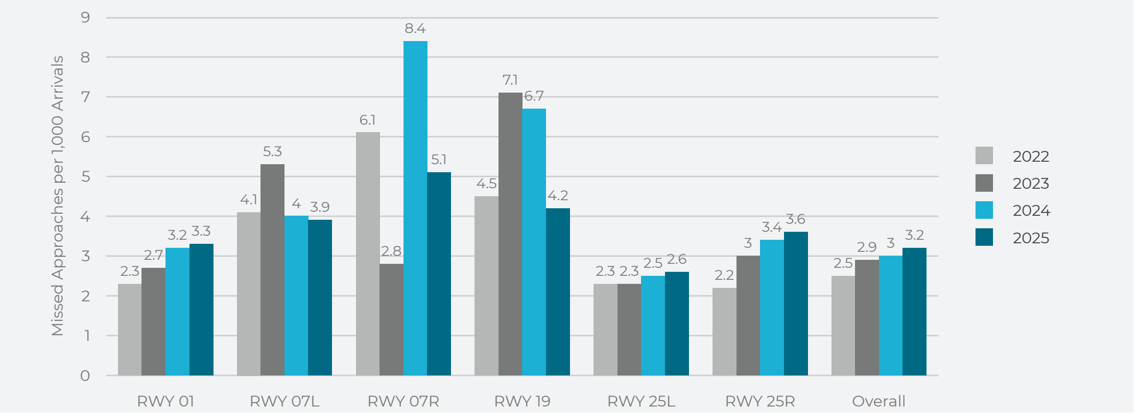
Table 2.2: *Number of missed approaches and arrivals per runway and per year*

	2022		2023		2024		2025	
Runway	M. a.	Arrivals	M. a.	Arrivals	M. a.	Arrivals	M. a.	Arrivals
25L	90	38,474	98	43,474	129	51,679	104	40,721
25R	69	31,127	94	31,060	107	31,886	132	36,682
01	26	11,352	32	11,989	29	9,054	44	13,364
07L	22	5,361	29	5,517	13	3,258	24	6,079
19	12	2,657	24	3,377	19	2,843	16	3,843
07R	3	492	2	726	5	594	7	1,382
Total	**222**	**89,463**	**279**	**96,143**	**302**	**99,314**	**327**	**102,071**

In 2025, 327 missed approaches were logged at Brussels Airport, which is an increase of 8% compared to 2024. This increase is higher than the increase in number of arrivals in 2025 compared to 2024 (3%). This trend can be associated with the use of ELVIRA, a tool that supports the monitoring of separation minima between approaching aircraft. ELVIRA provides enhanced monitoring support, enabling air traffic controllers to apply the prescribed separation minima in a highly consistent manner. As a result, adherence to established standards is more systematically ensured, which may lead to a higher number of precautionary missed approaches while maintaining the same high level of safety.

For better comparability between the years, ***Figure 2.1*** presents the rate of missed approaches per 1,000 arrivals for the last four years. Note that the rate is provided for each runway as well as all runways together ("Overall"). For runways like RWY 07R, which are less frequently used for arrivals, small variations on the number of missed approaches or the number of movements can create large fluctuations on the rate of missed approaches due to the small sample size (for 1382 arrivals on RWY 07R in 2025, there were seven missed approaches leading to a rate of 5.1).

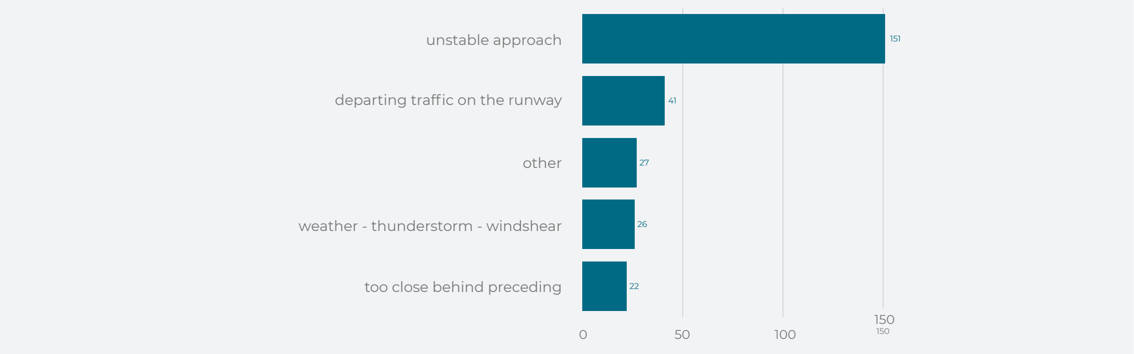
Figure 2.1: *Rate of missed approaches per 1,000 arrivals per runway per year*



Over the past four years, missed approaches at Brussels Airport have shown a consistent upward trend, exceeding the relative growth in air traffic. In 2025, the overall rate of missed approaches per 1,000 arrivals increased to 3.2 (+6.7%) compared to 3 in 2024. The top days with most missed approaches (six missed approaches) were the 18th of January (low visibility, freezing fog or light snow grains and low cloud ceilings were observed that day) and the 10th of February (mixed precipitation, low cloud ceiling, low visibility and rapid changes in weather conditions were observed that day[20]).

Figure 2.2 shows the top five causes for missed approaches in 2025. Unstable approach was the main reason for missed approaches in 2025 at Brussels Airport, accounting for a share of 46%. Oftentimes, unstable approaches occur due to tailwind at higher altitudes or when the aircraft takes a very direct route and is therefore unable to reduce its speed/altitude sufficiently. The second most common reason for missed approaches in 2025 was when an ATCO had to initiate a go around for the arriving traffic due to departing traffic still on the runway. Thunderstorm/windshear was another common reason in 2025 as well as when an ATCO had to initiate a go around for the arriving traffic due to it being too close behind preceding traffic. The cause 'other' refers to all the missed approaches initiated for reasons outside the predefined categories, including atypical operational circumstances or combinations of contributing factors (such as passengers not ready, flight criteria not met (e.g. flap configuration) or not confirmed (runway not clear)).

Figure 2.2: *Top five causes for missed approaches*



A detailed view on all the reasons for missed approaches per runway during the past years can be found in ***Figure 0.1***, ***Figure 0.2***, and ***Figure 0.3*** in the **ANNEX**.

20. "2025 Historical Weather at Brussels Airport, Belgium - Weather Spark," accessed on January 29, 2026, https://weatherspark.com/h/m/147989/2025/1/Historical-Weather-in-January-2025-at-Brussels-Airport-Belgium.

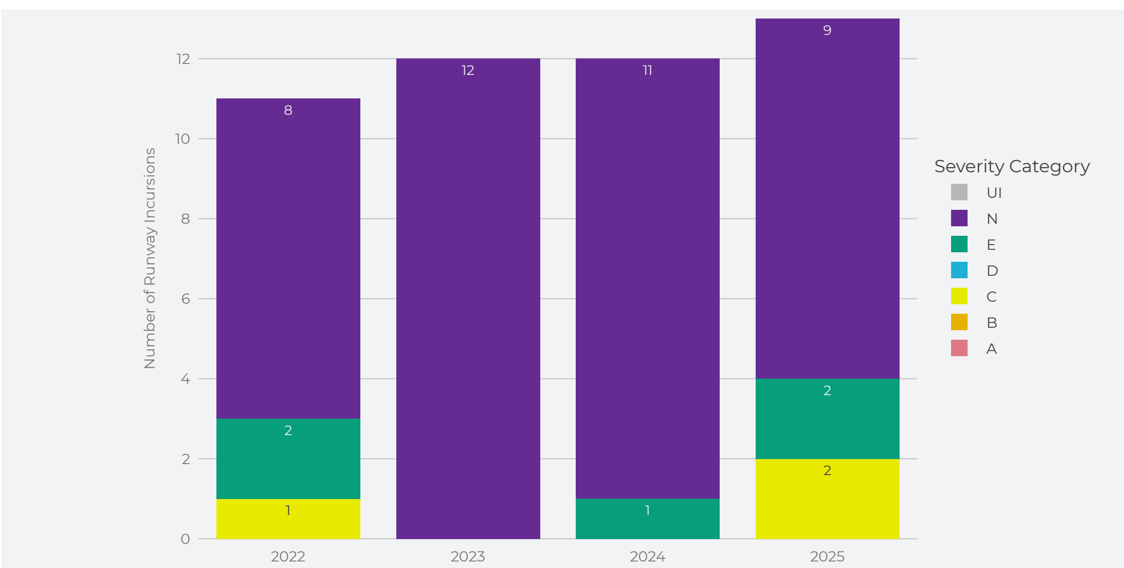
Runway Incursions

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]

Figure 2.3 gives a yearly overview of runway incursions for the last four years. The colours of the bar chart indicate the severity as defined in ***Table 2.1***. In comparison with previous years, 2025 experienced one additional runway incursion relative to 2024 and 2023. In 2025, the number of runway incursions with ATM ground contribution increased compared with previous years. Of the 13 recorded runway incursions, nine occurred without ATM ground contribution, two were assessed as having no safety significance, and two were classified as significant incidents. More specifically, out of these two significant incidents, one involved an aircraft vacating via the wrong taxiway and interfering with the protected area of RWY 25R, while the other incident occurred due the presence of two aircraft in the protected area of the runway.

Additionally, when these figures are put into perspective by comparing the ratio of runway incursions per 100,000 flights, 2025 showed an increase with an average of 6.4 (4.4 with no ATM contribution plus 2 with ATM contribution) runway incursions per 100,000 movements compared to a total of 6.2 in 2022, 6.2 in 2023 and 6 in 2024 (see ***Figure 2.4***).

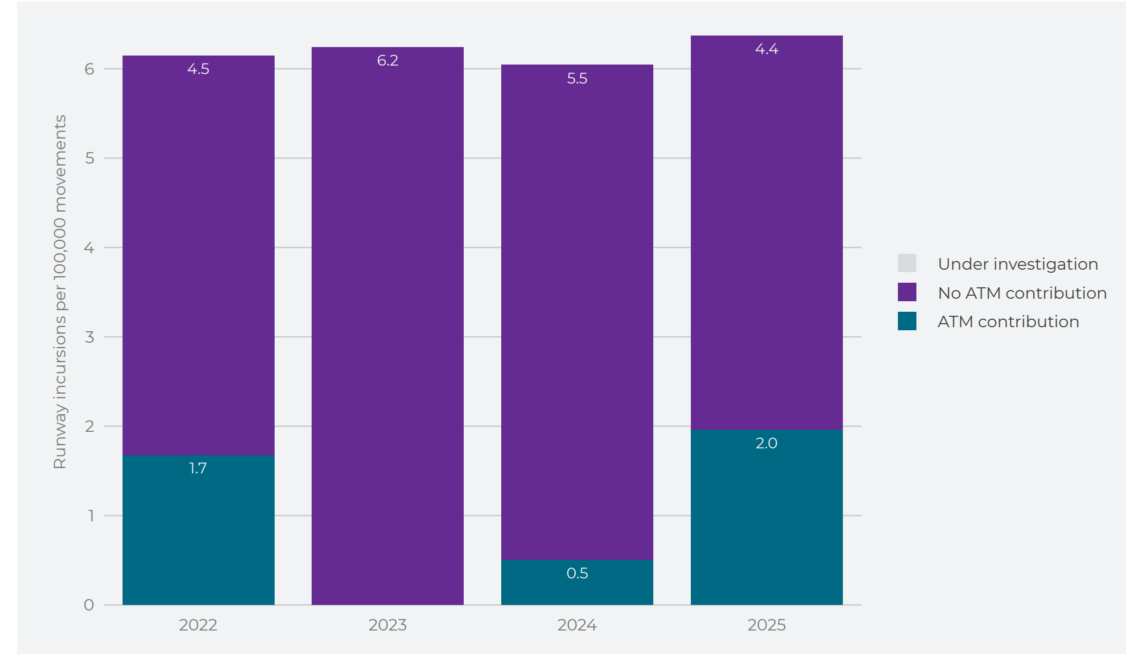
Figure 2.3: *Yearly runway incursions per severity category*



21. 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.

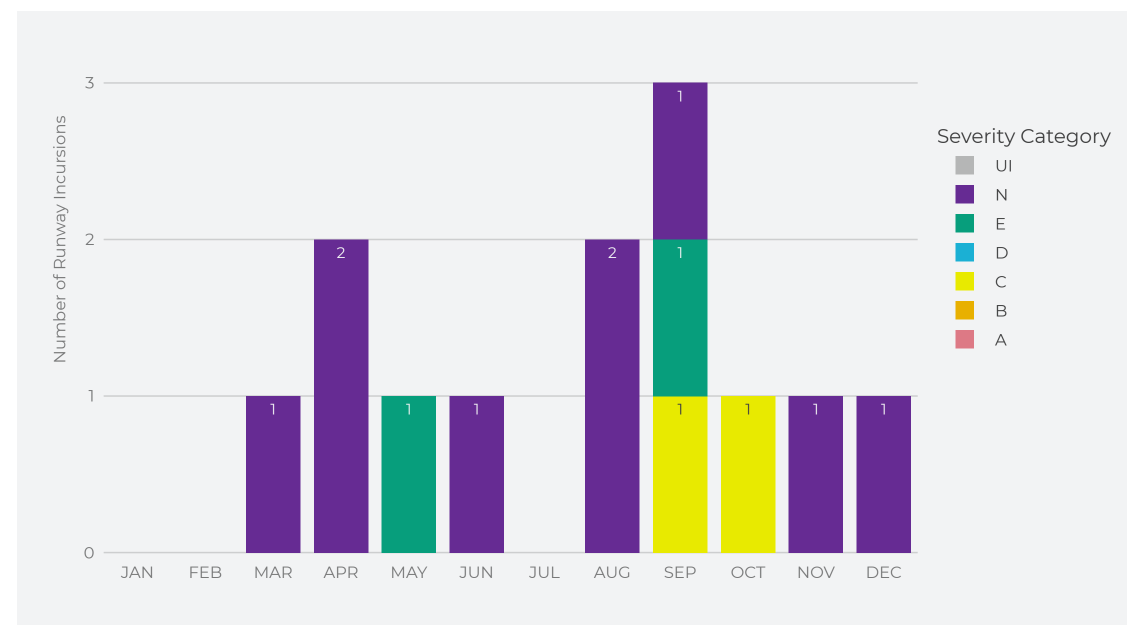
22. “ICAO Doc 4444 – PANS–ATM AMC 3 of EU Reg 2019/317”, accessed on February 4, 2026.

Figure 2.4: *Yearly rates of runway incursions per 100,000 movements by ATM contribution*



A monthly overview of the runway incursions in 2025 can be seen in ***Figure 2.5.*** January and February are the months with the least traffic, which explains why there were no runway incursions reported during those months.

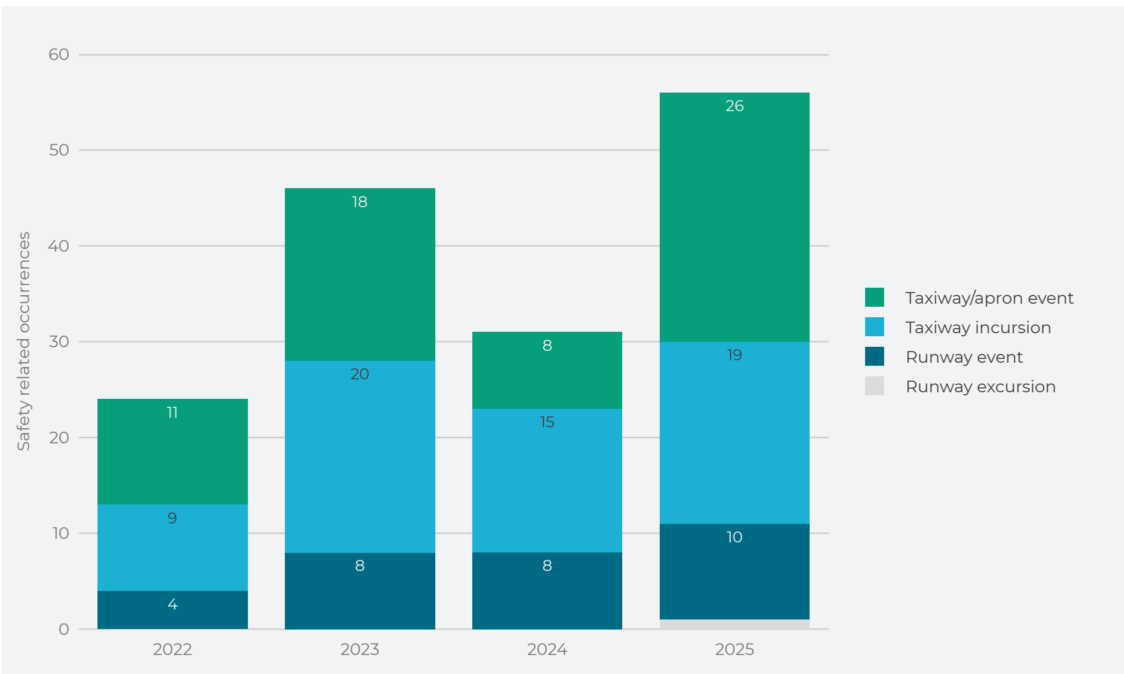
Figure 2.5: *Monthly runway incursions per severity category in 2025*



Other Noteworthy Incidents

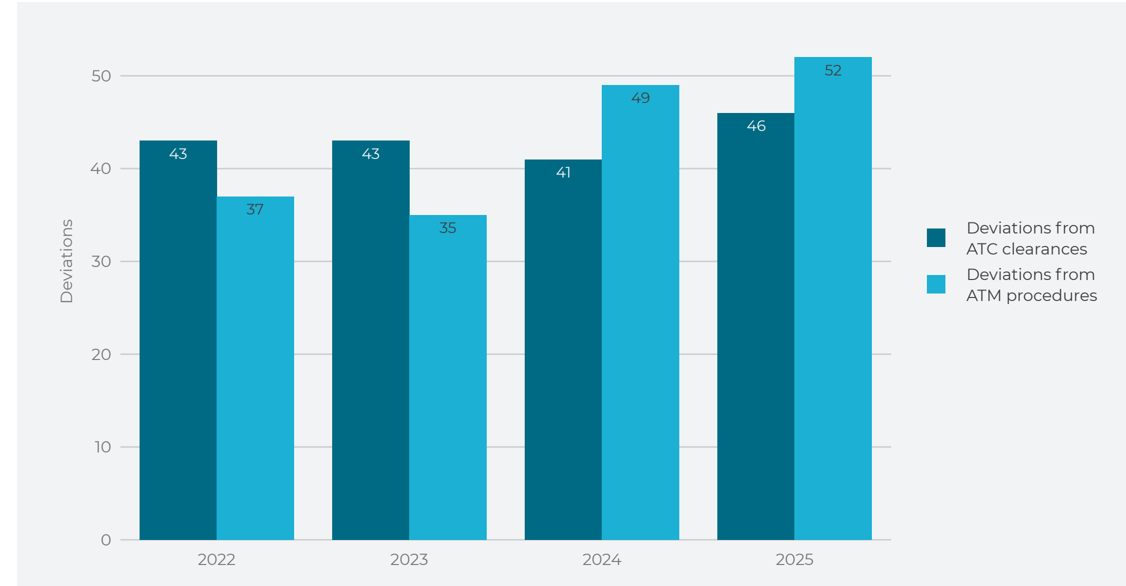
Safety-related events are not limited to runways as they may also occur on taxiways and apron areas. ***Figure 2.6*** shows the occurrence of these events per category for the past four years. Overall, the number of these events increased in 2025 compared to 2024 – there were 26 taxiway/ apron events, 19 taxiway incursions, and 10 runway events. skeyes safety team meets with Brussels Airport every three months to analyse these incidents and agree on actions, when required. Note that an increase in events can also be attributed to increased reporting by both air traffic controllers and the airport staff. An increased number of reports is generally welcomed, especially now that there is a focus on push-back challenges. This showcases a good safety culture, that also contributes greatly to the visualisation of the challenges, which helps tackle them more effectively and rapidly. Reasons for the events are various and sometimes linked to nature of movements on the apron (e.g. to maintain the separation, or the limit of ATC guidance on the apron).

Figure 2.6: *Yearly runway and taxiway safety events*



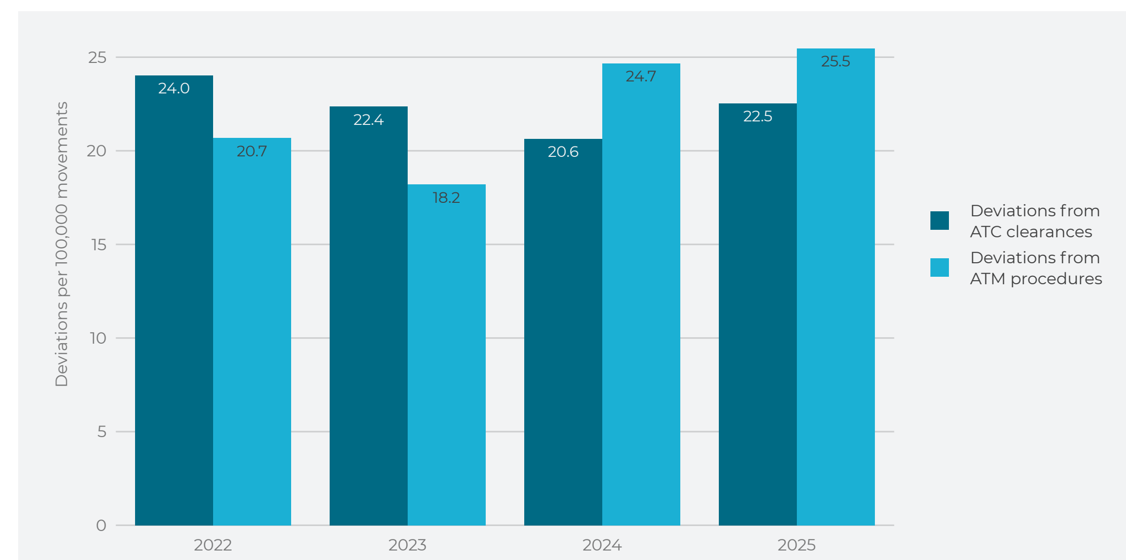
As seen in ***Figure 2.7***, in 2025, the amount of deviations from ATC clearances increased to 46 compared to 41 in 2024, alongside with the amount of deviations from ATM procedures that have also increased to 52 compared to 49 in 2024. Note that these totals include occurrences on the ground as well as airborne.

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



To account for traffic variations, ***Figure 2.8*** presents the incident rate expressed as occurrences per 100,000 movements. In 2025, the rate of reports related to deviations from ATC clearances increased compared to 2024. Similarly, the rate of reports concerning deviations from ATM procedures also showed an increase in 2025 relative to 2024.

Figure 2.8: *Yearly deviations from ATM procedures and ATC clearances per 100,000 movements*



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

Figure 2.9 visualizes the top safety occurrences per cause, including occurrences that happened both in the air or on the ground. Overall, wildlife reports (any pilot report of a confirmed or potential strike with wildlife) remained the leading safety occurrence with 172 cases in 2025, which is the same trend as in the past years.

Figure 2.9: *Top safety occurrences in 2025*

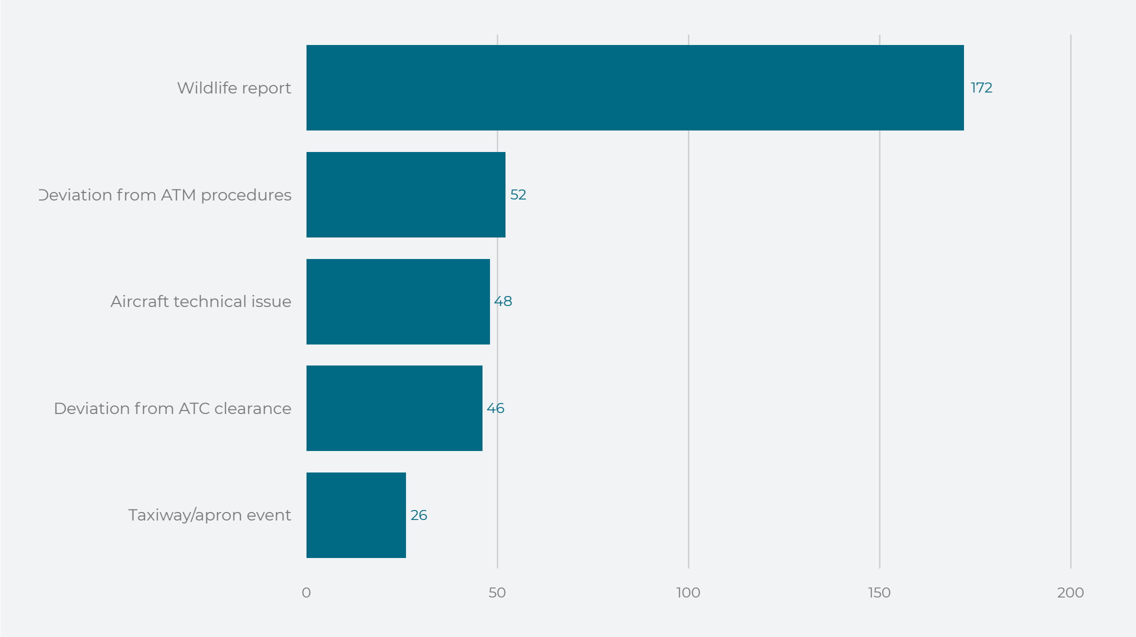


Table 2.3 shows the total numbers of safety related occurrences regarding Remotely Piloted Aircraft Systems (RPAS) and laser beams. 2025 showed an increase of both RPAS occurrences and laser beam occurrences compared to past years.

Table 2.3: *RPAS and lasers incidents per year*

Safety occurrence	2022	2023	2024	2025
RPAS	5	5	6	11
Laser beam	19	18	15	25

Improvements and Recommendations

Monitoring and mitigating of push back operations

In 2025, an increased number of events associated with aircraft pushback operations was recorded in Brussels Airport. Subsequently, it resulted in taxiway and apron occurrences, deviations from ATC clearances, or non-compliance with ATM procedures. These events suggest areas where ground handling coordination and procedural adherence could be further strengthened. The most frequently observed issues included:

- pushback without ATC clearance;
- aircraft repositioning after pushback;
- and incorrect or incomplete execution of both standard or non-standard pushback procedures.

A key contributing factor was miscommunication between flight crews and pushback drivers, often further complicated by high workload and time pressure. In addition, temporary procedural changes introduced via NOTAMs were not consistently understood or applied, indicating deficiencies in the implementation and communication of those procedural changes. These findings highlight opportunities to further strengthen communication practices, enhance the validation of Notice to Airmen-related (NOTAM) procedural changes, and promote closer alignment among stakeholders in support of procedural compliance and operational safety.

Strengthening coordination and operational resilience

In response to the identified operational challenges, skeyes and Brussels Airport engaged in close and sustained collaboration throughout 2025, with a particular focus on enhancing preparedness for winter operations ahead of the winter 2026 season and on refining procedures related to runway crossings by Fire Service vehicles.

This collaborative effort involved structured coordination meetings, joint risk assessments, and the review of existing operational procedures to ensure consistency, clarity, and mutual understanding across all involved services. Particular attention was given to identifying potential risks between aerodrome operations, air traffic services, and emergency response units, especially under adverse weather conditions and reduced visibility scenarios, typical for winter operations.

3 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 Brussels Airport is studied. Statistics on the Air Traffic Flow Management (ATFM) arrival delay, which is the delay due to regulations placed at Brussels Airport on the 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 Brussels Airport caused not only by regulations at Brussels Airport but also by those in the Belgian en-route airspace and from other ANSPs.

To be noted that although the greatest IFR capacity for 25R-25L,R runway configuration is 75 movements per hour, the number of slots that the coordinator can allocate is 74, as seen in the Belgium Slot Coordination website.[24]

24. "CAPACITY BRU," Mysite, accessed on March 11, 2026, https://www.brucoord.org/capacity.

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 145 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 Brussels Airport. Note that this is only a theoretical calculation and currently not used for schedule coordination purposes.

Table 3.1: *Declared IFR capacity* [25]

Runway Configuration		Declared IFR Capacity (movements/hour)		
Departures	Arrivals	Only Departures	Only Arrivals	All Movements
01	01	38	33	40
07L,07R	01	34	27	54
07R	-	34	-	34
19	19	38	33	39
19,25R	25R	35	34	45
25R	25L,25R	41	68	75
25R	25R	41	34	41
-	07L	-	32	32
-	25L	-	34	34

Variations in declared capacity across runway configurations add complexity to flight planning and can affect performance in other areas. For example, traffic levels exceeding the capacity of a given configuration may lead to deviations from the preferential runway system, while the configuration in use can also result in ATFM regulations.

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.

Figure 3.1 to ***Figure 3.8*** provide an easy way to visually inspect if the declared capacity has ever been exceeded. 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 an 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 of arrivals and departures, with more translucency indicating less hours. The declared capacity 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). Any dot above this line indicates an hour exceeding the declared capacity. There are also declared capacities for only arrivals and only departures, indicated in yellow and green lines respectively. Any dot above these lines indicates periods in which the hourly traffic exceeded the declared arrival or departure capacity. Note that this capacity is only declared for IFR movements, yet this 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. To be noted, that helicopter movements are not included, 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.

25. NOTE: Due to the complex dependencies (both ground and air) of runways in configuration 19,25L,25R the theoretical declared capacity could not be calculated analytically. Factors like controller workload need to be accounted for to calculate the theoretical capacity.

Figure 3.1: *Hourly movements for configuration 25R – 25L,25R*

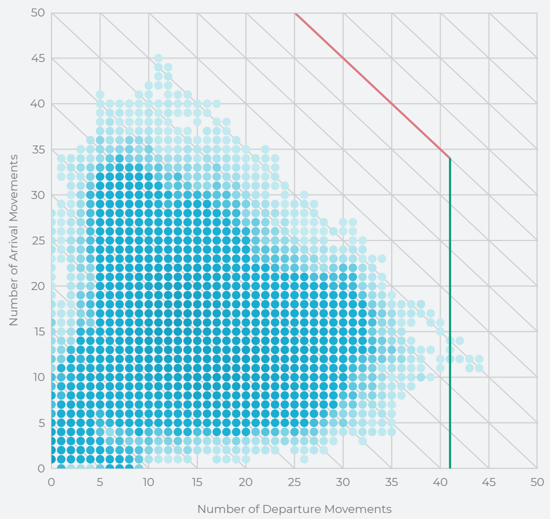
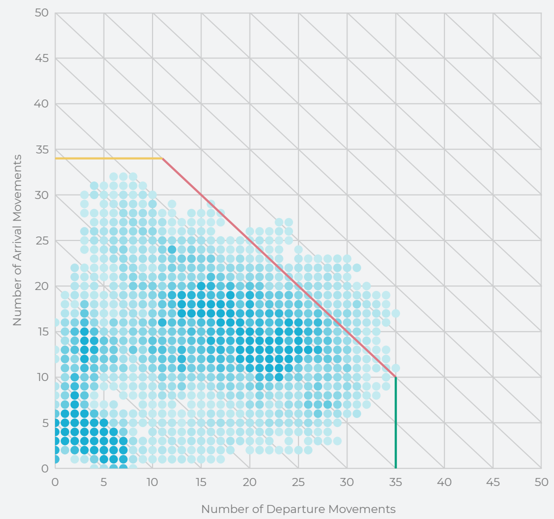


Figure 3.2: *Hourly movements for configuration 19,25R – 25R*



The runway configuration 25R – 25L,25R is the most used runway configuration at Brussels Airport and it also has the highest declared capacity with 75 movements per hour for all movements. As seen in **Figure 3.1**, the capacity for departures only, set at 41, was exceeded a few times – a maximum of 44 departures with 11 arrivals recorded in 2025 within one hour timeframe. However, the maximum of 58 movements per hour stayed below the declared capacity by 17 movements, just like in 2024 and 2023. The capacity of arrivals (68) was also not exceeded in 2025. To be noted, that this capacity line is not visible in the graph.

Hourly movements on the second most common runway configuration (19,25R–25R) are shown in **Figure 3.2**. For this configuration, the declared capacity for all movements was reached and surpassed – a maximum of 53 movements per hour were recorded in 2025. The declared capacity for all movements is 45 movements per hour. When actual operations are compared against this threshold, the data shows that this threshold was exceeded in 2.4% of all recorded hours when this runway configuration was in use (see **Table 3.3**). When comparing to 2024, 2024 had significantly less movements with this runway configuration, with the maximum of 35 movements per hour. The capacities for arrivals (34) and departures (35) were not exceeded in 2025.

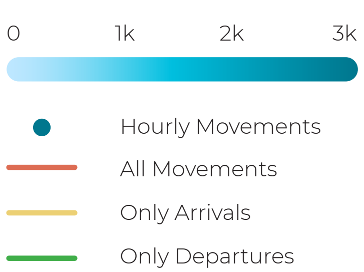


Figure 3.3: *Hourly movements for configuration 07L,07R – 01*

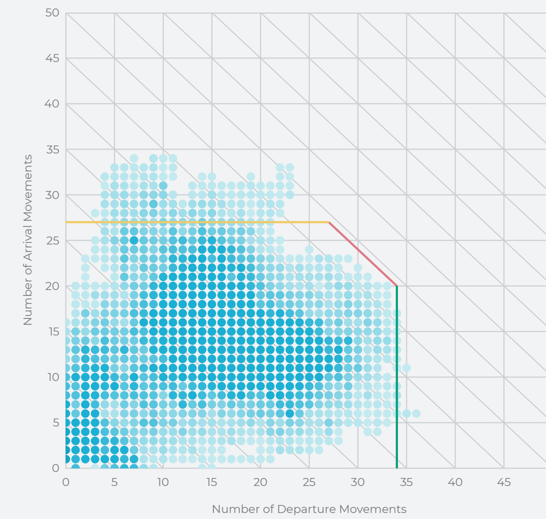
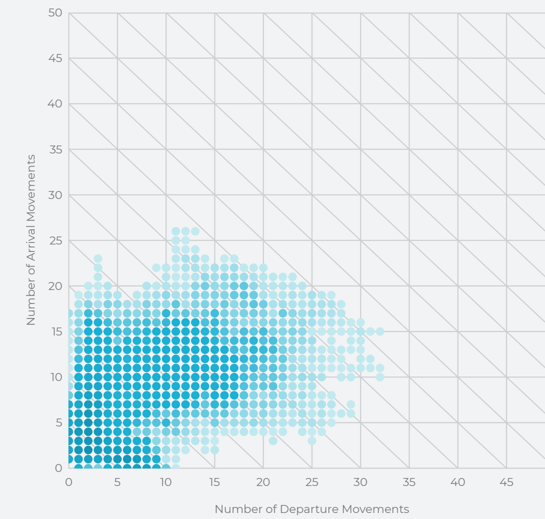


Figure 3.4: *Hourly movements for configuration 19,25R – 25L,25R*



As shown in **Figure 3.3**, the maximum of 56 movements per hour for runway configuration 07L,07R – 01 were recorded in 2025, exceeding the declared capacity of 54 movements per hour for all traffic. When analysing separately, the arrivals exceeded the declared capacity of 27 movements per hour with 34 movements, while the departure declared capacity of 34 per hour was exceeded with 36 departures. When compared to 2024, the final picture was quite similar – there was a maximum of 35 departures per hour, 34 arrivals per hour and a maximum of 52 movements, not reaching the 54 movements per hour capacity for all traffic.

For the runway configuration 19,25R – 25L,25R the capacity is not declared. As seen in **Figure 3.4**, the maximum number of movements per hour (arrivals and departures) observed in 2025 was 47, which is a slight increase compared to 2024 with a maximum of 46 movements per hour (arrivals and departures).

Figure 3.5: *Hourly movements for configuration 25R –25R*

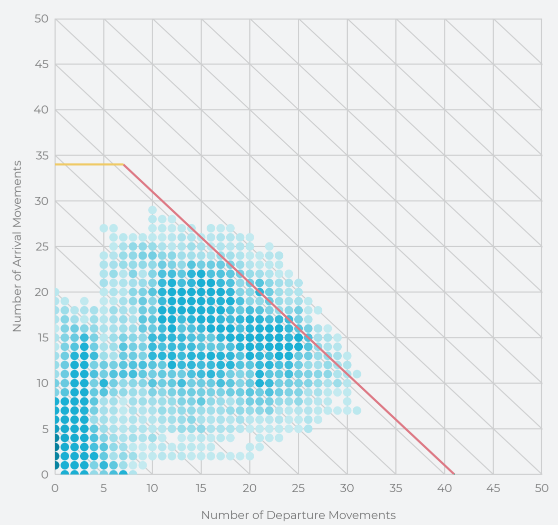
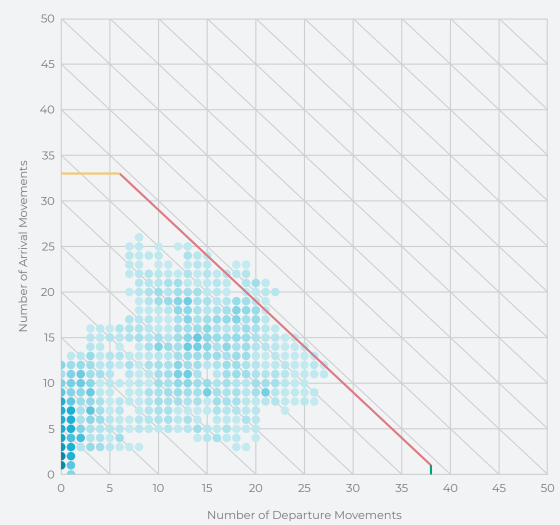


Figure 3.6: *Hourly movements for configuration 19 – 19*



As seen in ***Figure 3.5***, several hours with more than the declared 41 movements per hour were observed for runway configuration 25R–25R in 2025. Throughout the year, the declared capacity was exceeded by a maximum of six movements per hour. The capacity for only arrivals (34) was not exceeded nor for only departures (41 movements per hour). On the chart, the capacity line is barely visible in the bottom right corner, in green. With the maximum of 47 movements per hour and the declared capacity being 41, overall there were a total of 1.74% hours above the declared capacity, when compared to the total amount of hours of when this runway configuration was in use (see ***Table 3.2***).

Also, for runway configuration 19-19, the declared capacity (39 movements per hour) was exceeded for a few hours in 2025, by a maximum of three movements, as seen in ***Figure 3.6***. This trend was also visible in 2024. The departure (38) and the arrival (33) declared capacities were not exceeded in 2025.

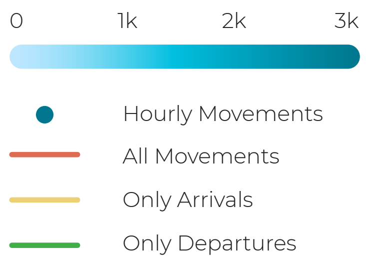


Figure 3.7: *Hourly movements for configuration 01 – 01*

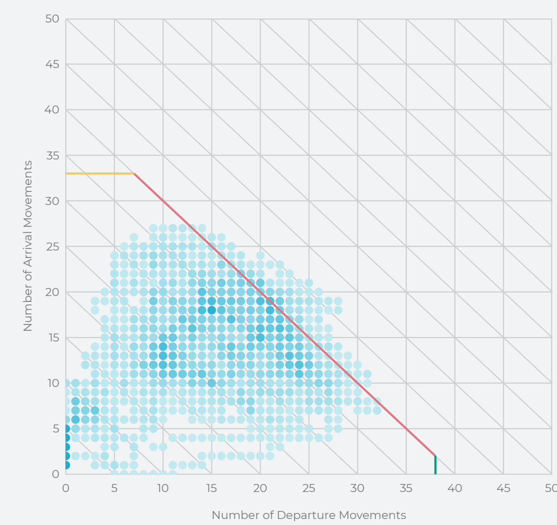
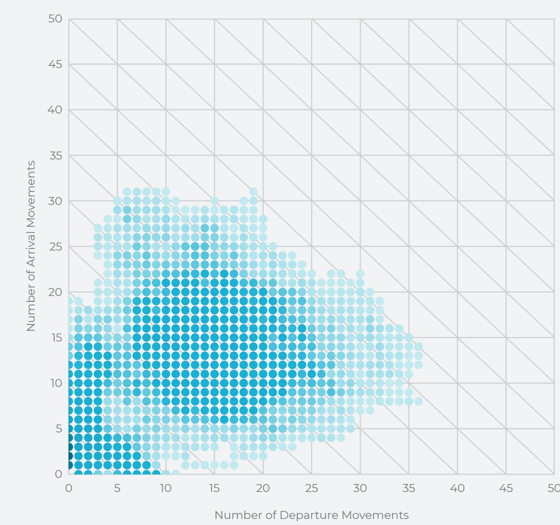


Figure 3.8: *Hourly movements for any other runway configuration*



For runway configuration 01 - 01, the declared capacity of 40 movements per hour (arrivals and departures) was exceeded by a maximum of 44 movements per hour, as seen in ***Figure 3.7***. The separate declared capacities for arrivals (33) and departures (38) were not exceeded in 2025.

Lastly, ***Figure 3.8*** summarizes the distribution of movements per hour for any other than the previously mentioned runway configurations in 2025, visualising that there were a maximum of 52 movements per hour, which is a decrease compared to the 54 in 2024. Other configurations include variations such as RWY 25L for departures with RWY 25R or RWY 01 for arrivals, RWY 07L for all movements, RWY 07R for departures with RWY 07L for arrivals and more.

Table 3.2 provides insights regarding the maximum movements per hour recorded per each runway configuration and the duration above capacity, expressed in a percentage of hours when the configuration was in use in 2025.

Table 3.2: *Capacity statistics*

Runway Configuration		Maximum	Declared	% of Hours
Departures	**Arrivals**	**Movements/hour**	**Capacity**	**above Capacity**
01	01	47	40	4.4%
07L,07R	01	56	54	<0.1%
19	19	42	39	0.4%
19,25R	25L,25R	47	-	-
19,25R	25R	53	45	2.4%
25R	25L,25R	58	75	-
25R	25R	47	41	1.7%
Other	Other	52	-	-

In 2025, declared runway capacity was exceeded for a total of 56 cases, compared with nine in 2024. On each of these occasions, traffic was between 95% and 100% IFR. The maximum exceedance recorded was eight movements above declared capacity (for configuration 19,25R-25R).

The majority of these high-traffic days were concentrated in July and August, with isolated occurrences in June, September and October. To further assess the impact of runway works on capacity, it should be noted that renovation works on RWY 07R/25L were carried out between the 12th of July and the 27th of August 2025. In addition, RWY 01/19 was closed between the 16th of July and the 12th of August. The distribution of capacity exceedances during this period was as follows:

- **RWY configuration 01 - 01:** of the ten cases on which capacity was exceeded, nine occurred during the runway renovation period when RWY 07R/25L was not available;
- **RWY configuration 19,25R – 25R:** all 23 cases with capacity exceedance occurred during the runway renovation period, 10 of which when RWY 07R/25L was not available, the remaining 13 when both RWY 07R/25L and RWY 01/19 were not available;
- **RWY configuration 25R - 25R:** of the 21 cases with capacity exceedance, 18 occurred during the runway renovation period (three of which when RWY 07R/25L was not available, the remaining 15 when both RWY 07R/25L and RWY 01/19 were not available);
- **RWY configurations 07L,07R – 01 and 19 - 19:** two cases of capacity exceedance were recorded, none of which occurred during the runway renovation period.

Overall, runway renovation works had a significant operational impact – around 90% of the capacity exceedance cases happened during the runway renovation works.

Punctuality

Punctuality can be seen as a service quality indicator from a passenger perspective. This section observes one of the factors that influences punctuality: Air Traffic Flow Management (ATFM) delay. ATFM delay is defined as the time difference between estimated take-off time and calculated take-off time calculated by the Network Manager (EUROCONTROL). The difference 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;	*O - Other;*
C – ATC Capacity;	*P - Special Event;*
D - De-icing;	*R – ATC Routeing;*
E - Equipment (non-ATC);	*S – ATC Staffing;*
G – Aerodrome Capacity;	*T - Equipment (ATC);*
I - Industrial Action (ATC);	*V – Environmental Issues;*
M - Airspace Management;	*W - Weather;*
N - Industrial Action (non-ATC);	*NA - Not Specified.*

The ATFM measures with ANSP contribution are listed according to the Functional Airspace Block Europe Central (FABEC) performance plan[26]:

C – ATC Capacity;	*T - Equipment (ATC);*
R – ATC Routeing;	*M - Airspace Management;*
S – ATC Staffing;	*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 on the ground 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 Brussels Airport along their routes, regardless of which ATS unit placed the regulations.

26. RP4 Performance Plan FABEC v3.0 - 2025.07.30, accessed on February 5, 2026.

27. 'SES Performance Scheme Reference Period 4 (2025-2029) - Single European Sky Portal', accessed on 24 February 2026, https://www.sesperformance.eu/dataportal/metadata/rp4/.

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 defined 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.[27] The RP4 targets are:

- 2025 : 1.50 min/ flight (including a buffer for runway works);
- 2026 : 0.75 min/flight;
- 2027 : 0.70 min/flight;
- 2028 : 0.65 min/flight;
- 2029 : 0.65 min/flight.

For 2025, an additional buffer was included to account for the renovation of runway 25L, which took place during summer 2025 (although originally planned for 2027). As a result, a significant portion of the delay at Brussels Airport is attributable to factors beyond skeyes' control. Historically, the CRSTMP share has remained limited, averaging 11.06% over the reference periods (9.6% over the past four years).

The baseline for the annual targets was derived from an internal CRSTMP objective of 0.09 min/flight. Applying the historical CRSTMP ratio (11.06%) results in a baseline of 0.81 min/flight for all causes. Including the runway works buffer this results in a final 2025 target of 1.50 min/flight. Despite the expected traffic growth, skeyes aims to further improve its arrival delay performance throughout RP4.

For this performance indicator, a comparison is made over the last four years. ***Table 3.3*** gives the amount of arrival delay of Brussels tower and the total number of arrivals per year (see ***Table 1.1***). Note that the number of arrivals in this section and the arrival delay for each flight is calculated by the Network Manager and has been provided by the Performance Review Unit and EUROCONTROL (PRU / EUROCONTROL).[28]

In 2025, the capacity at Brussels Airport was impacted by a multitude of causes. Overall, the total ATFM arrival delay registered in 2025 was 76,703 minutes. Aerodrome capacity was the dominant contributor to delay, accounting for most of the 47,437 minutes classified under the "other" category (over 96%). This was primarily due to reduced aerodrome capacity during runway works in July and August. The unavailability of RWY 07L/25R prevented the use of the maximum-capacity runway configuration, resulting in a declared capacity lower than traffic demand and, consequently, delays. Delay attributed to the CRSTMP category which represents the causes with skeyes contribution was 2,500 minutes of delay in 2025, which represents 3,3% of the total ATFM arrival Delay.

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	1,714	7,423	483	9,620	87,119
2023	3,382	17,755	19,254	40,391	93,799
2024	2,386	17,253	7,506	27,145	97,053
2025	2,500	26,766	47,437	76,703	99,734

Figure 3.9 shows the average ATFM arrival delay for the last four years. As mentioned before, the Arrival Delay KPI is an indicator of ATFM delays on the ground for a flight, due to a regulation placed at the destination airport. From the total number of minutes of ATFM arrival Delay and the number of arrivals, the KPI of average ATFM delay per arrival can be calculated. This resulted in a total arrival delay of 0.77 minutes per arrival in 2025, where CRSTMP arrival delay averaged 0.03 minutes per arrival, while other arrival delay ended up averaging in 0.74 minutes of delay per arrival.

28. Hence the difference with figures in Chapter 1, where movements are counted using the AMS and the BCAA criteria. EUROCONTROL only accounts for flights with a registered flight plan.

Figure 3.9: *Yearly arrival delay KPI (rate of ATFM delay per IFR arrival) target and actual (PRU)*

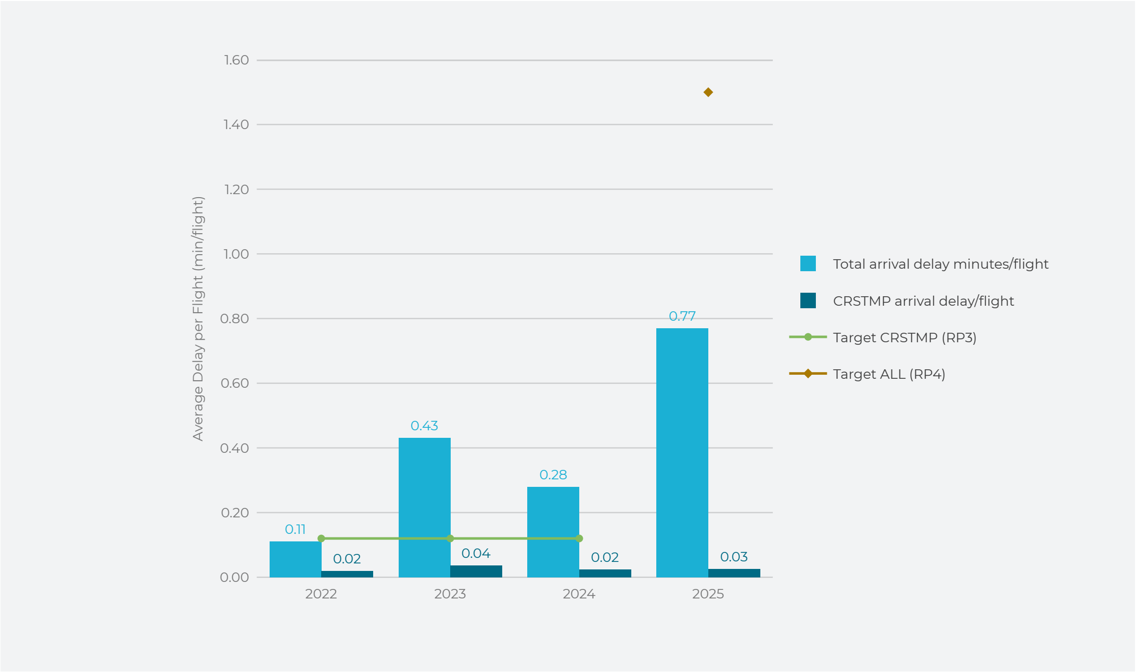


Table 3.4 shows the distribution of delay on regulated IFR arrivals at Brussels Airport. When comparing 2025 to 2024, regulated IFR arrivals have increased overall (+3%). The number of regulated flights with no delay remained in line with 2024, while arrivals with delay up to 15 minutes and delay of more than 15 minutes increased in number (respectively +113% and +190%).

Table 3.4: *Delayed IFR arrivals per category of delayed time in 2025 (PRU)*

	No delay	Delay up to 15 min	Delay more than 15 min	Total
2022	86,444	440	235	**87,119**
2023	90,978	1,871	950	**93,799**
2024	95,113	1,311	629	**97,053**
2025	95,123	2,789	1,822	**99,734**
2025 *vs* 2024	0%	+113%	+190%	+3%

ALL ATFM IMPACT ON TRAFFIC AT BRUSSELS AIRPORT

Flights departing from and arriving at an airport can be delayed by ATFM measures in any of the sectors they cross on their route. Besides being delayed by regulations placed at Brussels tower, flights to or from Brussels Airport can therefore also be delayed by ATFM measures in any ATC sector along their flight route (i.e. en-route or at the other departure or arrival airport).

Figure 3.10 and ***Figure 3.11*** show the delay on departing and arriving traffic for the past four years. In 2025, departing flights from Brussels Airport were delayed by 347,631 minutes. 3% (12,076 minutes) of that delay is attributable to skeyes and thus 97% (335,555 minutes) to other ANSPs. As for arrivals – there were a total of 281,036 minutes of delay. 29% (81,924 minutes) is attributable to skeyes while 71% (199,112 minutes) is again attributable to ATFM measures placed by other ANSPs. Overall, departure delay decreased from 370,590 in 2024 to 347,631 in 2025, while arrival delay increased form 277,679 in 2024 to 281,036 in 2025.

To be noted: the delay is attributed to the regulation originating it. For the flights with Brussels Airport as origin and destination (0.4% of all the movements), if they are impacted by any regulation, the delay is counted in the arrival delay and in the departure delay, as those flights are considered arrivals and departures to/from the airport. As a result, the total ATFM delay is not the sum of delays recorded for arrivals and departures, as this will count delays for the flights with origin and destination Brussels Airport twice.

Figure 3.10: *ATFM delay for IFR departures per year and delay origin (NMIR)*

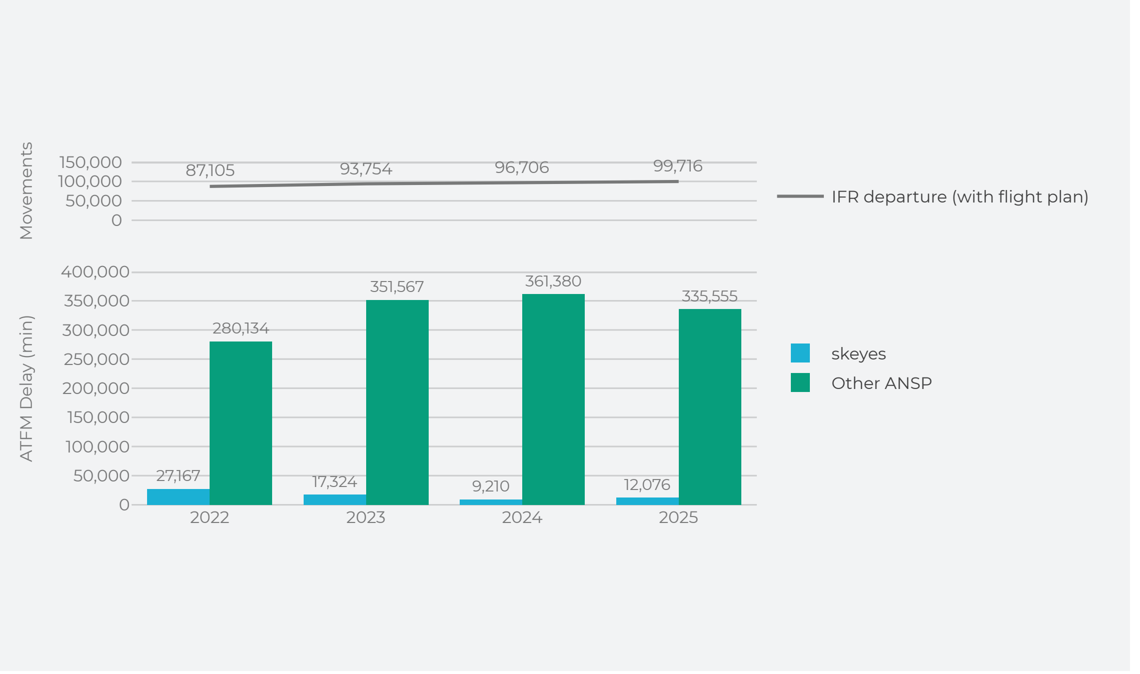
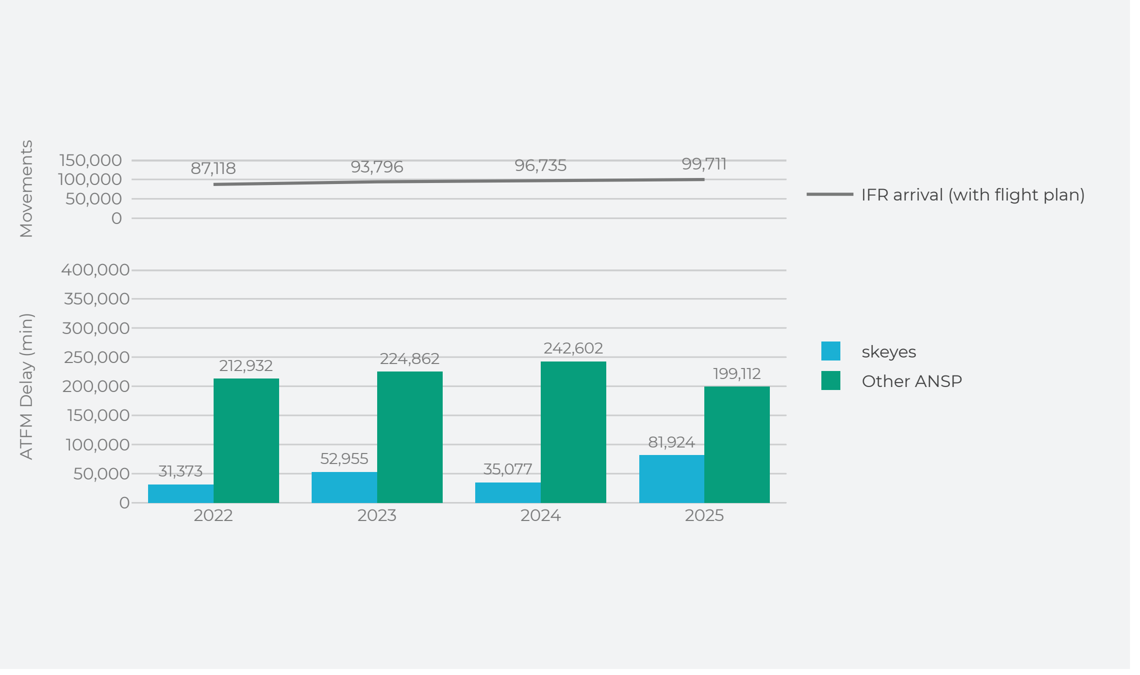


Figure 3.11*: ATFM delay for IFR arrivals per year and delay origin (NMIR)*



4 ENVIRONMENT

The first part of this chapter is dedicated to the runway configuration scheme used at Brussels Airport. The airport is geographically located in a densely populated area, which makes the runway use information very important for the neighbouring communities. Besides the monthly and yearly overview of the use of the Preferential Runway System (PRS), ongoing processes are in place to maintain continuous dialogue with all stakeholders and progressively enhance transparency in runway configuration decisions. Considering that wind is a predominant factor in the choice of runway use, wind data is also provided in this section.

The second part focuses on Continuous Descent Operations (CDO). The objective of CDOs is to reduce aircraft noise, fuel burn and emissions by means of a continuous descent, to fly the approach glide path at an appropriate altitude for the distance to touchdown. skeyes therefore puts in place indicators to monitor the use of CDOs. Note that both PRS and CDO data can also be found on the Brussels Airport Traffic Control (BATC) website: www.batc.be.

As part of its noise reduction policy, Brussels Airport implements measures imposed by the government. These include limits on the number of night movements, which form part of the current operating framework derived from the 2024 environmental permit and applicable regulations. The last section of this chapter therefore provides a view on the number of night movements.

Preferential Runway System

A basic aerodynamic principle is that an airplane should take off and land against the wind direction. In addition to the speed and surface wind direction, there are many more factors to consider when choosing the runway in use, such as environmental regulations, runway length, available navigation aids for approach and landing, the weather conditions, the available instrument approach procedures, or simply the availability of runways and taxiways. For environmental reasons, a PRS is in place at Brussels Airport. This system defines the runways to be used depending on the day of the week and the time of day. ***Table 4.1*** shows this runway configuration scheme as listed in the Aeronautical Information Publication (AIP). When the conditions to safely use the indicated runways in the configuration scheme are not met, skeyes may deviate from this scheme and choose a more suitable alternative runway configuration to maintain the safety of operations.

As already mentioned in previous chapters, Brussels Airport had major renovation works carried out on runway 07R/25L from the 12th of July until the 27th of August 2025 to ensure safe and reliable air traffic operations. The renovations included fresh asphalt, new runway lights and improvements to the sewerage system for better drainage. In order to have these works completed safely and efficiently, runway 07R/25L was fully closed to air traffic for the entire duration. As this runway intersects with runway 01/19, both runways were unavailable from the 2nd of August until the 12th of August, during which time only runway 07L/25R was in use. This temporarily affected runway use and flight paths in the surrounding area of the airport. By carrying out these works in the summer, the optimal weather conditions ensured the shortest possible completion time. During the works, it was not always possible to apply the PRS, but the works were scheduled in such a way to limit the impact.[29]

Figure 4.1 shows the percentage of time when the preferred runway configuration was in use per year in the last four years. In 2025, the PRS was in use 65% of the time, which is lower compared to the other past years.

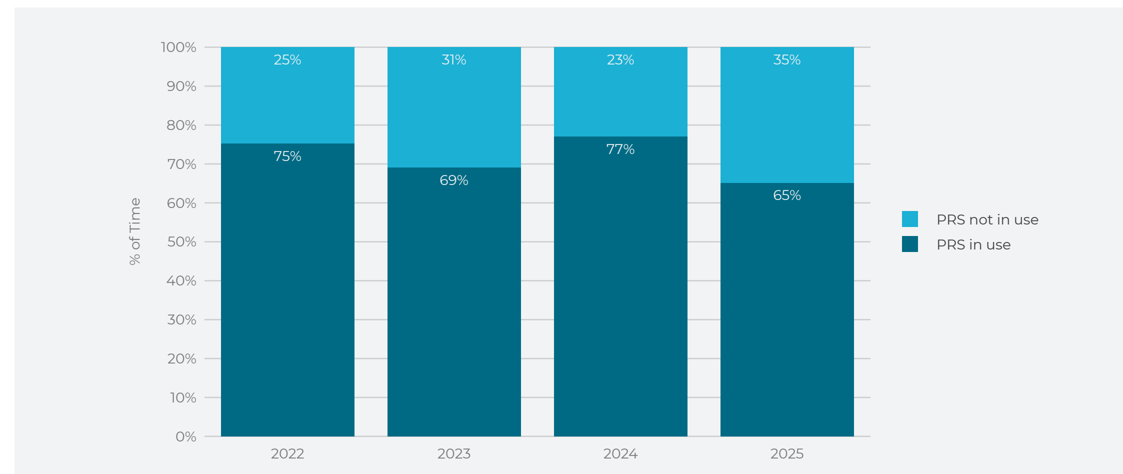
29. "Renovation Works on Runway 07R/25L at Brussels Airport from 12 July to 27 August 2025," Brussels Airport Website, accessed on February 5, 2026, https://www.brusselsairport.be/en/pressroom/news/runway-works-07r-25l-2025.

Table 4.1: *Runway configuration scheme published in the Belgian AIP (Part 3, EBBR, AD 2.20, Ch. 4.2.1)*

		0500 to 1459 (0400 to 1359)	1500 to 2159 (1400 to 2059)	2200 to 0459 (2100 to 0359)
MON 0500 (0400) till TUE 0459 (0359)	TKOF	25R		25R / 19(1)
	LDG	25L / 25R		25R / 25L(2)
TUE 0500 (0400) till WED 0459 (0359)	TKOF	25R		25R / 19(1)
	LDG	25L / 25R		25R / 25L(2)
WED 0500 (0400) till THU 0459 (0359)	TKOF	25R		25R / 19(1)
	LDG	25L / 25R		25R / 25L(2)
THU 0500 (0400) till FRI 0459 (0359)	TKOF	25R		25R / 19(1)
	LDG	25L / 25R		25R / 25L(2)
FRI 0500 (0400) till SAT 0459 (0359)	TKOF	25R		25R(3)
	LDG	25L / 25R		25R
SAT 0500 (0400) till SUN 0459 (0359)	TKOF	25R	25R / 19(1)	25L(4)
	LDG	25L / 25R	25R / 25L(2)	25L
SUN 0500 (0400) till MON 0459 (0359)	TKOF	25R / 19(1)	25R	19(4)
	LDG	25R / 25L(2)	25L / 25R	19

(1) RWY 25R only for traffic via ELSIK, NIK, HELEN, DENUT, KOK and CIV / RWY 19 only for traffic via LNO, SPI, SOPOK, PITES and ROUSY; aircraft with MTOW between 80 and 200 T can use RWY 25R or 19 (at pilot discretion); aircraft with MTOW > 200 T shall use RWY 25R regardless the destination.
(2) Arrival on RWY 25L at ATC discretion only.
(3) No airport slot will be allocated for take-off between 0000 (2300) and 0500 (0400) (EBBR AD 2.20, § 1).
(4) No airport slot will be allocated for take-off between 2300 (2200) and 0500 (0400) (EBBR AD 2.20, § 1).

Figure 4.1: *Yearly PRS use*



As seen in ***Figure 4.2***, the PRS was in use the least July and August, while in October and November it was in use the most.

Table 4.2 also provides the figures of the total time when the PRS was not in use per reason and month (which is also displayed in ***Figure 4.3***). In addition, ***Table 4.2*** also shows the total time the PRS was in use. Overall, in 2025, the three main reasons for not using the PRS were meteorological conditions at the airport (53%) or near the airport in the departure and/or approach path (15%), together with non-availability of the runway or taxiway (29%). These reasons have remained in the lead in the past three years; the third one being explained by the planned renovation works at the airport during the summer.

Figure 4.3 visualises the overview of reasons when the PRS was not in use in 2025, measured in hours of deviation from the PRS. Although all months in 2025 consisted of different reasons with different amounts of corresponding hours, meteorological conditions at the airport was the top reason in most of the months, except for July and August. During those two months, non-availability of the runway and/or taxiway (RWY/TWY) was the top reason due to the renovation works on runways 07R/25L that took place from the 12th of July until the 27th of August. In addition, RWY 01/19 was closed between the 16th of July and the 12th of August.

Table 4.2: *PRS use in hours per month and per reason in 2025*

PRS not in use with Reasons / PRS in use	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	Total
PRS not in use	**136:40**	**209:57**	**224:47**	**344:28**	**321:35**	**154:27**	**395:21**	**571:09**	**236:35**	**117:53**	**83:41**	**239:16**	**3035:49**
Meteorological conditions at the airport	106:38	166:54	193:08	278:55	190:34	108:27	71:37	92:54	156:09	76:38	48:38	192:20	1682:52
Non-availability RWY/TWY	26:29	06:26	10:14	04:46	16:10	08:27	290:01	415:29	64:01	24:06	14:17	00:32	880:58
Meteorological conditions near the airport in the departure and/or approach path	-	10:51	20:19	51:59	104:08	25:02	12:51	48:07	12:23	12:45	17:55	43:01	359:21
Planned maintenance of airport and/or ATC equipment	02:52	06:38	-	02:39	07:11	-	16:20	13:25	03:58	00:37	00:53	00:37	55:10
Traffic demand exceeds capacity of PRS	00:13	01:06	01:06	01:30	03:32	12:06	03:32	01:14	-	01:05	-	00:59	26:23
Other	-	14:30	-	-	-	-	-	-	00:04	-	01:18	00:18	16:10
Special activities	-	01:35	-	04:39	-	-	-	-	-	02:42	-	01:29	10:25
Unplanned non-availability (U/S) of airport and/or ATC equipment	00:28	01:57	-	-	-	-	01:00	-	-	-	-	-	03:25
Obstacles in the departure and/or approach path	-	-	-	-	-	00:25	-	-	-	-	00:40	-	01:05
PRS in use	**607:19**	**462:03**	**519:13**	**375:32**	**422:25**	**565:33**	**348:35**	**172:51**	**483:25**	**626:07**	**636:19**	**487:44**	**5707:06**

Figure 4.2: *Monthly PRS use*

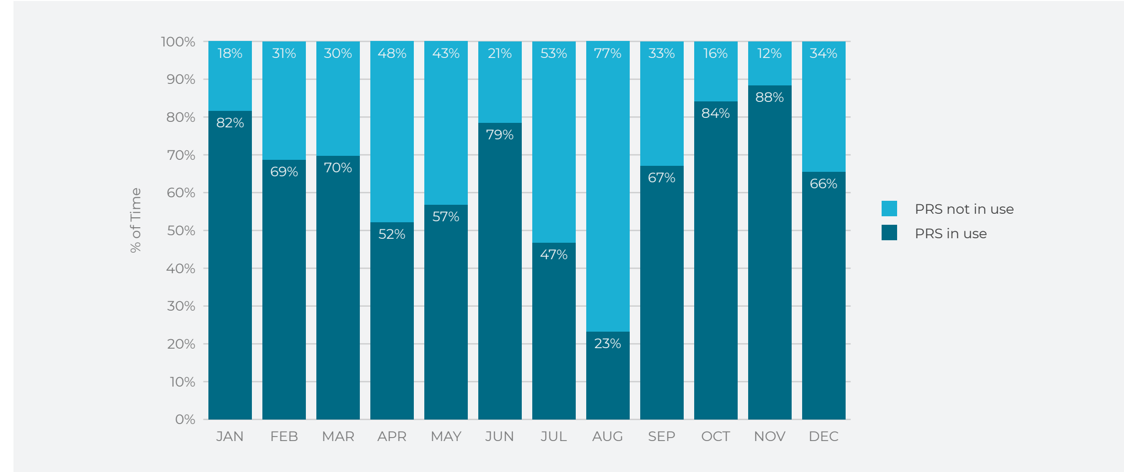
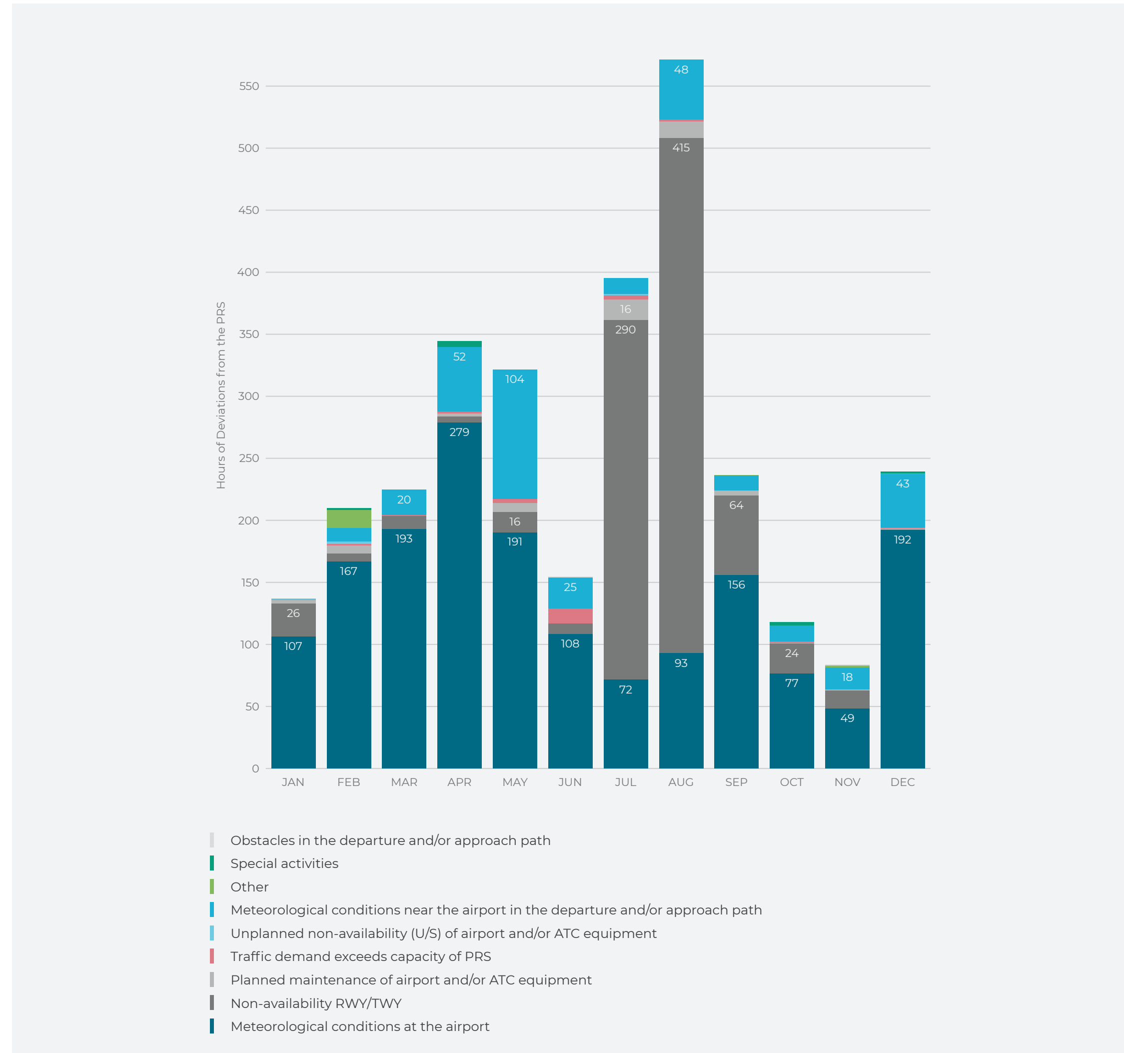


Figure 4.3: *Overview of reasons for PRS not in use per month*



Continuous Descent Operations (CDO)

A Continuous Descent Operation (CDO) is an aircraft operating technique – enabled by airspace design, instrument procedure design, and facilitated by air traffic control – to allow aircraft to follow an optimal flight path that delivers environmental and economic benefits (reduced fuel burn, gaseous emissions, noise, and fuel costs) without any adverse effect on safety. A CDO allows arriving aircraft to descend continuously from an optimal position with minimum thrust. By doing so, the intermediate level-offs are reduced and more time is spent at more fuel-efficient higher cruising levels, hence reducing fuel burn (i.e. lowering emissions and fuel costs) and producing less noise. This indicator is based on recommendations from the European Continuous Climb Operations and Continuous Descent Operations (CCO/CDO) Action Plan and EUROCONTROL ENV Transparency Working Group, emphasizing its alignment with industry best practices and standards.[30]

A descent is considered a CDO if no level off lasting more than 30 seconds is detected. A level off is considered as a segment during which the aircraft has a rate of descent of less than 300 ft/minute. Based on the recommendations made by EUROCONTROL, two CDO performance indicators were developed in 2016:

- *CDO Fuel: measures the vertical flight efficiency from top of descent and evaluates the fuel / CO_2 efficiency of the whole descent profile. In practice, it is a binary indicator (yes/no) indicating if a CDO was flown from FL100 to 3000 ft;*
- *CDO Noise: measures the vertical flight efficiency at lower levels and evaluates that part of the descent profile where the primary environmental impact is considered to be noise. It is a binary indicator (yes/no) indicating if a CDO was flown from FL60 to 3000 ft.*

For CDO statistics, a new 'CDO flag' has been incorporated, in order to consider only 'CDO eligible' flights. The following criteria have been defined to flag a movement as CDO eligible flight:

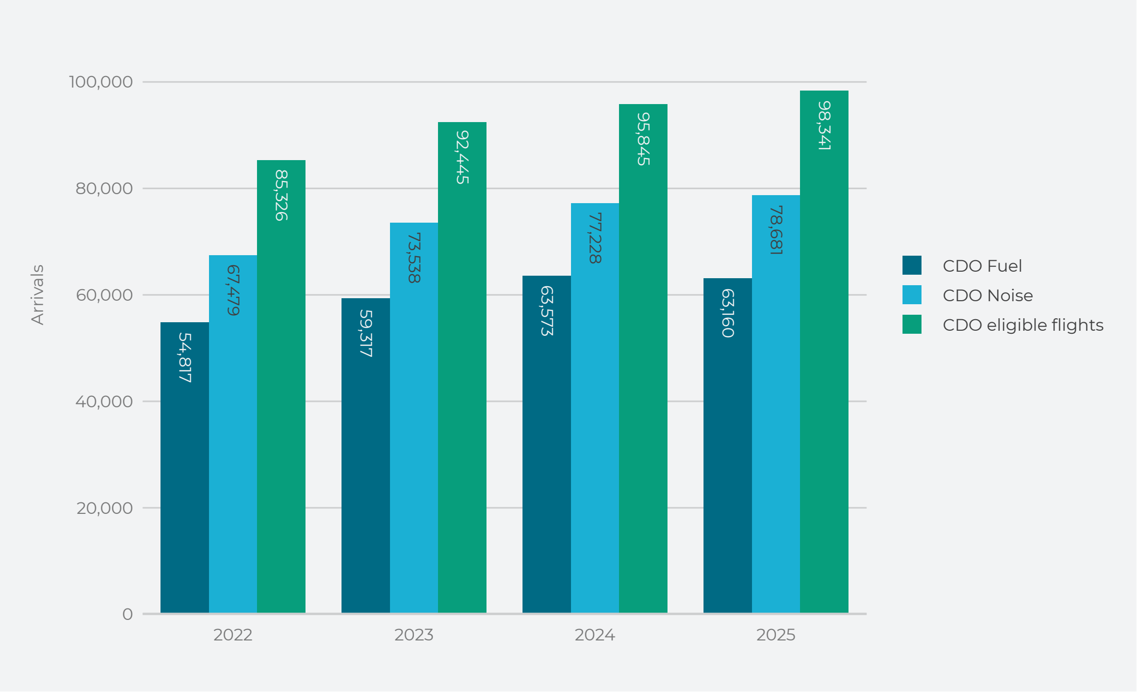
- *It is an IFR arrival;*
- *The aircraft is not categorized as "light", meaning its maximum take-off weight (MTOW) is above 7000 kg;*
- *It is not a helicopter;*
- *It is not a military flight;*
- *It is not a touch-and-go, i.e. the flight does not involve landing briefly and taking off again;*
- *The observed flight level during the flight must be at or above FL 60 (6,000 ft or 1.8 km).*

The total of CDO eligible flights is therefore different than the number of arrivals provided in **Chapter 1.**

In an effort to increase data consistency, historical CDO data is being updated on an annual basis. This measure ensures that all CDO data, displayed in this report, has been calculated with the same CDO algorithm, providing more fairness and transparency in the historical evolution of CDO performance.

30. "European Continuous Climb and Descent Operations Action Plan | EUROCONTROL," accessed on February 5, 2026, https://www.eurocontrol.int/publication/european-cco-cdo-action-plan.

Figure 4.4: Yearly comparison CDO indicators



As shown in **Figure 4.4**, there were a total of 98,341 arrivals of CDO eligible flights in 2025. Out of these, 78,681 arrivals performed CDO Noise arrivals and 63,160 performed CDO Fuel arrivals. When comparing 2025 to previous years, the overall CDO eligible flights and the ones that perform a CDO Noise arrival keep on increasing. The flights performing CDO Fuel have also been increasing over the last years yet decreased in 2025.

Figure 4.5 and **Figure 4.6** further analyse the CDO Noise and CDO Fuel operations over the CDO eligible flights per year and runway.

Figure 4.5: Yearly CDO Noise adherence per runway

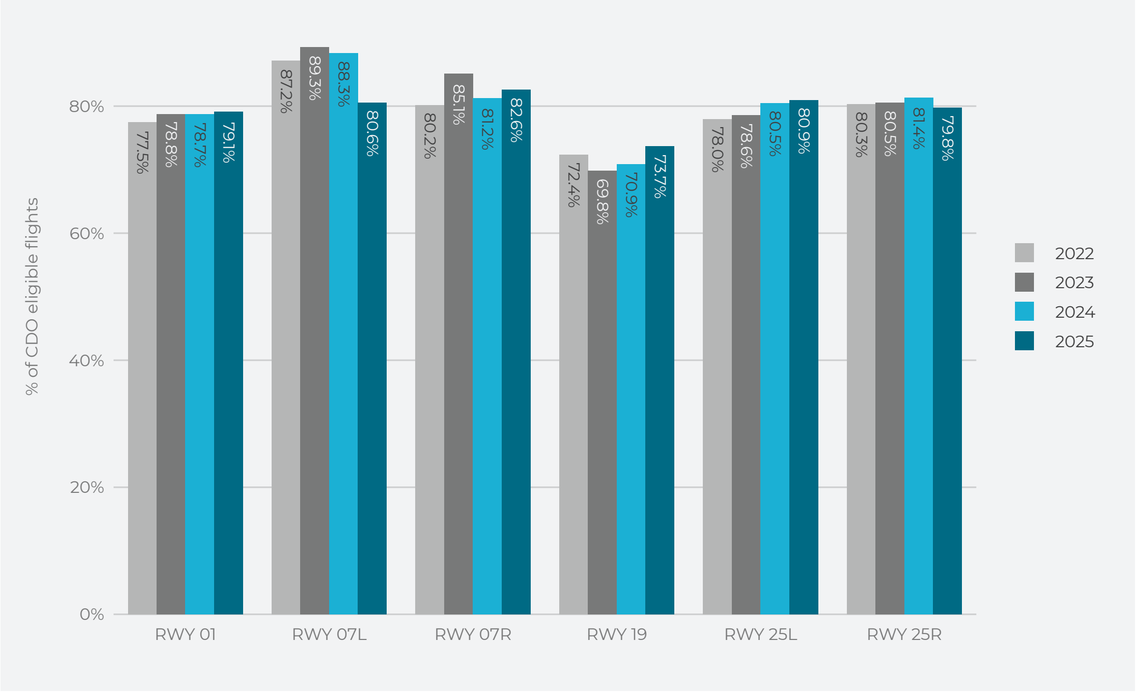


Figure 4.6: Yearly CDO Fuel adherence per runway

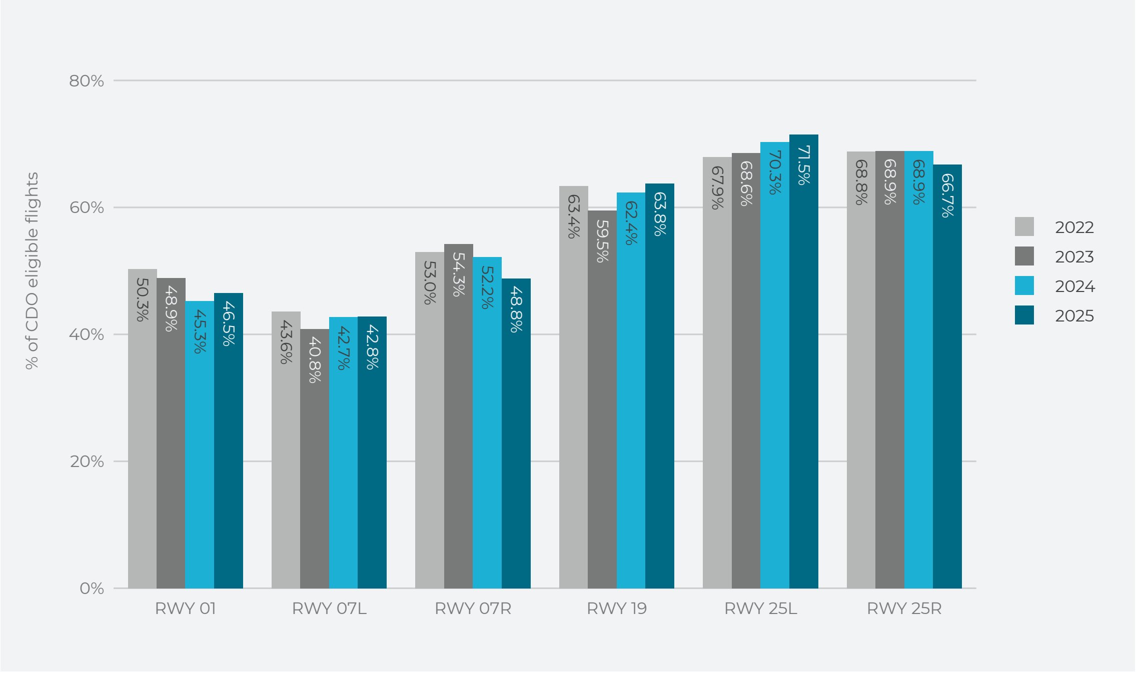
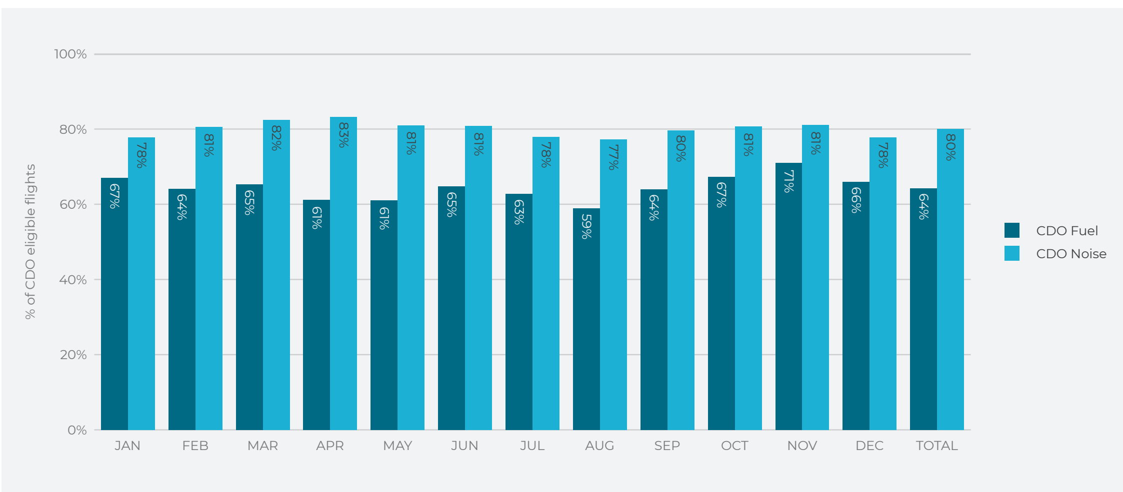


Figure 4.7 illustrates monthly CDO Fuel and Noise rates in 2025. The CDO Noise rate ranged between 77% and 83%, fluctuating over the months. The CDO Fuel rate ranged between 59% and 71%. Overall, a multitude of external factors influence CDO statistics, such as:

- *Pilots' CDO flying experience;*
- *Pilots' experience with the airport;*
- *ATC experience;*
- *Equipment of the runway;*
- *Aircraft type and equipment;*
- *Military airspace being open or closed;*
- *Traffic flows and traffic streams that can have an impact on the arriving traffic (often linked to the time of the day).*

As a result, it is difficult to identify a single cause for an increase or decrease of the CDO statistics over a period.

Figure 4.7: *Monthly rate of CDO Fuel and CDO Noise arrivals over all CDO capable arrivals in 2025*



31. "European Continuous Climb and Descent Operations Action Plan | EUROCONTROL," accessed on March 11, 2026, https://www.eurocontrol.int/publication/european-cco-cdo-action-plan.

The second method to measure CDOs used by skeyes considers CDO performance by non-binary means, delving into the duration during which an aircraft operates in level-off segment(s). The indicator used by skeyes is the 'Average level-off time at and below a certain altitude'. This indicator provides a value representing the average time a descending aircraft spends flying level-off within specific altitude ranges. In this context, lower values of the indicator reflect better CDO performance, as they indicate reduced time spent in level-off flight and therefore a closer adherence to a continuous descent profile.

In particular, three distinct altitude ranges are monitored:

- ***10,000 ft to Ground (GND)***
  (where 10,000 ft aligns with the altitude ceiling of CDO Fuel);
- ***6,000 ft to GND***
  (where 6,000 ft aligns with the altitude ceiling of CDO Noise);
- ***3,000 ft to GND***
  (This altitude range focuses on level-off segments in low altitudes, which are excluded from 'CDO Fuel' and 'CDO Noise').

This indicator is based on recommendations from the European Continuous Climb Operations and Continuous Descent Operations (CCO/CDO) Action Plan and EUROCONTROL ENV Transparency Working Group, emphasizing its alignment with industry best practices and standards.[31]

Figure 4.8 visualises the monthly evolution of average level-off time per CDO eligible flight per altitude band at Brussels Airport in 2025. The baseline of CDO eligible flights is also provided as a bar chart in the same figure. Whereas the average level-off time per CDO eligible flight remains stable below 3,000 ft and below 6,000 ft, with slight fluctuations throughout the months, the altitude band from ground level to 10,000 ft shows notable peaks in April and August with respectively 111 and 112 seconds per CDO eligible flights. The notable drop in the average level-off time was in June and November throughout all altitude bands, reacting to the drop in CDO eligible flights on the same months.

Figure 4.8: *Monthly average level-off time*

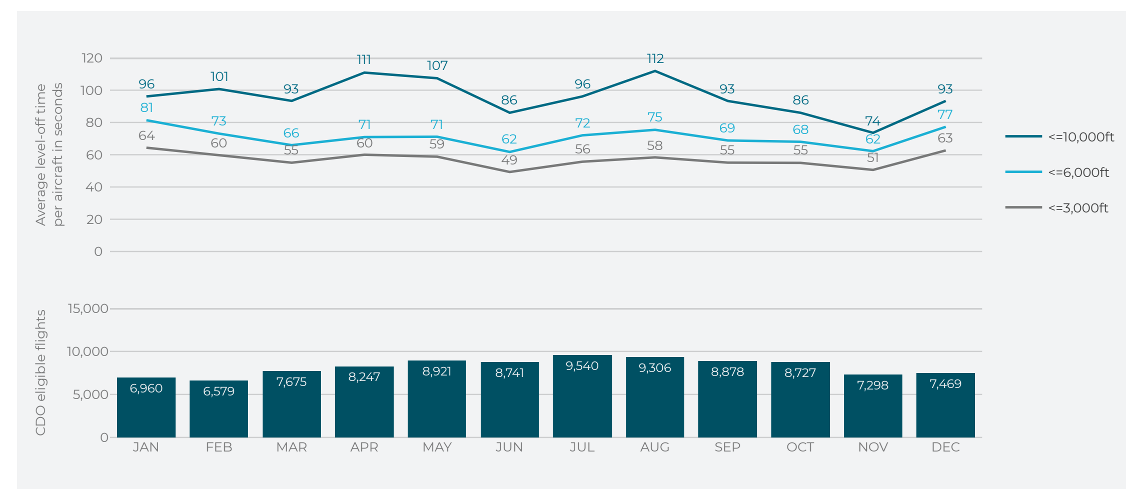
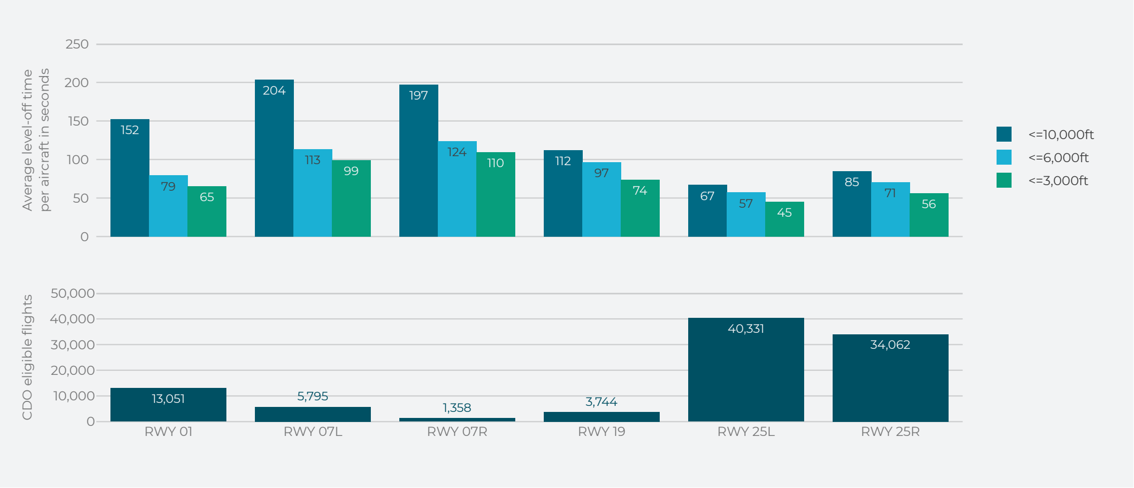


Figure 4.9 shows the yearly average of level-off times per CDO-relevant arrival per runway. The less-frequently-used runways show a higher average level-off time, especially for the highest altitude band. Arriving traffic from the East for runways such as RWY 01, 07L, 07R, and 19 have certain ATCO working methods put in place, which can lead to higher level offs (e.g. to avoid departing traffic in lower altitudes). Higher values in this new KPI are thus strongly influenced by the ATC organisation during such configurations. Which altitudes and level-off opportunities are given is furthermore always a balance between arriving and departing traffic.

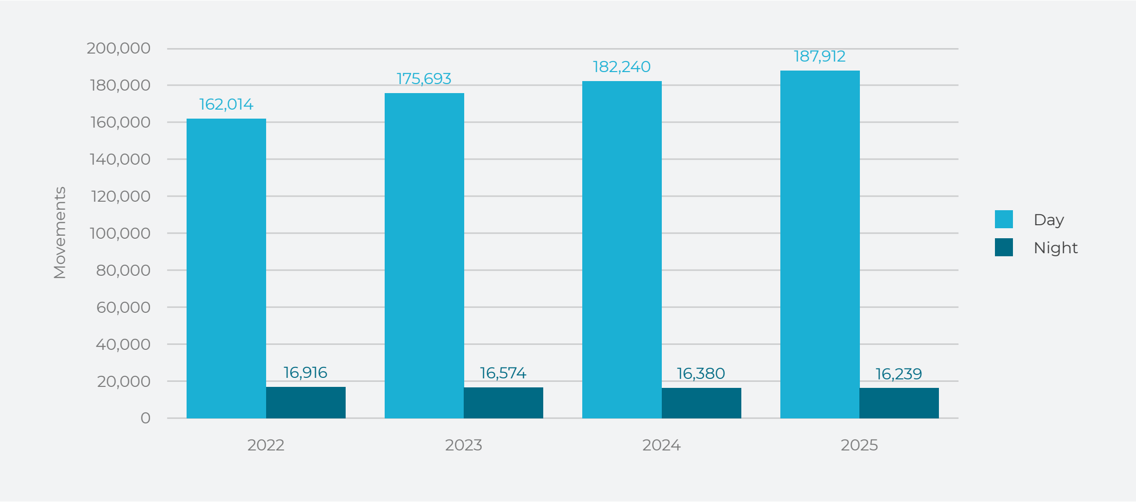
Figure 4.9: *Average level-off time per runway*



Night Movements

Figure 4.10 shows the number of day and night movements at Brussels Airport per year. The night is defined to range from 23:00 to 06:00 local time. When comparing the last four years, a decreasing trend in night traffic can be seen.

Figure 4.10: *Yearly day and night movements*



The number of night slots at Brussels Airport is limited by the Ministerial Decree of the 21st of January 2009, which aims to mitigate aircraft noise during night-time operations. The decree stipulates that a maximum of 16,000 night slots may be allocated per calendar year. For the purposes of this regulation, the night period is defined as the time between 23:00 and 06:00 local time.

Slot allocation at Brussels Airport is the responsibility of Belgium Slot Coordination (BSC), a non-profit organisation established under Belgian law and jointly owned by the airport operator and the airlines. Slot allocation serves as a capacity management mechanism to balance demand from air carriers and general aviation with the available airport infrastructure.

In 2025, BSC allocated a total of 15,771 night slots, remaining within the statutory limit of 16,000. However, 16,239 night movements were recorded at Brussels Airport in 2025, based on AMS data applying BCAA criteria. These night movements represented approximately 8% of the total aircraft movements for the year. The discrepancy between allocated night slots and recorded night movements can be attributed to operational factors, such as delays, which may result in aircraft landing after 23:00 without a designated night slot.

Figure 4.11 and ***Table 4.3*** show the distribution of the night movements throughout the night. Compared to 2024, night traffic in 2025 increased at 00:00 and 05:00, but it dropped in all other hours.

Figure 4.11: *Yearly night movements per hour (the hour indicates the start of the hour)*

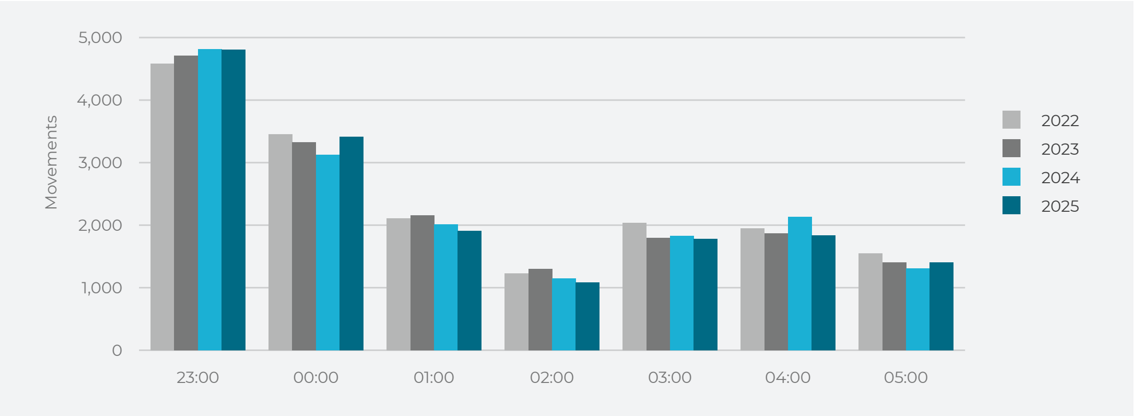


Table 4.3: *Yearly night movements per hour (the hour indicates the start of the hour)*

Year	23:00	00:00	01:00	02:00	03:00	04:00	05:00
2022	4,582	3,457	2,110	1,231	2,038	1,950	1,548
2023	4,708	3,329	2,160	1,303	1,798	1,871	1,405
2024	4,814	3,126	2,015	1,146	1,831	2,137	1,311
2025	4,807	3,417	1,910	1,082	1,778	1,839	1,406

Furthermore, on the 29th of March 2024, the Flemish Minister for Environment announced the granting of a new environmental permit for Brussels Airport, which included measures aimed at reducing nighttime noise, such as a gradual introduction of “silent nights” during weekends and a phased approach to limiting nuisance from 2026 onwards. Following its annulment in July 2025 by the Council for Permit Disputes, the permit’s conditions continue to apply under the current operating framework pending the issuance of a revised permit.

REGULATORY CONTEXT AND ENVIRONMENTAL PERMITTING

In July 2025, the Flemish Council for Permit Disputes annulled the environmental permit issued in March 2024, on the grounds that the permit had not been preceded by the full application of the European "Balanced Approach" procedure as required under Regulation (EU) No 598/2014. The annulment did not result in any immediate operational impact, and airport operations continued under the existing framework while the competent authorities initiated the legally required "Balanced Approach" process.

Subsequently, the Balanced Approach procedure was formally launched by the authorities, involving a structured and consultative assessment of noise mitigation measures, including operational, technical, and land-use options, prior to considering any potential operating restrictions. Brussels Airport Company, skeyes, airlines, and other stakeholders are actively engaged in this process, which aims to establish a legally robust and proportionate environmental permitting framework.

Within this evolving regulatory context, skeyes continues to operate in full compliance with applicable regulations, integrating environmental considerations into airspace management, night operations, and operational decision-making. These efforts support an appropriate balance between operational performance, environmental impact, and societal expectations, while providing stability and predictability during the transition towards a revised environmental permit.[32]

32. "Balanced Approach Procedure Launched: Brussels Airport Aims for Sustainable Growth with Less Nuisance," Brussels Airport Website, accessed on February 5, 2026, https://www.brusselsairport.be/en/pressroom/news/balanced-approach?utm.

"Environmental Permit | Brussels Airport," Brussels Airport Website, accessed on February 5, 2026, https://www.brusselsairport.be/en/neighbours-and-spotters/our-surroundings/environmental-permit?utm.

Wind Patterns

One of the factors that play a main role in the selection of the runway is the wind direction and speed. This was also confirmed previously as meteorological conditions were the most frequent reason for not using the PRS in 2025.

Figure 4.12 shows the wind roses for the past four years. Overall, the yearly pattern of 2025 shows increased frequency of north-easterly along stronger south-westerly winds compared to 2024.

Wind roses for each month of 2025 are depicted in ***Figure 4.13***. Wind patterns during 2025 exhibited notable month-to-month variability, with several periods deviating from the climatologically common south-westerly regime, resulting in operational impacts. January was dominated by south-westerly winds, with intermittent south-easterly conditions. In February, wind directions shifted predominantly to southerly and easterly sectors, while March also showed a broad spread of wind directions. April was mainly influenced by north-easterly winds. May displayed variable wind directions, whereas June returned to a largely south-westerly flow. July was characterized by a combination of north-westerly and south-westerly winds, August had highly variable directions, while September had predominantly south-westerly winds with occasional north-easterly components. October was marked by periods of strong south-easterly and southerly winds, with some northerly influence, while November was dominated by southerly winds. In December, predominantly southerly winds were accompanied by a notable increase in easterly wind occurrences, leading to atypical runway configurations and increased use of RWYs 07L and 07R compared to conditions typically associated with winter months. The operational impact of these wind patterns is reflected in the monthly runway usage shown in ***Figure 1.12***.

Figure 4.12: *Yearly wind roses*

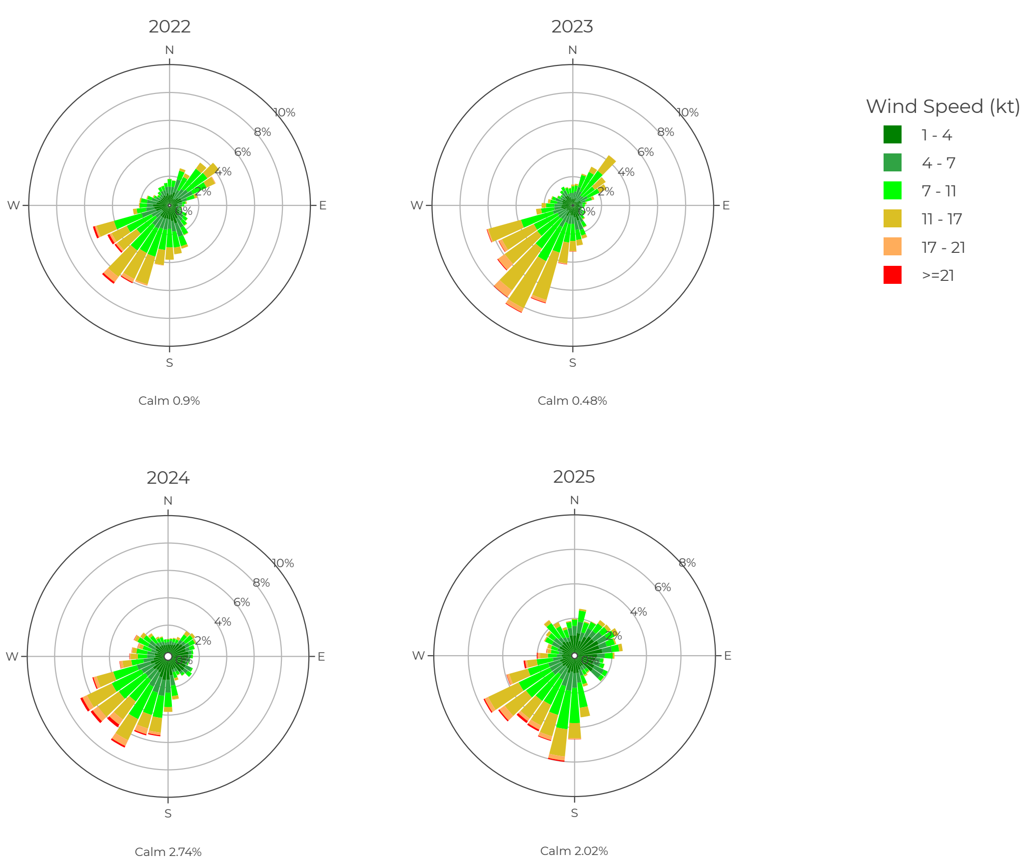
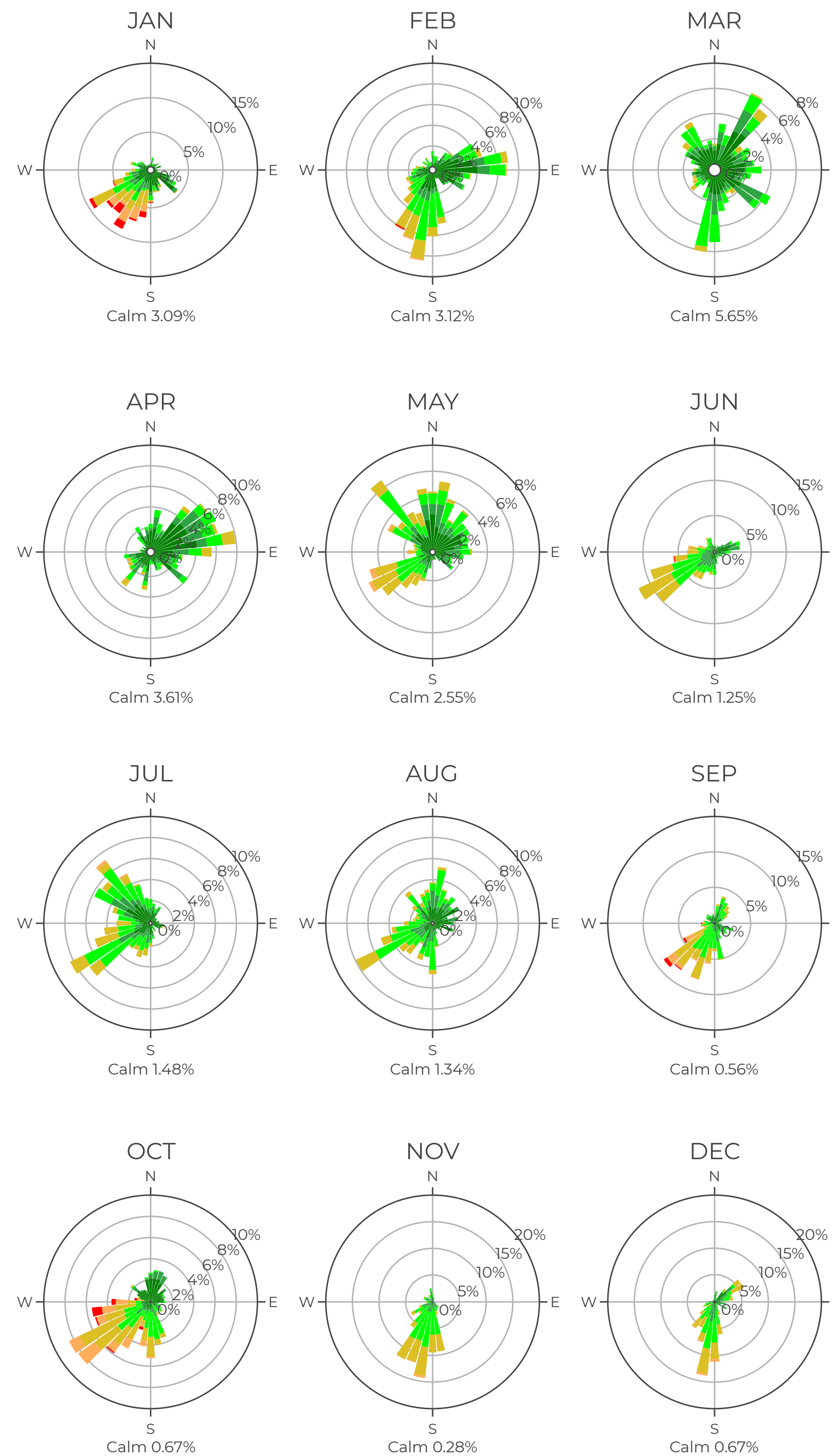


Figure 4.13: *Monthly wind roses of 2025*



Taxi Times

This year's report introduces a new section on Additional Taxi Time to further enhance the monitoring of airport surface performance and environmental impact. This indicator, aligned with the methodologies defined by the EUROCONTROL Performance Review Unit (PRU), provides a quantitative measure of ground operation efficiency. From an environmental perspective, additional taxi time is directly associated with increased fuel burn and emissions while aircraft engines are operating on the ground. Prolonged taxi-out and taxi-in phases result in higher carbon dioxide (CO_2) emissions, as well as increased levels of local air pollutants such as nitrogen oxides (NO_x) and particulate matter, which affect air quality in and around airports.

By capturing inefficiencies in surface movements, this indicator provides valuable insight into both operational performance and the environmental footprint of airport operations, thereby supporting initiatives aimed at reducing emissions through improved ground handling, traffic management, and infrastructure planning.[33]

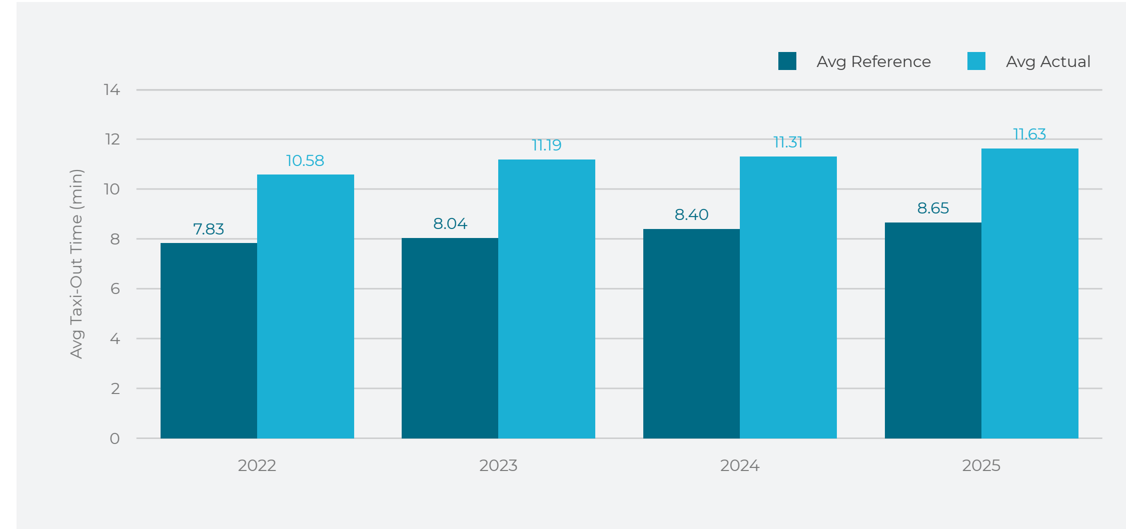
In accordance with the methodology defined by the EUROCONTROL Performance Review Unit (PRU) in its Taxi-Out Performance Indicator documentation[34], the metric is calculated as the difference between the Actual Taxi Time and the Unimpeded Taxi Time:

- *Taxi-Out Time: The time elapsed between the Actual Off-Block Time (AOBT) and the Actual Take-Off Time (ATOT);*
- *Taxi-In Time: The time elapsed between the Actual Landing Time (ALDT) and the Actual In-Block Time (AIBT);*
- *Actual Taxi Time: The total time elapsed between off-block and take-off (for departures) or between landing and in-block (for arrivals);*
- *Unimpeded Time (labelled as "Reference" in the charts): A statistical reference representing the taxi time in non-congested conditions (e.g., low traffic periods), accounting for the specific distance between the stand and the runway configuration.*

Any time exceeding this unimpeded reference is considered "Additional Time," typically a result of queuing at the departure runway, apron congestion, or other operational constraints. Minimizing this additional time is crucial for reducing fuel burn, CO_2 emissions, and delays.

As illustrated in ***Figure 4.14***, the reference taxi-out time (i.e., the theoretical time required in the absence of congestion) has increased over the past four years, rising from 7.83 minutes in 2022 to 8.65 minutes in 2025. The average actual taxi-out time for 2025 was 11.63 minutes, continuing the upward trend over the years.

Figure 4.14: *Yearly average actual vs reference taxi-out times*



According to the monthly breakdown shown in ***Table 4.4***, the average additional taxi-out time for 2025 stands at 2.98 minutes per departure. This represents a slight increase (+2%) compared to 2024 (2.91 minutes). The months exhibiting the highest average additional taxi-out times were July (3.26 minutes) and August (3.57 minutes), consistent with traffic, as these were the two busiest months of the year.

Table 4.4: *Monthly average additional taxi-out times per year*

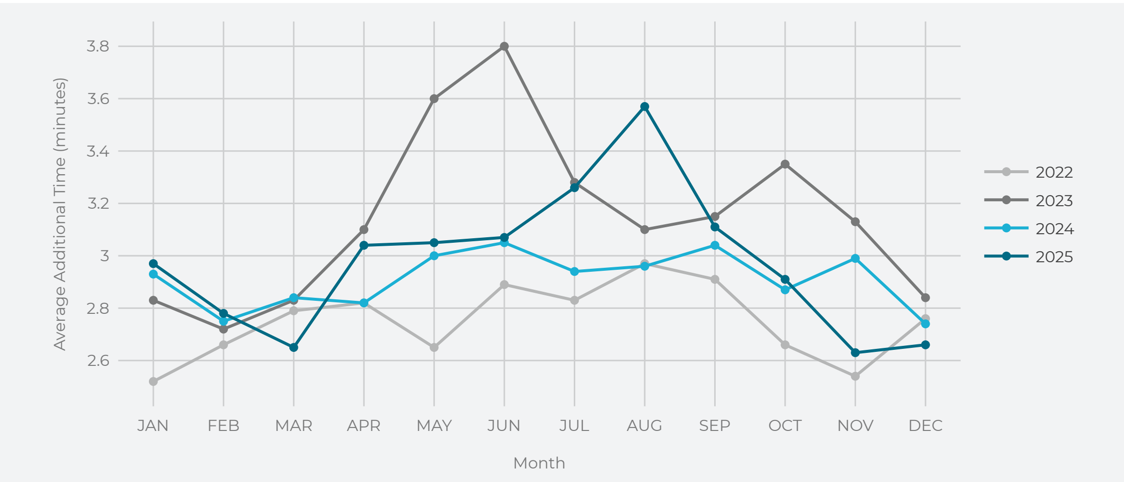
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	Total
2022	2.52	2.66	2.79	2.82	2.65	2.89	2.83	2.97	2.91	2.66	2.54	2.76	**2.75**
2023	2.83	2.72	2.83	3.10	3.60	3.80	3.28	3.10	3.15	3.35	3.13	2.84	**3.14**
2024	2.93	2.75	2.84	2.82	3.00	3.05	2.94	2.96	3.04	2.87	2.99	2.74	**2.91**
2025	2.97	2.78	2.65	3.04	3.05	3.07	3.26	3.57	3.11	2.91	2.63	2.66	**2.98**
2025 vs 2024	+1%	+1%	-7%	+8%	+2%	+1%	+11%	+21%	+2%	+1%	-12%	-3%	+2%

33. "EUROCONTROL Performance Review Report 2024," accessed on February 5, 2026.

34. KOELLE Rainer, "Additional Taxi-Out Time Performance Indicator Document," accessed on February 26, 2026.

The monthly evolution in ***Figure 4.15*** highlights the influence of seasonal variations on ground operations. In 2025, monthly average additional taxi-out time reached its highest levels during the summer months, peaking at 3.57 minutes in August during runway renovation works. This increase also corresponds with the elevated traffic demand typical of Brussels Airport in the summer, which contributes to higher runway and taxiway congestion. Conversely, the indicator remained lower throughout the winter period, reflecting a comparatively lower operational load and smoother ground traffic flow.

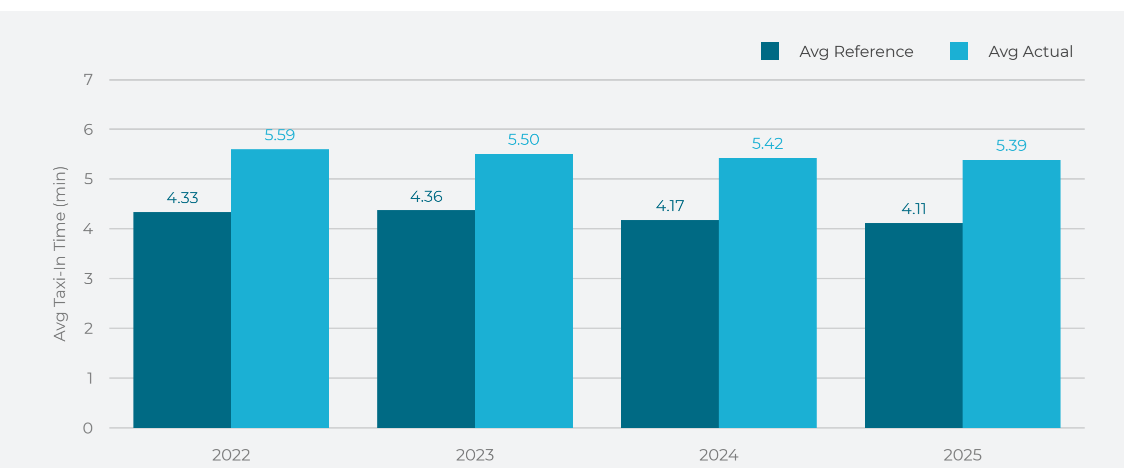
Figure 4.15: *Monthly average additional taxi-out times by year*



The additional taxi-in time measures the efficiency of the arrival process, from touchdown to the parking stand. This phase is generally less susceptible to queuing than the departure phase but is influenced by stand availability and apron congestion.

In 2025, the Average Actual Taxi-In Time was 5.39 minutes, showing an improving tendency compared to all previous years. The reference time for 2025 was calculated at 4.12 minutes, indicating an optimised use of stands closer to the runway exits compared to previous years.

Figure 4.16: *Yearly average actual vs reference taxi-in times*



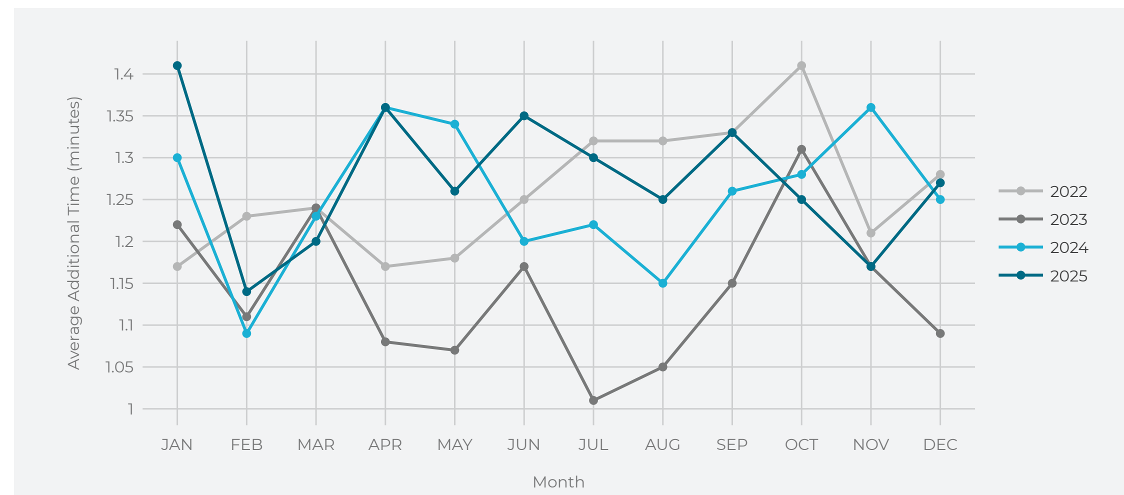
As detailed in ***Table 4.5***, the average additional taxi-in time in 2025 slightly increased (+2%) to 1.27 minutes compared to 2024, where January had the biggest monthly average (1.41) and June had the biggest increase compared to 2024 (+13%).

Table 4.5: *Monthly average additional taxi-in times per year*

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	Total
2022	1.17	1.23	1.24	1.17	1.18	1.25	1.32	1.32	1.33	1.41	1.21	1.28	**1.26**
2023	1.22	1.11	1.24	1.08	1.07	1.17	1.01	1.05	1.15	1.31	1.17	1.09	**1.14**
2024	1.30	1.09	1.23	1.36	1.34	1.20	1.22	1.15	1.26	1.28	1.36	1.25	**1.25**
2025	1.41	1.14	1.20	1.36	1.26	1.35	1.30	1.25	1.33	1.25	1.17	1.27	**1.27**
2025 vs 2024	+8%	+5%	-2%	+0%	-6%	+13%	+7%	+9%	+6%	-2%	-14%	+2%	+2%

The monthly evolution for 2025 is illustrated in ***Figure 4.17***. The year began with the highest peak during the analysed period, at 1.41 minutes in January. Following a decrease in February, the metric had further peaks in April with 1.36 minutes, in June with 1.35 minutes and in September with 1.33 minutes. The busiest period between June and September in 2025 maintained a consistently higher baseline throughout, in contrast to 2024. This is mainly due to runway renovation works. Following the end of the summer season, the decrease in taxi-in times observed in November and the subsequent increase in December were consistent with overall traffic trends, characterized by reduced traffic in November and a rebound in December.

Figure 4.17: *Monthly average additional taxi-in times by year*



Considerations and Improvements

Recognition of environmental maturity

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 program 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.

Informing the residents

On the BATC website (www.batc.be), jointly developed and maintained by skeyes and BAC, information on the use of runways and the air traffic is provided to the public. The website contains meteorological data (e.g. wind roses), statistics (airport movements, CDO, PRS usage), as well as a section dedicated to upcoming runway works. In April 2025, this section has been updated to provide a clearer and more thorough overview of the works and how they will affect airport runway usage. The updated page provides a monthly overview clearly indicating the days on which specific works are scheduled. An interactive timeline for each day shows which runways are impacted, during which hours. This information is shown both on the map itself and in a text box. Furthermore, for each day and time slot, the expected runway usage for landings and take-offs is provided.[35]

ENHANCING LIGHT EFFICIENCY AND ENVIRONMENTAL PERFORMANCE

Continuous Descent Operations (CDO)

Continuous Descent Operations remain a key operational measure to reduce noise impact around Brussels Airport by enabling smoother, uninterrupted descent profiles at lower engine thrust settings. Since the COVID-19 period, skeyes, airlines, and EUROCONTROL have jointly intensified efforts to increase the use of CDOs and Continuous Climb Operations (CCOs). skeyes supports this objective through regular exchanges with airlines, including the provision of CDO performance statistics and harmonised phraseology, as well as targeted training and awareness initiatives for air traffic controllers. These actions are complemented by regional cooperation within FABEC, contributing to a sustained improvement in CDO uptake and consistency.

35. "BATC 'Works,'" Brussels Airport Traffic Control, accessed on February 27, 2026, https://www.batc.be/en/works; "BATC 'Clearer Information about Maintenance Works,'" Brussels Airport Traffic Control, accessed on February 27, 2026, https://www.batc.be/en/news/clearer-information-about-maintenance-works-thanks-to-updated-webpage.

Performance-Based Navigation (PBN)

The deployment of Performance-Based Navigation is a central element of the long-term noise mitigation strategy. PBN and RNP approach procedures improve traffic predictability, situational awareness, and vertical flight efficiency, enabling more stable and optimised descent profiles with reduced noise dispersion. In December 2020, skeyes published Belgium's national PBN implementation and transition plan for the 2024–2030 period, aiming to establish a full PBN environment across the Belgian FIR and major aerodromes, including Brussels Airport. Further optimisation, including planned technical modifications to the RNP 07L approach procedure by Q4 2026, is expected to enhance noise and environmental performance.

As part of the Stargate project, supported by the European Commission and the Belgian government, the increased use of RNP approaches has been promoted at Brussels Airport. It was aimed at familiarizing the flight crews and controllers with RNP procedures and assessing the impact of increased predictability and whether it allows for descent optimisation when flying the fixed routings. Fuel burn and noise were also analysed as part of the project.

The trials, conducted in two phases (May to August 2022 and November 2023 to February 2024) have highlighted the benefits that could be achieved through increased predictability, which in turn led to enhanced environmental performance, including CDO.

Increased Secondary Glide Slope (ISGS) trials

Another initiative concluded by skeyes and Brussels Airport is the HERON (Highly Efficient Green Operations) project, an international consortium led by Airbus and part of the SESAR 3 Joint Undertaking Digital Sky Demonstrators. During the project the increased secondary glide slope (ISGS) approaches were tested at Brussels Airport with the main goal to reduce noise disturbance during the final approach phase and evaluate potential fuel benefits, as well as the operational impact.

During the first phase (October 2024 to February 2025), a 3.2-degree glide slope was tested on both RWY 25R and 25L, while during the second phase (March to June 2025), 3.2-degree ISGS approaches were flown on RWY 25R, and 3.5-degree approaches on RWY 25L, in order to maximise the noise benefits. The participating airlines (Brussels Airlines, TUI, DHL, and Vueling) were flying the steeper slope approaches, while the rest of the traffic continued performing the 3.0-degree approach.

As a result of the solution implementation, noise benefits have been confirmed. It has also been highlighted that flying mixed approaches (3.0 degrees and 3.2-degrees or 3.5 degrees) creates operational ambiguity, particularly in sequencing and wake turbulence planning, and a preference for one single (increased) slope per runway was expressed.

ANNEX A

Annex A: Missed Approaches

***Table 0.1:** Causes for missed approaches per RWY 25R and RWY 07L per year*

	Reasons	2022	2023	2024	2025
RWY 07L	FOD on the runway	-	-	-	-
	aircraft with technical problems	1	-	-	-
	authorized vehicle still on runway	-	1	-	1
	cabin crew not ready	-	-	-	-
	departing traffic on the runway	-	5	-	2
	no radio contact	-	-	-	-
	other	4	3	1	1
	pilot's error	-	-	-	-
	previous landing on the runway	3	3	-	-
	runway condition	-	1	-	-
	runway incursion	-	-	-	-
	tail wind	-	-	-	-
	taken out of sequence	1	-	-	2
	technical problems of ground equipment	-	1	-	-
	too close behind preceding	2	2	4	6
	training flight	-	1	-	-
	unstable approach	11	10	8	12
	weather - thunderstorm - windshear	-	-	-	-
	weather - visibility	-	2	-	-
	Total	22	29	13	24
RWY 25R	FOD on the runway	1	2	4	2
	aircraft with technical problems	2	6	2	-
	authorized vehicle still on runway	1	-	5	2
	cabin crew not ready	1	1	-	-
	departing traffic on the runway	12	11	24	33
	no radio contact	1	-	-	1
	other	8	12	9	8
	pilot's error	3	1	1	1
	previous landing on the runway	1	5	-	6
	runway condition	-	-	1	-
	runway incursion	1	-	-	-
	tail wind	2	-	1	1
	taken out of sequence	1	-	5	2
	technical problems of ground equipment	-	1	-	-
	too close behind preceding	3	8	5	1
	training flight	-	-	-	-
	unstable approach	20	43	37	55
	weather - thunderstorm - windshear	8	2	7	10
	weather - visibility	4	2	6	10
	Total	69	94	107	132

***Table 0.2:** Causes for missed approaches per RWY 25L and RWY 07R per year*

	Reasons	2022	2023	2024	2025
RWY 07R	FOD on the runway	-	-	-	-
	aircraft with technical problems	-	-	-	-
	cabin crew not ready	-	-	-	-
	departing traffic on the runway	-	-	-	2
	no radio contact	-	-	-	-
	other	-	-	-	-
	pilot's error	-	-	-	-
	previous landing on the runway	2	-	-	2
	runway condition	-	-	-	-
	runway incursion	-	-	-	-
	tail wind	-	-	-	-
	taken out of sequence	-	-	-	-
	technical problems of ground equipment	-	-	-	-
	too close behind preceding	-	-	2	-
	unstable approach	1	2	1	3
	weather - thunderstorm - windshear	-	-	-	-
	weather - visibility	-	-	2	-
	Total	3	2	5	7
RWY 25L	FOD on the runway	2	-	2	3
	aircraft with technical problems	2	5	7	3
	cabin crew not ready	-	1	1	1
	departing traffic on the runway	-	-	1	-
	no radio contact	-	1	3	-
	other	7	10	8	12
	pilot's error	-	-	2	2
	previous landing on the runway	1	2	10	3
	runway condition	-	2	1	-
	runway incursion	-	1	-	-
	tail wind	1	3	3	3
	taken out of sequence	4	4	-	1
	technical problems of ground equipment	-	-	2	-
	too close behind preceding	5	10	4	7
	unstable approach	41	46	66	55
	weather - thunderstorm - windshear	18	10	12	9
	weather - visibility	9	3	7	5
	Total	90	98	129	104

Table 0.3: *Causes for missed approaches per RWY 01 and RWY 19 per year*

	Reasons	2022	2023	2024	2025
RWY 01	FOD on the runway	2	1	1	2
	aircraft with technical problems	2	2	1	1
	authorized vehicle still on runway	-	-	-	1
	cabin crew not ready	-	-	-	-
	departing traffic on the runway	-	1	-	2
	other	2	1	3	3
	pilot's error	-	1	-	-
	previous landing on the runway	-	1	-	1
	runway incursion	1	-	-	-
	tail wind	1	-	-	-
	taken out of sequence	3	1	1	1
	too close behind preceding	5	8	2	7
	training flight	-	-	-	1
	unstable approach	8	15	19	24
	weather - thunderstorm - windshear	2	1	1	1
	weather - visibility	-	-	1	-
	Total	**26**	**32**	**29**	**44**
RWY 19	FOD on the runway	-	-	1	1
	aircraft with technical problems	1	1	-	-
	authorized vehicle still on runway	-	-	-	-
	cabin crew not ready	-	-	1	-
	departing traffic on the runway	1	1	2	2
	other	1	2	2	2
	pilot's error	-	-	1	-
	previous landing on the runway	2	3	4	2
	runway incursion	-	-	-	-
	tail wind	-	-	-	-
	taken out of sequence	-	-	1	1
	too close behind preceding	3	-	-	-
	training flight	-	-	-	-
	unstable approach	3	4	2	2
	weather - thunderstorm - windshear	1	13	5	6
	weather - visibility	-	-	-	-
	Total	**12**	**24**	**19**	**16**

Annex B: Fact sheet

TRAFFIC

Yearly Evolution

- *3% increase in IFR and overall movements in 2025 compared to 2024;*
- *7% increase in VFR movements in 2025 compared to 2024.*

Movements	2022	2023	2024	2025	2025 vs 2024
IFR	176,179	189,408	196,134	201,493	+3%
VFR	2,751	2,859	2,486	2,658	+7%
Total	178,930	192,267	198,620	204,151	+3%

Quarterly comparison

- *Q2 had the biggest increase of movements - 5% in 2025 compared to 2024, Q1 had a 4% increase, Q3 had a 2% increase, while Q4 had a 1% increase.*

Movements	2022	2023	2024	2025	2025 vs 2024
Q1	33,644	40,577	42,633	44,248	+4%
Q2	47,374	51,059	51,258	53,749	+5%
Q3	53,463	54,119	55,949	57,084	+2%
Q4	44,449	46,512	48,780	49,070	+1%

SAFETY

Missed Approaches

- 327 missed approaches is 2025, 8% increase compared to 2024
- Top three causes:
  1. Unstable approach (151);
  2. Departing traffic on the runway (41);
  3. Other (27).

Safety Occurrences

- 13 runway incursions: two with no safety significance, two significant incidents and nine without ATM ground contribution;
- Increase in taxiway/ apron events, taxiway incursions, runway events and one runway excursion.

CAPACITY & PUNCTUALITY

Capacity

The maximum declared IFR capacity (for RWY 25R – 25L,25R) of 75 movements/hour was not exceeded.

The declared IFR capacity was, however, exceeded for the following runway configurations:

- Declared capacity for 01 – 01 was exceeded by maximally 7 movements;
- Declared capacity for 07L,07R - 01 was exceeded by maximally 2 movements;
- Declared capacity for 19 – 19 was exceeded by maximally 3 movements;
- Declared capacity for 19,25R – 25R was exceeded by maximally 8 movements;
- Declared capacity for 25R – 25R was exceeded by maximally 6 movements.

Punctuality

Arrival delay: total arrival delay: 0.77 min/flight, CRSTMP arrival delay: 0.03 min/flight.

ATFM impact:

- Departures: 347,631 minutes ATFM delay, 3.6% (12,076 min) due to skeyes' regulations;
- Arrivals: 281,036 minutes ATFM delay, 41,1% (81,924 min) due to skeyes' regulations.

ENVIRONMENT

PRS

The preferential runway system was used 65% of the time in 2025.

CDO

Compared to all CDO eligible arrivals in 2025, 64% performed a CDO Fuel arrival and 80% performed a CDO Noise arrival.

Night movements

8% (16,239) of all movements were night movements (-1% vs 2024, -2% vs 2023 and -4% vs 2022).

Wind Patterns

In 2025, wind patterns showed greater variability compared to 2024, with several months deviating from the predominantly south-westerly winds.

Taxi Times

The average taxi time for departures increased to 11.63 minutes, continuously increasing from 10.58 in 2022. The average taxi time for arrivals further improved to 5.39 minutes, continuing a positive trend throughout the years from 5.59 in 2022.

nice to guide you

Runway Performance Report **2025**

skeyes / Tervuursesteenweg 303 / B-1820 Steenokkerzeel
T +32 2 206 21 11 / F +32 2 206 22 88
Member of FABEC

www.skeyes.be