



KORTRIJK-WEVELGEM AIRPORT

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Runway performance report
Kortrijk-Wevelgem Airport

■

EXECUTIVE SUMMARY

This report provides an overview of skeyes' operations at Kortrijk-Wevelgem Airport for the year 2025. While 2019 remains a standard reference year for the industry, it is interesting to observe the recovery trend following the pandemic of 2020. Therefore, the last four years are analysed throughout this report to illustrate the year-over-year evolution. In this context, 2025 stands out as a year of remarkable growth, with total aircraft movements reaching 33,933.

Traffic

Kortrijk-Wevelgem Airport saw an increase of traffic in 2025, with the total number of aircraft movements rising to 33,933 – 19% more than in 2024. Visual Flight Rule (VFR) traffic continued having the biggest share of movements with 28,588 movements in 2025, 23% more than in 2024. Instrument Flight Rule (IFR) traffic share remained similar to the previous years with 5,345 movements.

VFR flights followed the usual seasonal patterns, having the peak of VFR traffic in the Summer months. Favourable weather in December increased VFR flights by 98% (1,761) compared to the previous year (888), but adverse weather decreased their number by 26% in January. Fridays became the busiest days, having more activity than Saturdays (busiest day in previous years).

The airport's market mix continues with the same distribution as in the previous years, with business aircraft accounting for 69% of all movements. Key routes remained focused on business and luxury destinations, with Cannes-Mandelieu and Paris-Le Bourget leading the way, together with additional significant ties to Nice-Côte d'Azur, Sion, and Rotterdam.

Due to the continued demand for business and charter flights, Luxaviation Belgium remained the airport's leading operator in 2025 with 1,311 movements, followed by the ASL group and NetJets Europe.

Drone activities continue to grow in Kortrijk-Wevelgem Airport – 2025 saw a 59% increase compared to 2024. Furthermore, exempted flights (these are operations performed by firefighters, police or different federal entities and are a service provided to the state) saw an increase of 315% (477) when compared to 2024 - more details can be found in the 'Drone Activities' section.

Runway 24 is generally the primary choice for take-offs and landings at Kortrijk-Wevelgem Airport due to the common strong southwest winds that have a considerable influence on runway use. In 2025, both runways were equally used, as wind conditions were changing over the months.

Kortrijk-Wevelgem Airport operated during its standard opening hours of 06:00–21:00, with extensions available up to 23:00 upon request. In 2025, there was a strong rebound in extended-hour operations, with 81 extensions completed. Most of these were driven by business and commercial traffic during peak seasons.



Safety

Safety chapter discusses runway safety events, investigations, and initiatives made to improve safety. As in 2024, in 2025 there were no runway incursions. It is important to mention that as Kortrijk-Wevelgem Airport is not a controlled airport, runway incursions are only possible with vehicles.

On the other hand, there were seven runway events, one taxiway/apron event and one runway excursion reported, all with a severity classification of N – No ATM ground contribution. These reports included incidents related to traffic not using the preferred runway, issues while taxiing, take off before the previous traffic vacated the runway or with traffic close in final and traffic/vehicle crossing the runway.

The number of reported safety occurrences remained at similar levels as in 2024 and 2023. This increase in the last years is attributed to improvements in data tracking and categorization of airspace infringements.

Punctuality

The 2025 punctuality chapter investigates ATFM delays influencing arrivals and departures along their routes to/from Kortrijk-Wevelgem Airport. In 2025, there were a total of 12,023 minutes of delay recorded—5,279 for departures and 6,744 for arrivals. Only 536 minutes (4%) of these were attributable to skeyes.

Other ANSP-caused delays, especially those generated by French airspace (mainly ATC strikes and capacity issues, particularly in July), remained the dominant factor. However, the regulations implemented in 2024 mandating 48-hour strike notifications continued to facilitate better preparation for airlines. The majority of delays (59% for arrivals and 61% for departures) were minor, lasting between one and 15 minutes. Delays exceeding an hour were rare (2% for arrivals and 5% for departures) and primarily linked to disruptions outside skeyes' control.

SAMENVATTING

De luchthaven van Kortrijk-Wevelgem kende in 2025 een opmerkelijke groei, met een totaal van 33.933 bewegingen. Dit verslag biedt een overzicht van skeyes' operationele activiteiten op de luchthaven van Kortrijk-Wevelgem voor het jaar 2025. Hoewel 2019 een referentiejaar blijft voor de sector, is het interessant om de herstellend trend sinds de pandemie van 2020 waar te nemen. Daarom worden in dit verslag de laatste vier jaar geanalyseerd om de evolutie van jaar tot jaar weer te geven.

Verkeer

Met het totale aantal vliegbewegingen van 33.933 – 19% meer dan in 2024 – zag de luchthaven van Kortrijk-Wevelgem het verkeer in 2025 toenemen. De VFR-vluchten (Visual Flight Rules) waren goed voor het leeuwendeel van de vliegbewegingen – 28.588 in 2025, 23% meer dan in 2024. Het aandeel van de IFR-vluchten (Instrument Flight Rules) in het verkeer bleef vergelijkbaar met de voorgaande jaren, met meer dan 5.000 bewegingen.

De VFR-vluchten volgden de gebruikelijke seizoensgebonden patronen, met een piek in het VFR-verkeer in de zomermaanden. Door de gunstige weersomstandigheden in december nam het aantal VFR-vluchten toe met 98% (1.761) ten opzichte van het voorgaande jaar (888); maar door het slechte weer nam hun aantal met 26% af in januari. Vrijdag werd de drukste dag, met meer activiteit dan zaterdag (de drukste dag in voorbije jaren).

De marktmix van de luchthaven bleef dezelfde als in de afgelopen jaren, waarbij privé- en zakenvluchten goed waren voor 69% van alle bewegingen. De belangrijkste routes bleven gericht op zakelijke en luxebestemmingen, met Cannes-Mandelieu en Parijs-Le Bourget op kop, samen met aanvullende, belangrijke verbindingen naar Nice-Côte d'Azur, Sion en Rotterdam.

Door de aanhoudende vraag naar privé- en chartervluchten bleef Luxaviation Belgium in 2025 de grootste exploitant op de luchthaven, met 1.311

vliegbewegingen. Ook exploitanten als ASL Group, NetJets Europe en Flying Group Luxembourg behielden een sterke vliegactiviteit, terwijl Ostend Air College zijn positie handhaafde.

De droneactiviteiten bleven groeien op de luchthaven van Kortrijk-Wevelgem – met +59% ten opzichte van 2024; bovendien namen de vrijgestelde vluchten (dit zijn operationele activiteiten van de brandweer, politie of verschillende federale entiteiten en die deel uitmaken van de dienstverlening aan de staat) met 315% (477) toe ten opzichte van 2024. Meer informatie is beschikbaar in het deel Droneactiviteiten.

Baan 24 is de eerste keuze voor opstijg- en landingsbewegingen op de luchthaven van Kortrijk-Wevelgem vanwege de overheersende, sterke zuidwestenwind die een aanzienlijke invloed heeft op het baangebruik. In 2025 werden beide banen in gelijke mate gebruikt, omdat de windomstandigheden in de loop der maanden veranderden, maar er niet voor zorgden, vanuit een jaarperspectief, dat de ene baan vaker gebruikt werd dan de andere.

De luchthaven van Kortrijk-Wevelgem was actief gedurende de klassieke openingstijden van 6.00 tot 21.00 uur, eventueel op verzoek verlengd tot 23.00 uur. In 2025 namen die verlengde openingstijden een hoge vlucht, met liefst 81 keer. De meeste daarvan waren het gevolg van zakelijk en commercieel verkeer tijdens het hoogseizoen, ondanks twee kleine sluitingen gedurende het jaar.



Veiligheid

In het hoofdstuk Veiligheid 2025 wordt het volgende besproken: de veiligheidsvoorvallen op de banen, de veiligheidsonderzoeken en de initiatieven die we nemen om de veiligheid te verbeteren. Net als in 2024 deden er zich in 2025 geen runway incursions (het onbedoeld op een actieve start- of landingsbaan raken) voor. Anderzijds werden er acht veiligheidsincidenten op de start- en landingsbanen en één veiligheidsincident op de taxibanen gemeld, alle met een ernstgraad van N – geen bijdrage van ATM op grondniveau. Die meldingen omvatten incidenten in de volgende trant: verkeer dat niet de voorkeurbaan gebruikte, problemen tijdens het taxiën, opstijgen voordat het voorgaande verkeer de baan had verlaten of verkeer dat dichtbij was in de eindfase en verkeer/voertuigen die de baan overstaken.

Het aantal gemelde veiligheidsvoorvallen bleef gelijkaardig aan dat van 2024, toen zich een significante toename voltrok. Die laatste kon worden toegeschreven aan de volgende elementen: verbeterde data tracking, het categoriseren van luchtruimschendingen en een hoger aantal meldingen door nieuwe trainees.

Stiptheid

In het hoofdstuk Stiptheid 2025 worden de ATFM-vertragingen die een invloed hebben op de aankomende en vertrekkende vluchten op hun traject naar/van de luchthaven van Kortrijk-Wevelgem onderzocht. In 2025 werd in totaal 12.023 minuten vertraging opgetekend: 5.279 voor vertrekken en 6.744 voor aankomsten. Slechts 536 minuten (4%) daarvan waren toe te schrijven aan skeyes, wat aantoont dat het luchtverkeer almaar efficiënter beheerd wordt en dat er minder vertragingen door skeyes worden veroorzaakt dan in 2024.

Andere vertragingen die door de luchtvaartnavigatiedienstverleners worden veroorzaakt – in het bijzonder degene die in het Franse luchtruim werden gegenereerd, hoofdzakelijk door stakingen van de luchtverkeersleiding en capaciteitsproblemen, vooral in juli – bleven de dominante factor. De regelgeving die in 2024 in voege kwam en het melden van stakingen 48 uur van tevoren verplicht maakte, zorgde er evenwel voor dat de luchtvaartmaatschappijen zich beter konden voorbereiden. De meeste vertragingen (59% voor aankomende vluchten en 61% voor vertrekkende vluchten) waren gering en bedroegen tussen 1 en 15 minuten. Vertragingen van meer dan een uur waren zeldzaam (2% voor aankomsten en 5% voor vertrekken) en hielden voornamelijk verband met (ver)storingen waar skeyes geen controle over had.



TABLE OF CONTENTS

EXECUTIVE SUMMARY	2
SAMENVATTING	4
TRAFFIC	12
Traffic Overview	14
Traffic Patterns	20
Runway Use	22
Market Contributions	24
Drone Activities	28
Opening Hours	34
SAFETY	36
Runway Incursions & Runway events	38
CAPACITY & PUNCTUALITY	42
Punctuality	44
ANNEX	46
Annex A: Fact sheet	48

LIST OF FIGURES

Figure 1.1: Yearly traffic overview.....	14
Figure 1.2: Monthly movements per year.....	16
Figure 1.3: Calendar view of movements per day.....	18
Figure 1.4: Ten highest and ten lowest traffic days in 2025.....	19
Figure 1.5: Average hourly VFR movements per year	20
Figure 1.6: Average hourly movements by season	21
Figure 1.7: Average hourly movements per day of the week.....	21
Figure 1.8: Aerodrome ground movement chart.....	22
Figure 1.9: Runway usage per year in share of movements.....	23
Figure 1.10: Runway usage per month in 2025 in share of movements	23
Figure 1.11: Market segment distribution.....	24
Figure 1.12: Market segment distribution	25
Figure 1.13: Top ten international connections.....	26
Figure 1.14: Top ten international connections map	27
Figure 1.15: Coordinates of centroids of reserved airspaces of the activated drone operations.....	32
Figure 1.16: Reserved airspaces of activated drone operations.....	32
Figure 1.17: Opening hours.....	34
Figure 1.18: Days with extensions per month.....	34
Figure 1.19: Days with extensions per year	35
Figure 2.1: Yearly runway incursions per severity category.....	39
Figure 2.2: Yearly runway and taxiway safety events.....	40
Figure 3.1: ATFM delay for IFR arrivals per year and delay origin (NMIR).....	45
Figure 3.2: ATFM delay for IFR departures per year and delay origin (NMIR)	45

LIST OF TABLES

Table 1.1: Monthly movements per flight rule per year	17
Table 1.2: Monthly arrivals and departures per year.....	17
Table 1.3: Market segment distribution ratio	25
Table 1.4: Activated drone operations per RMZ zone risk level.....	29
Table 1.5: Activated drone operations per EASA risk category	30
Table 1.6: Activated exempted drone operations.....	31
Table 1.7: Activated drone operations per type.....	31
Table 2.1: Severity classification ¹⁴	38

GLOSSARY

AAE	Above Aerodrome Elevation
AFISO	Aerodrome Flight Information Services Officer
AMC	Acceptable Means of Compliance
AMS	Airport Movement System
ANSP	Air Navigation Service Provider
ATC	Air Traffic Control
ATFM	Air Traffic Flow Management
ATM	Air Traffic Management
BURDI	Belgium–Netherlands U-space Reference Design Implementation
BVLOS	Beyond Visual Line of Sight
CAA	Civil Aviation Authority
CAVOK	Ceiling and Visibility OK
CEF	Connecting Europe Facility
CISP	Common Information Service Provider
CTOT	Calculated take-off time
BCAA	Belgian Civil Aviation Authority
COVID-19	Coronavirus Disease 2019
DAA	Drones & Aerial Activities
EASA	European Union Aviation Safety Agency
EBAW	Antwerp International Airport ICAO Code
EBBL	Koksijde Airbase ICAO Code
EBKT	Kortrijk-Wevelgem Airport ICAO Code
EBOS	Ostend–Bruges International Airport

EHMZ	Midden-Zeeland Airfield ICAO Code
ETOT	Estimated take-off time
EU	European Union ICAO Code
FABEC	Functional Airspace Block Europe Central
GPS	Global Positioning System
ICAO	International Civil System Organization
IFR	Instrument Flight Rules
IMC	Instrument Meteorological Condition
LRSI	Local Runway Safety Team
LT	Local Time
NOTAM	Notice to Airmen
PANS	Procedures for Air Navigation Services
RAT	Risk Analysis Tool
RMZ	Radio Mandatory Zone
RWY	Runway
SID	Standard Instrument Departures
TMZ	Transponder Mandatory Zone
TWY	Taxiway
UAS	Unmanned Aircraft System
USSP	U-Space Service provider
VFR	Visual Flight Rules
VLL	Very Low Level

TRAFFIC

- Traffic Overview
- Traffic Patterns
- Market Contributions
- Drone Activities
- Runway Use
- Opening Hours

This first chapter presents the traffic data of Kortrijk-Wevelgem Airport (International Civil Aviation Organization (ICAO) code: EBKT).

The data regarding manned aviation is recorded by the Airport Movement System (AMS). The AMS is an in-house developed tower air traffic control (ATC) system that records the movements within an aerodrome and within its Radio Mandatory Zone/Transponder mandatory zone (RMZ/TMZ). A movement is defined as an aircraft crossing the RMZ/TMZ or either landing at or taking off from the aerodrome. As this report focusses on runway performance, crossings of the RMZ/TMZ 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 (LT).

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 developed by SkeyDrone¹, 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.

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

YEARLY FIGURES

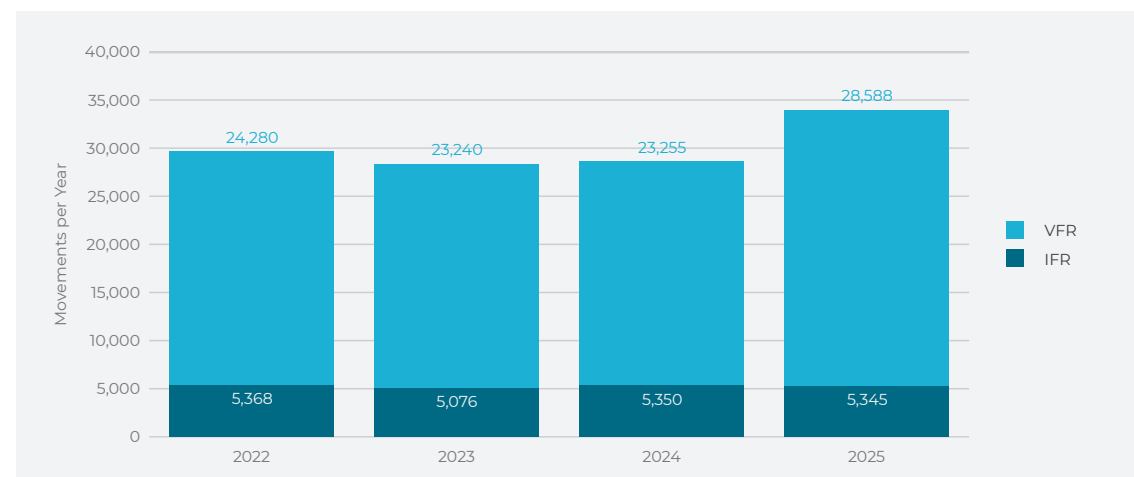
While 2019 remains the standard reference year for the industry, this report analyses only the last four years to show the year-over-year evolution. The total number of aircraft movements at Kortrijk-Wevelgem Airport for the last four years is as follows:

2022:	29,648 movements	(5,368 IFR;	24,280 VFR)
2023:	28,316 movements	(5,076 IFR;	23,240 VFR)
2024:	28,605 movements	(5,350 IFR;	23,255 VFR)
2025:	33,933 movements	(5,345 IFR;	28,588 VFR)

Figure 1.1 shows that Kortrijk-Wevelgem Airport experienced a rise in total movements in 2025, reaching 33,933 movements, an increase of 19% compared to the previous year, or an increase of 20% compared to 2023. This increase is led by Visual Flight Rules (VFR) movements, which increased to 28,588 VFR movements in 2025. This is an increment of 23% compared to the previous year and 18% compared to 2022 (year with the most VFR movements, just behind 2025, during the analysed period). The flying schools, for both helicopters and fixed wing, were the main contributors to this increase. In addition, due to restrictions for VFR flights implemented at Antwerp International Airport (EBAW), Skywings (the Antwerp flying school) opted for Kortrijk-Wevelgem Airport, performing over 1,000 movements.

After the implementation of flying procedures for both runways and the increase of business and charter flights during the last years, Instrumental Flight Rules (IFR) movements remained above 5,000 movements for the last four years, with 5,345 IFR movements in 2025.

Figure 1.1: Yearly traffic overview



MONTHLY FIGURES

Figure 1.2 depicts the monthly trends in IFR, VFR and total movements at Kortrijk- Wevelgem Airport between 2022 and 2025. In 2025, total traffic peaked in August with 3,804 movements, making it the month with the most movements during the 2022–2025 analysis period.

VFR movements followed seasonal patterns consistent with the previous years' weather trends, with the usual peak occurring in the summer months (June through August). The peak of VFR movements also occurred in August with 3,376 VFR movements, 21% more VFR movements than in August 2024. December 2025 recorded a 98% increase over December 2024 (1,761 VFR movements in December 2025 compared to 888 in December 2024), thanks to a sunnier December than usual. In contrast, January 2025 recorded a 26% decline compared to the previous year (1,432 VFR movements compared to 1,928 in January 2025), with more than half of the days of the month characterised as Instrument Meteorological Conditions (IMC), being not fit for VFR flights.

As mentioned, IFR movements remained stable (above 5,000 movements) over the past four years. The IFR traffic peaked in September (540 IFR movements), a month in which the MAT EXPO took place, and May (535 IFR movements). The gentle weather in December also positively influenced IFR movements, leading to a 39% increase compared to 2024. On the other hand, February experienced the biggest decrease in IFR traffic compared to 2024, with 37% less IFR movements than in February 2024.

Figure 1.2: Monthly movements per year

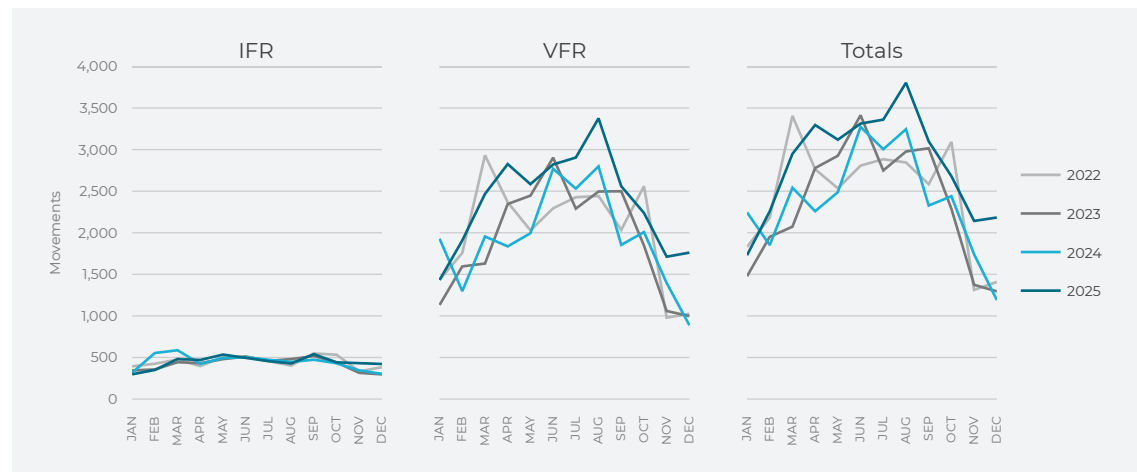


Table 1.1 presents the total IFR and VFR movements in Kortrijk-Wevelgem Airport per month between 2022 and 2025. The last quarter (September to December) experienced an increase over 2024 figures.

Table 1.1: Monthly movements per flight rule per year

		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	Total
IFR	2022	394	425	475	397	505	513	457	403	549	533	334	383	5,368
	2023	345	356	443	432	480	510	459	481	517	441	315	297	5,076
	2024	317	554	587	423	494	503	473	447	473	431	345	303	5,350
	2025	298	350	482	470	535	492	456	428	540	442	430	422	5,345
	2025 vs 2024	-6%	-37%	-18%	+11%	+8%	-2%	-4%	-4%	+14%	+3%	+25%	+39%	0%
VFR	2022	1,435	1,757	2,931	2,367	2,029	2,294	2,427	2,442	2,035	2,559	979	1,025	24,280
	2023	1,132	1,595	1,630	2,346	2,446	2,903	2,290	2,496	2,499	1,846	1,059	998	23,240
	2024	1,928	1,298	1,955	1,836	1,994	2,770	2,531	2,798	1,854	2,008	1,395	888	23,255
	2025	1,432	1,908	2,467	2,826	2,584	2,821	2,904	3,376	2,559	2,238	1,712	1,761	28,588
	2025 vs 2024	-26%	+47%	+26%	+54%	+30%	+2%	+15%	+21%	+38%	+11%	+23%	+98%	+23%
Total	2022	1,829	2,182	3,406	2,764	2,534	2,807	2,884	2,845	2,584	3,092	1,313	1,408	29,648
	2023	1,477	1,951	2,073	2,778	2,926	3,413	2,749	2,977	3,016	2,287	1,374	1,295	28,316
	2024	2,245	1,852	2,542	2,259	2,488	3,273	3,004	3,245	2,327	2,439	1,740	1,191	28,605
	2025	1,730	2,258	2,949	3,296	3,119	3,313	3,360	3,804	3,099	2,680	2,142	2,183	33,933
	2025 vs 2024	-23%	+22%	+16%	+46%	+25%	+1%	+12%	+17%	+33%	+10%	+23%	+83%	+19%

Table 1.2 presents the monthly evolution of total, departure and arrival movements at Kortrijk-Wevelgem Airport per month between 2022 and 2025.

Table 1.2: Monthly arrivals and departures per year

		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	Total
Arrivals	2022	919	1,079	1,697	1,375	1,263	1,389	1,436	1,422	1,293	1,542	656	703	14,774
	2023	738	977	1,041	1,385	1,470	1,703	1,370	1,486	1,508	1,144	682	651	14,155
	2024	1,126	930	1,266	1,130	1,237	1,633	1,489	1,626	1,156	1,209	880	595	14,277
	2025	866	1,133	1,462	1,640	1,557	1,660	1,678	1,908	1,551	1,339	1,072	1,093	16,959
	2025 vs 2024	-23%	+22%	+15%	+45%	+26%	+2%	+13%	+17%	+34%	+11%	+22%	+84%	+19%
Departures	2022	910	1,103	1,709	1,389	1,271	1,418	1,448	1,423	1,291	1,550	657	705	14,874
	2023	739	974	1,032	1,393	1,456	1,710	1,379	1,491	1,508	1,143	692	644	14,161
	2024	1,119	922	1,276	1,129	1,251	1,640	1,515	1,619	1,171	1,230	860	596	14,328
	2025	864	1,125	1,487	1,656	1,562	1,653	1,682	1,896	1,548	1,341	1,070	1,090	16,974
	2025 vs 2024	-23%	+22%	+17%	+47%	+25%	+1%	+11%	+17%	+32%	+9%	+24%	+83%	+18%

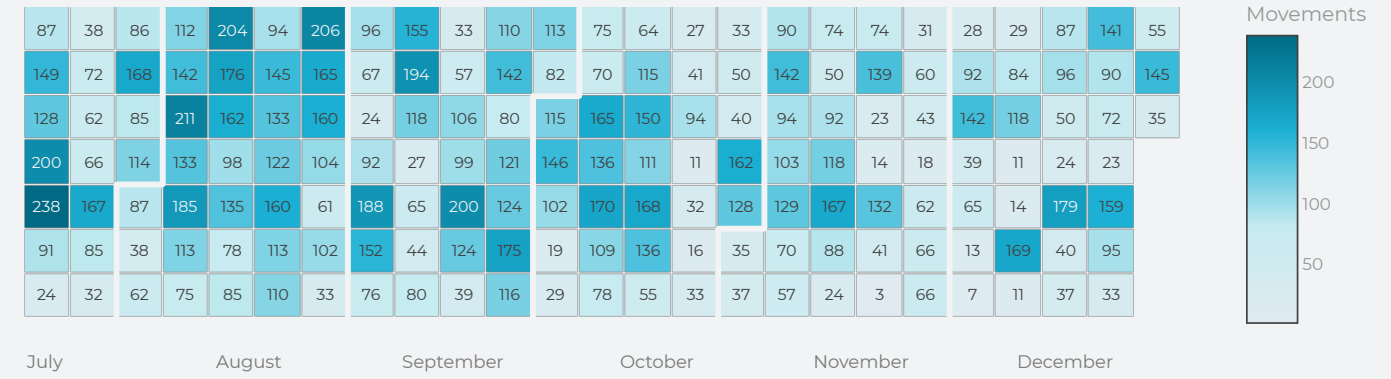
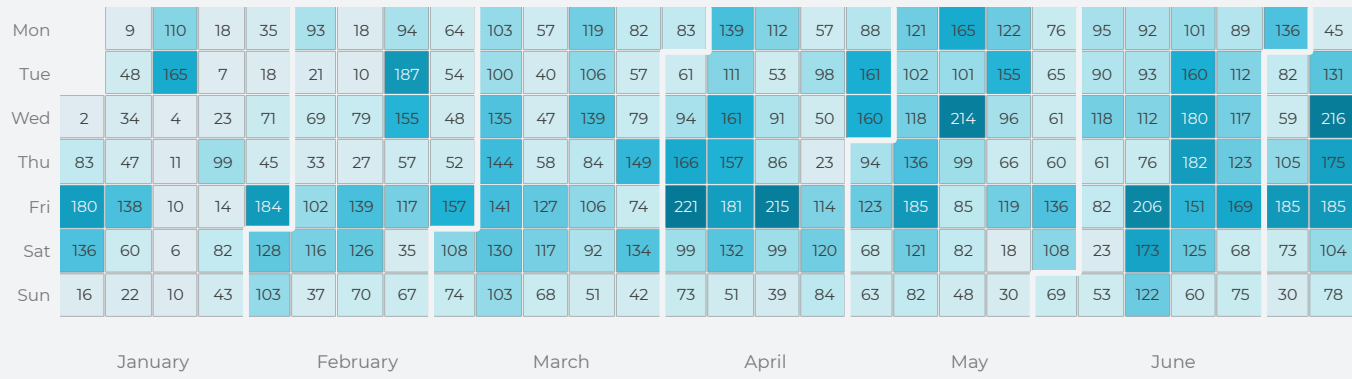


Figure 1.3: Calendar view of movements per day

In 2025, traffic at Kortrijk-Wevelgem Airport was impacted by several disruptions and special events that affected air traffic flow throughout the year (see Figure 1.3). The following key events had a more significant impact on flight schedules and operations:

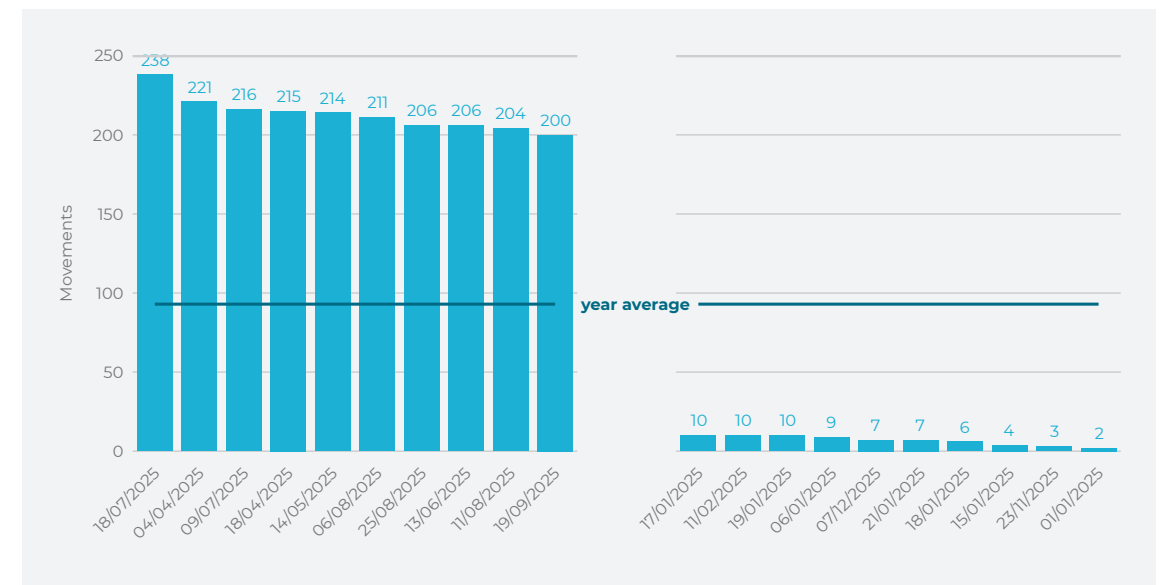
- On the fifth of November, the aerodrome was closed in the morning due to works;
- On the 24th of April, there was an Information Technology (IT) maintenance, when some applications were unavailable in the morning, although this didn't generate any disruption of operations;
- On the 26th of May, circuit training was not allowed for helicopters, limiting the operations at the airport;
- On the 25th of June, the aerodrome was closed until 09:00 (local time) due to works;
- In the morning of the 14th of July, the airport activity was restricted to helicopters due to the deployment of a telescopic crane at the airport;

Overall, the airport experienced delayed openings due to works, restricting operations during standard opening hours. These specific days are further analysed in the [Opening Hours](#) section.

Figure 1.4 shows that the ten lowest traffic days of 2025 occurred in December, January and February (and one day in November), a period during which weather conditions often didn't allow VFR traffic. The lowest traffic day was the first of January, New Year's Day.

The ten busiest days were spread across the months with longer daylight and more favourable weather conditions for VFR traffic. The peak traffic day of 2025 was the 18th of July, coinciding with excellent VFR weather conditions. Meteorological observations from nearby Ostend on that day reported persistent Ceiling and Visibility OK (CAVOK) conditions, high visibility and light to moderate winds. Overall, 93 was the yearly average of daily movements.

Figure 1.4: Ten highest and ten lowest traffic days in 2025



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.

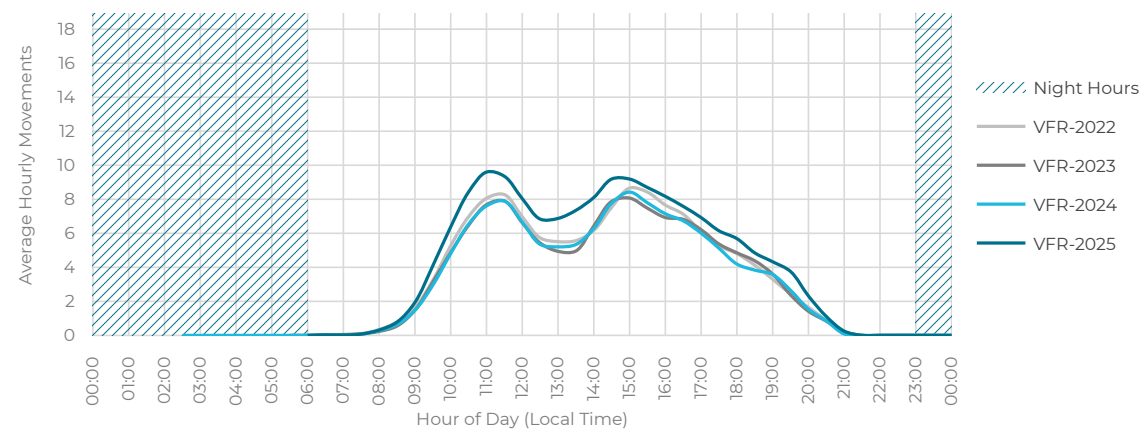
The chart is created using half-hour steps, which means that consecutive values overlap by 30 minutes. For example, the total shown at 10:00 includes all movements recorded between 09:00 and 10:00, while the total shown at 10:30 includes movements recorded between 09:30 and 10:30.

The following **Figure 1.5** illustrates the average hourly movements for VFR movements while **Figure 1.6** and **Figure 1.7** illustrate the average hourly movements for both VFR and IFR traffic across seasons and weekdays at Kortrijk-Wevelgem Airport. This analysis compares trends observed in the past four years (2022, 2023, 2024 and 2025),

highlighting how patterns are affected by weather conditions, daylight hours, and weekly activity.

Looking at the average hourly VFR traffic patterns at Kortrijk-Wevelgem Airport in **Figure 1.5**, a decrease in traffic is visible from 12:00 to 14:00. VFR traffic regularly exhibits two peaks: one in the late morning at around 11:00 and another in the afternoon at approximately 14:30. Furthermore, noise restrictions for training flights and shorter daylight hours during winter cause VFR activity to decline in the late afternoon. As IFR average movements follow a more regular schedule and are evenly spread along the day, no figure is included. Additionally, traffic is dependent on the aerodrome's operating hours, which are seven days a week from 06:00 LT to 21:00 LT, with possible extensions until 23:00 LT.

Figure 1.5: Average hourly VFR movements per year



Due to seasonal fluctuations, the hourly traffic patterns at Kortrijk-Wevelgem Airport in 2025 show clear tendencies (**Figure 1.6**):

Winter

Winter is subject to lower traffic volumes, primarily due to the airport's reliance on VFR traffic – which heavily depend on daylight and weather conditions. Peak movements occur at 11:30 and 15:00, but activity diminishes significantly after that, due to reduced daylight hours.

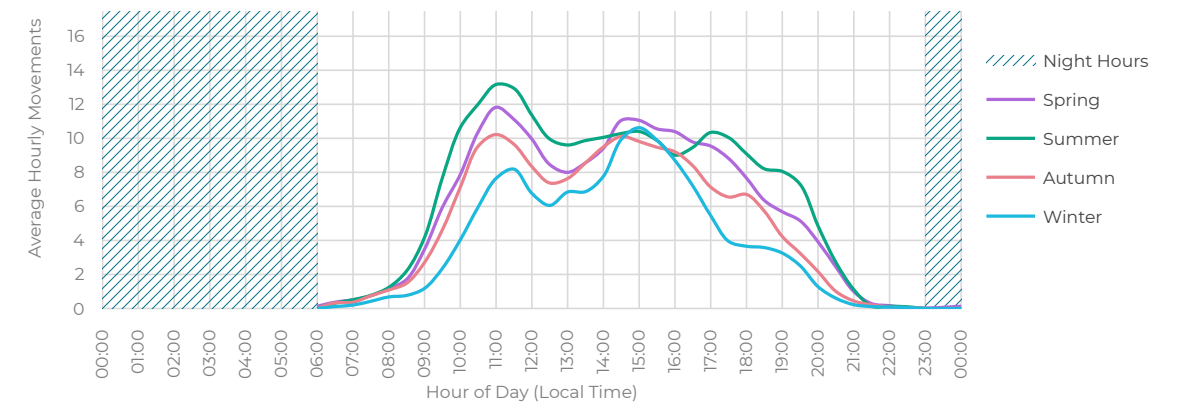
Spring and Autumn

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

Summer

In summer, the traffic pattern shifts: the afternoon peak moves to 17:00, and VFR flight hours extend into the evening. The plateau from 13:00 to 18:00 indicates heightened VFR activity during these hours.

Figure 1.6: Average hourly movements by season



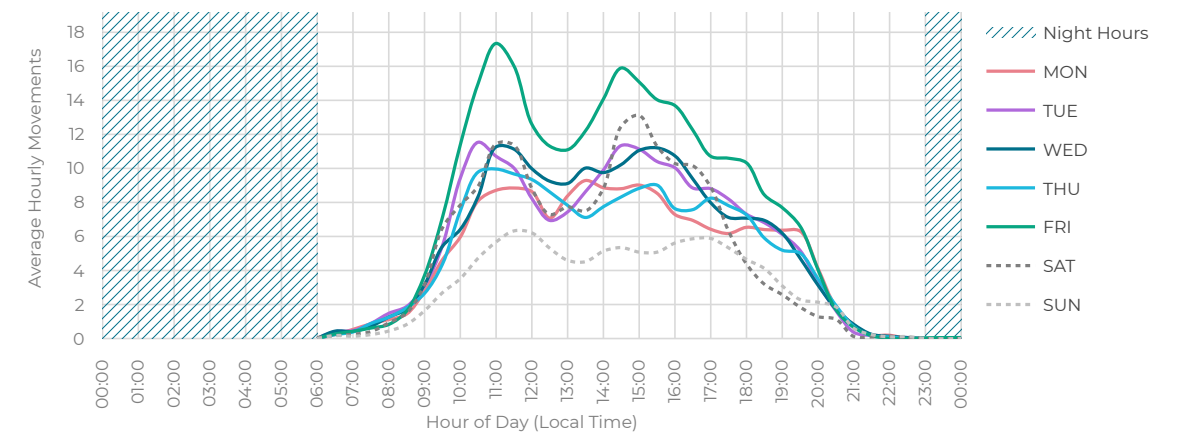
The changes in traffic movements per day of the week for both IFR and VFR flights are depicted in **Figure 1.7**, highlighting significant patterns throughout the week. The busiest day of the week used to be Saturday, but for 2025 Friday became the busiest day with a notable morning surge and a second peak of traffic at 14:30. However, movements drop between 12:00 and 14:00, reflecting a lunchtime slowdown. Despite the drop around midday, Friday traffic patterns are consistently higher than on other weekdays.

Saturday's traffic doesn't reach the traffic levels of Friday, having the highest peak at 15:00. Saturday's afternoon pattern is influenced by the restriction on training flights during the summer.

The rest of the weekdays (Monday to Thursday) have greater activity levels than on Sunday, with peaks at 11:00 followed by the lunchtime drop. Lunchtime is followed by an increase, extended throughout the afternoon, later followed by the general evening decrease in movements.

In contrast, Sunday shows the lowest traffic levels of the week, largely due to noise-related restrictions on training flights.

Figure 1.7: Average hourly movements per day of the week

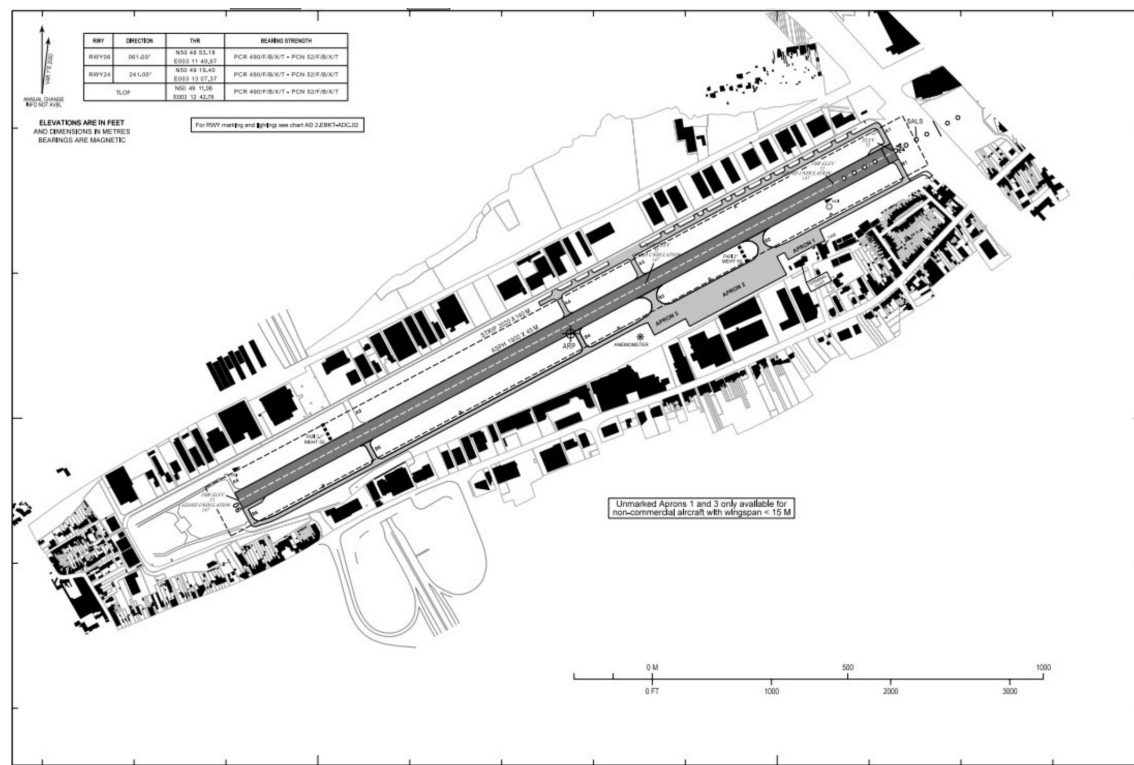


Runway Use

The layout of Kortrijk-Wevelgem Airport with its north-east / south-west runway (RWY), designated as RWY 06 and RWY 24, is depicted in the ICAO chart in **Figure 1.8**. The runway is well-suited for the airport's focus on VFR operations and business aviation, with its 1,900-meter length RWY, accommodating a vast range of business jets.²

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. 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.

Figure 1.8: Aerodrome ground movement chart

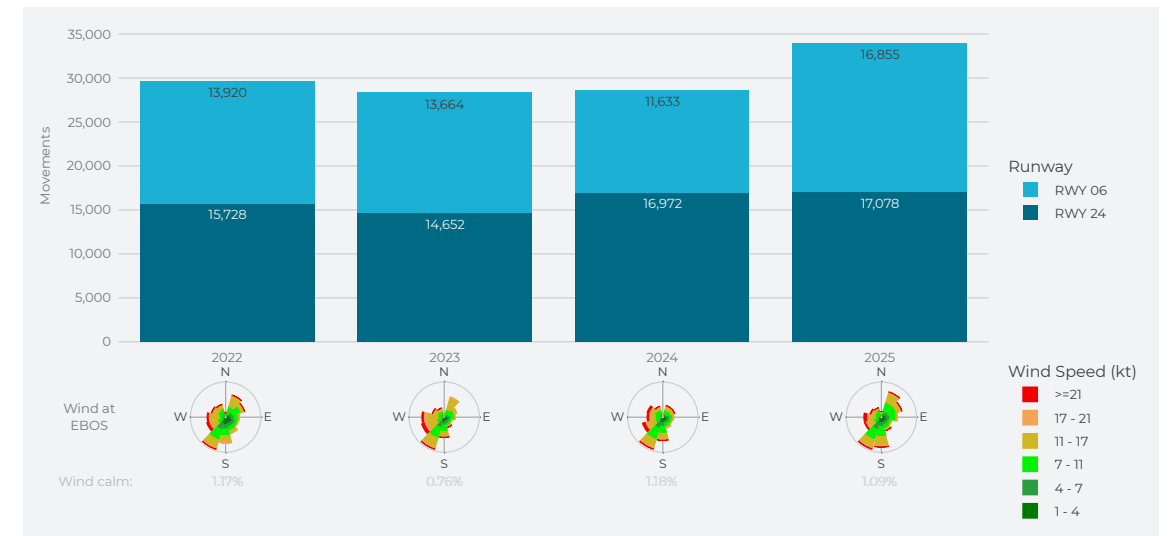


The selection of a particular runway is influenced by several factors, such as meteorological conditions, airport layout, etc. One very influential factor is the wind direction and speed. Runways 06 and 24 are utilised throughout the year, and their frequencies vary each month.

Runway 24 is generally the primary choice for take-offs and landings at Kortrijk-Wevelgem Airport due to more common southwest winds observed in Belgium. However, in 2025, both runways were equally used (**Figure 1.9**), as wind conditions were changing over the months, without favouring the use of one runway over the other from a yearly perspective. There were 17,078 movements on runway 24 in 2025, compared to 16,855 movements on runway 06. Despite the addition of IFR procedures in 2020, the airport operates in uncontrolled airspace.

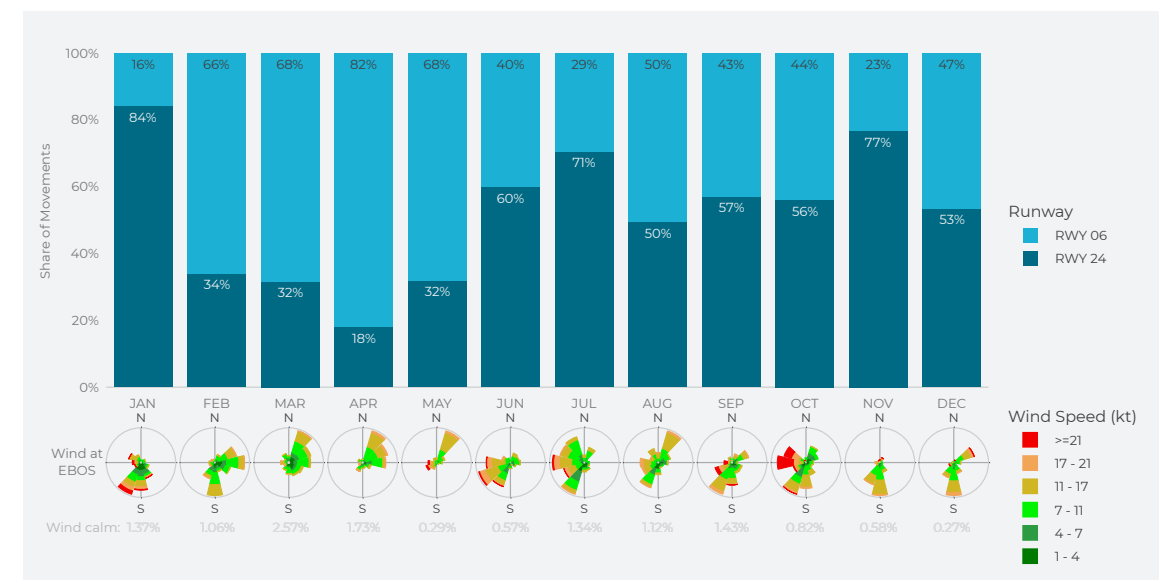
2. 'eAIP Belgium and Luxembourg', accessed 24 February 2026, https://ops.skeyes.be/html/belgocontrol_static/eaip/eAIP_Main/html/index-en-GB.html.

Figure 1.9: Runway usage per year in share of movements



No wind data is available for Kortrijk-Wevelgem Airport directly, but data from a nearby airport such as Ostend-Bruges International Airport (EBOS) provides an indication on the prevailing weather patterns. Throughout 2025, the usually prevailing south-westerly winds at Kortrijk-Wevelgem Airport were not consistently dominant over north-easterly winds, which explains the relatively balanced use of both runways. As shown in **Figure 1.10**, there was a higher use of runway 24 in January, June, July, and November, mainly due to south-westerly winds. In January, when south-westerly winds were the strongest compared to other months, runway 24 accounted for 84% of movements. In contrast, under strong north-easterly winds, runway 06 handled 82% of the operations in April. Its utilisation notably rose from February to May when easterly or north-easterly winds predominated. From August to October, when winds from both directions occurred with similar frequency, runway usage was evenly split. Overall, pilots' runway selections reflect prevailing wind patterns and other meteorological conditions, resulting in these seasonal shifts in runway use.

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



Market Contributions

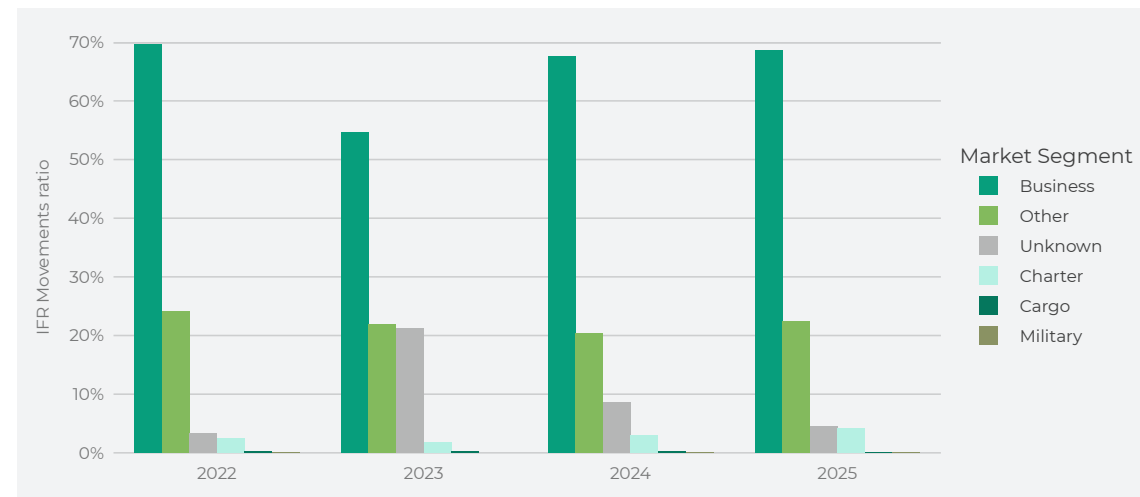
This chapter analyses the components of commercial traffic at Kortrijk-Wevelgem Airport by examining the market segments that drive activity and growth. It reviews the performance of leading operators, key destinations, and the cargo sector to illustrate how each contributes to overall airport traffic.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

MARKET SEGMENTS

This subchapter analyses the type of market Kortrijk-Wevelgem 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/EUROCONTROL³ are followed, based on the flight plan information captured by skeyes' AMS (Airport Movement System). The EUROCONTROL's Market Segment Rules provide a definition for air traffic market segments based on lists of aircraft types, aircraft operators and the flight types filed on flight plans. It should be noted that the market segment classification rules were updated in November 2025, resulting in minor adjustments to past data.

Figure 1.11 shows the market segment distribution for Kortrijk-Wevelgem Airport from 2022 to 2025. The Unknown category is included to account for movements with incomplete data, particularly those lacking information in the flight plan.

Figure 1.11: Market segment distribution



Kortrijk-Wevelgem Airport market segments distribution has been stable over the last few years, with business flights continuously accounting for the majority. In 2022, these flights accounted for 69%, decreasing to 55% of all movements in 2023 (year with higher unknown flights, being likely business flights that couldn't be categorized in the business category due to incomplete data in their flight plan). In 2024, the segment rebounded to 68% and to 69% in 2025. Despite these shifts, business aviation remained the dominant market between Kortrijk-Wevelgem Airport's traffic with more than half of the movements.

3. 'Market Segment Rules | EUROCONTROL', accessed on 15 January 2026, <https://www.eurocontrol.int/publication/market-segment-rules>.

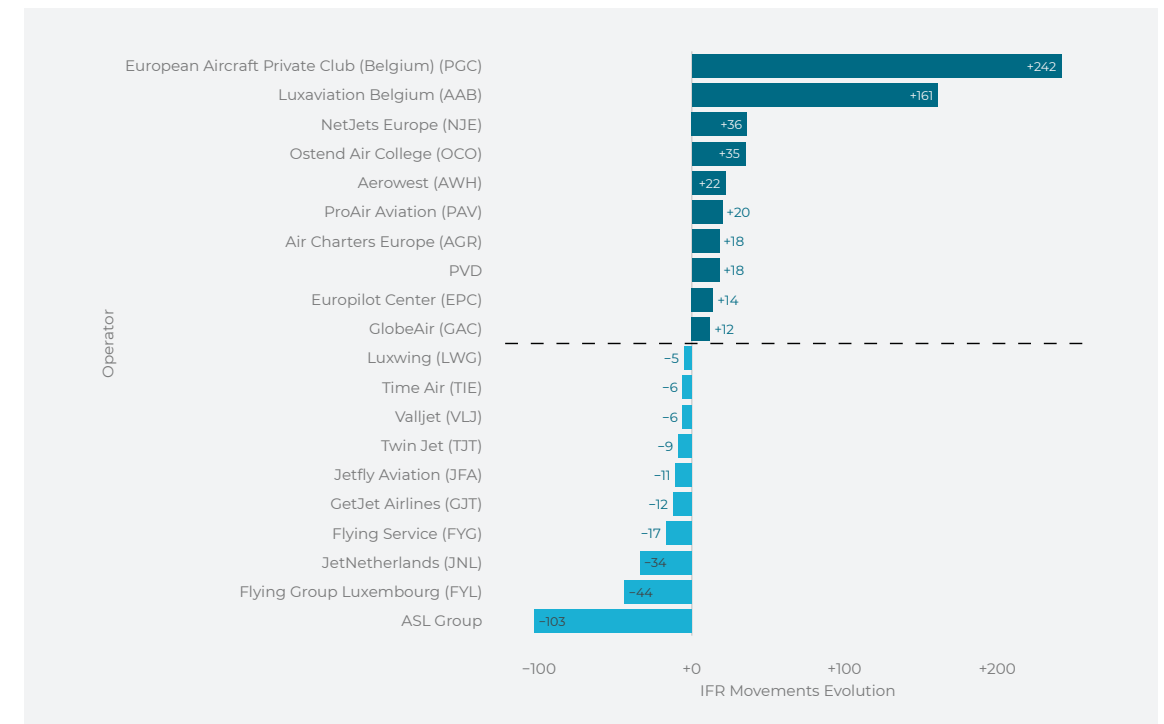
TOP OPERATORS

In this subchapter, the top operators responsible for the largest share of movements are presented in Table 1.3. The main airline at the airport, Luxaviation Belgium (AAB), has continuously led the list of movements, having 1,311 movements in 2025. This represents an increase of 14% compared to 2024 and is in line with the 1,303 movements recorded in 2023. This trend reflects the demand for business aircraft and charter services, which constitutes Luxaviation's core business. In addition to Luxaviation, numerous other significant operators solely operating business/private flights – such as ASL Group, NetJets Europe–NJE, Flying Group Luxembourg–FYL, and GlobeAir–GAC – are in the top 10 operators at Kortrijk-Wevelgem Airport.

Table 1.3: Market segment distribution ratio

	AAB	ASL	NJE	PGC	FYL	OCO	FYG	GAC	PAV	FJO	Total
2022	1,250	997	80	0	205	110	54	84	26	4	2,810
2023	1,303	803	140	0	119	113	83	70	6	24	2,661
2024	1,150	817	274	0	229	133	120	48	14	23	2,808
2025	1,311	714	310	242	185	168	103	60	34	26	3,153
2025 vs 2024	+14%	-13%	+13%	-	-19%	+26%	-14%	+25%	+143%	+13%	+12%

Figure 1.12: Market segment distribution

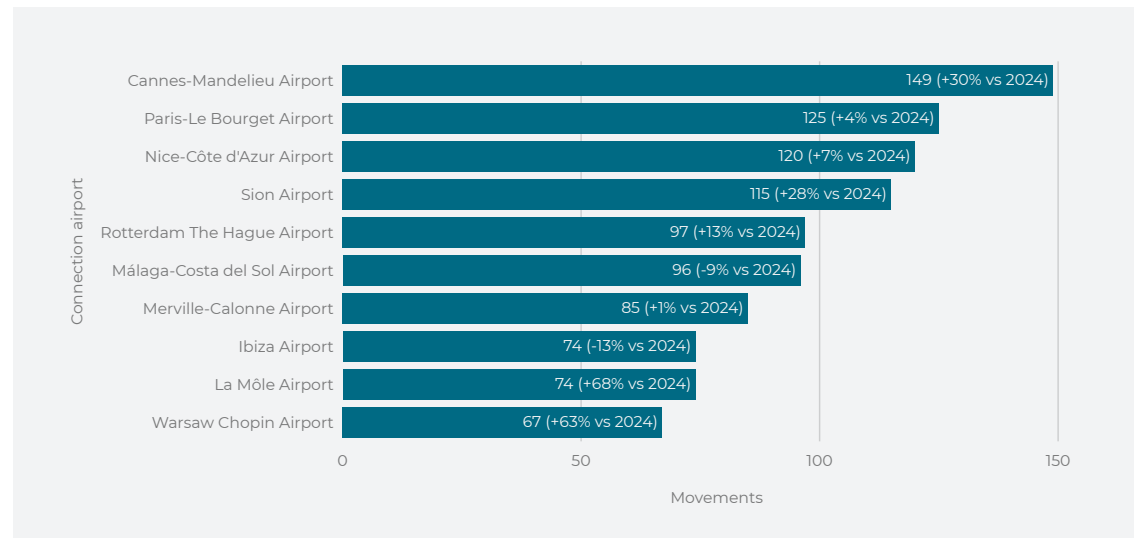


There is a rise of movements for business aviation, such as European Aircraft Private Club (Belgium) (PGC), Luxaviation Belgium (AAB) and NetJets Europe (NJE). Ostend Air College (OCO) has also increased its operations, showing the airport's role as a centre for aviation education.

TOP CONNECTIONS

Kortrijk-Wevelgem Airport has a role as hub for business aviation, having connections to high profile destinations across Europe. The airport's network reflects a preference for exclusive locations known for their international events, seaside/alpine resorts and financial centres. With frequent connections to the French Riviera, the Swiss Alps, and other high-profile destinations. The top ten connections – airports with the highest inbound and outbound traffic – are illustrated in **Figure 1.13**.

Figure 1.13: Top ten international connections



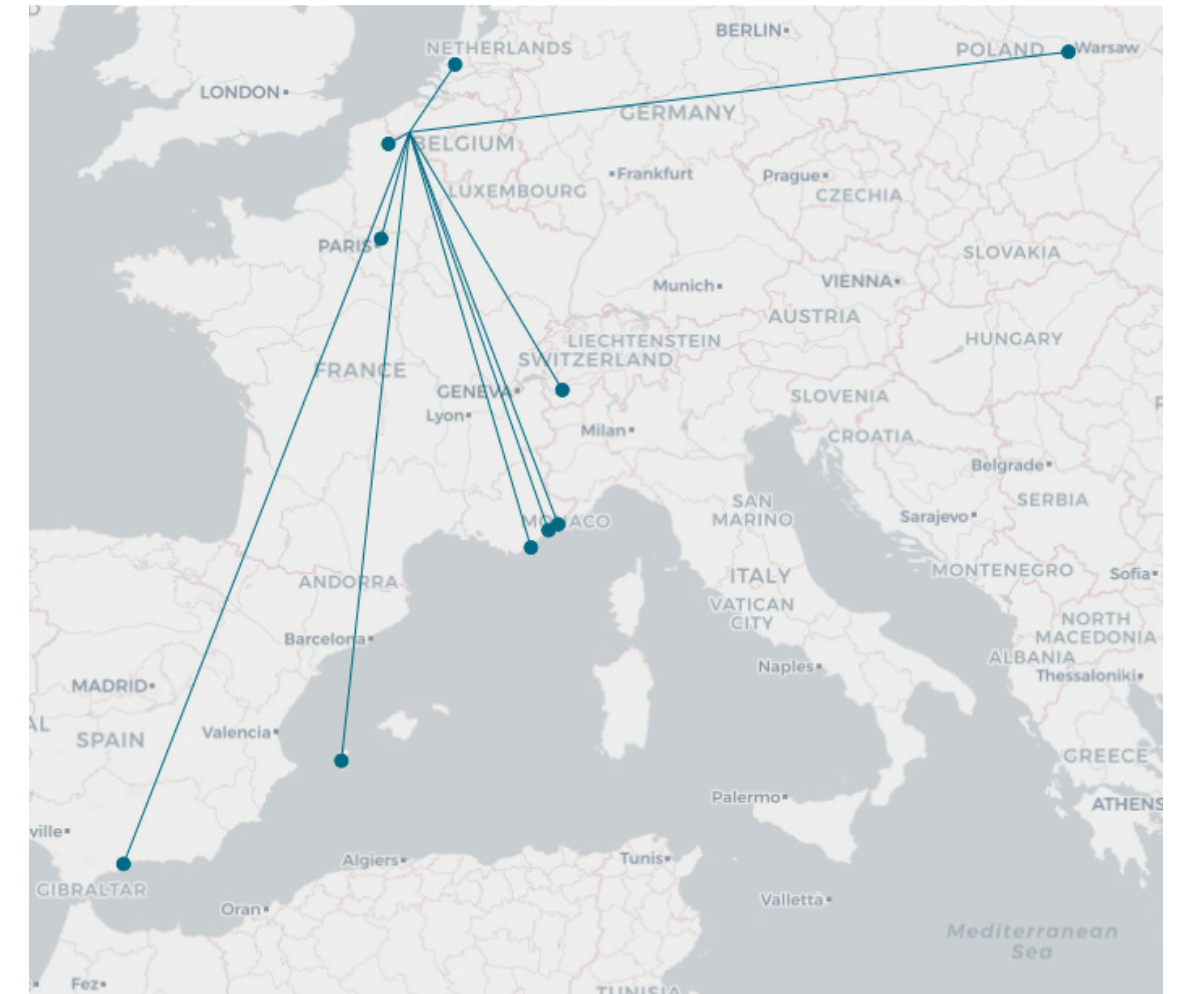
In 2025, the most frequent connections included Cannes-Mandelieu (149), Paris-Le Bourget (125 movements), and Nice-Côte d'Azur (120). Nice and Cannes serve the French Riviera, a high-income leisure area with a strong seasonal business and event-driven traffic. Le Bourget is Europe's largest dedicated business-aviation airport. Other top destinations included Sion (a specific niche of seasonal leisure and high-end business aviation), Rotterdam (strong business and regional traffic), Malaga (a major leisure destination), and Merville (typically associated with training or private flights). Apart from Malaga, all these destinations saw an increase in movements compared to the previous year. The highest increase in traffic occurred in the connection to La Mole (+68% vs 2024), also part of the French Riviera, and Warsaw (+63% vs 2024).

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

These figures highlight Kortrijk-Wevelgem's strategic role in business aviation, with flights serving international destinations, but also regional movements. The movements are primarily related to leisure and training activities.

Figure 1.14 shows a map visualising the top ten IFR flight connections from Kortrijk-Wevelgem Airport in 2025. Note that all Belgian airports, aerodromes, airfields, and helipads, as well as Midden-Zeeland Airfield (EHMZ), were excluded, as these connections mainly consist of training and local flights.

Figure 1.14: Top ten international connections map



Drone Activities

The growing activities of Unmanned Aircraft Systems (UAS) and the variety of their operations are among the challenges driving the future of Air Navigation Service Providers (ANSP). To enable 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.⁴



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 sCISP⁵ in Belgium, affirming its commitment and successful integration of UAS traffic. To achieve this, not only did skeyes develop the CIS software, skeyes also took a central role in the development of the U-space as manager of Unmanned Aircraft System geographical zones (GeoZone) in Belgium. All controlled airspace zones above and around airports in Belgium are GeoZones. These are only accessible to drones complying with technical and operational criteria called access conditions, and that can have restrictions with regard to the use of drones. skeyes is the GeoZone manager for controlled airspace above and around the airports of Antwerp, Brussels, Charleroi, Liege, Ostend and the Radio Mandatory Zone (RMZ) of Kortrijk.^{6,7}

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

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.⁸

Table 1.4 displays the number of drone activities and the level of risk involved in the operations per airport. These categories are defined by the risk the drone activity forms for manned aviation in Very Low Level (VLL) zones, or Radio Mandatory Zones (RMZ) for this airport. These are defined as:

- RMZ1 - moderate risk**  Runway and surroundings;
- RMZ2 - low risk**  On the edge of the RMZ, below 400 ft AAE, outside the moderate zone.

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

Table 1.4: Activated drone operations per RMZ zone risk level⁹

	Low	Moderate
2022	447	31
2023	727	64
2024	1,008	83
2025	1,641	84
2025 vs 2024	+63%	+1%

4. 'What Is U-Space | EASA', accessed 2 February 2026, <https://www.easa.europa.eu/en/what-u-space>.

5. "Skeyes CISP," accessed on February 27, 2026, <https://cis.skeyes.be/terms-and-conditions>.

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

7. 'UAS Geographical Zone Statuses', accessed 4 February 2026, <https://map.droneguide.be/>.

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

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

In Kortrijk-Wevelgem Airport area, 1,700 drone activities were recorded in 2025. Those activities can also be classified into a different scheme, taking into account the complexity of the operation. There are three categories with activities in Kortrijk RMZ, which are described as follows (as per EASA definition¹⁰):

- OPEN** —✈️ Presents low risk to third parties. An authorisation from the Civil Aviation Authority (CAA) is not required;
- SPECIFIC** —✈️ More complex operations or aspects of the operation fall outside the boundaries of the Open Category. Authorisation is required from the CAA;
- FORMER CLASS 1** —✈️ Very complex operations, presenting an equivalent risk to that of manned aviation.

It can be observed that drone activities continue to grow in Kortrijk-Wevelgem Airport, with drone activity increasing by 59% compared to 2024.

Table 1.5 shows the drone operations recorded in the airspace (RMZ) following the EASA risk category. Close to three-fourths of the drone activities – 1,131 – operated under the Open category. 569 (33%) were registered as Specific, double the amount of Specific operations that took place in 2024. This can be explained by the increase of BVLOS operations (they are always classified as Specific). There were no Former Class 1 certified operations in Kortrijk-Wevelgem Airport area in 2025. Note that as the last operation classified as the outdated Former Class 1 occurred in 2024, this category will no longer be presented in future reports.

Table 1.5: Activated drone operations per EASA risk category

	Open	Specific	Former Class 1	Total
2022	304	161	7	472
2023	542	229	7	778
2024	782	286	1	1,069
2025	1,131	569	0	1,700
2025 vs 2024	+45%	+99%	-100%	+59%

Furthermore, **Table 1.6** provides the number of exempted drone flights. These are operations performed by firefighters, police or different federal entities and are a service provided to the state. Exempted drone activities saw an increase of 315% when compared to 2024, most of them being classified as “other” (mainly firefighter activities that are filming when there is an emergency, so the firefighters can follow up the situation while going to the location), but also security related activities and crowd management.

Table 1.6: Activated exempted drone operations

	Regular	Exempted	Total
2022	468	4	472
2023	753	25	778
2024	954	115	1,069
2025	1,223	477	1,700
2025 vs 2024	+28%	+315%	+59%

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

- VISUAL LINE OF SIGHT (VLOS)** —✈️ The drone is operated within the visual range of the pilot, allowing them to see the drone without any visual aids other than corrective lenses;
- BEYOND VISUAL LINE OF SIGHT (BVLOS)** —✈️ The drone is flown outside the pilot’s direct visual range, typically relying on technology such as cameras, GPS, or sensors to navigate and observe the environment.

2025 was the third consecutive year Kortrijk-Wevelgem registered BVLOS operations, which increased from 80 in 2024 to 450 in 2025 (+462%). They were BVLOS operations allowed under the special activities framework for state operator purposes.

Table 1.7: Activated drone operations per type

	VLOS	BVLOS	Total
2022	472	0	472
2023	769	9	778
2024	989	80	1,069
2025	1,250	450	1,700
2025 vs 2024	+26%	+462%	+59%

10. ‘EASA, “Drones - Regulatory Framework Background”, accessed on 4 February 2026, <https://www.easa.europa.eu/en/domains/civil-drones/drones-regulatory-framework-background>.

Figure 1.15 provides a detailed view of the activities around EBKT in 2025, displaying the initial coordinates of all UAS. In addition, **Figure 1.16** shows the airspace polygons that were authorized for drone operations in Kortrijk-Wevelgem Airport in 2025. There is a focus of operations over the city of Kortrijk, but also around Menen. The missions of these activities are oftentimes related to photography and videography. The pie-like operations showed in **Figure 1.16** are BVLOS operations allowed under the special activities framework for state operator purposes.

Figure 1.15: Coordinates of centroids of reserved airspaces of the activated drone operations

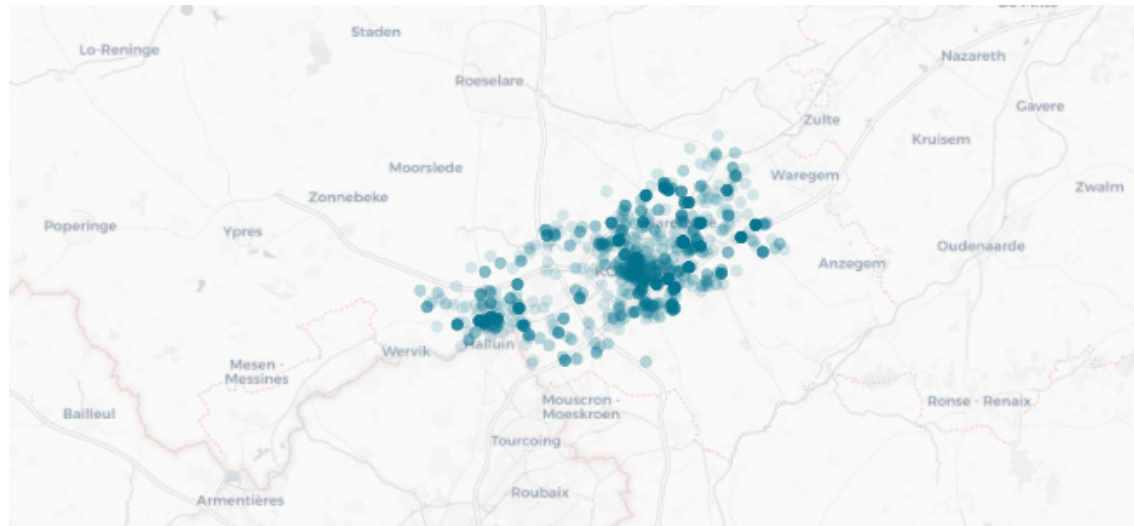
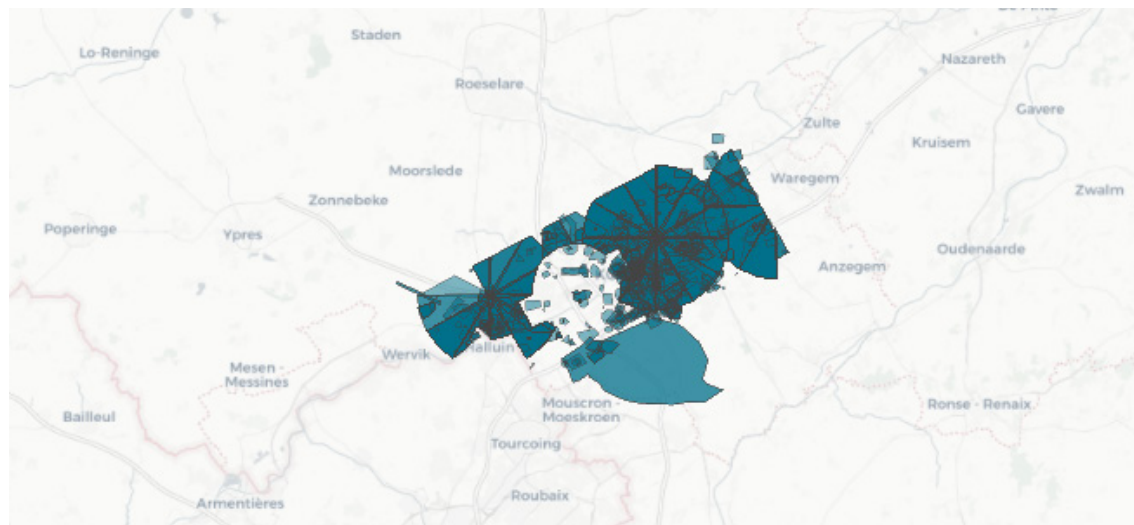


Figure 1.16: Reserved airspaces of activated drone operations



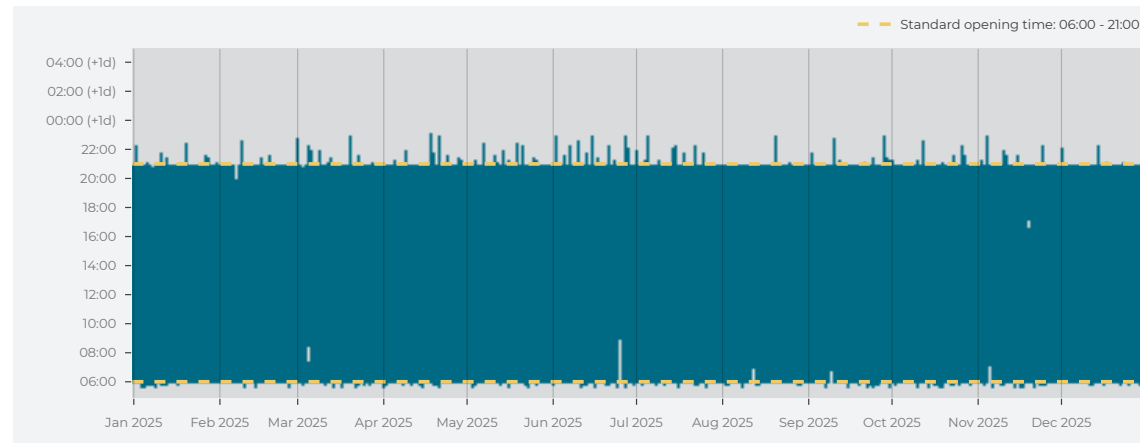
Opening Hours

The main operating hours at Kortrijk-Wevelgem Airport are 6:00 to 21:00 (local time). Extensions are possible upon request and at an extra cost, enabling operations until 23:00. Business jets and IFR commercial operators regularly request these extensions, especially during the busiest travel seasons like the summer, holidays, and spring ski trips, while medical flights request for extensions less often.

In 2025, the airport experienced temporary operational restrictions on two occasions. The airfield was closed on June 25th from 06:00 to 09:00 (Notice to Airmen (NOTAM) A1971/25), and scheduled works necessitated a further closure on November 5th between 06:00 and 07:00.

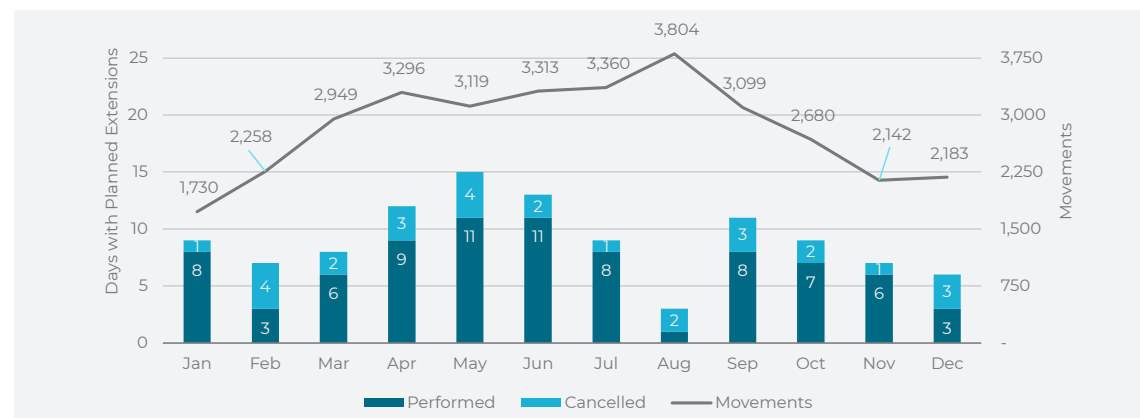
The Aerodrome Flight Information Services Officers (AFISOs) start working before the official opening time in order to prepare for the day and guarantee that operations start on schedule. The ability to operate longer hours is still a crucial component that allows Kortrijk-Wevelgem Airport to accommodate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

Figure 1.17: Opening hours



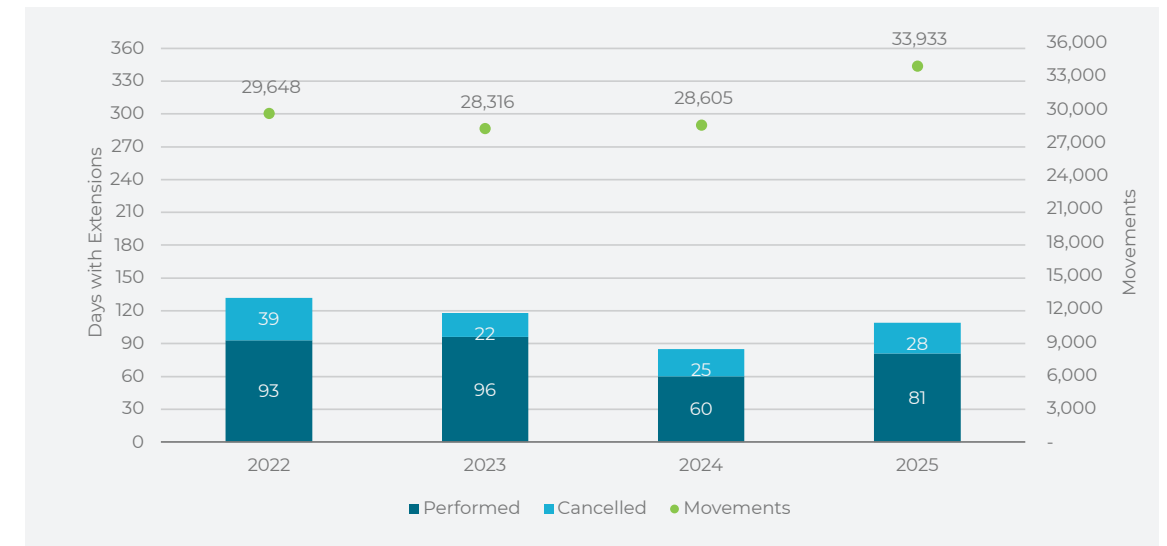
In dark blue, Figure 1.18 shows the number of days per month in 2025 where at least one extension was planned (days when the closing time of the airport was expected to be later than 21:00). Light blue refers to the days when all the requested extensions were cancelled. The number of extensions follows the trend of the number of movements, with peak activity occurring throughout the summer months.

Figure 1.18: Days with extensions per month



In 2025, Kortrijk-Wevelgem Airport saw 28 cancelled extensions and 81 completed extensions, for a total of 33,933 movements. While the number of cancelled extensions remained stable compared to 2024 (25 cancelled, 60 executed), the total number of performed extensions has rebounded significantly compared to the previous year. Although the ratio has not yet returned to the high frequency seen in 2019 and 2021, 2025 marks a substantial recovery in extended operational activity.

Figure 1.19: Days with extensions per year



To conclude this chapter, it is important to mention that skeyes has elevated its commitment to sustainability. The company achieved GreenATM Level four accreditations from CANSO in 2025. By delivering three consecutive years of CO₂ reductions and transitioning to 100% renewable electricity, skeyes has positioned itself as the world leader in sustainable air navigation.¹¹

11. Kurt Verwilligen, 'Skeyes Achieves GreenATM Level 4 Accreditation, Setting a Global Benchmark for Sustainable Air Navigation Services', skeyes, accessed on 27 February 2026, <https://press.skeyes.be/skeyes-achieves-greenatm-level-4-accreditation-setting-a-global-benchmark-for-sustainable-air-navigation-services>.



SAFETY

Runway incursions are a lagging runway safety indicator. The runway incursions and the occurrences discussed in other RWY/TWY (Runway/Taxiway) events are safety occurrences. These are subject to a risk classification using the Risk Analysis Tool (RAT) methodology to assess the contribution that skeyes had in the chain of events (in accordance with EU Regulation 376/2014 and EU Regulation 2019/317). This chapter indicates the severity classification that was derived from the calculated RAT risk for safety occurrences.¹²

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

¹². The data extraction method used by SkeyDrone has been updated and discrepancies with data from previous years are to be expected.

The following definitions apply for the severity classification (in accordance with EASA Acceptable Means of Compliance (AMC)¹³). 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 classification¹⁴

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.

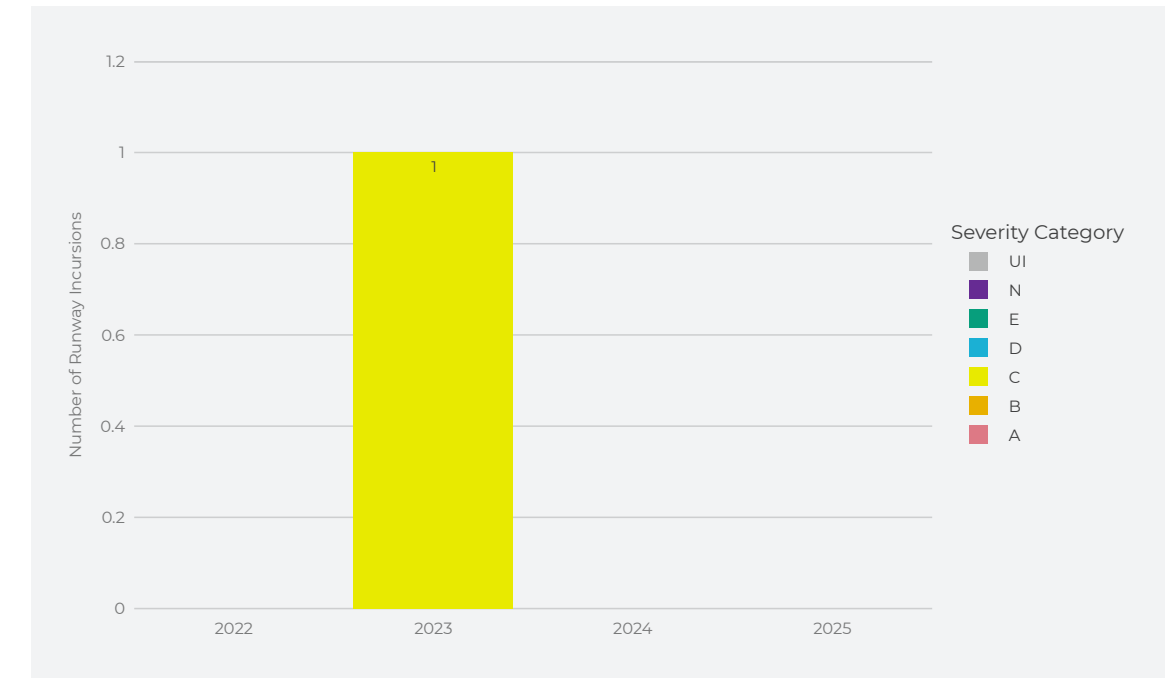
Runway Incursions & Runway events

According to the International Civil Aviation Organisation (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”.¹⁵ “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)”.¹⁶ It is important to mention that as Kortrijk-Wevelgem Airport is not a controlled airport, runway incursions are only possible with vehicles.

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

As shown in **Figure 2.1**, there were no runway incursions at Kortrijk-Wevelgem Airport in 2025 nor 2024.

Figure 2.1: Yearly runway incursions per severity category



In 2025, seven runway safety events were reported at Kortrijk-Wevelgem Airport, all with a severity classification of N – No ATM ground contribution. These included incidents related to traffic not using the preferred runway, issues while taxiing, take off before the previous traffic vacated the runway or with traffic close in final and traffic/vehicle crossing the runway. In addition, there was one taxiway/apron event reported and one runway excursion, also with a N severity classification.

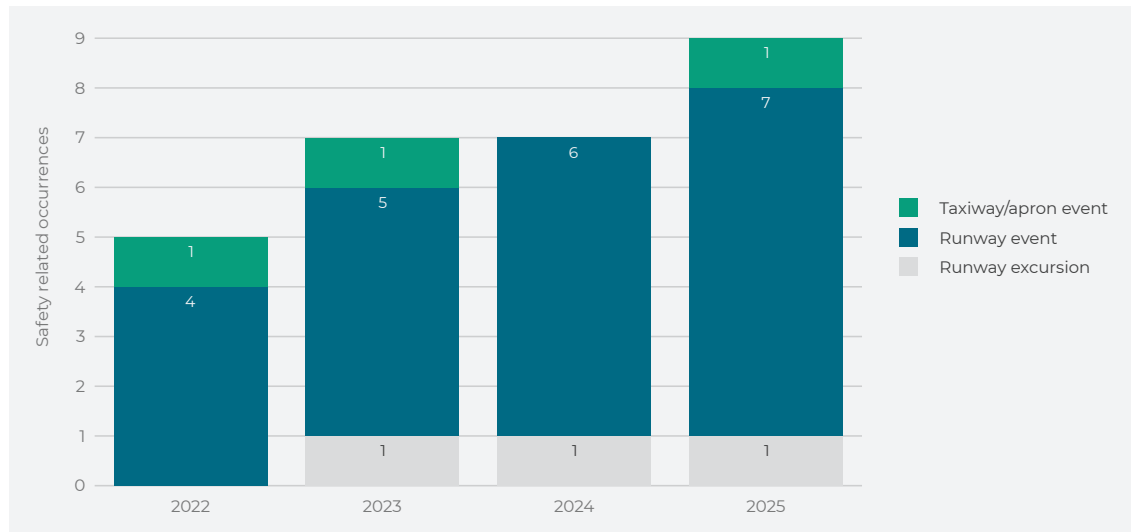
13. “ICAO Doc 4444 – PANS-ATM AMC 3 of EU Reg 2019/317”, accessed on January 15, 2026

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

15. 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>.

16. “ICAO Doc 4444 – PANS-ATM AMC 3 of EU Reg 2019/317”, accessed on January 15, 2026

Figure 2.2: Yearly runway and taxiway safety events



After the notable change last year with the rise in reported airspace infringements – 18 in 2024 compared to three in 2023, 2025 shows again a similar level of reports of airspace infringements, with 16 reports. This doesn't indicate that more pilots are flying incorrectly, but rather that these cases are now being tracked differently. Previously, there was debate over whether entering the RMZ without radio contact could be classified as an airspace infringement. After discussions with other providers, it was agreed that such occurrences could indeed be categorized as airspace infringements, leading to an increase in cases classified as airspace infringements. So, the increase is more about better monitoring and classification than an actual increase in occurrences.

Furthermore, looking at all the safety reports for 2025 at Kortrijk-Wevelgem Airport, the total number of reports remains at a similar level as 2024, a year that experienced a significant increase in the number of safety reports. 2024 saw a wave of new trainees, leading to a stronger focus on reporting. This increase in safety reports is a positive sign, showing that the safety reporting culture is continuing to improve.

In line with the principles of 'Just Culture', the goal is not to assign blame, but to foster an environment where individuals can report incidents without fear of punishment, as long as the actions are consistent with their experience and training.

With increased trust in the reporting process, skeyes may utilise the new reports to better analyse the concerns and offer suggestions to enhance safety.



CAPACITY & PUNCTUALITY

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

Punctuality

Punctuality can be seen as a service quality indicator from a passenger perspective. This section observes one of the factors that influences punctuality: Air Traffic Flow Management (ATFM) delay. ATFM delay is defined as the time difference between estimated take-off time (ETOT) and calculated take-off time (CTOT) of 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 Air Navigation Service Provider (ANSP) contribution are listed according to the Functional Airspace Block Europe Central (FABEC) performance plan¹⁷:

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

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

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

A breakdown of the ATFM delay statistics into arrivals and departures, as well as the origin of the delay-affecting regulations, is given in [Figure 3.1](#) and [Figure 3.2](#). In 2025, a total of 12,023 minutes of delay (11,487 minutes due to other ANSPs and 536 minutes—4%—attributable to skeyes) were observed.

Figure 3.1: ATFM delay for IFR arrivals per year and delay origin (NMIR)

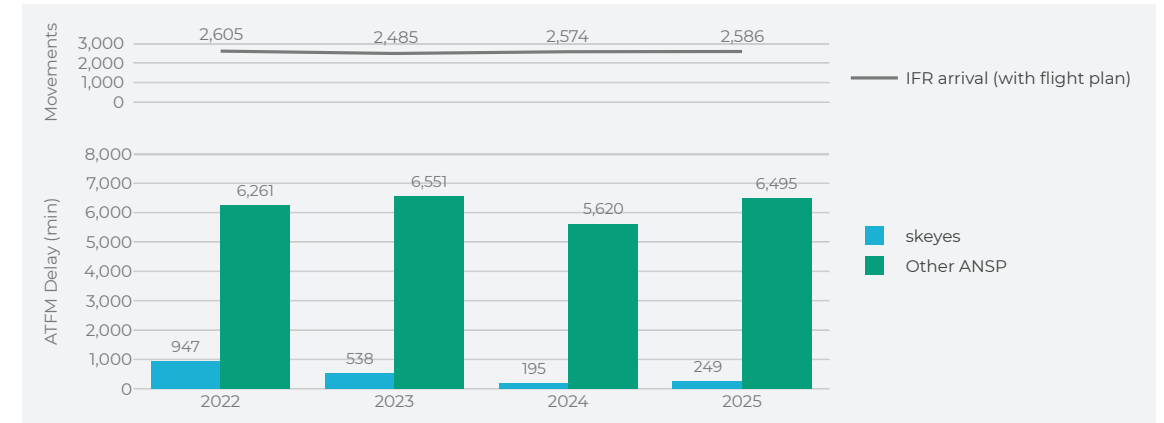
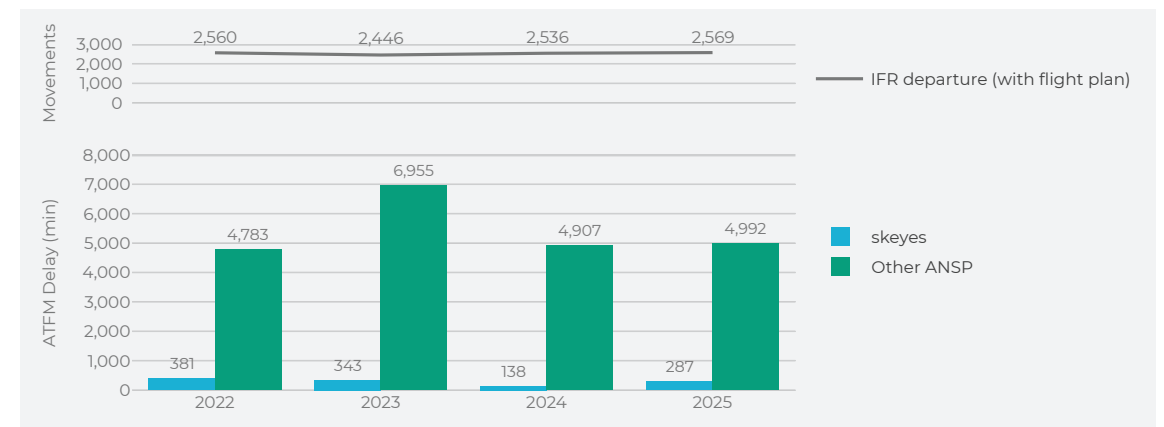


Figure 3.2: ATFM delay for IFR departures per year and delay origin (NMIR)



As it can be seen in [Figure 3.1](#), delay for arrivals to Kortrijk-Wevelgem Airport has increased in 2025 up to 6,744 minutes of delay (compared to 5,815 minutes of delay in 2024), with 6,495 minutes due to other ANSPs and 249 minutes (4%) attributable to skeyes.

On the other hand, the delay for departures from Kortrijk-Wevelgem Airport has remained at similar levels as in 2024. [Figure 3.2](#) shows that there were 5,279 minutes of delay for departures, with 4,992 minutes due to other ANSPs and 287 minutes (5%) due to regulations in skeyes' airspace.

Despite the higher number of IFR traffic in 2025 at Kortrijk-Wevelgem Airport compared to 2024, ATFM delays due to skeyes in 2025 are lower for departures and arrivals, being 2024 a year with particularly low delays generated by skeyes. This shows the efforts and investments of ANSPs to improve their capacity and reduce delays.

Regulations on French airspace remained the main contributor of delay on departing and arriving traffic at Kortrijk-Wevelgem Airport. The regulations in French airspace were mainly due to Air Traffic Control (ATC) strikes and ATC capacity issues, particularly in July. Nonetheless, a law published in 2024, requiring air traffic controllers to give 48 hours' warning of strikes, improved preparation on the side of authorities and airlines, leading to fewer delays in 2024 and 2025. These regulations in French airspace impacted Kortrijk-Wevelgem Airport due to its amount of flights to French and Spanish airports, and to Sion, Switzerland. Flights to Spain and Switzerland usually fly via French airspace, therefore ATC interruptions in France had an impact on these routes.

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



Annex A: Fact sheet



Yearly Evolution

- 2025 movement figures are 19% higher than in 2024;
- After the implementation of the flying procedures for IFR runway 06 and the increase of business/charter flights demand, IFR traffic share remains above 5,000 movements.

Movements	2022	2023	2024	2025	2025 vs 2024
IFR	5,368	5,076	5,350	5,345	+0%
VFR	24,280	23,240	23,255	28,588	+23%
Total	29,648	28,316	28,605	33,933	+19%

Quarterly comparison

- Increase (+30%) during Q4 in comparison with 2024 due to better weather conditions for VFR flights;
- High traffic in Q2 and Q3 (9,728 and 10,263) reflects the seasonal peak during spring and summer for VFR flights.

Movements	2022	2023	2024	2025	2025 vs 2024
Q1	7,417	5,501	6,639	6,937	+4%
Q2	8,105	9,117	8,020	9,728	+21%
Q3	8,313	8,742	8,576	10,263	+20%
Q4	5,813	4,956	5,370	7,005	+30%

Runway use 50% use of each runway.

Operational Times 81 days with extensions in total.

TRAFFIC

Safety Occurrences

- Seven runway events;
- One runway excursion;
- One taxiway/apron event.

Punctuality

- Total minutes of ATFM delay: 12,023 minutes (536 minutes due to skeyes' regulations);
- Departures: 5,279 minutes (thereof 287 minutes due to skeyes' regulations);
- Arrivals: 6,744 minutes (thereof 249 minutes due to skeyes' regulations).



SAFETY



PUNCTUALITY

