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Runway Performance Report **2025**

LIEGE AIRPORT

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Runway performance report

Liege Airport

EXECUTIVE SUMMARY

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

Traffic

The primary focus of Liege Airport is on cargo transport, but the airport also serves Business, Charter and Low-Cost operations along with a substantial amount of VFR traffic (12%). This composition resulted in unique trends over the past few years. In contrast to most, Liege Airport was positively affected during the pandemic in terms of IFR traffic numbers. Due to its important role as one of Europe's major cargo hubs, Liege Airport witnessed growth and peaked in the number of movements during the COVID-19 crisis – handling pharmaceutical products and medical equipment, as well as the increased demand for express parcel deliveries and e-commerce.

A more impactful year was 2022 as traffic at Liege Airport strongly decreased. The major contributing reasons for this were overall geopolitical instability, disruptions to supply chains, and a restructuring of FedEx which moved its base out of Liege in March 2022. Continuing in 2023, the downward trend came to a halt in 2024 due to renewed commitments and destinations. The airport further diversified its business, serving 56 cargo airlines in 2025. Traffic overall reached 39,265 movements at the end of 2025. The slight decrease compared to 2024 is fully attributable to VFR traffic, as IFR movements continue to grow.

Liege Airport maintains a major role in the needs of the European cargo market as volumes further increase in tonnage. Concerning the traffic distribution at Liege Airport, the largest share was Cargo.

The large share of cargo operations determines most of the airport's traffic patterns. There are considerable differences based on the day of the week and about 30% of all movements take place during the night, with clear recurrent arrival and departure peaks.

Safety

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

The number of missed approaches can indicate which measures are to be taken to improve the safety of air navigation service provision. In 2025, 67 missed approaches were logged, an increase of 19 compared to the previous year. This results in a rate of missed approaches of 3.3 per 1,000 arrivals. The most common reason for missed approaches was an unstable approach.

This report also presents an overview of the safety events on runways and taxiways at Liege Airport in 2025. There were eleven runway incursions, six of which had an Air Traffic Management contribution, of which four were classified as severity C.

Besides the runway incursions, there were also two runway events, five taxiway/apron events, and four taxiway incursions. The total number of runway and taxiway safety events equalled 22 in 2025, a decrease of two compared to 2024.

To further improve the safe handling of air traffic at Liege Airport, skeyes in collaboration with the airport is committed to switch to H24 stop bar usage. Additionally, multiple efforts are underway to prevent runway incursions.

Capacity and Punctuality

Capacity and delay go hand in hand when it comes to runway performance. The declared capacity is based on the airport layout and the traffic statistics at Liege Airport, providing the number of movements that can be safely handled within one hour. The declared capacity of Liege Airport (34 movements/hour for runway 22; 35 movements/hour for runway 04) is based on a theoretical throughput capacity, which uses certain assumptions in its calculation. For a more complete view, this report also presents the effectively used capacity per runway configuration, i.e. how many movements took place per hour throughout the year. In 2025, the declared capacity for Liege Airport was exceeded on a single day, with four movements over capacity. Note that the majority of traffic at the time was VFR and the IFR capacity was not exceeded.

Punctuality is affected by Air Traffic Flow Management (ATFM) delay. A monitored performance indicator for runway operations at Liege Airport is the arrival ATFM delay, defined as the average ATFM delay in minutes per flight, attributable to Liege tower under the control of skeyes. All arrival delay created by regulations put in place at Liege tower in 2025 originate from regulations on November 4th. Drone sightings over multiple airports compelled skeyes to put in place a zero-rate restriction at the airports of Brussels, Charleroi and Liege. The resulting delay for Liege Airport totalled 1,488 minutes. Considering the cause, no delay had an Air Navigation Service Provider (ANSP) contribution.

Environment

To reduce noise pollution in the vicinity of the airport and to optimize the amount of fuel needed for landings, skeyes encourages Continuous Descent Operations (CDO). During a CDO, the aircraft follows an optimum flight path to ensure environmental and economic benefits. More than half of CDO-eligible flights (57%) successfully performed a 'CDO Fuel' (i.e. flying a CDO from FL100 to 3,000 feet) in 2025. As all arrivals performing a 'CDO Fuel' also perform a 'CDO Noise' (i.e. flying a CDO from FL60 to 3,000 feet), compliance increases to 68% for the second CDO performance indicator. Even though overall movements decreased, the number of IFR flights, number of performed CDOs and CDO-eligible flights continue to increase. An example of skeyes' commitment to improve CDO compliancy is the continued promotion of the use of PBN procedures.

Runway 22L demonstrated slightly better CDO performance in terms of average level-off time compared to runway 04R. The other runways were used for only a fraction of CDO-eligible arrivals. The 'Average level-off time below certain altitude' is presented to round up the subchapter. This indicator provides a value representing the average time a descending aircraft spends flying level-off within a specific altitude/flight level range.

The yearly and monthly wind patterns at Liege Airport are presented due to their influence on the choice of runway. In Belgium, winds predominantly come from the south-west, favouring the use of runways 22L and 22R. This is ideal as they are generally preferred over runways 04R and 04L, in order to limit noise pollution above the city of Liege. However, a shift in wind direction during spring is an annual phenomenon, where north-easterly winds encourage the opposite (04R/L) runway configuration. Note that this meteorological shift did not occur in 2024, but 2025 resembles the years before 2024.

SYNOPSIS

Le présent rapport passe en revue les performances de la gestion du trafic aérien (Air Traffic Management, ATM) à Liege Airport (code de l'Organisation de l'Aviation Civile Internationale (OACI) : EBLG). Les performances ATM reposent sur quatre domaines de performance clés (Key Performance Areas, KPA) : la sécurité, la capacité, l'environnement et l'efficacité économique. Ce rapport couvre les trois premiers, et inclut également des statistiques sur le trafic pour l'année 2025. Il vise à offrir une vision claire de la performance des opérations ATM à Liege Airport.

Trafic

Liege Airport est principalement dédié au transport de fret, mais il dessert également les vols d'affaires, charters et low-cost, ainsi qu'un trafic VFR non négligeable (12 %). Cette composition a donné lieu à des tendances uniques ces dernières années. Contrairement à la plupart des aéroports, celui de Liège a été positivement impacté pendant la pandémie en ce qui concerne les chiffres du trafic IFR. En raison de son rôle important en tant que l'une des principales plateformes de fret en Europe, Liege Airport a connu une croissance et un pic du nombre de mouvements pendant la crise du COVID-19, en traitant des produits pharmaceutiques et des équipements médicaux et en répondant à la demande accrue de livraisons de colis express et de l'e-commerce.

L'année 2022 a été particulièrement marquante car le trafic à Liege Airport a fortement diminué. Cette baisse s'explique principalement par l'instabilité géopolitique mondiale, des perturbations sur les chaînes d'approvisionnement et une restructuration de FedEx, qui a quitté son siège établi à Liège en mars 2022. La tendance à la baisse s'est poursuivie en 2023, avant de s'inverser en 2024 grâce au renouvellement des engagements et à l'ouverture de nouvelles destinations. L'aéroport a continué de diversifier ses activités, desservant 56 compagnies aériennes de fret en 2025. Le trafic total a atteint 39.265 mouvements fin 2025. La légère baisse par rapport à 2024 est entièrement imputable au trafic VFR, tandis que le trafic IFR continue d'augmenter.

Liege Airport joue toujours un rôle majeur dans les besoins du marché européen du fret étant donné que les volumes continuent d'augmenter en tonnage. En ce qui concerne la répartition du trafic à Liege Airport, le fret représente la part la plus importante.

Ce trafic varie considérablement selon le jour de la semaine et environ 30 % de la totalité des mouvements ont lieu la nuit, avec des pics d'arrivées et de départs récurrents et bien marqués.

Sécurité

La sécurité est un pilier essentiel du contrôle aérien. C'est pourquoi les événements de sécurité et les approches interrompues font l'objet d'un suivi par la Safety Unit de skeyes, qui analyse les situations, les tendances et, le cas échéant, mène des enquêtes.

Le nombre d'approches interrompues peut indiquer les mesures à prendre pour améliorer la sécurité de la prestation des services de navigation aérienne. En 2025, 67 approches interrompues ont été enregistrées, soit 19 de plus que l'année précédente. Cela représente un taux d'approches interrompues de 3,3 pour 1.000 arrivées. La cause la plus fréquente de celles-ci était une approche instable.

Le présent rapport passe également en revue les événements liés à la sécurité survenus sur les pistes et les voies de circulation à Liege Airport en 2025. On a dénombré onze incursions de piste, dont six étaient imputables à l'ATM, et trois d'entre elles ont été classées comme étant de gravité C.

Outre les incursions de piste, on a également dénombré deux événements sur piste, cinq événements sur voies de circulation/aires de trafic et quatre incursions sur voies de circulation. Le nombre total d'événements liés à la sécurité sur les pistes et les voies de circulation s'est élevé à 26 en 2025, soit deux de moins qu'en 2024.

Capacité et ponctualité

Capacité et retard vont de pair lorsqu'il s'agit de la performance des pistes. La capacité déclarée est basée sur la configuration de l'aéroport et les statistiques de trafic à Liege Airport, et fournit le nombre de mouvements qui peuvent être traités en toute sécurité en une heure. La capacité déclarée de Liege Airport (34 mouvements/heure pour la piste 22 ; 35 mouvements/heure pour la piste 04) est basée sur une capacité de débit théorique, dont le calcul repose sur certaines hypothèses. Pour une vue plus complète, ce rapport montre également la capacité effectivement utilisée par configuration de pistes, c'est-à-dire combien de mouvements il y a eu par heure tout au long de l'année. En 2025, Liege Airport n'a dépassé la capacité déclarée qu'un seul jour, avec quatre mouvements en surcapacité. Il est à noter que la majorité du trafic à ce moment-là était de type VFR et que la capacité IFR n'a pas été dépassée.

La ponctualité est impactée par le retard ATFM (Air Traffic Flow Management). Un indicateur de suivi de la performance pour les opérations de piste à Liege Airport est le retard ATFM à l'arrivée, qui est défini comme le retard ATFM moyen en minutes par vol, imputable à la tour de Liège sous le contrôle de skeyes. Tous les retards à l'arrivée causés par des régulations mises en place par la tour de contrôle de Liège en 2025 découlent des régulations imposées le 4 novembre. Des signalements de drones au-dessus de plusieurs aéroports ont contraint skeyes à imposer une restriction de trafic aérien à 'taux zéro' aux aéroports de Bruxelles, de Charleroi et de Liège. Le retard occasionné à Liege Airport s'est élevé à 1.488 minutes. L'analyse des causes a révélé qu'aucun retard n'était imputable à un prestataire de services de navigation aérienne (ANSP).

Environnement

Afin de réduire les nuisances sonores aux abords de l'aéroport et d'optimiser la consommation de carburant à l'atterrissage, skeyes encourage les opérations de descente continue (CDO, Continuous Descent Operations). Lors d'une CDO, l'aéronef suit une trajectoire de vol optimale pour réduire les effets sur l'environnement et être avantageux sur le plan économique. En 2025, plus de la moitié des vols éligibles aux CDO (57 %) ont effectué avec succès une 'CDO Fuel' (c'est-à-dire une CDO du niveau de vol 100 à 3.000 pieds). Puisque tous les aéronefs effectuant une 'CDO Fuel' réalisent également une 'CDO Noise' (c'est-à-dire une CDO du niveau de vol 60 à 3.000 pieds), le taux de conformité atteint 68 % pour ce second indicateur de performance. Ces chiffres restent stables par rapport à 2024, tandis que le nombre de CDO effectuées et de vols éligibles continue d'augmenter. La promotion continue de l'utilisation des procédures PBN illustre l'engagement de skeyes à améliorer la conformité aux CDO.

La piste 22L a démontré une performance CDO légèrement meilleure que la piste 04R en termes de temps moyen de mise en palier. Les autres pistes n'ont été utilisées que pour une fraction des arrivées éligibles aux CDO.

L'indicateur 'Temps moyen de mise en palier en dessous d'une certaine altitude' est exposé pour conclure ce sous-chapitre. Cet indicateur fournit une valeur représentant le temps moyen qu'un avion en descente passe en palier dans une plage d'altitude/de niveau de vol spécifique.

Les régimes de vent annuels et mensuels à Liege Airport sont exposés en raison de leur influence sur le choix des pistes. En Belgique, les vents dominants viennent du sud-ouest, favorisant l'utilisation des pistes 22L et 22R. Cette configuration est idéale car ces pistes sont généralement préférées aux pistes 04R et 04L afin de limiter les nuisances sonores au-dessus de la ville de Liège. Cependant, un phénomène annuel se produit au printemps, soit un changement de direction du vent. Les vents de nord-est induisent alors une configuration de pistes (04R/04L) inverse. Il est à noter que ce changement météorologique ne s'est pas produit en 2024, mais l'année 2025 ressemble aux années préalables à 2024.

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GLOSSARY

AAE	Above Aerodrome Elevation
AMC	Acceptable Means of Compliance
AMS	Airport Movement System
ANSP	Air Navigation Service Provider
A-SMGCS	Advanced-Surface Movement Guidance and Control System
ATC	Air Traffic Control
ATCO	Air Traffic Control Officer
ATFM	Air Traffic Flow Management
ATM	Air Traffic Management
BCAA	Belgian Civil Aviation Authority
BURDI	Belgium-Netherlands U-space Reference Design Implementation
BVLOS	Beyond Visual Line Of Sight
CAA	Civil Aviation Authority
CANSO	Civil Air Navigation Service Organisation
CCO	Continuous Climb Operations
CDO	Continuous Descent Operations
CEF	Connecting Europe Facility
CEM	Collaborative Environmental Management
CET	Central European Time
CISP	Common Information Service Provider
COVID-19	Coronavirus Disease 2019
CRSTMP	C-Capacity, R-Routeing, S-Staffing, T-Equipment, M-Airspace Management, P-Special Event
CTOT	Calculated Take-Off Time
CTR	Control Zone
DAA	Drone & Aerial Activities
DFS	Deutsche Flugsicherung
DSNA	Direction des Services de la navigation aérienne
EASA	European Union Aviation Safety Agency
EBAW	Antwerp International Airport ICAO Code
EBBR	Brussels International Airport ICAO Code
EBCI	Brussels South Charleroi ICAO Code
EBKT	Kortrijk-Wevelgem International Airport ICAO Code
EBLG	Liege Airport ICAO Code
EBOS	Ostend–Bruges International Airport ICAO Code
ETOT	Estimated Take-Off Time
FABEC	Functional Airspace Block Europe Central
FIR	Flight Information Region
FL	Flight Level
GeoZone	UAS geographical zone
GND	Ground
EU	European Union
IATA	International Air Transport Association
ICAO	International Civil Aviation Organization
IFR	Instrument Flight Rules
ILS	Instrument Landing Systems
IMC	Instrument Meteorological Conditions
KPA	Key Performance Area
LRST	Local Runway Safety Team
MDK	Agency for Maritime and Coastal Services
MoU	Memorandum of Understanding
MTOW	Maximum take-off weight
NM	Nautical Mile and Network Manager
PBN	Performance Based Navigation
PRU	Performance Review Unit, EUROCONTROL
RAT	Risk Analysis Tool
RMZ	Radio Mandatory Zone
ROTA	Runway Occupancy Time for Arrivals
RPAS	Remotely Piloted Aircraft Systems
RP3/4	Third or Fourth Reference Period
RWY	Runway
SRO	Simultaneous Runway Occupancy
TWY	Taxiway
UAS	Unmanned Aircraft System
USSP	U-Space Service Provider
VFR	Visual Flight Rules
VMC	Visual Meteorological Conditions
VLL	Very Low Level
VLOS	Visual line of sight

1 TRAFFIC

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

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

In this report, movements encompass take-offs or landings of all manned traffic at the aerodrome, including flights under Visual Flight Rules (VFR) and Instrumental Flight Rules (IFR), helicopters and airplanes, and traffic of any market segment (e.g. commercial, military, or general aviation). It is to be noted that all the movements are counted in local time (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 SkeyDrone[1], the Drone & Aerial Activities (DAA). This tool was developed to facilitate planning, coordination and information flow between drone operators and Air Traffic Control, especially in controlled airspace. As with manned aviation, all the movements are counted in local time.

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

Traffic Overview

YEARLY FIGURES

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

2022:	**40,992 movements**	*(34,980 IFR; 6,012 VFR)*
2023:	**35,824 movements**	*(30,734 IFR; 5,090 VFR)*
2024:	**40,454 movements**	*(33,400 IFR; 7,054 VFR)*
2025:	**39,265 movements**	*(34,595 IFR; 4,670 VFR)*

A historical overview of the number of flights going back until 2014 is provided in ***Figure 1.1***. The overall decrease in movements is due to considerable decrease in VFR traffic, -34% lower than in 2024. The amount of VFR traffic was the lowest since 2014, however 2024 was the third highest in that same period. This shows that the amount of VFR traffic is volatile and varies each year. Of the total amount of movements in 2025, 12% were VFR. The number of IFR movements meanwhile increased for the second year in a row, by 4% compared to 2024 and by 13% compared to 2023.

As a whole, traffic in the EUROCONTROL Network Manager (NM) area recovered to pre-pandemic levels at the start of the IATA summer season of 2025. In the ATM world, 2019 was taken as the reference year before the decrease in traffic due to COVID-19. For this reason, current traffic was usually compared to the levels in 2019. For Liege this was not relevant. Due to its focus on both cargo and pharmaceutical transport, the airport's movements increased during the pandemic. The airport continues to defy trends when compared to its surroundings. Apart from a few exceptions, northern European countries lag behind in growth and are still catching up to 2019 departure and arrivals levels. Furthermore, the number of Cargo movements at Liege Airport increased, which goes against the trend of recurrent decline in this market segment within the NM area as a whole.[2]

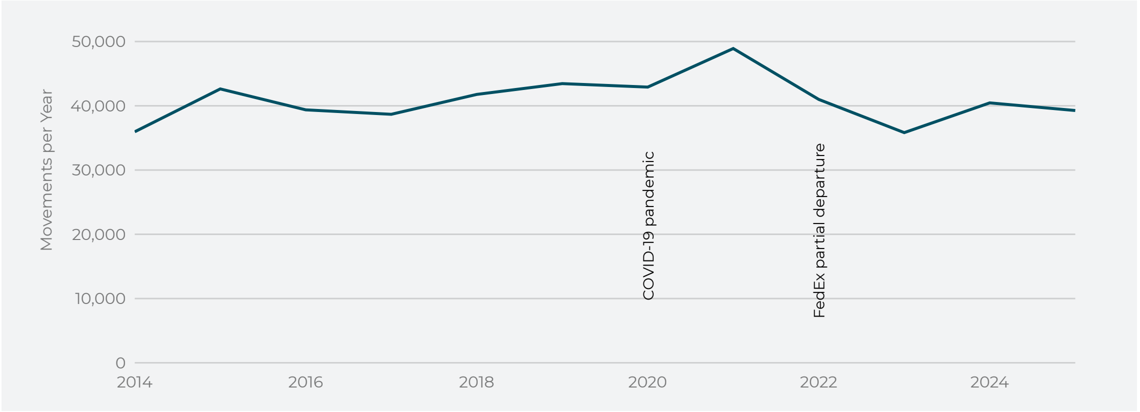
The highest number of aircraft movements at Liege Airport occurred in 2021, reaching a total of 48,914. In 2022, several factors caused the decline in traffic. Primarily, FedEx moved a large part of its operations from Liege to Paris Charles de Gaulle Airport, on top of that, there were disruptions in air traffic activities caused by the war in Ukraine, and, lastly, a zero-Covid strategy in China the same year disrupted supply chains. In 2023, with the restructuring of FedEx in full effect, combined with the ongoing geopolitical tensions, and economic disruptions, traffic declined further. Despite these trends, the amount of traffic increased in 2024. The biggest contributors to this were FedEx, its subcontractors (mainly ASL Airlines) and Ethiopian Airlines reconfirming its commitment to Liege Airport. With the goal of becoming more resilient, the airport continued diversifying its business with new connections and other commitments. The increasing IFR traffic in 2025 affirms this trend.[3]

Along with an increase in Cargo traffic (the largest share of its IFR movements), the airport reported an upward trend in volumes. With 1,324,579 tonnes passing through during 2025, it was the second-best year in the airport's history. Each of the last five years saw over one million tonnes handled. Further information on the airport's focus on cargo operations can be found in the Market Contributions subchapter.[4]

At the same time, the Low-Cost, passenger component (about 3% of IFR movements) served by Liege Airport has become uncertain. TUI fly Belgium announced that after 31 years at Liege it will cease its operations. The airline continues to be active at the airports of Brussels, Ostend and Antwerp. TUI fly Belgium's last flight departed on January 4th, 2026. Liege Airport is deliberating on its passenger future with a new airline or repurposing the passenger terminal as realistic options. Note that through the larger Business segment (7% of IFR) and VFR flights (12% overall), Liege maintains non-cargo operations.[5]

Looking at the future, the Airport's development plan, spanning from 2023 to 2040, continued in 2025. It entails an investment of 500 million euros with the aim to double flight frequency. This plan aims to position Liege Airport as a multimodal hub, prioritising environmental excellence, while generating employment opportunities for the region. Over the course of 15 years, the airport aims to enable the handling of more than two million tonnes of cargo and more than double the number of jobs created.[6]

Figure 1.1: *Historical traffic overview*



2. 'EUROCONTROL European Aviation Overview | EUROCONTROL', accessed on 27 January 2026, https://www.eurocontrol.int/publication/eurocontrol-european-aviation-overview.

3. André Orban, 'Liege Airport Reports Strong Start to 2024, Focuses on Daytime Operations', Aviation24.Be (blog), accessed on 4 February 2026, https://www.aviation24.be/airports/liege/liege-airport-reports-strong-start-to-2024-focuses-on-daytime-operations/; André Orban, 'Ethiopian Cargo and Liege Airport Celebrate 17-Year Partnership with Renewed Commitment to Growth', Aviation24.Be (blog), accessed on 2 February 2026, https://www.aviation24.be/airlines/ethiopian-airlines/ethiopian-cargo-and-liege-airport-celebrate-17-year-partnership-with-renewed-commitment-to-growth/.

4. Christian Delcourt, Valérie Hauglustaine, and Caroline Hussin, 'Liege Airport Is on Its Way to Becoming One of the Top 3 in Europe', Press Release, accessed on 2 February, 2026.

5. André Orban, 'Liège Airport Sees End of Regular Passenger Flights as TUI Withdraws after 31 Years', Aviation24.Be (blog), accessed on 2 February 2026, https://www.aviation24.be/airports/liege/liege-airport-sees-end-of-regular-passenger-flights-as-tui-withdraws-after-31-years/.

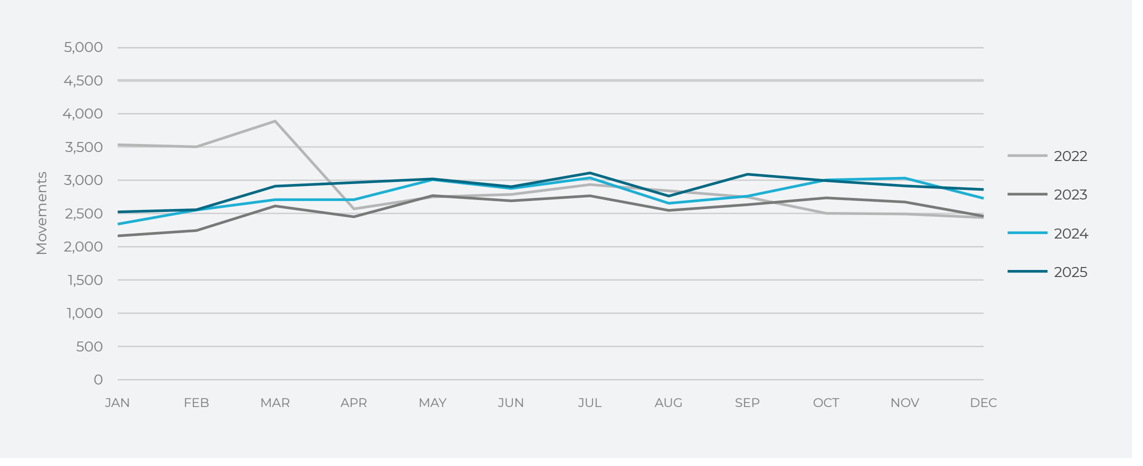
6. Liege Airport, 'Invitation à la RIP de Liege Airport qui se tiendra ce 20 novembre 2024', Corporate (blog), accessed on 4 February 2026, https://www.liegeairport.com/corporate/fr/actualites/invitation-a-la-rip-de-liege-airport-qui-se-tiendra-ce-20-novembre-2024/.

MONTHLY FIGURES

An overview of the monthly evolution of IFR traffic for the years from 2022 to 2025 is provided in ***Figure 1.2*** and ***Table 1.1***. Similar trends to 2023 and 2024 return in 2025, but at a higher level. To be noted that the drop which occurred at the beginning of 2022 was caused by the restructuring of FedEx.

In 2025, monthly IFR traffic levels varied between -4% and +12% compared to the same months in 2024. Airline increases and decreases influencing overall IFR (Cargo) trends are also responsible for growth on a monthly scale. The three biggest airlines - ASL Airlines Ireland (ABR), ASL Airlines Belgium (TAY) and Ethiopian Airlines (ETH) - all decreased in traffic movements. In months with positive growth such as January (+8%), March (+7%), April (+9%) and September (+12%), this decrease is compensated by airlines with positive growth such as Challenge Airlines (CHG), Air Atlanta Icelandic (ABD) and various others. The trend of the three largest airlines losing market share to others started in the last months of 2024. More information about the top airlines at Liege Airport is presented in the subchapter ***Market contributions*** and ***Table 1.4***.

Figure 1.2: *Monthly IFR movements per year*



The percentage change of VFR movements range from -64% (in August) to +29% (in December) between the 2024 and 2025 figures. Note that the same months in 2024 had the largest increase (+164% in August) and decrease (-29% in December) compared to 2023. Variations in VFR traffic can usually be explained by weather as a clear sky and good weather conditions promote VFR flights. There are two moments in the year where VFR traffic was higher than 2024: February-March and December. The weather during the first two months differs greatly from the year before: dry, sunny and with a high number of clear days compared to rainy months in early 2024. Meanwhile January 2025 was one of the rainiest since the Royal Meteorological Institute (IRM/KMI) started recording weather. The increase in the month of December can again be attributed to changing meteorological conditions. Following the bad weather of October and November, 2025 ended with an increased number of sunny days, whereas this did not occur in 2024. On the other end, most of the year had fewer VFR movements. This is in part due to the unavailability of AVGAS at Liege Airport since May 1st 2025, which makes the airport less attractive to smaller propeller aircraft. August saw the largest decrease compared to 2024 - with 1,099 VFR movements in 2024, this was the busiest month in terms of VFR traffic since 2015 (result of plenty of days with Visual Meteorological Conditions (VMC) in combination with a lot of training flights). To be noted that touch and go's count as two movements, as defined in the BCAA aerodrome movement definition.[7]

7. 'IRM - Janvier', KMI, accessed on 4 February 2026, https://www.meteo.be/fr/climat/climat-de-la-belgique/bilans-climatologiques/2025/janvier.

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**	3,533	3,502	3,888	2,569	2,749	2,786	2,934	2,841	2,746	2,502	2,492	2,438	**34,980**
	2023	2,163	2,243	2,612	2,450	2,768	2,690	2,765	2,546	2,632	2,734	2,672	2,459	**30,734**
	2024	2,340	2,552	2,707	2,707	3,008	2,876	3,035	2,653	2,760	3,004	3,031	2,727	**33,400**
	2025	2,523	2,556	2,910	2,958	3,019	2,902	3,109	2,762	3,089	2,993	2,914	2,860	**34,595**
	2025 vs 2024	+8%	0%	+7%	+9%	0%	+1%	+2%	+4%	+12%	0%	-4%	+5%	+4%
VFR	**2022**	333	536	772	482	630	442	619	532	564	552	313	237	**6,012**
	2023	211	370	357	383	529	646	497	416	534	416	277	454	**5,090**
	2024	472	406	463	672	795	733	723	1,099	447	483	437	324	**7,054**
	2025	447	481	521	417	428	304	430	394	307	270	253	418	**4,670**
	2025 vs 2024	-5%	+18%	+13%	-38%	-46%	-59%	-41%	-64%	-31%	-44%	-42%	+29%	-34%
Total	**2022**	3,866	4,038	4,660	3,051	3,379	3,228	3,553	3,373	3,310	3,054	2,805	2,675	**40,992**
	2023	2,374	2,613	2,969	2,833	3,297	3,336	3,262	2,962	3,166	3,150	2,949	2,913	**35,824**
	2024	2,812	2,958	3,170	3,379	3,803	3,609	3,758	3,752	3,207	3,487	3,468	3,051	**40,454**
	2025	2,970	3,037	3,431	3,375	3,447	3,206	3,539	3,156	3,396	3,263	3,167	3,278	**39,265**
	2025 vs 2024	+6%	+3%	+8%	0%	-9%	-11%	-6%	-16%	+6%	-6%	-9%	+7%	-3%

Table 1.2: *Monthly arrivals and departures per year*

		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	Total
Arrivals	**2022**	1,918	2,017	2,326	1,522	1,693	1,608	1,778	1,685	1,657	1,527	1,404	1,338	**20,473**
	2023	1,181	1,308	1,480	1,421	1,643	1,666	1,631	1,481	1,577	1,577	1,473	1,461	**17,899**
	2024	1,403	1,481	1,587	1,686	1,891	1,803	1,882	1,873	1,608	1,743	1,736	1,532	**20,225**
	2025	1,480	1,512	1,710	1,693	1,723	1,605	1,767	1,580	1,694	1,633	1,580	1,638	**19,615**
	2025 vs 2024	+5%	+2%	+8%	0%	-9%	-11%	-6%	-16%	+5%	-6%	-9%	+7%	-3%
Departures	**2022**	1,948	2,021	2,334	1,529	1,686	1,620	1,775	1,688	1,653	1,527	1,401	1,337	**20,519**
	2023	1,193	1,305	1,489	1,412	1,654	1,670	1,631	1,481	1,589	1,573	1,476	1,452	**17,925**
	2024	1,409	1,477	1,583	1,693	1,912	1,806	1,876	1,879	1,599	1,744	1,732	1,519	**20,229**
	2025	1,490	1,525	1,721	1,682	1,724	1,601	1,772	1,576	1,702	1,630	1,587	1,640	**19,650**
	2025 vs 2024	+6%	+3%	+9%	-1%	-10%	-11%	-6%	-16%	+6%	-7%	-8%	+8%	-3%

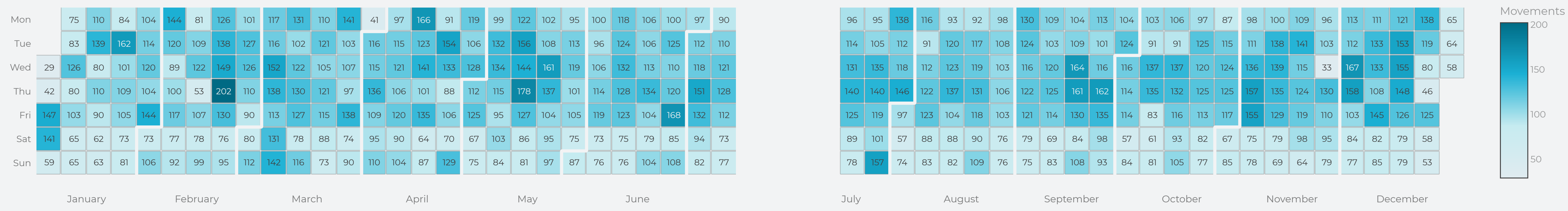


Figure 1.3: Calendar view of movements per day

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

As in most years the first of January 2025 recorded the lowest number of movements (29). This is to be expected as New Year's Day usually sees only little traffic. In the weeks following the start of the year, IFR movements slowly pick up again. Meanwhile, VFR traffic has two high days on the third and fourth of January (Friday and Saturday). These days have dry clear weather, especially compared to the preceding and following days. In fact, the fourth of January has the highest VFR traffic of 2025.

Similarly, the last weeks of the year had days with few movements, again around the holidays. The notable exception is Friday the 26th of December, where the number of VFR movements surpassed IFR traffic.

A high number of VFR movements due to clear and sunny weather in combination with high IFR traffic is often responsible for busy days. Examples of this are the week from the 17th to the 21st of February, with the 20th registering the second highest VFR numbers of 2025, and the weekend of the eighth and ninth of March.

Days with strikes also stand out in the calendar view presented in *Figure 1.3*. The 13th of February, the 31st of March and the 26th of November saw little to no IFR and VFR traffic. Between them, the 13th had no VFR movements due to Instrument Meteorological Conditions (IMC) and the 26th had the lowest amount of IFR traffic throughout 2025.

Other events are also discernible such as the day with highest amount of traffic classified as Business by EUROCONTROL's Market Segment Rules.[8] This occurred on the 27th of July, likely because of the Formula One Belgian Grand Prix at nearby Francorchamps.

The last week to be mentioned is from the 12th to 16th of May. With high IFR numbers all week, the 15th had the highest number throughout 2025 (172), with only six VFR movements.

Additionally, some patterns per weekday can be observed – for example, Tuesday to Friday is generally busier than other weekdays. For more insights in daily variations refer to *Figure 1.7* and *1.8* in the *Traffic Patterns* subchapter.[9]

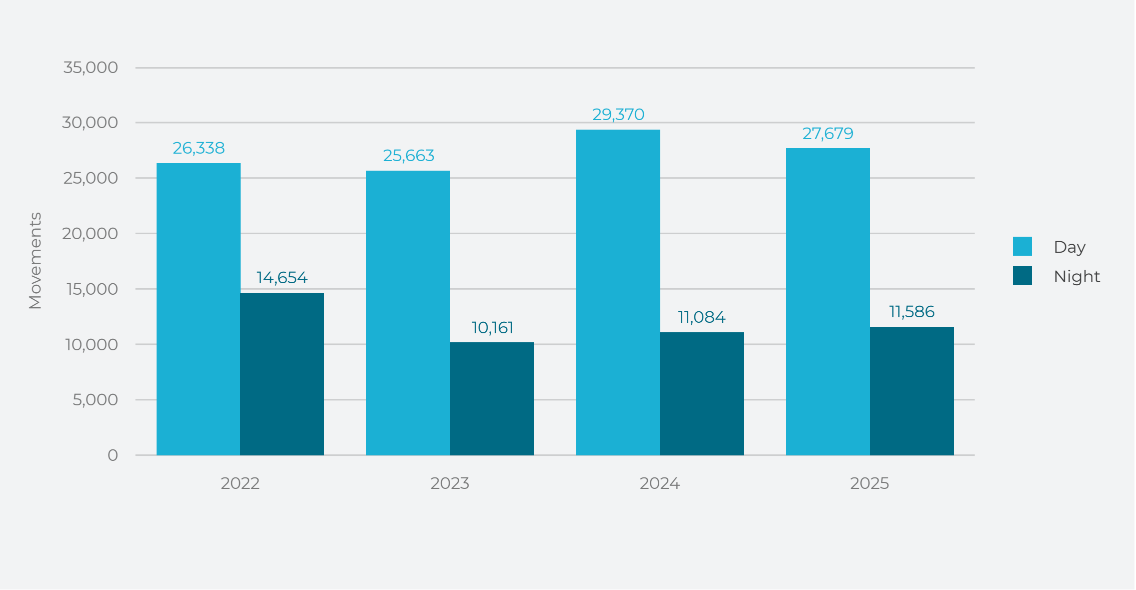
8. 'Market Segment Rules | EUROCONTROL', accessed on 4 February 2026, https://www.eurocontrol.int/publication/market-segment-rules.

9. 'Het Weer in België - Jaar 2025', accessed on 4 February 2026, https://www.meteobelgie.be/klimatologie/waarnemingen-en-analyses/jaar-2025.

Night traffic

This section delves into the airport's nightly movements. Liege Airport stands out from the other airports with its focus on cargo traffic and large ratio of night movements. ***Figure 1.4*** shows a comparison of the number of night movements (23:00-06:00 local time) and the number of day movements (06:00-23:00 local time). Historically, the airport usually had more traffic at night than during the day, however this has changed after the pandemic and subsequent partial relocation of FedEx. For the first time since 2020, the share of night traffic has gone up from 27% to 30%. Despite a decrease in overall traffic compared to 2024, the number of night traffic increased to 11,586.

Figure 1.4: *Yearly day and night movements*



The distribution of movements by hour of the night is presented in ***Figure 1.5*** and ***Table 1.3.*** The time on the y-axis indicates the start of the hour in which a movement was registered. The increases compared to previous years can mostly be seen in the hours just before or after the daytime (23:00, 04:00 and 05:00). The following sections further discuss daily patterns of traffic at Liege Airport.

Figure 1.5: *Yearly night movements per hour*

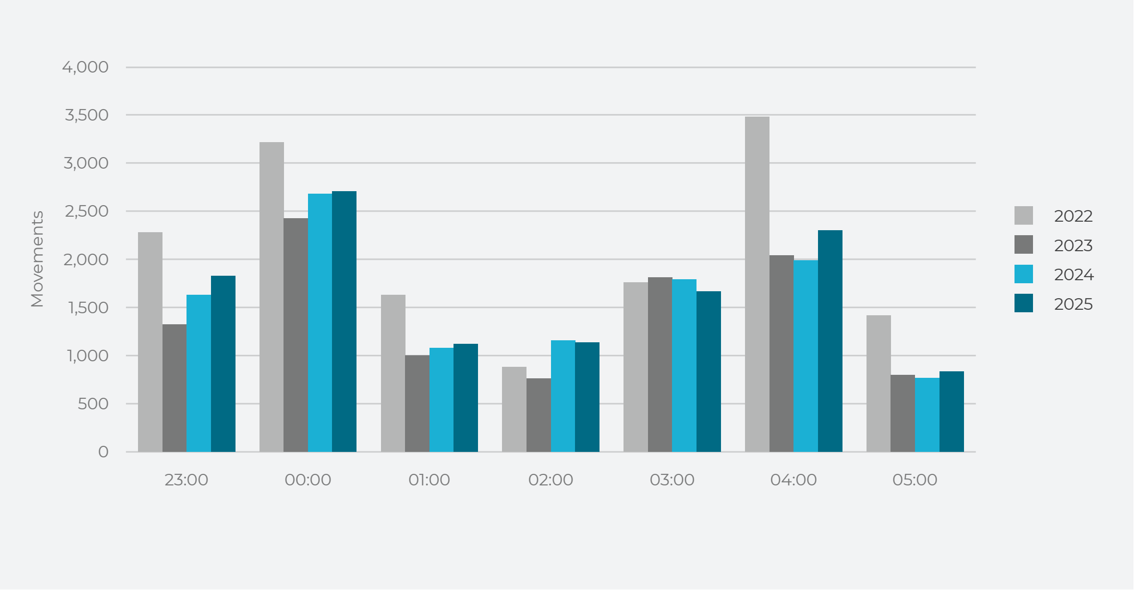


Table 1.3: *Yearly night movements per hour*

Year	23:00	00:00	01:00	02:00	03:00	04:00	05:00
2022	2,277	3,214	1,630	879	1,757	3,481	1,416
2023	1,325	2,426	1,000	763	1,809	2,042	796
2024	1,628	2,677	1,076	1,154	1,792	1,988	769
2025	1,829	2,705	1,122	1,133	1,664	2,301	832

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.

Figure 1.6 shows the average hourly movements of IFR traffic throughout the hours of the day (in local time) for the years of 2022 until 2025, in half hour steps. VFR traffic is consistent throughout day hours and considerably less than IFR traffic. As such, graphs showing the total amount of movements would be nearly identical to ***Figure 1.6*** and are not presented in the 2025 report.

During the night, IFR traffic in 2025 follows the same trends as traffic in 2024. There are two pronounced peaks: one representing the wave of cargo flight arrivals at midnight and a second rush hour at 04:00 in the morning, when those flights depart from Liege. These peaks are consistently present across years; it is only the amount of traffic at these hours that varies.

IFR traffic in 2025 grew compared to the year before and this applies throughout the day except for the morning peak where number of departures has remained at an average of seven movements per hour. The decline of traffic that occurred in 2022 and going into 2023 is visible by the higher evening and morning peaks present during the night in 2022. Note that apart from smaller peaks, the morning peak shifted from 04:30 prior to 2023 to 04:00 since. The main reasons for this drop are elaborated further in the ***Traffic Overview*** subchapter.

Figure 1.6: *Average hourly IFR movements per year*

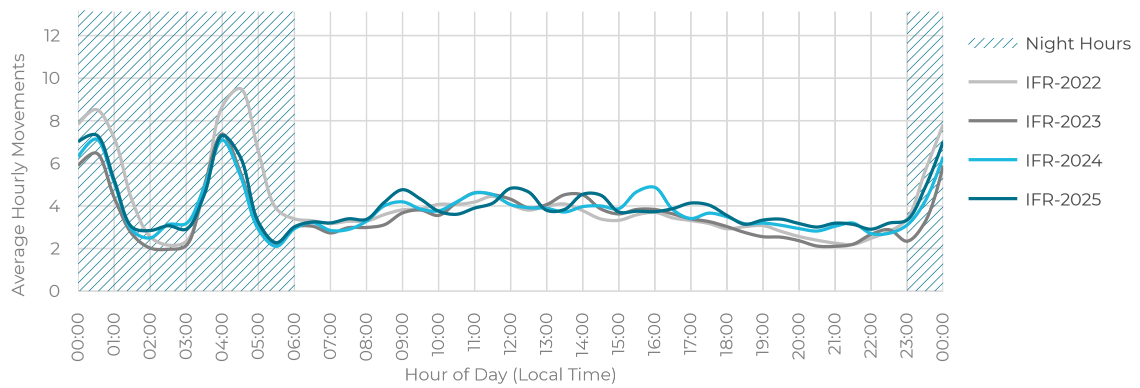
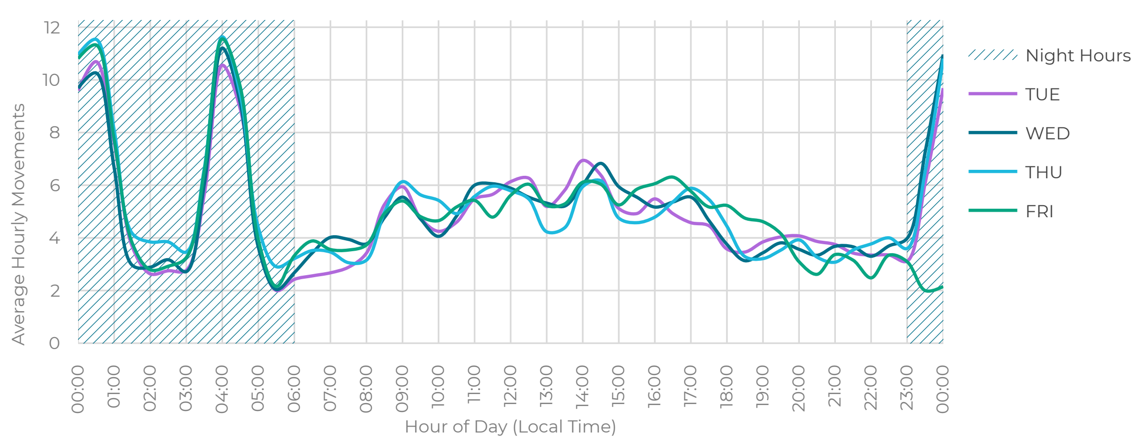


Figure 1.7: *Average hourly movements per day of the week from Tuesday to Friday*



As mentioned before, VFR traffic has similar movement patterns over the years. This kind of traffic occurs mostly during the day, with a consistent amount of traffic per hour throughout the day. VFR night traffic is only possible in possession of the correct license. In 2025, 124 VFR movements occurred at night (2.6% of all VFR traffic). The mornings and evenings after opening and before closing times are the least busy.

The traffic pattern at Liege Airport can also be decomposed depending on the days of the week. The traffic from Tuesday to Friday presented in ***Figure 1.7*** is similar day to day. During the daytime there are fluctuations that differ daily. Furthermore, the same nightly trends as previously discussed for ***Figure 1.6*** are visible. During these days, cargo companies perform most of their operations, which leads to the nightly peaks for arrivals and departures, that are respectively around 00:30 and 04:00. Other traffic segments (Business, Charter and Low-Cost) and VFR traffic are less dependent on the weekday. Traffic start up in the morning, slowly increase until around 14:00, after which they diminish until nightfall, with the difference that there is also some passenger traffic at night. More on the market distribution can be found in the ***Market Contributions*** subchapter.

Traffic patterns over the weekend (Friday evening to Monday morning) differ from the rest of the week, as can be seen in ***Figure 1.8***. The same fluctuations during daytime occur, where each day is slightly different. The main difference is the absence of the week night traffic peaks.

Figure 1.9 shows the yearly average movements per hour separated per season. The general IFR trends are visible across seasons. The winter season sees the least amount of traffic. The other seasons are at similar levels, where each is higher during specific hours of the day.

Figure 1.8: *Average hourly movements per day of the week from Saturday to Monday*

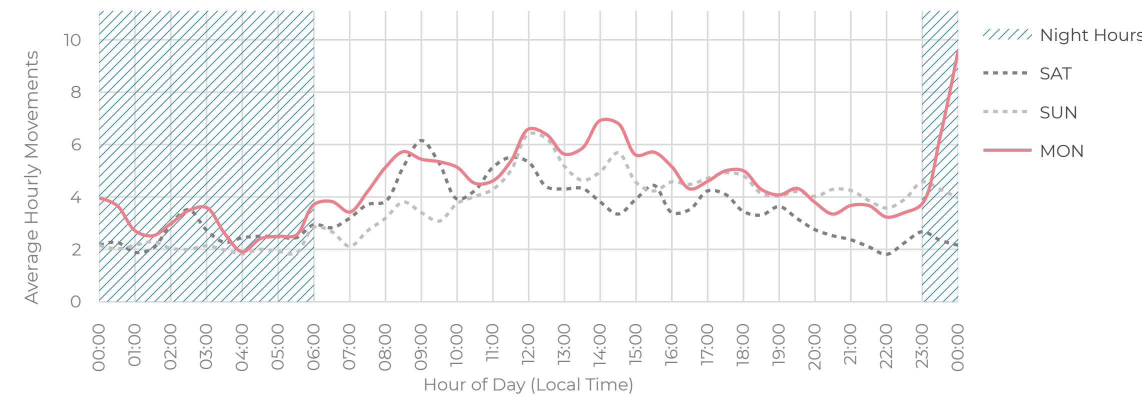
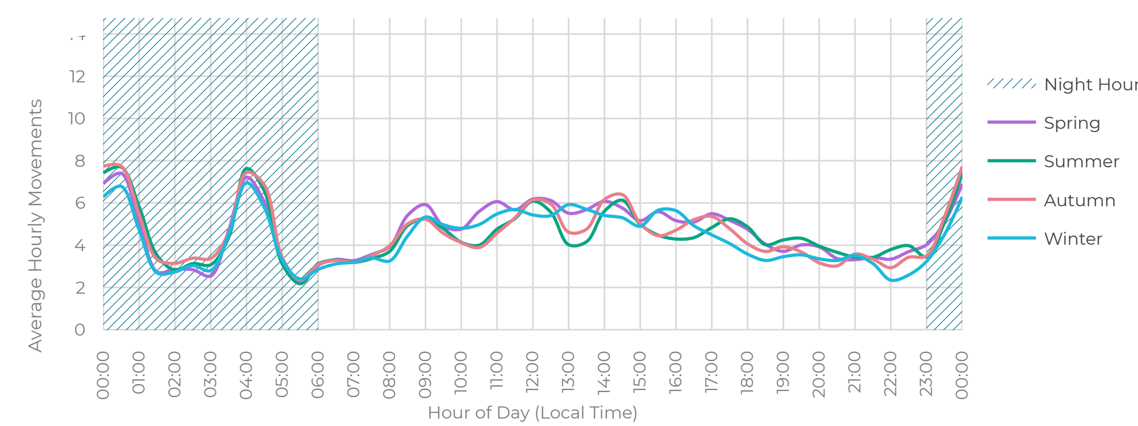


Figure 1.9: *Average hourly movements by season*



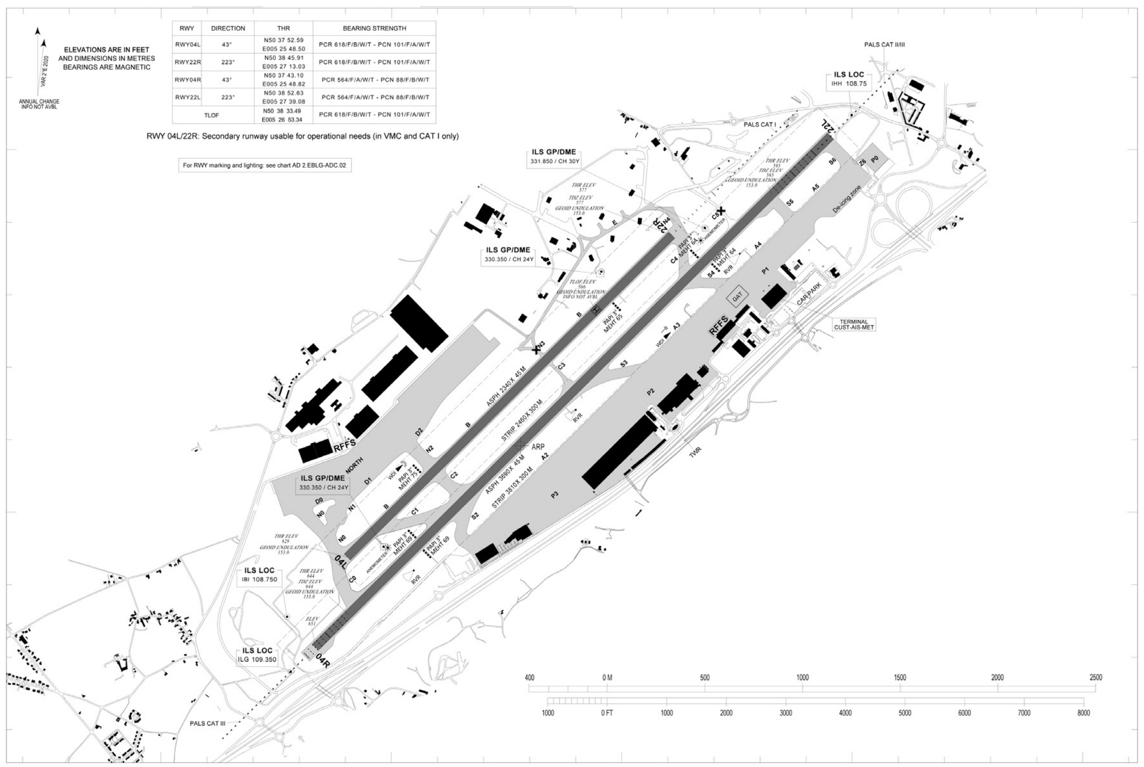
Runway Use

There are two parallel runways at Liege Airport, namely 04L/22R and 04R/22L (see ***Figure 1.10*** for the corresponding chart). The use of runways depends on several factors like wind direction, airport layout, approach and departure routes, works on taxiways, visibility, etc.

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.

Due to the proximity of the parallel runways at Liege, they are "dependent runways", which means that operations on one runway affect the operations on the other. At Liege Airport, only one runway may be used at a time. There is a preference at Liege Airport to use runway 04R/22L as this runway is longer and is the only one equipped with CAT III instrument landing systems (ILS).

Figure 1.10: *Aerodrome ground movement chart*



The number of movements per runway can be seen in ***Figure 1.11***. The most used runway was runway 22L, which registered 25,109 movements (64% of the total) in 2025. Runway 22L is the main runway as winds observed at Liege Airport are mainly from a south-westerly direction and flights should depart and land with headwind for aerodynamical reasons. The wind roses underneath the bar chart further demonstrate the influence of different wind patterns on the runways in use. See also ***Figure 4.6*** in the ***Environment*** chapter for larger graphs and further explanations on the wind roses. In comparison to 2024, there was a significant increase in runway 04R usage. This is mainly caused by a shift in wind direction during the spring. A more in-depth analysis follows along with the runway usage per month in ***Figure 1.12*** and ***1.13***. This shift is a yearly phenomenon that exceptionally did not occur in 2024. Runway 04R served 13,144 (33%) of the total movements in 2025. The less preferred runways, runway 22R and runway 04L, welcomed respectively 693 (2%) and 319 (1%) movements.

Figure 1.11: *Runway usage per year in movements*

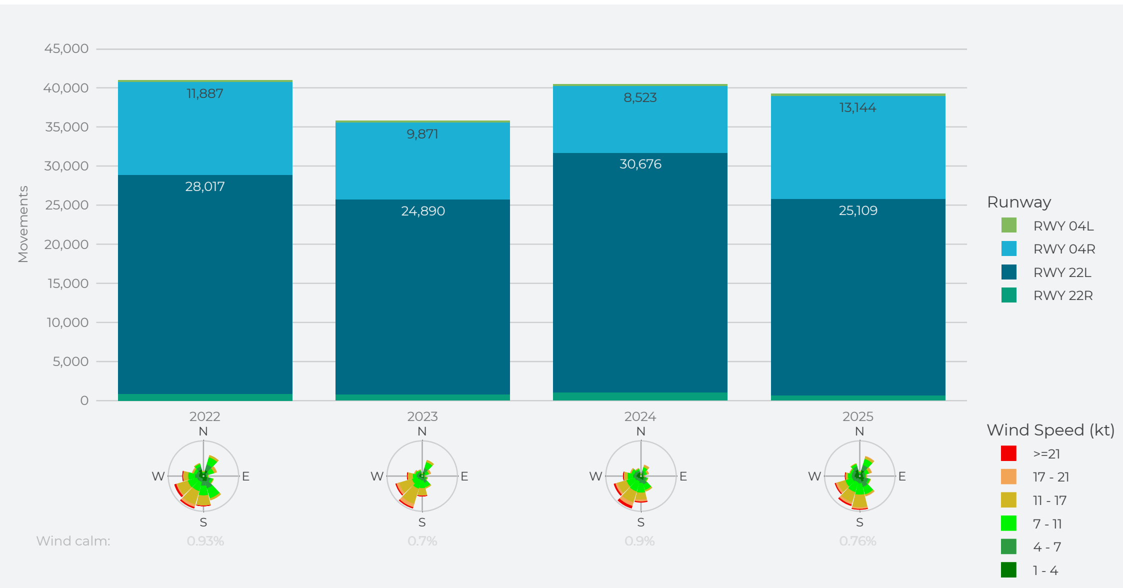
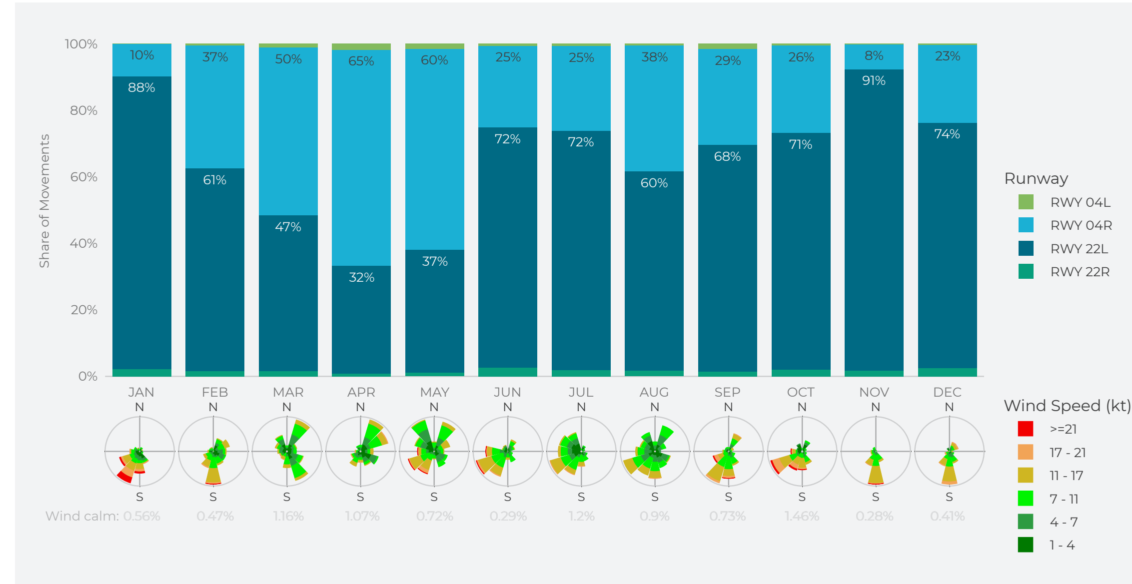


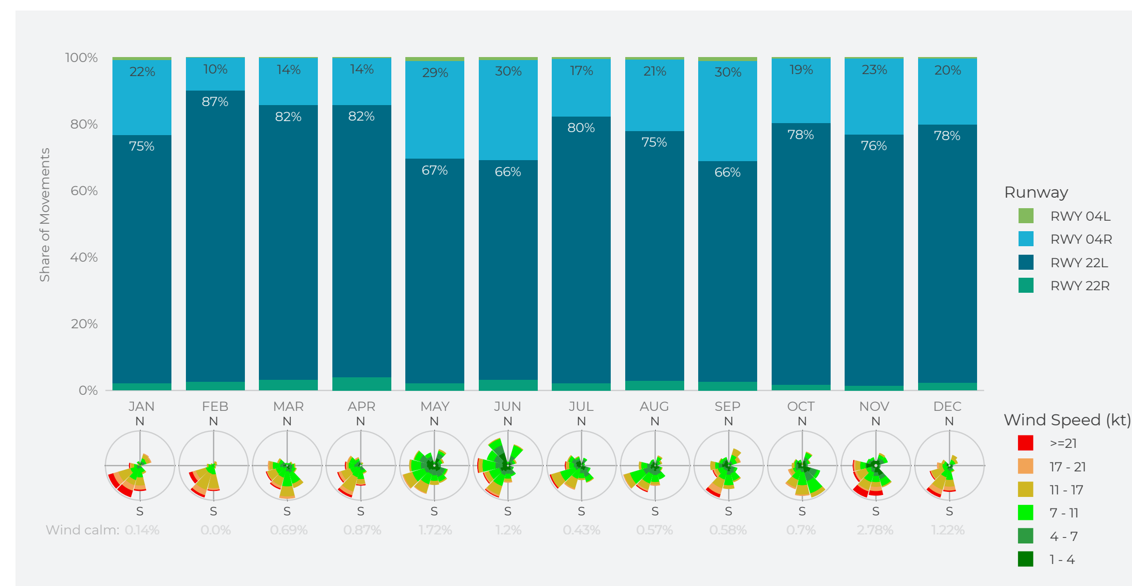
Figure 1.12 depicts the monthly runway usage in number of movements for 2025. The following ***Figure 1.13*** does so for the previous year, 2024. Again, a strong correlation of runway usage with wind can be observed. For example, during the months of March, April and May in 2025 runway 04R was used more than 50% of the time. The wind roses (which can also be seen in a bigger format in ***Figure 4.7*** in the Environment chapter) reveal that strong north-east winds prevailed in these months, which explains this high use of the runway 04R. When this is compared to 2024, the change in wind direction is clearly absent from February to May, but north-easterly winds are less prominent throughout the rest of the year as well. During some months, the wind direction was such that it frequently caused crosswinds. Depending on the direction and strength, one or the other runway would be preferred, but neither is ideal. This occurred most prominently during the months of March and May, and to a lesser degree during July and August. Overall, crosswinds occurred less than in 2024, where most months saw mostly south-westerly winds. Strength wise, January and October experienced the largest share of wind speeds exceeding 21 knots.

Figure 1.12: *Runway usage per month in 2025 in share of movements*



Most years see a switch in wind direction during spring. From March to May, north-easterly winds prevail over south- westerly winds, which results in higher usage of runways 04L and 04R, resulting in aircraft flying over neighbourhoods where they generally do not fly. Wind throughout 2025 will be discussed further in the ***Environment*** chapter.

Figure 1.13: *Runway usage per month in 2024 in share of movements*



Market Contributions

This subchapter analyses the components of commercial traffic at Liege 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 airport traffic. As the focus is on commercial traffic, only IFR movements are considered.

MARKET SEGMENTS

This section analyses the type of market Liege 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[10] 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 shows the market segment distribution for Liege Airport from 2022 to 2025. In August 2025, the lists as used in the Market Segment Rules were updated - as a result, the growing category of flights classified as Unknown reaching 7% in 2024 has been reduced to 0.6% in 2025. After a general look into the market distribution at Liege Airport, a more detailed look is taken at its largest market share in the subchapter ***Cargo***.

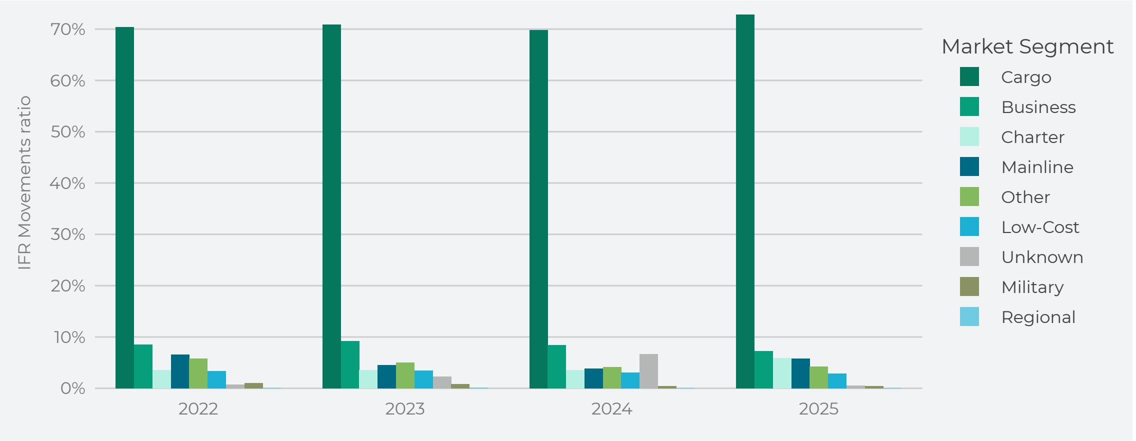
The largest market share for Liege Airport is Cargo by a big margin; with 25,211 movements it is responsible for 73% of the airport's movements. The next biggest shares, Business, Charter and Mainline, each make up about 6% to 7% of IFR movements. For the first year since 2021, the relative share of cargo flights increased compared to the year before. Any movements classified as Mainline are flights operated by airlines such as Qatar Airways or Ethiopian Airlines that performed cargo flights. TUI fly Belgium is the only passenger airline that operated at Liege Airport in 2025. All passenger traffic (3% of total IFR) is classified as Low-Cost and only operated by TUI fly Belgium except for some diversions from other commercial airports such as Charleroi Airport. However, 2025 will likely be the last year that Liege Airport has passenger (and thus Low-Cost) traffic, as TUI fly Belgium had their last departure on January 4th, 2026.[11]

The market segment distribution is followed by two visualisations: respectively the top ten connections, representing the airports with the highest traffic, and the top airlines, representing those responsible for the largest share of movements. These can be seen in ***Figure 1.15*** and ***Table 1.4***.

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

11. Orban, 'Liège Airport Sees End of Regular Passenger Flights as TUI Withdraws after 31 Years', accessed on 2 February, 2026, https://www.aviation24.be/airports/liege/liege-airport-sees-end-of-regular-passenger-flights-as-tui-withdraws-after-31-years/.

***Figure 1.14:** Market segment distribution*

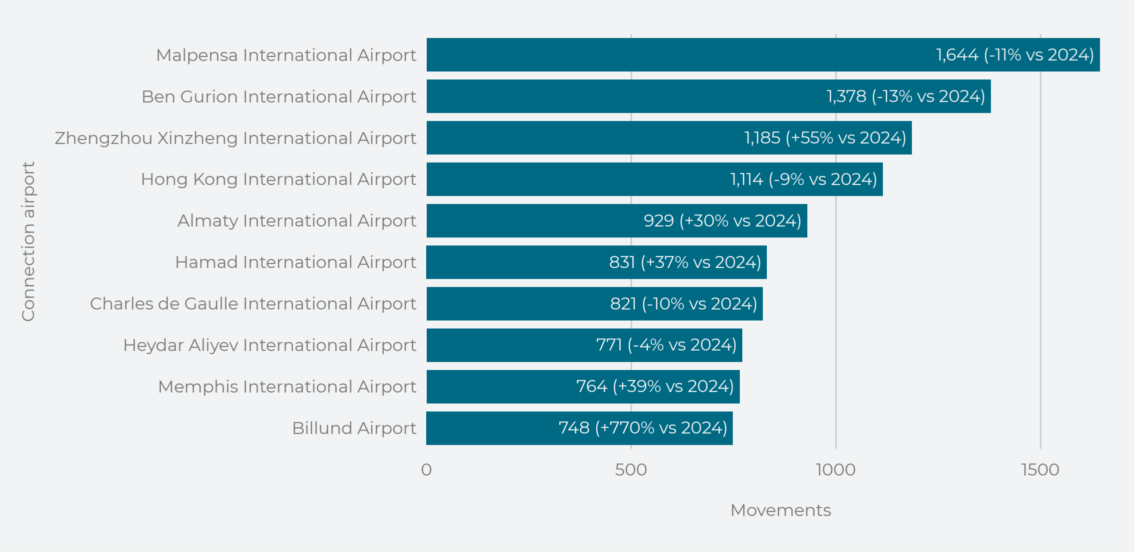


TOP CONNECTIONS

Liege is becoming less dependent on a small number of airlines and airports by diversifying its business. Both top three airlines (ASL Airlines Belgium, ASL Airlines Ireland and Ethiopian Airlines) and top three connections (Malpensa, Ben Gurion and Hong Kong) have decreased in share and movements, yet the total number of both IFR and cargo movements have increased compared to 2024. Regarding top international connections as presented in ***Figure 1.15***: for the third year in a row, the top connection for Liege Airport remains Milan Malpensa Airport, Italy (LIMC). Of the 1,644 flights to and from LIMC, ASL Airlines Ireland is responsible for 1,463 movements. The second most frequent connection is Ben Gurion International Airport in Israel (LLBG). The main contributors are Challenge Airlines (both the Israeli and Belgian branches) and El Al Israel Airlines, accounting together for over 90%, while FedEx' share has starkly decreased. This airport has been an important connection for Liege Airport for years. Third in the list is Zhengzhou Xinzheng International Airport, China (ZHCC), surpassing another Chinese airport, Hong Kong International Airport (VHHH) with a considerable increase of +55% movements. The main airlines for this airport are again prominent players: Challenge Airlines and Ethiopian Airlines.

Figure 1.16 presents the same ten airports on a world map. Alternatively, when these airports are grouped per country, the top two of destinations remain China and the United States. Together they account for more than 20% of movements at Liege Airport. European countries (notably Italy, France, the United Kingdom and Denmark) follow in the list, along with some Asian connections (such as Israel, Qatar and Kazakhstan).[12]

Figure 1.15: *Top ten International connections*



12. Liege Airport, 'Liege Airport | Liege Airport', Cargo (blog), accessed on 4 February 2026, https://www.liegeairport.com/flexport/en/liege-airport/.

Figure 1.16: *Top ten International connections map*

TOP AIRLINES

The top ten airlines at Liege Airport in terms of movements are shown in ***Table 1.4***. Besides the table, the airlines that experienced the largest increases and decreases in movements compared to 2024 are presented in ***Figure 1.17***. It is immediately clear that most airlines present in the top ten are classified as cargo airlines. The airport continues to diversify its customers, as the amount of cargo airlines operating with them increased from 40 at the end of 2023 to 48 in 2024 and 56 in 2025. As a result, the top ten airlines are responsible for 59% of all IFR movements, compared to 69% in 2024.

The largest customer (airline) for Liege remains FedEx directly together with its subcontractors: FedEx Express (FDX), ASL group (multiple), ASL Airlines Ireland (ABR), and ASL Airlines Belgium (TAY). It cannot be excluded that there are further subcontractors such as West Air Sweden (SWN), which are not shown in the table or figure, however it is unknown which share of the performed flights by ASL Airlines and West Air Sweden were actually executed for FedEx operations, as the ICAO callsign the aircraft uses is the same regardless. The airline is responsible for Liege's top connection, Milan Malpensa Airport, Italy (LIMC), and services other prominent Airports such as Charles de Gaulle Airport, France (LFPG), Memphis International Airport, United Stated (KMEM), Almaty International Airport, Kazakhstan (UAAA) and London Stansted Airport, United Kingdom (EGSS).

Ethiopian Airlines (ETH) decreases its operations, by 16% in terms of movements. In 2024, the airline renewed its commitment to Liege Airport after a 17-year partnership, with the goal of strengthening their alliance. The airlines focus remains its country of origin, in particular the Addis Ababa Bole International Airport, Ethiopia (HAAB).

Coming in fifth is Air Atlanta Icelandic (ABD), an airline that continues to increase its operations year over year over the last decade. Considering its subsidiary Air Atlanta Europe (AAE), this becomes even larger, with 40% more cargo movements versus 2024, and more than five times the amount of traffic before COVID-19 (2019).

With a decline of -4% in the NM area as a whole, Qatar Airlines (QTR) continues to lose market share. For Liege Airport, the airline remains steady after a decrease last year, narrowing its focus on Hamad International Airport, Qatar (OTHH), while its various other global connections shift based on the customer needs.[13]

Another airline that needs to be mentioned is Challenge Airlines - both its Belgian (CHG) and Israeli (ICL and CHZ) components focus on Ben Gurion International Airport in Israel (LLBG) and several Chinese and United States locations. The Airline saw considerable growth of respectively +54% and +17% movements more than in 2024 for each component.

Despite 2025 being its last year, TUI fly Belgium (JAF) remains in the top ten, more about its departure can be found in the ***Traffic Overview*** subchapter.

13. 'EUROCONTROL European Aviation Overview | EUROCONTROL', accessed on 27 January, https://www.eurocontrol.int/publication/eurocontrol-european-aviation-overview.

14. Nicolle Graugnard, 'Swiftair, European Leader in Outsourced Express Airfreight, Welcomes Antin to Accelerate Its Growth', Antin (blog), accessed on 4 February 2026, https://www.antin-ip.com/media/our-news/swiftair-european-leader-in-outsourced-express-airfreight-welcomes-antin-to-accelerate-its-growth; Rebecca Jeffrey, 'Air China Cargo Extends WFS' Contract at Liege Airport - Air Cargo News', Air Cargo News - Airfreight updates, insights and news, accessed on 4 February 2026, https://www.aircargonews.net/airlines/2025/08/air-china-cargo-extends-wfs-contract-at-liege-airport/; Airport, 'Liege Airport | Liege Airport'.

15. André Orban, 'Liège Airport Launches Two New Cargo Routes to China and the U.S.', Aviation24.Be (blog), accessed on 4 February 2026, https://www.aviation24.be/airports/liege/liege-airport-launches-two-new-cargo-routes-to-china-and-the-u-s/.

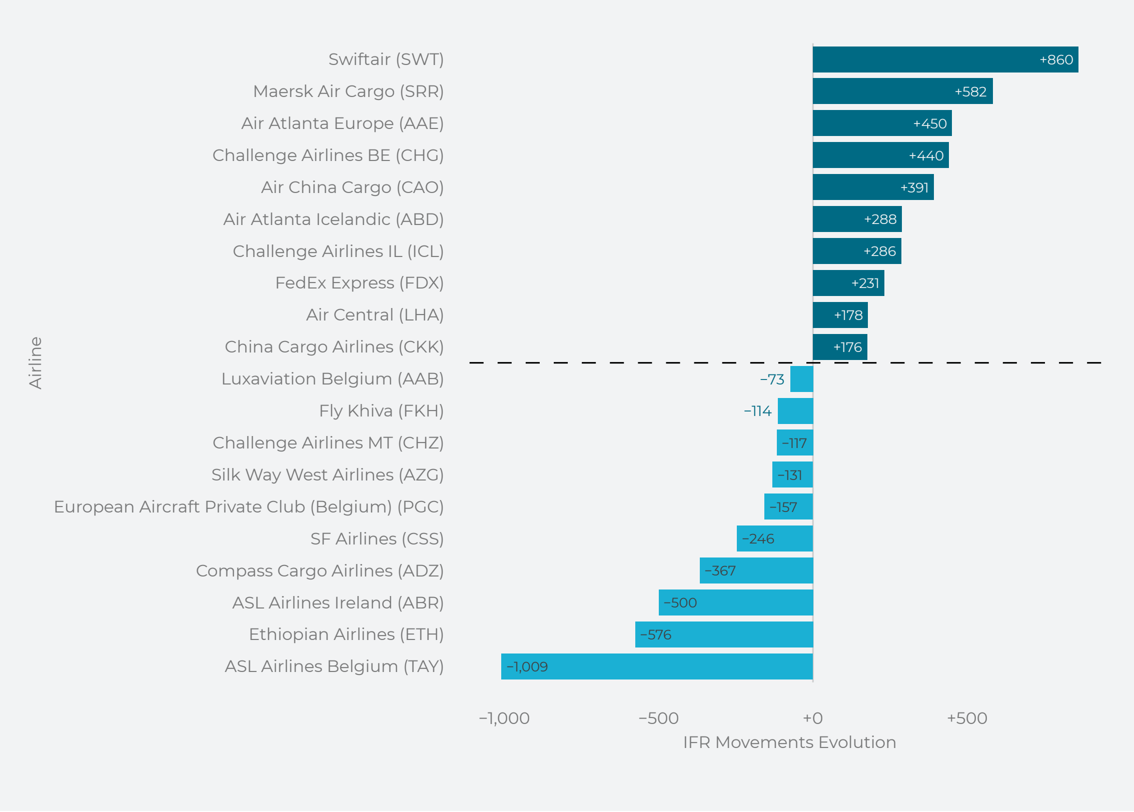
Rounding out the top airlines of 2025 are Air China Cargo and Swiftair. Air China Cargo (CAO) continues to grow its operation at Liege along with growing e-commerce demands. Given Swiftair's focus on express airfreight, such as pharmaceuticals - one of Liège Airport's specialisations - it is taking over most of the connections between Liège and Hannover Airport, Germany (EDDV).As a frequent subcontractor of FedEx, taking over the route from this conglomerate could be part of internal shifts between FedEx and its subcontractors.[14]

The last airline deserving a mention is Maersk Air Cargo (SRR), the second largest growing airline at Liege Airport in 2025. The new connection to Billund Airport, Denmark (EKBI) made it in the top ten connections and was announced as part of a larger network connecting to Hangzhou, China.[15]

Table 1.4: *Top ten airlines of 2025*

	TAY	ABR	ETH	FDX	ABD	QTR	CHG	JAF	CAO	SWT	Total
2022	8,626	1,662	2,494	2,309	1,197	1,772	853	1,016	372	154	**20,455**
2023	4,915	2,754	2,912	2,058	1,386	2,123	1,030	1,144	446	6	**18,774**
2024	4,431	3,661	3,654	2,631	1,800	1,444	815	1,139	605	125	**20,305**
2025	3,422	3,161	3,078	2,862	2,088	1,452	1,255	1,192	996	985	**20,491**
2025 *vs* 2024	-23%	-14%	-16%	+9%	+16%	+1%	+54%	+5%	+65%	+688%	+1%

Figure 1.17: *Top ten airlines' evolution*



CARGO

Liege Airport is Belgium's largest cargo hub and the fifth biggest cargo airport in Europe. Therefore, a closer look at cargo movements is taken. As the classification of traffic in this report is based on the EUROCONTROL's Market Segment Rules[16], Cargo refers to the "all-cargo" segment. As a result, the share of IFR movements designated as Cargo differs from the airport's official figures (78% instead of 73%). An example of where this difference comes from is that cargo moved in the hull of passenger aircraft is not included. ***Figure 1.18*** and ***Table 1.5*** provide an overview of the yearly evolution of cargo traffic compared to other market segments and the share of Cargo over all IFR traffic. To show figures closer to the reality at the airport, the plots also present the share classified as Mainline. This is a segment that does not exist for Liege Airport; however, upon examining the IFR flights in this group, most are in reality cargo operations.[17]

As mentioned in the beginning of this chapter, regarding volumes of cargo handled, the airport continues to grow its yearly tonnage. The airport saw 1,324,579 tonnes pass through in 2025, an increase of 14% compared to 2024. While the airport has exceeded one million tonnes every year since 2020, it was the second-best year in its history, behind 2021. Liege is the only European airport to prioritise full cargo and to specialise in the transport of perishables, pharmaceuticals, express parcels, e-commerce, medical and humanitarian supplies, as well as live animals. The airport continues its focus on diversifying its partnerships and will continue to do so in the future. This can be seen in tonnage handled by the top airlines. In 2025, no single airline accounted for more than 13 % of tonnage.[18]

Looking back, 2021 was the year with the highest amount of cargo traffic in Liege Air- port's history (35,483 movements): COVID-19 played a large part in this, creating a high need for transportation of medical goods and other parcels. Lockdowns and travel restrictions also caused other market segments to drop and thus gave rise to a high market share for Cargo (a maximum of 88% in 2020). Starting in 2021, other market segments started to pick up again. Cargo movements, however, dropped to 24,454 movements in 2022, resulting in a share of cargo movements at Liege Airport of only 70%. In 2023, the same trend was seen and traffic of market segments other than Cargo increased. However, with the restructuring of FedEx, combined with a difficult international economic context, the number of cargo movements decreased to 19,893. This downward trend for Cargo recovered in 2024, likely due to FedEx recommitting some of its business on top of other new commitments to the airport. 2025 fully reverts the negative trend, growing cargo further in both movements and tonnage.

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

17. Delcourt, Hauglustaine, and Hussin, 'Liege Airport Is on Its Way to Becoming One of the Top 3 in Europe'.

18. André Orban, 'Liège Airport on Track to Join Europe's Top Three Cargo Hubs', Aviation24.Be (blog), accessed on 4 February 2026, https://www.aviation24.be/airports/liege/liege-airport-on-track-to-join-europes-top-three-cargo-hubs/; Damian Brett, 'Liege Airport Reports Another Year of Double-Digit Cargo Growth - Air Cargo News', Air Cargo News - Airfreight updates, insights and news, accessed on 4 February 2026, https://www.aircargonews.net/cargo-airport/2026/01/liege-airport-reports-another-year-of-double-digit-cargo-growth/; 'Liège Airport's 14 % Cargo Surge Cements Its Role as Belgium's Back-up Mobility Hub', VisaHQ, accessed on 4 February 2026, https://www.visahq.com/news/2026-01-11/be/lige-airports-14-cargo-surge-cements-its-role-as-belgiums-back-up-mobility-hub/.

Figure 1.18: *Cargo movements per year*

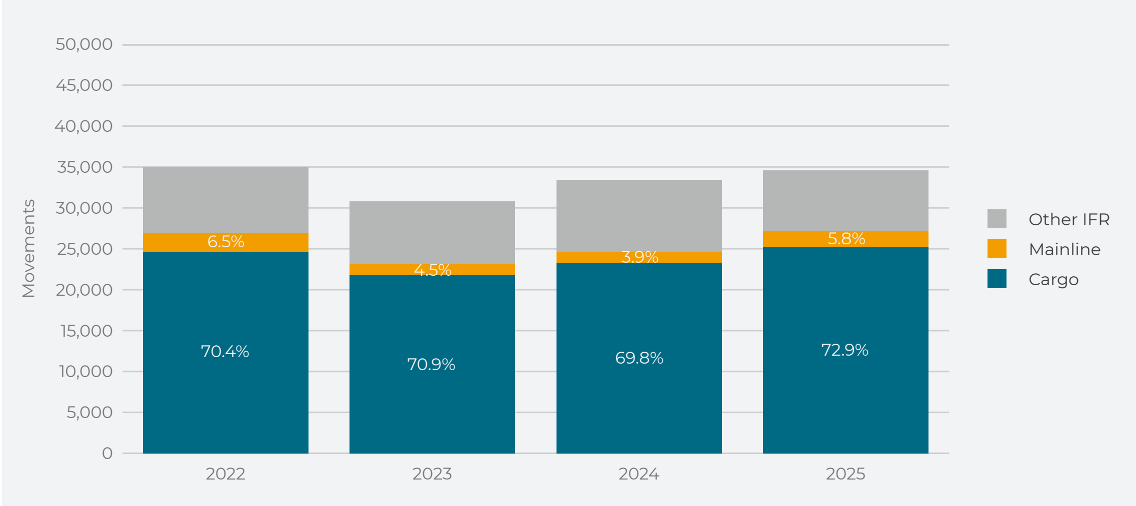


Table 1.5: *Cargo movements per year*

	Cargo	%	Mainline	%	Cargo+Mainline	%	Other	%
2022	24,628	70.4%	2,289	6.5%	26,917	77.0%	8,062	23.0%
2023	21,786	70.9%	1,388	4.5%	23,174	75.4%	7,575	24.6%
2024	23,320	69.8%	1,291	3.9%	24,611	73.7%	8,789	26.3%
2025	25,211	72.9%	2,012	5.8%	27,223	78.7%	7,371	21.3%

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 a reliable and efficient UAS integration, a framework was designed at European Union level: U-space. U-space is a set of specific services and procedures designed to ensure safe and efficient access to airspace for a large number of drones. Implementing U-space airspace requires states to define and designate U-space airspaces with mandatory service provision. For the provision of these mandatory services, the deployment of U-space will entail the integration of two new service providers into the system: the Common Information Service Provider (CISP) and the U-Space Service provider (USSP). The CISP will be in charge of making the common information required available and to enable the operation and provision of U-space services wherever it has been designated.[19]

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

In 2025 skeyes received its certification as the sCISP[20] 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[21 22].

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.[23]

19. "What Is U-Space | EASA," accessed on February 2, 2026, https://www.easa.europa.eu/en/what-u-space.

20. sCISP + add footnote: "Skeyes CISP," accessed on February 27, 2026, https://cis.skeyes.be/terms-and-conditions.

21. "UAS Geographical Zone Statuses," accessed on February 4, 2026, https://map.droneguide.be/

22. "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/

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

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

Table 1.6 displays the number of drone activities and the level of risk involved to operations at the airport. The level of risk involved in the operations is sorted into three categories that are defined by the risk the drone activity forms for manned aviation in Very Low Level Zones (VLL). For all airports where a control zone exists, these are defined as:

VLL0 - high risk → Runway and surroundings;

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

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

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

Table 1.6: *Activated drone operations per VLL zone risk level*[24]

	Low	Moderate	High
2022	1,425	55	10
2023	1,837	85	14
2024	1,827	91	9
2025	1,892	169	13
2025 *vs* 2024	+4%	+86%	+44%

In the area of Liege Airport, there were 1,940 drone activities recorded in 2025. As per European Union Aviation Safety Agency (EASA) definition[25], 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 1.7 shows the drone operations recorded at Liege Airport following the EASA risk category classification. In Liege's CTR, more than three-quarters of drone activities operated under the 'Open' category (1,516 activated operations). At the same time, 424 (22%) were registered as 'Specific'. It can be observed that drone activities increased (+5%) in 2025 compared to 2024, making it the busiest year yet.

Table 1.7: *Activated drone operations per EASA risk category*

	Open	Specific	Total
2022	1,033	419	**1,452**
2023	1,354	522	**1,876**
2024	1,430	423	**1,853**
2025	1,516	424	**1,940**
2025 *vs* 2024	+6%	0%	+5%

Furthermore, ***Table 1.8*** provides the number of exempted flights within Liege CTR. These are operations performed by firefighters, police or different federal entities and are a service provided to the state.

Table 1.8: *Activated exempted drone operations*

	Regular	Exempted	Total
2022	1,377	75	**1,452**
2023	1,756	120	**1,876**
2024	1,750	103	**1,853**
2025	1,742	198	**1,940**
2025 *vs* 2024	0%	+92%	+5%

25. EASA, "Drones - regulatory framework background", https://www.easa.europa.eu/domains/civil-drones/drones-regulatory-framework-background (URL retrieved on 21/04/2022)

Finally, drone operations per type of operation are presented in ***Table 1.9***. Two types 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.

In 2025, 5.7% of all drone operations were BVLOS – there were 110 such operations, which is 69% more than in both 2024 and 2023, which had 65 BVLOS operations. This is due to the increased use of drones for interventions, e.g. railway incident interventions and inspections within the BVLOS framework allowed under special activities.

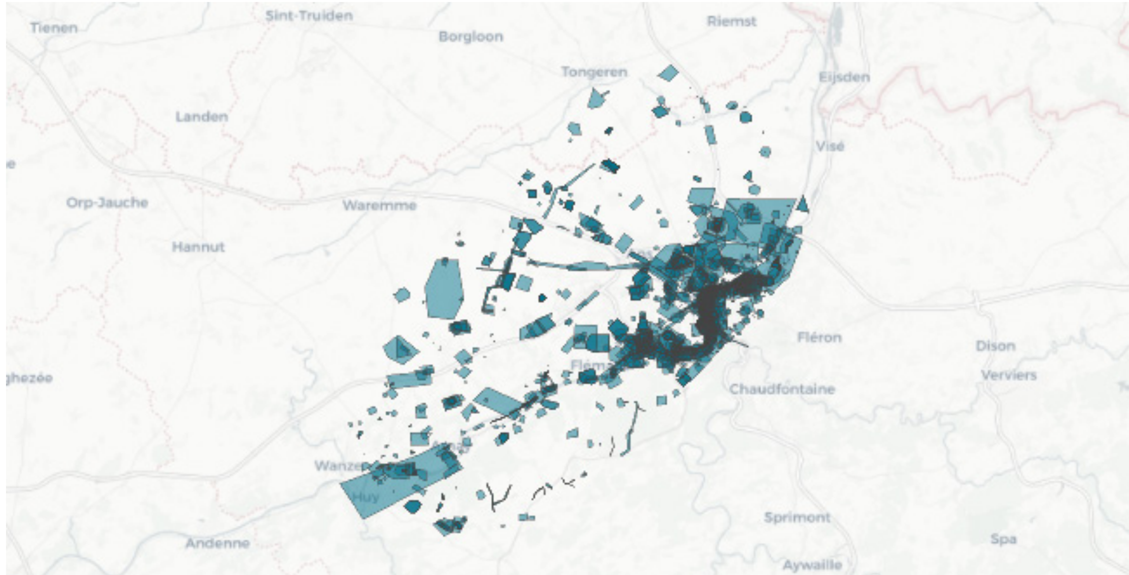
Table 1.9: *Activated drone operations per type*

	VLOS	BVLOS	Total
2022	1,413	39	**1,452**
2023	1,811	65	**1,876**
2024	1,788	65	**1,853**
2025	1,830	110	**1,940**
2025 *vs* 2024	+2%	+69%	+5%

In ***Figure 1.19*** the reserved airspace polygons are shown, which were authorized for drone operations in Liege Airport's CTR in 2025. There is a focus of operations along the river. The top five activity types in the CTR are:

1. **Related to photo- and videography;**
2. **Photogrammetry** (art, science, and technology of obtaining reliable information about physical objects and the environment through processes of recording, measuring, and interpreting photographic images and patterns of recorded radiant electromagnetic energy and other phenomena);
3. **Aerial photography;**
4. **Security;**
5. **Inspection missions** (not power line pylon inspection as they are considered in a separate group).

Figure 1.19: *Reserved airspaces of activated drone operations*



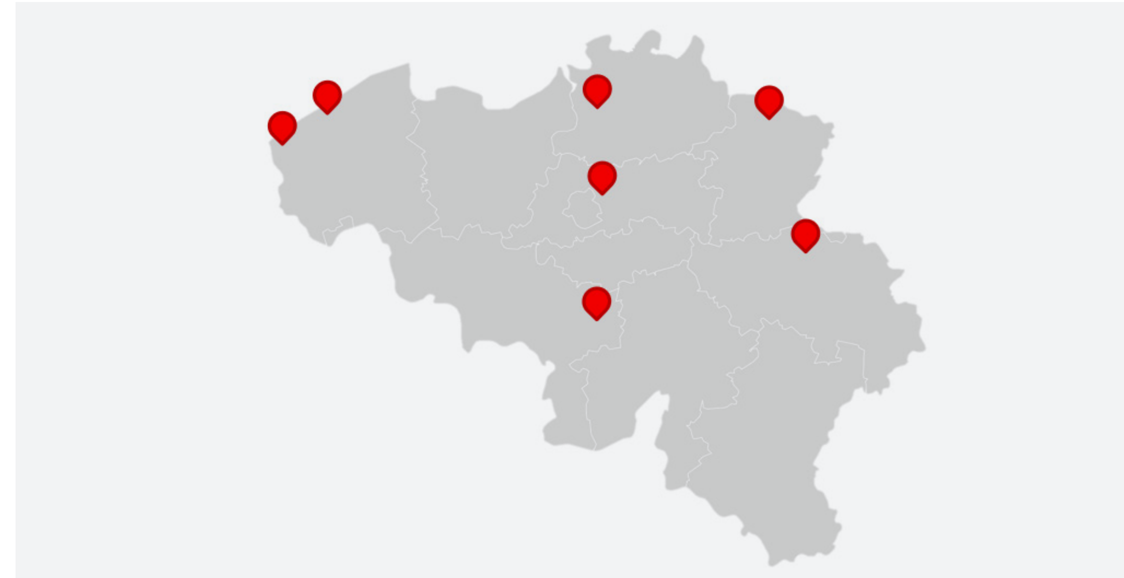
DRONE INCIDENTS AND DETECTION MEANS

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

Belgium was not spared from this phenomenon. In November, sightings were reported near sensitive sites, including the Doel nuclear power station and military bases like Kleine Brogel. The specific locations of these drone sightings (November 2025) in Belgium are illustrated in ***Figure 1.20***, 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 1.20: *Locations of drone sightings during November 2025*



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

There were a total of seven ATC reports in Liege Airport indicating RPAS interference, four of which with operational impact. In total, there were six diversions due to drones:

- November seventh:
  two diversions (EBLG –> EBBR);

- November 12th:
  four diversions (EBBR –> EBLG);

Towards the end of 2025 skeyes initiated different tests regarding drone detection. These tests are particularly important in light of recent drone attacks across Belgium, as well as the steadily increasing number of drones and drone users. 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 improvements and recommendations. The number of arrivals is provided by the AMS under the BCAA's aerodrome movement definition.

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

Runway incursions are a lagging runway safety indicator. The runway incursions and occurrences discussed in other noteworthy incidents are safety occurrences. These are subject to a risk classification using the Risk Analysis Tool (RAT) methodology to assess the contribution that skeyes had in the chain of events (in accordance with EU Reg 376/2014 and EU Reg 2019/317). The following chapters indicate the severity classification that was derived from the calculated RAT risk for the safety occurrences.[26]

26. 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)[27]). This classification scheme is applicable for the later mentioned operational safety occurrences.

Table 2.1: *Severity classification*[28]

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.

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

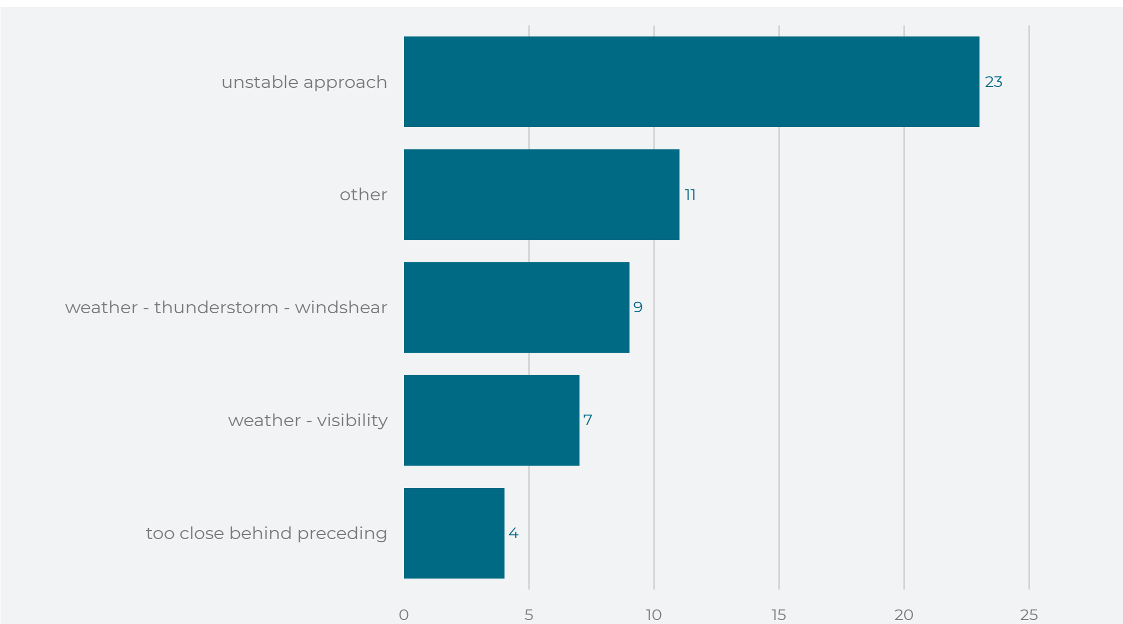
28. UI – under investigation (a non-official severity classification used during investigation before a final classification is determined)

Missed Approaches

Missed approaches are performed according to published procedures, under the instructions of the air traffic controller or initiated by the pilot when the approach cannot be continued for a safe landing. Besides the discomfort for passengers and crew, the missed approaches increase the air traffic management complexity. The number of missed approaches and particularly their cause can therefore indicate which measures are to be taken to improve the safety of air navigation service provision. All missed approaches are reported by the ATCOs and classified by cause of event. The number of missed approaches at Liege Airport is closely monitored and followed up by skeyes' safety unit on a weekly basis. Trends are analysed and, when relevant, investigated to identify root causes and to implement improvement measures. This report presents a yearly overview comparing the number of missed approaches for each runway at Liege Airport (runways 04L, 04R, 22L, 22R) over four years.

In 2025, there were 67 missed approaches, increasing by 46% compared to the 46 in 2024. ***Figure 2.1*** shows the number of missed approaches per cause for the five most common causes. The remaining causes can be found in ***ANNEX A: Missed approaches***. Note that the total number of missed approaches in the annex will not add up to 67, as two are not assigned to a runway. Unstable approach is consistently the main reason for missed approaches across years at Liege Airport. In 2025 this reason accounted for 34% of all missed approaches. Oftentimes, unstable approaches occur due to tailwind at higher altitudes or when the aircraft takes a route that is too direct and is therefore unable to reduce its speed/altitude sufficiently. In 2025, there were no missed approaches recorded on the runways 04L and 22R.

Figure 2.1: *Top five causes for missed approaches*



The second most common reason is "Other", which includes the missed approaches that could not be attributed to predefined reasons, such as passengers not being ready, flight criteria not met (e.g. flap configuration) or not confirmed (e.g. runway not clear). In 2025 there were eleven missed approaches with this cause, some examples include a pilot misunderstanding "climb to 2000ft in case of missed approach", or because of fire vehicles on the shoulders of the runway for a bushfire near the runway.

Figure 2.2 gives the yearly rate of missed approaches per 1,000 arrivals. The number of arrivals is provided by the AMS under the BCAA's aerodrome movement definition. The overall rate increased, reaching 3.3 missed approaches per 1,000 arrivals in 2025. This is in line with the 46% increase in total number of missed approaches. Note that 2024 had the lowest number since 2017.

Comparing the figures for runways 04R and 22L in 2025 with the previous year, the rate of missed approaches rose from 2.2 to 3.8 for runway 22L and dropped from 3.0 to 2.6 for runway 04R. The increase of missed approaches can be assigned to an increased number of weather-related causes (thunderstorm, windshear, visibility and tail wind). For runway 22L, these categories together increased from three in 2024 to 13 in 2025 and for 04R - from two to five such instances.

Another notable increase was the number of missed approaches due departing traffic on the runway (3) and too close behind preceding (4), both of which did not occur the previous year.

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

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

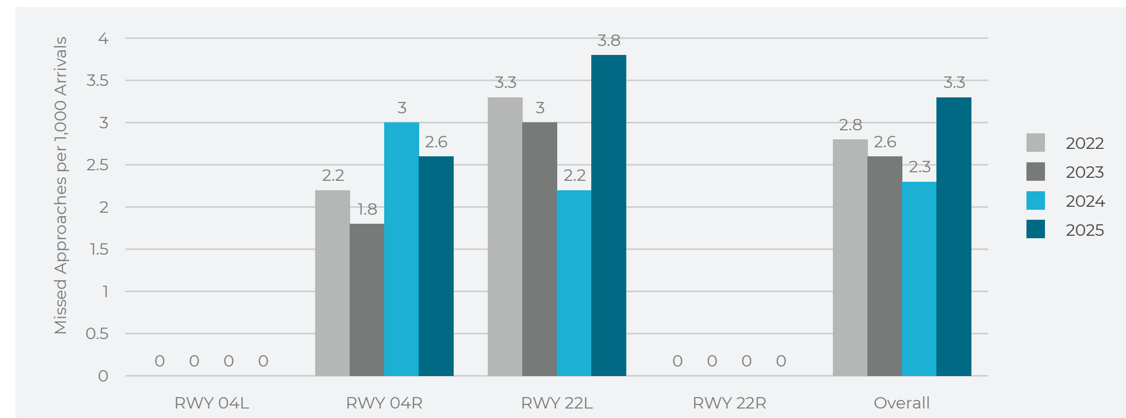


Table 2.2: *Number of missed approaches vs number of arrivals per runway per year*

	2022		2023		2024		2025	
Runway	M. a.	Arrivals	M. a.	Arrivals	M. a.	Arrivals	M. a.	Arrivals
22L	45	13,831	37	12,364	33	15,272	48	12,511
04R	13	6,044	9	4,975	13	4,309	17	6,647
22R	0	471	0	430	0	530	0	315
04L	0	127	0	130	0	114	0	142
Total	58	20,473	46	17,899	46	20,225	65	19,615

Runway Incursions

As mentioned in this chapter's introduction, this section highlights one of the safety occurrence categories: the runway incursions. It is defined by the International Civil Aviation Organization (ICAO Doc 4444 – PANS–ATM) as "any occurrence at an aerodrome involving the incorrect presence of an aircraft, vehicle or person on the protected area of a surface designated for the landing and take-off of aircraft".[29]

Additionally, according to the Acceptable Means of Compliance (AMC), an incorrect presence is hereby defined as "the unsafe, unauthorised or undesirable presence or movement of an aircraft, vehicle, or pedestrian – irrespective of the main contributor (e.g. ATC, pilot, driver, technical system)".[30]

Figure 2.3 presents a monthly overview of runway incursions in 2025. This year, a total of eleven runway incursions were recorded. The colours of the bar chart indicate the severity as defined in ***Table 2.1***. Six runway incursions were concluded to have Air Traffic Management contribution.

The particularity of 2025 is the re-emergence of a series of runway incursions at holding point CAT I/II/III C0 for RWY 04R. After more than a year without any occurrences at this location—and despite numerous remedial actions (phraseology improvements, enhanced ground markings, etc.) and awareness initiatives implemented since 2023—six incursions were recorded between March and November 2025. Some factors that contributed to this increase include an increase of 04R usage compared to 2024, new airlines with pilots unaware of the C0 hotspot and an improved reporting culture. ATCO's are encouraged to report more incidents, even minor ones without impact.

This trend is being closely monitored by the LRST. The AIP hotspot chart has been updated once again, and a revised safety leaflet has been reissued to airlines operating at the airport. Additional measures, such as renaming the holding point and implementing H24 stop bar usage, are currently under consideration.

Figure 2.3: *Monthly runway incursions per severity category*

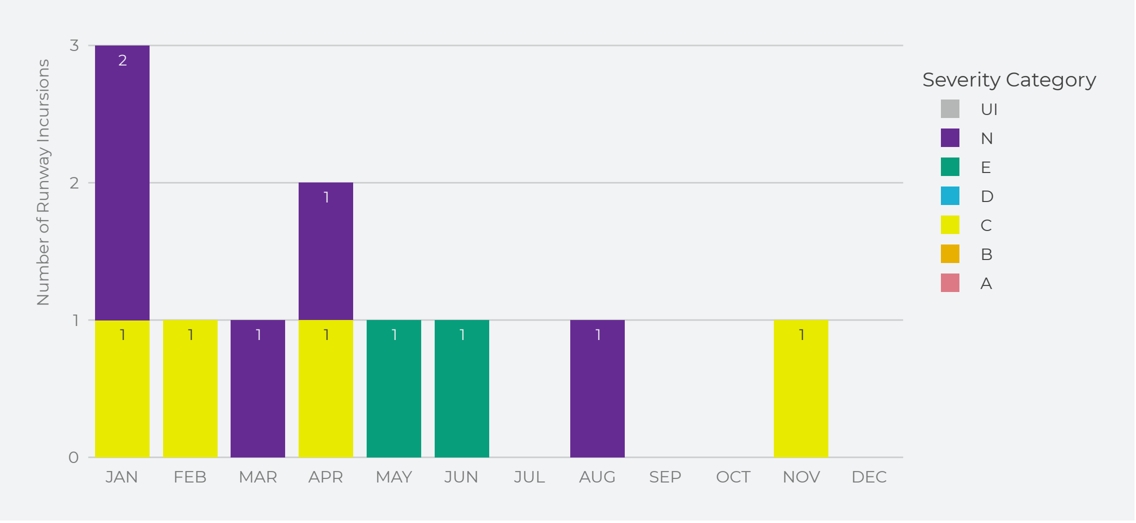
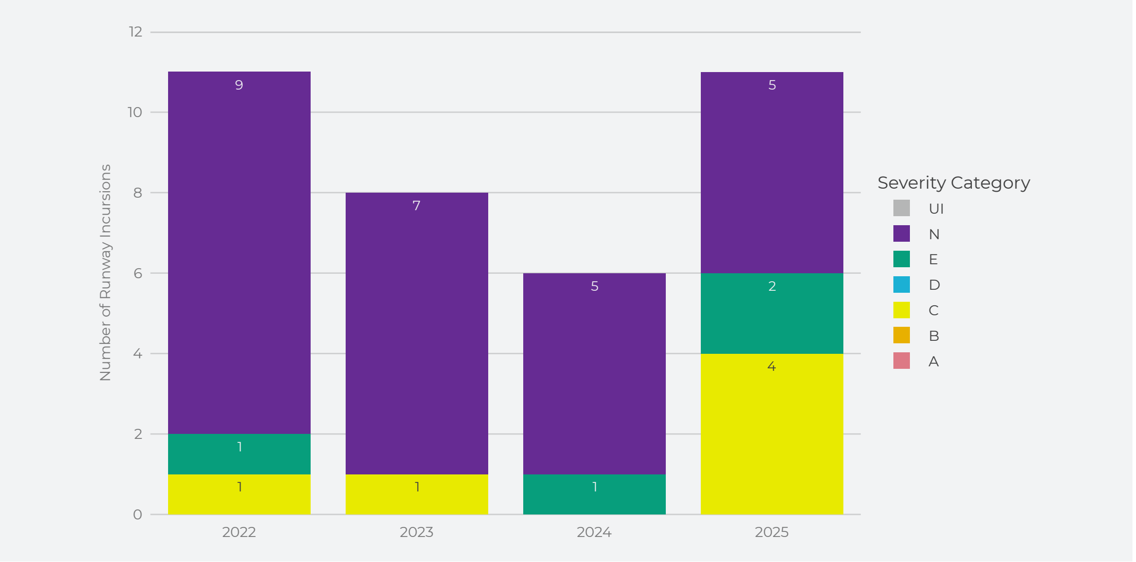


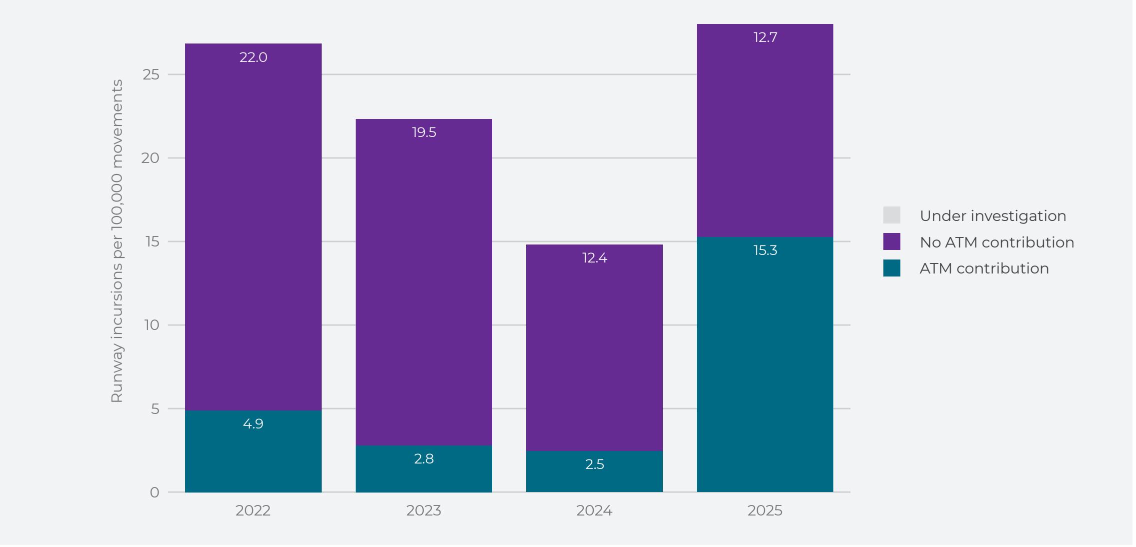
Figure 2.4: *Yearly runway incursions per severity category*



Next, a yearly overview of the runway incursions from 2022 until 2025 is presented in ***Figure 2.4***. After decreasing two years in a row, the amount of runway incursions increased in 2025, particularly due to the above-mentioned re-emergence of runway incursion at Holding Point CAT I/II/III C0 for RWY 04R.

Another way of comparing these figures is with the rate of runway incursions per 100,000 movements. ***Figure 2.5*** shows this rate for Liege Airport for the period from 2022 until 2025. This figure is in line with the analysis further in this section.

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



29. 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.

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

Other Noteworthy Incidents

All safety occurrences are closely monitored and registered by skeyes. In 2025, there were two runway events at Liege Airport. One had ATM ground contribution of severity class 'E'. In January, an aircraft was cleared to proceed to runway 22L via taxiway S2. At the time, the red stop bar had not been switched off and the aircraft proceeded to cross the lit red stop bar. No runway excursions occurred in 2025, nor in the other years presented in ***Figure 2.6***.

Concerning taxiways and aprons, four taxiway incursions without ATM ground contribution were recorded in 2025. Additionally, there were four taxiway/apron events. For one occurrence during engine test, there was indirect ATM ground contribution with severity class 'E'.

Figure 2.6 provides an overview of the previously mentioned incidents over the past four years. Overall, the number of incidents decreased to ten in 2025, from 18 in 2024, a difference of 39%.

Aside from taxiway and runway incidents, there were other safety occurrences monitored by the airport and skeyes. Two types of safety occurrences are highlighted in ***Table 2.3***, laser beams and interference by Remotely Piloted Aircraft Systems (RPAS). Furthermore, in 2025, 24 wildlife reports were shared with the airport.

Figure 2.6: *Yearly runway and taxiway safety events*

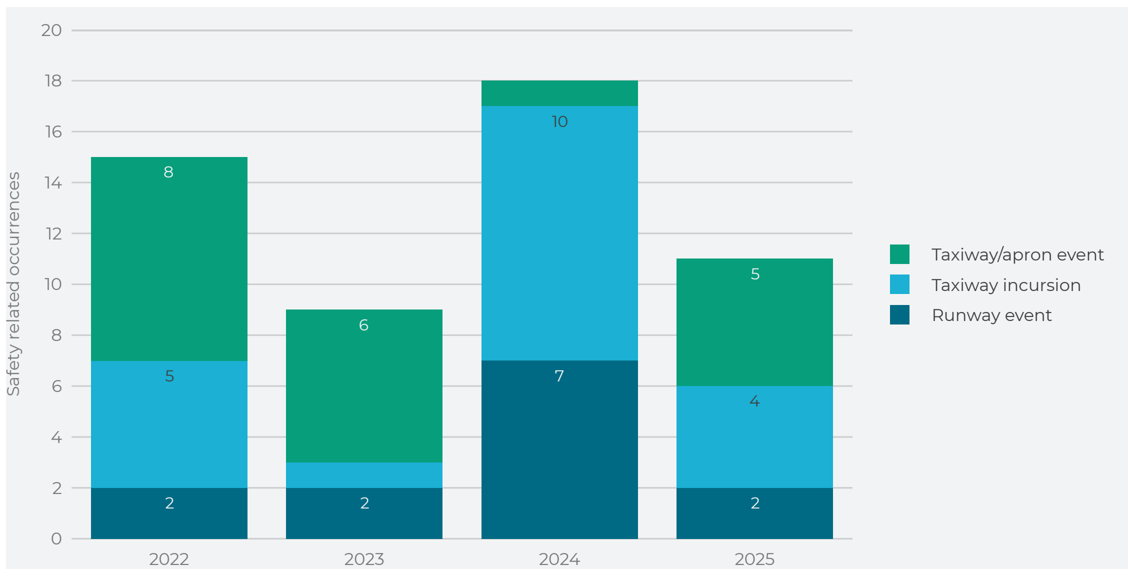


Table 2.3: *RPAS and laser incidents per year*

Safety occurrence	2022	2023	2024	2025
RPAS	-	1	-	10
Laser beam	12	17	17	12

Improvements and Recommendations

skeyes has established a Local Runway Safety Team (LRST) together with the stakeholders at Liege Airport. All apron events, taxiway incursions, runway incursions, and more, if deemed useful, are discussed in the LRST to present the view of each stakeholder. As such, each stakeholder can focus more easily on possible actions to be taken on their side.

Thanks to the collaboration at the level of the LRST, the airport in collaboration with skeyes is committed to switch to H24 stop bar usage.

Lastly, as mentioned above in regard to runway incursions, new actions have been taken and new initiatives are being considered in a new attempt to reduce their number at Holding Point CAT I/II/III C0 for RWY 04R. Additionally, skeyes improved the implementation of safety nets in the A-SMGCS for a better prevention of runway incursions.

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

Airport Capacity

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

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

The calculation also incorporates the following parameters:

- *The fleet mix from a monthly sample of traffic;*
- *A nominal radar separation of three nautical miles (NM);*
- *A 15% loss factor in inter-arrival times to account for conservative separation by controllers;*
- *Assumptions for the average Runway Occupancy Time for Arrivals (ROTA);*
- *An average approach speed of 136 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.

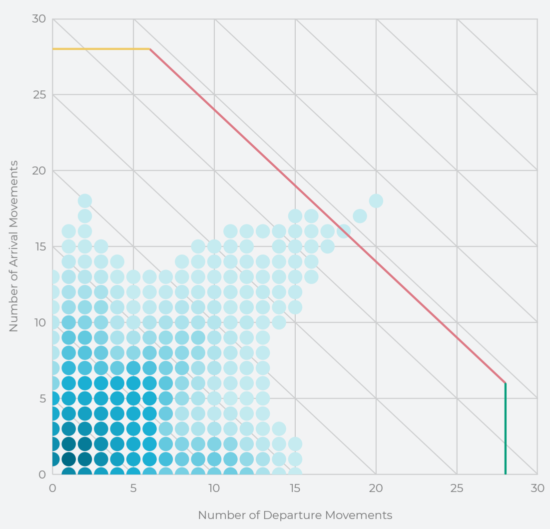
In practice, optimal conditions are rarely achieved. To account for this, the **Declared IFR Capacity** is set at 90% of the theoretical maximum.

For Liege Airport, the declared capacities have been calculated for runways 04/22. While the airport has two runways 04L/22R and 04R/22L, these runways are too close to be used independently and only one may be used at a time. Therefore, both runways were treated as one runway in the capacity calculations. ***Table 3.1*** shows the declared IFR capacity per runway configuration at Liege Airport. Note that this is only a theoretical calculation and currently not used for schedule coordination purposes.

Table 3.1: *Declared IFR capacity*

Runway Configuration		Declared IFR Capacity (movements/hour)		
Departures	Arrivals	Only Departures	Only Arrivals	Mixed Fleet
04	04	28	28	35
22	22	28	28	34

Figure 3.1: *Hourly movements for configuration 22-22*



0 10k 20k

- Hourly Movements
- All Movements
- Only Arrivals
- Only Departures

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

A visual method to display whether the declared capacity has been exceeded in 2025 is created as seen in *Figure 3.1* and *3.2*. In these plots, each dot represents a rolling hour throughout the year of 2025 (with a roll step of one minute), during which the runway configuration was active for at least one hour within the default opening times of the aerodrome and during which there was at least one movement. The measuring points with no arrivals and no departures are disregarded in the graph. The position of the dot indicates the number of arrivals (y-axis) and the number of departures (x-axis). The opacity of the dot indicates if there were many or few hours with this number movements, with more translucency indicating fewer occurrences. The declared capacity for both arriving and departing traffic is shown by a diagonal red line: at any point on this line, the x-axis value (departures) and y-axis value (arrivals) will add up to the threshold number (total movements). The declared capacity for only departures is shown with a green vertical line and the declared capacity for only arrivals is shown with a yellow horizontal line. Any dot above this line indicates an hour exceeding the declared capacity.

Even though the capacity is only declared for IFR movements, the plots consider both IFR and VFR movements. This is because only considering IFR flights would give a distorted view on the number of hourly movements – especially for airports with high VFR shares. 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.

Figure 3.2: *Hourly movements for configuration 04-04*

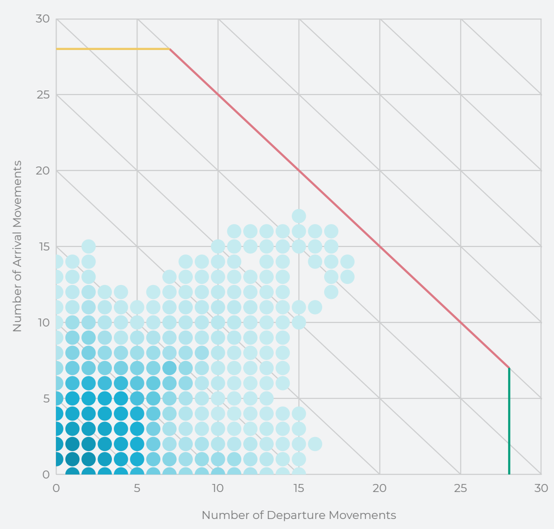


Figure 3.3: *Hourly movements of hours with 80% IFR movements for configuration 22-22*

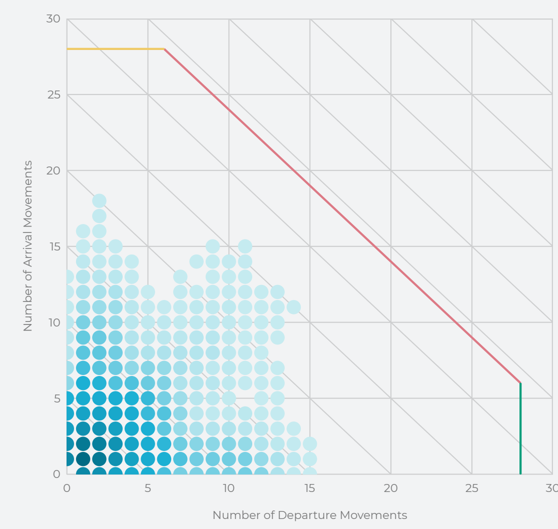
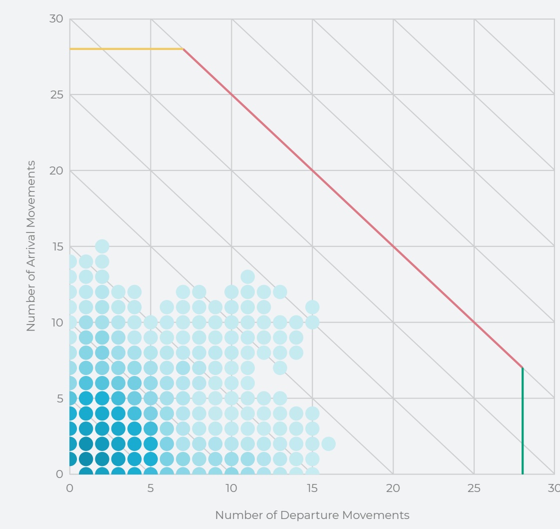


Figure 3.4: *Hourly movements of hours with 80% IFR movements for configuration 04-04*



In 2025, the declared capacity was exceeded 19 times at Liege Airport. This is in line with previous years as the number of exceedances totalled 18 in 2024. The maximum movements in one hour recorded in 2025 was on the 5$^{\text{th}}$ of March with 38 movements, exceeding the declared capacity by four movements. At this time, 97% of movements were VFR, which are not taken into account when the IFR capacity is calculated.

However, VFR flights on top of busy IFR hours increase the workload and sometimes result in hours with movements over the declared capacity. Additionally, as per AMS definition, one touch and go counts as two movements. There were 15 missed approaches and touch and goes during the busiest hour (resulting in 30 movements) and more throughout the day. All were performed by two aircraft as part of training in VFR. The separate declared capacity for only departures or arrivals was not exceeded in 2025, nor in any other year since 2021.

Table 3.2 presents the aforementioned day where the amount of traffic exceeded the declared capacity - March 5$^{\text{th}}$. As the calculation is based on a rolling hour per minute, the capacity is exceeded for a period which can span a couple of minutes. The exceedances occurred during runway configuration 22L, 22R-22L, 22R, however in practice only runway 22L/04R was in use. Furthermore, during that time frame there were training exercises that used both 22L and 04R. The table gives a summary in terms of extra movements (during the time that the traffic exceeded capacity, the maximum number of extra movements is given), share of IFR traffic and share of departures.

As VFR movements have an influence on the presented declared capacity plots in *Figure 3.1* and *3.2*, another view is given *in Figure 3.3* and *Figure 3.4*. They show the hourly movements with traffic ≥80% IFR, respectively for runway configuration 22L, 22R-22L, 22R. As such, for hours where there were 80% or more IFR movements out of the total traffic per hour, the declared capacity was not reached in 2025.

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

Runway Configuration		Date	Maximum	% of IFR	% of Departures
Departures	Arrivals	of Occurrence	Extra Movements	at Occurrence	at Occurrence
22	22	Mar. 5	4	3%	53%

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 (AFTM) delay. AFTM delay is defined as the time difference between estimated take-off time (ETOT) and calculated take-off time (CTOT) calculated by the Network Manager (EUROCONTROL). This difference is due to AFTM measures in place to ensure safe handling of operations in the air or at airports. These measures are classified according to the causes listed below:

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

The ATFM measures with ANSP contribution are listed according to the Functional Airspace Block Europe Central (FABEC) performance plan[31]:

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

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

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

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

31. The Fourth Reference Period (RP4) FABEC Performance plan is available as a draft but has not yet been published. (RP4 Performance Plan FABEC v3.0 - 2025.07.30)

ATFM ARRIVAL DELAY

As of January 1st 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 Third Reference Period (RP3) ended in 2024 and 2025 is part of the new Fourth Reference Period (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.

Despite not having its own target, skeyes registers the arrival delays for Liege Airport as part of a continuous monitoring of the ANSP's performance and as an internal performance indicator. This indicator is the average time, expressed in minutes, of ATFM arrival delay per inbound IFR flight and is calculated for the whole calendar year. The indicator includes all IFR flights with an activated flight plan submitted to the Network Manager landing at the destination airport and covers all ATFM delay causes excluding exceptional events.[32]

32. European Commission, "Regulations", Official Journal of the European Union, p.67, 2019

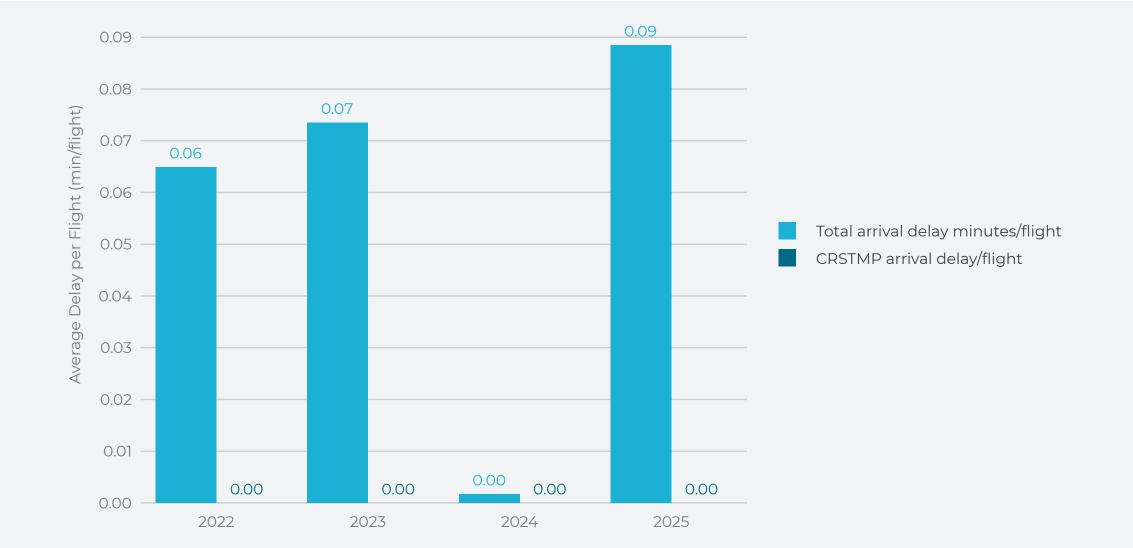
For this performance indicator, a comparison has been made over the last four years. **Table 3.3** gives the amount of ATFM arrival delay at Liege Airport – i.e. the delay caused by regulations placed on arrivals to Liege Airport - and the total number of arrivals per year. Note that in this section, the number of arrivals and the arrival delay for each flight are calculated by the Network Manager and have been provided by the EUROCONTROL's Performance Review Unit (PRU).[33] In 2025, a total of 1,488 minutes of ATFM arrival delay were registered at Liege Airport. Contrary to previous years, the ATFM arrival delay was not due to weather. On the 4th of November a zero-rate restriction was in place at Brussels, Charleroi and Liege Airport. This was due to multiple drone sightings over the airports. More information on this incident can be found in the **Drone Activities** subchapter under **Traffic**.

This single day increased the amount of ATFM arrival delay drastically. As a result, the amount of ATFM arrival delay in 2025 is in line with the years prior to 2024, which had a record low of only 27 minutes. In **Figure 3.5** the arrival delay rates per flight for the past four years are presented. Despite a slight increase in IFR movements with submitted flight plan (+4% vs 2024 and +1% vs 2022), the rate of ATFM delay per IFR arrival reached its highest since 2020. Keep in mind that from 2020 to 2029 there are no arrival delay targets set for Liege Airport.

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

	Minutes of ATFM Arrival Delay				IFR Arrivals
	CRSTMP	Weather	Other categories	Total	(with flight plan)
2022	0	1,076	0	1,076	16,573
2023	0	1,077	0	1,077	14,647
2024	0	27	0	27	16,249
2025	0	0	1,488	1,488	16,822

Figure 3.5: *Yearly target and actual rate of ATFM delay per IFR arrival (PRU)*



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

OTHER ATFM DELAY IMPACTING FLIGHTS TO AND FROM LIEGE 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 Liege tower, flights to or from Liege 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.

2025 traffic in the EUROCONTROL Network Manager area increased by 4.1% compared to 2024. The number of flights is now comparable to pre-pandemic volumes. Across Europe two trends are visible: whereas southern European countries have surpassed 2019 figures due to strong touristic demand, northern Europe lags behind. Most northern countries have not reached these levels yet. According to an overview published by EUROCONTROL, the ATFM delays, in terms of delay per flight, were 17% lower than in 2024 at 2.4 minutes per flight. After a stark increase in 2024, this difference is mostly due to better stakeholder coordination, proactive measures and a significant reduction in weather disruptions.[34]

Figure 3.6 and 3.7 present an overview of the ATFM delay on respectively arriving and departing traffic at Liege Airport over the past four years. Delay is attributed to the regulation originating it. For flights with the same airport as origin and destination, if they are impacted by any regulation, the delay is counted in the arrival delay and in the departure delay, as those flights are considered arrivals and departures to/from the airport. As a result, the total ATFM delay is not equal to the sum of delays recorded for arrivals and departures, as this will count delays for the flights with the same origin and destination airport twice.

In 2025, 16,809 IFR flights (with a flight plan submitted to the Network Manager) arrived at Liege Airport, of which 1,000 were delayed for a total of 16,587 minutes of ATFM delay. This is a decrease in total delay of -26% compared to 2024. Of the total amount 14% (2,246 minutes) is attributable to skeyes, while 86% (14,341 minutes) is attributable to ATFM measures placed by other ANSPs.

Of the 16,813 IFR departures from Liege Airport, 2,187 flights were delayed by ATFM regulations resulting in a total of 38,426 minutes of delay. This is a decrease in total delay of -14% compared to 2024. For departing traffic 7% (2,545 minutes) of this delay is attributable to skeyes. This means that 93% (35,881 minutes) of ATFM delay on IFR departures is attributable to other ANSPs.

The impact of all these regulations gives the total ATFM delay experienced by traffic at Liege Airport. Traffic was mainly impacted by ATC disruptions due to lack of capacity and weather-related reasons (respectively 33% and 35% of total ATFM delay). The third most common cause was due to regulations for ATC staffing issues (15%). The largest contributors were the German ANSP, the Deutsche Flugsicherung (DFS) and the French Direction des Services de la navigation aérienne (DSNA). The DSNA was responsible for 36% of all en-route ATFM delays across Europe, mainly caused by capacity and staffing issues.[34]

34. 'EUROCONTROL European Aviation Overview | EUROCONTROL'. accessed on 27 January, 2026 https://www.eurocontrol.int/publication/eurocontrol-european-aviation-overview.

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

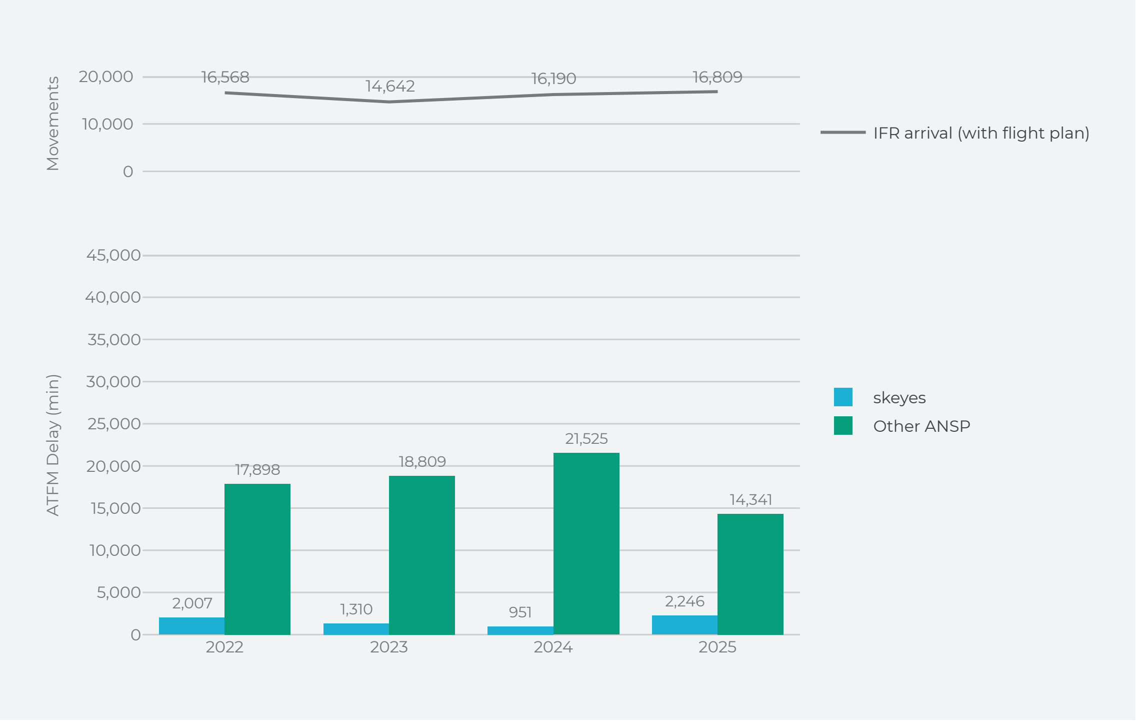
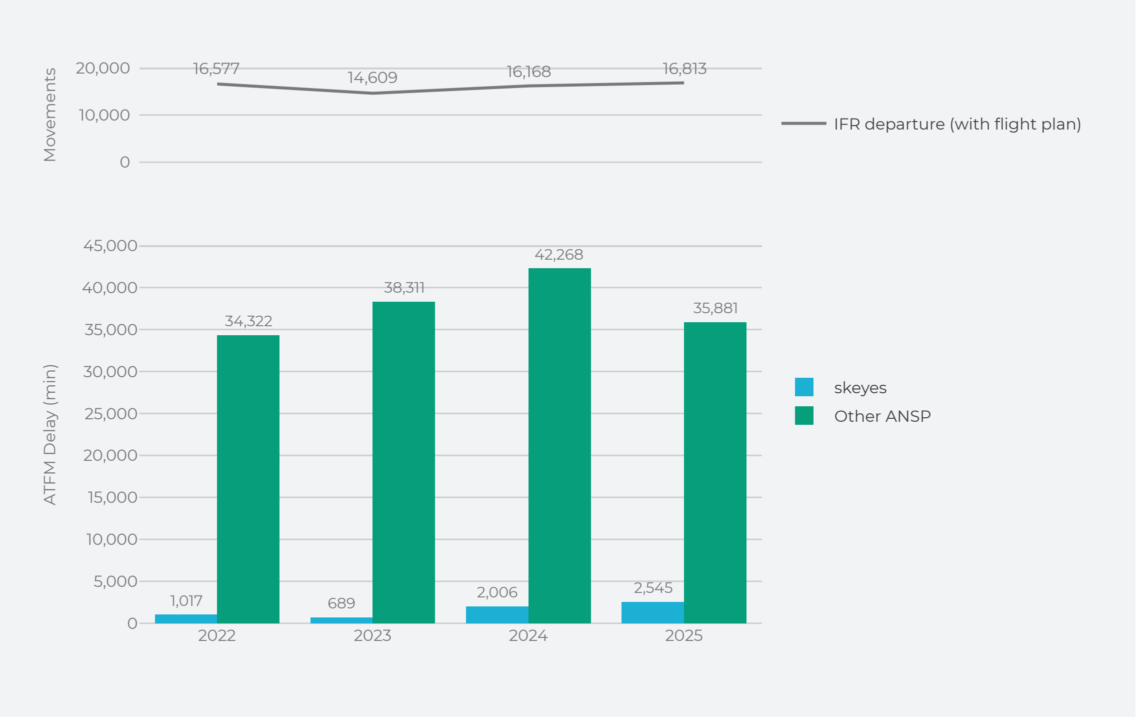
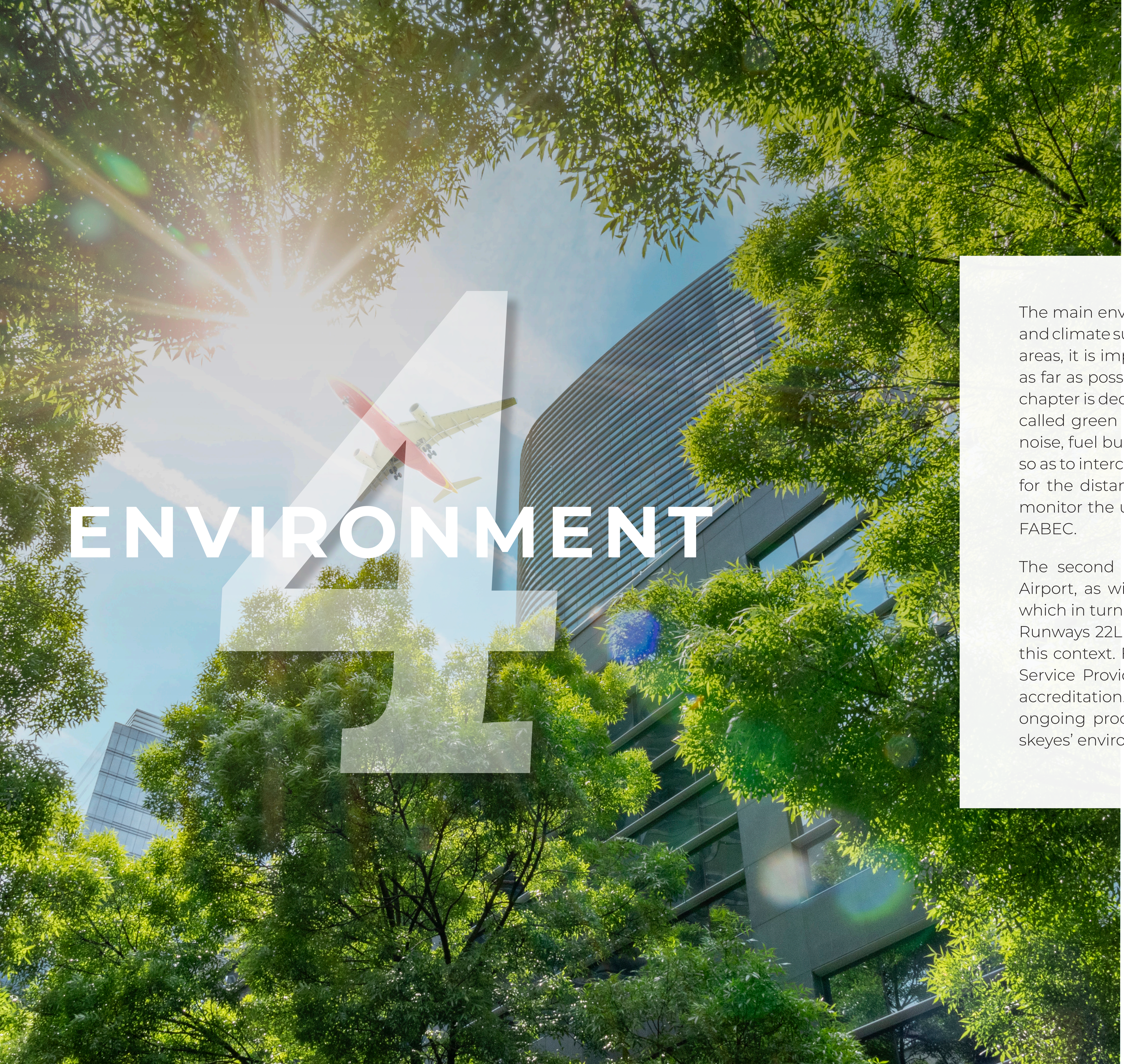


Figure 3.7: ATFM delay for IFR departures per year and delay origin (NMIR)





4 ENVIRONMENT

- **Continuous Descent Operations**
- **Wind Patterns**
- **Considerations and Improvements**

The main environmental challenges of aviation are noise pollution and climate sustainability. As Liege Airport is located near populated areas, it is important to consider noise pollution and its reduction, as far as possible, in the vicinity of the airport. The first part of this chapter is dedicated to Continuous Descent Operations (CDO), also called green landings. The objective of CDOs is to reduce aircraft noise, fuel burn, and emissions by means of a continuous descent, so as to intercept the approach glidepath at an appropriate altitude for the distance to touchdown. skeyes put in place indicators to monitor the use of CDOs, in collaboration with other members of FABEC.

The second part focuses on the predominant winds at Liege Airport, as wind is a leading factor in the choice of runway use, which in turn has an influence on the noise above the city of Liege. Runways 22L and 22R are preferred over runways 04L and 04R in this context. Furthermore, skeyes became the first Air Navigation Service Provider worldwide to obtain CANSO GreenATM Level 4 accreditation. Showing its commitment to sustainability and the ongoing processes that aim to ensure further improvements to skeyes' environmental footprint.

Continuous Descent Operations

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 number of intermediate level-offs is 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.[35]

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: binary indicator (yes/no) indicating if a CDO was flown from FL100 to 3000 ft;*
- *CDO Noise: binary indicator (yes/no) indicating if a CDO was flown from FL60 to 3000 ft.*

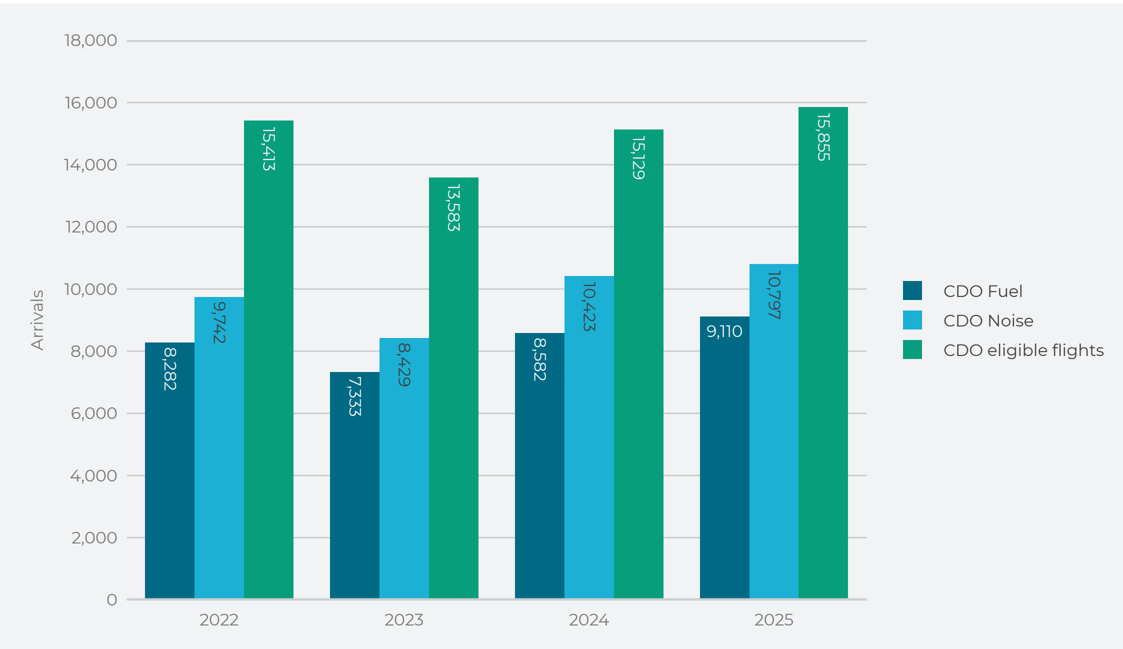
For CDO statistics, a new 'CDO flag' has been incorporated, in order to consider only 'CDO eligible' flights. The following criteria have been defined to flag a movement as CDO eligible flight:

- *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).*

35. 'Continuous Climb and Descent Operations (CCO / CDO) | EUROCONTROL', accessed on 5 February 2026, https://www.eurocontrol.int/concept/continuous-climb-and-descent-operations.

The number of flights flagged with CDO indicators (CDO Fuel and CDO Noise) are given in ***Figure 4.1***. The graph shows the number of arrivals that have flown a CDO Fuel and/or a CDO Noise, as well as the number of arrivals eligible for the CDO statistics, a total of 15,855 in 2025. The yearly number of CDO Fuel and CDO Noise flown increased in absolute number. In proportion to the increase in eligible arrivals, the ratio of eligible flights that were compliant with either CDO Noise or CDO Fuel remained consistent. In percentages this means that while the number of eligible flights increased by 5%, those that performed CDO Noise went from 68.9% of eligible flights in 2024 to 68.1% in 2025 and CDO Fuel from 56,7% in 2024 to 57,4% in 2025.

Figure 4.1: *Yearly comparison CDO indicators*



The rate of CDO Noise and CDO Fuel flown as a percentage of eligible arrivals per runway is shown in ***Figure 4.2*** and ***Figure 4.3*** respectively. The most used runway (22L) shows a 2% increase in CDO Fuel adherence in 2025 compared to the previous year. For the same runway, the amount of CDO Noise only slightly decreased. Looking at larger trends across the years, until 2020 CDO adherence slowly increased until rates of 62% of eligible flights performing CDO Fuel and 75% for CDO Noise. Then for three years in a row both rates dropped to 54% (Fuel) and 62% (Noise) in 2023. Subsequently the rates recovered in 2024, with current values discussed above. 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.*

Figure 4.2: *Yearly CDO Noise adherence per runway*

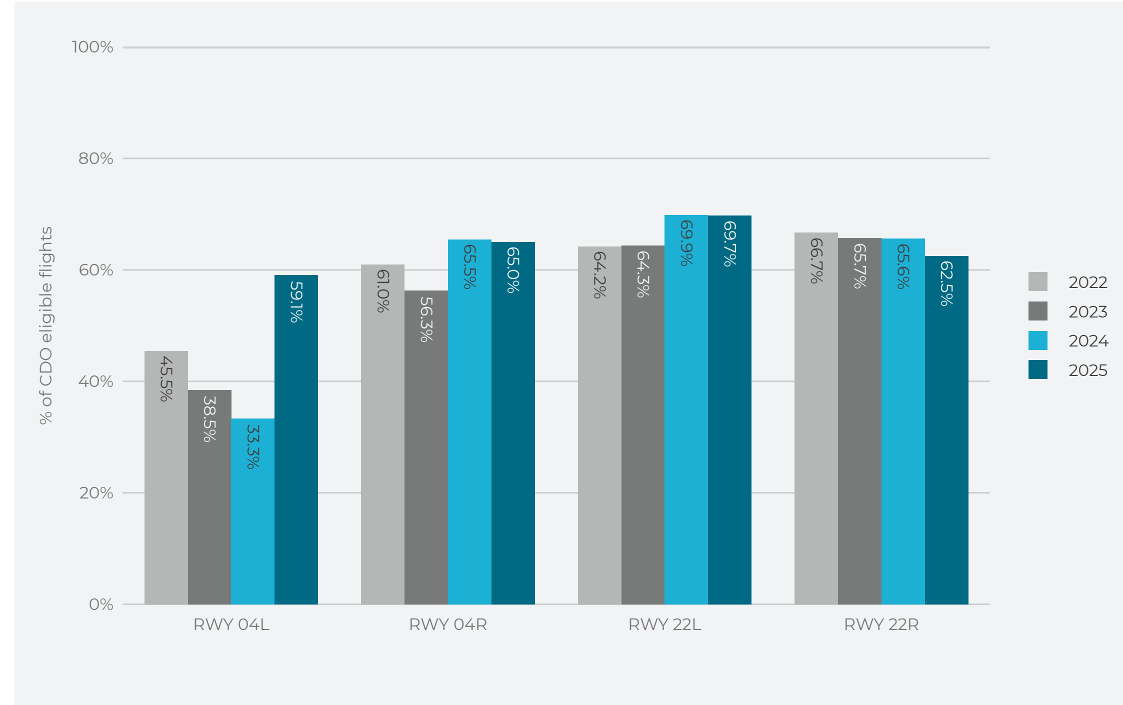
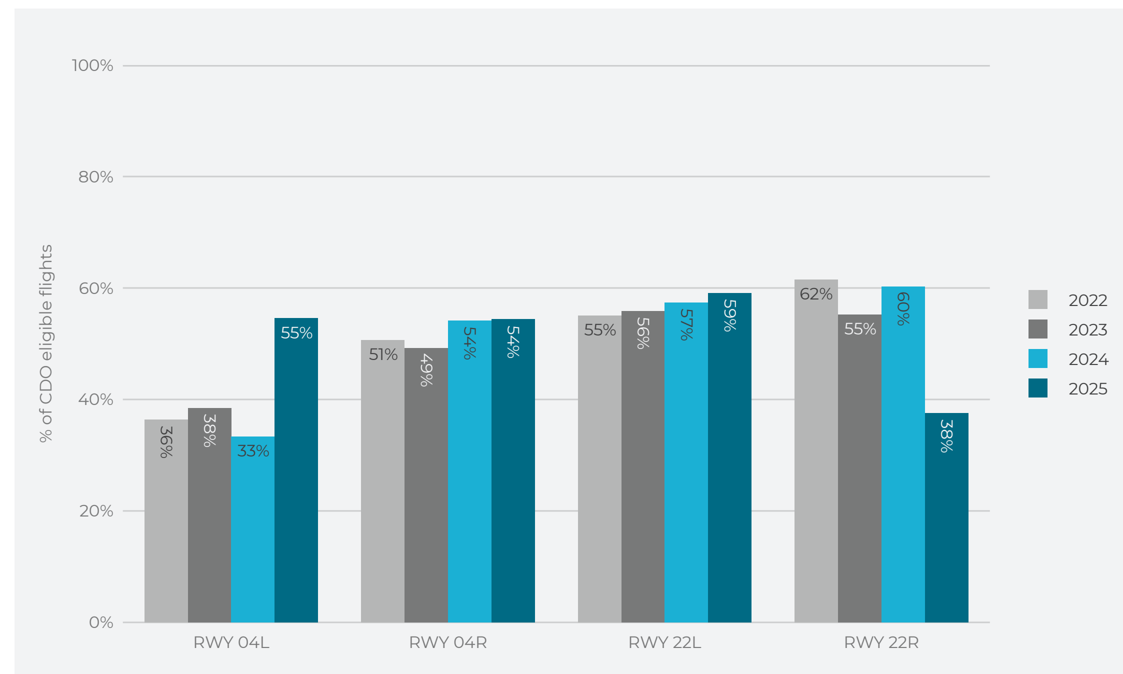


Figure 4.3: *Yearly CDO Fuel adherence per runway*



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 below certain altitude'.

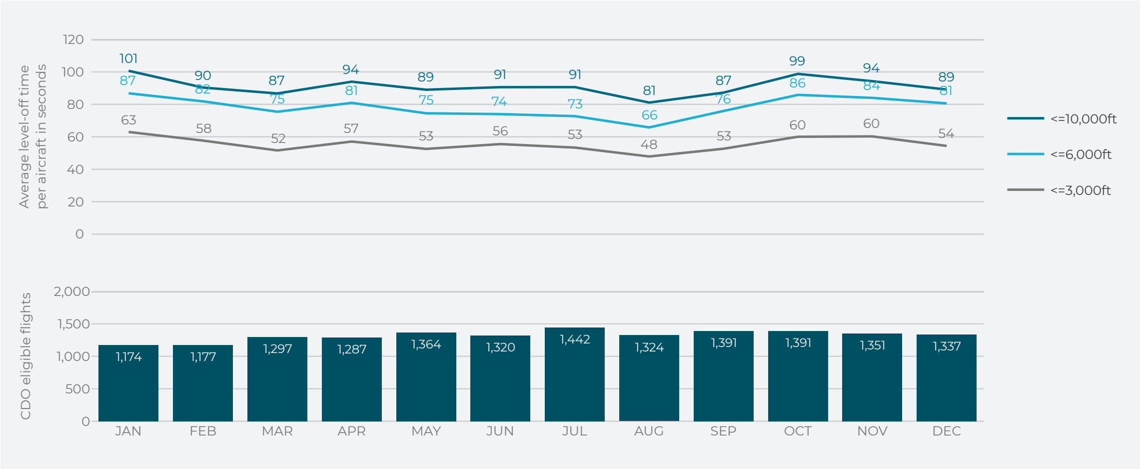
The 'Average level-off time below certain altitude' indicator provides a value representing the average time a descending aircraft spends flying level-off within specific altitude ranges. Three distinct altitude ranges are monitored:

- ***10,000 ft to Ground (GND)***
  The upper boundary aligns with the altitude ceiling of 'CDO Fuel';
- ***6,000 ft to GND***
  The upper boundary 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 CCO/CDO Action Plan and EUROCONTROL ENV Transparency Working Group, emphasizing its alignment with industry best practices and standards.[36]

Figure 4.4 shows the monthly evolution of average level-off time below the three monitored altitudes at Liege Airport for 2025. The chart is accompanied by the count of CDO-eligible arrivals in each month, as considered for the calculation of the average values. The monthly chart reveals a consistent evolution of average level-off time across all three monitored altitudes, emphasizing that the month-to-month variations are primarily driven by changes in level-off time at low altitudes (≤ 3,000 ft), where the majority of level-off time occurred.

Figure 4.4: *Monthly Average Level-off Time*

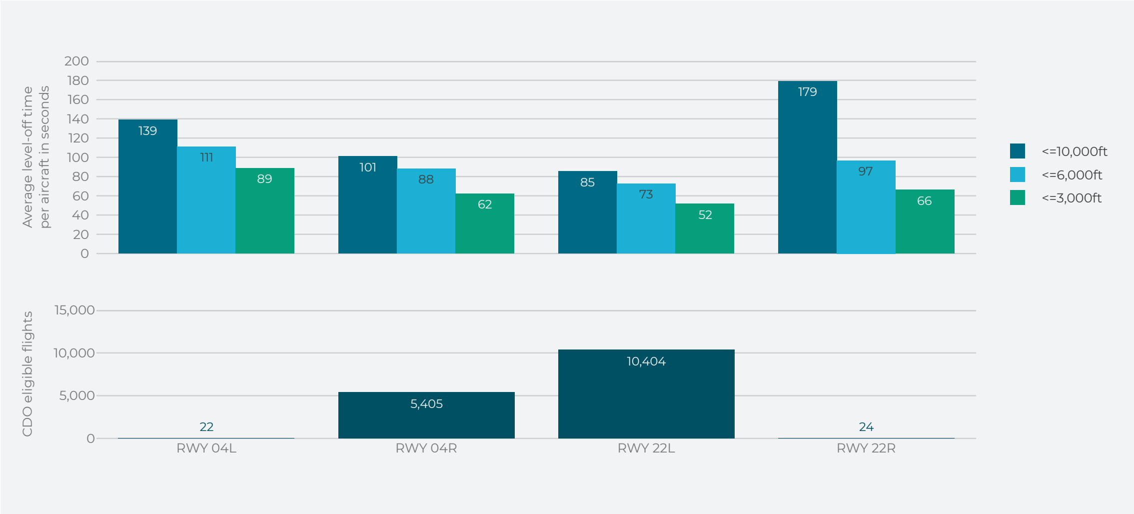


36. 'Continuous Climb and Descent Operations (CCO / CDO) | EUROCONTROL', accessed on 5 February 2026, https://www.eurocontrol.int/concept/continuous-climb-and-descent-operations.

The distribution of average level-off time across runways in 2025 is depicted in **Figure 4.5**, along with the number of arrivals considered CDO eligible. At Liege Airport the highest percentage of CDO-eligible arrivals landed on RWY 22L (66%), followed by RWY 04R (34%). The other runways were used for only a fraction of CDO-eligible arrivals. As such, the average level-off time has less meaning. Between the two most used runways, 22L demonstrated slightly better CDO performance in terms of average level-off time, at all three altitude ranges compared to RWY 04R.

When the average level-off time below 3,000ft is subtracted from either CDO performance indicator's ceiling altitude, the average comes closer to the 30 seconds required to be considered a CDO. Concretely, this means that the level-off time between 10,000ft and 3,000ft is on average five seconds too long to be CDO Fuel compliant. And the average level-off time between 6,000ft and 3,000ft is seven seconds below the limit to be considered as CDO Noise.

Figure 4.5: *Average Level-off Time per runway*



Wind Patterns

One of the main factors for the choice of runway is wind. At Liege Airport, the wind typically blows either in a north-easterly or in a south-westerly direction, the latter being more common. This can also be seen in the wind roses in ***Figure 4.6***. The wind roses show the average wind strength in knots (colour-coded) and the direction the wind is blowing from as the angle of the petal. This way, the wind of the years 2022 to 2025 is illustrated. When comparing the past four years, notice the near absence of wind directions other than west to south in 2024. Concerning 2025, there were again more winds from the north-east, in line with most years at Liege Airport, and Belgium as a whole. Last year these recurring wind directions were recorded in this frequency was 2022. Additionally, in comparison to 2024, there was only a small share of the winds that exceeded 21 knots.

A monthly view of the winds in 2025 is presented in ***Figure 4.7***. Throughout the year the winds varied greatly. Some months experienced a large share of winds exceeding 11 knots, these were predominantly: January, June, October, November and December. Of these months, January had the largest share of winds exceeding 21 knots. At the beginning of the year, the direction the majority of wind came from was from the south-west, concentrated at around 200°. A small change occurred in February, gaining a more southerly character; this month also saw the first north-easterly winds. Between March and May, the yearly north-easterly wind shift occurred, with almost no south-easterly winds except for May. Crosswinds from the south-east also occurred during the same period, in March, while they mainly came from the north-west in May.

In June most winds reverted to a south-westerly direction. This would continue throughout the summer, until and including October. Some months experienced frequent winds from additional directions; July had some from the north-west, August saw wind from all directions except the east, and in October there were strong winds from the south. These southerly winds exceeding 11 knots are also the dominant winds during November and December. High windspeeds in combination with a large crosswind component, such as during these months, increase the difficulty during landing and have a strong influence on both arrival and departure runway configuration.

The shift to winds from the north-east is directly responsible for the preference of runways 04L and 04R from March to May. The opposite is true during months with almost no wind from the same direction. This explains the higher runway usage of 22L and 22R in January and November (see ***Runway Use*** in the ***Traffic Chapter*** and ***Figure 1.12***). In general, runway usage is consistent with wind patterns since the aerodynamics of the aircraft favour head wind for take-off and landings.

Figure 4.6: *Yearly wind roses*

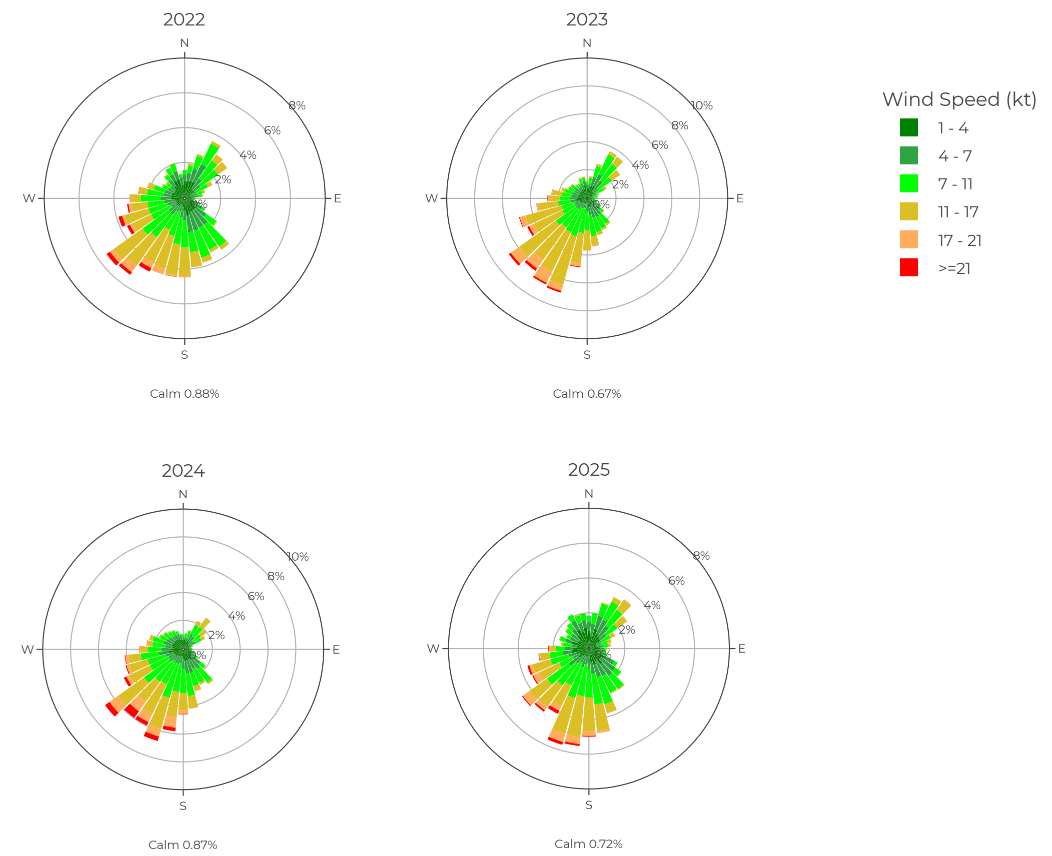
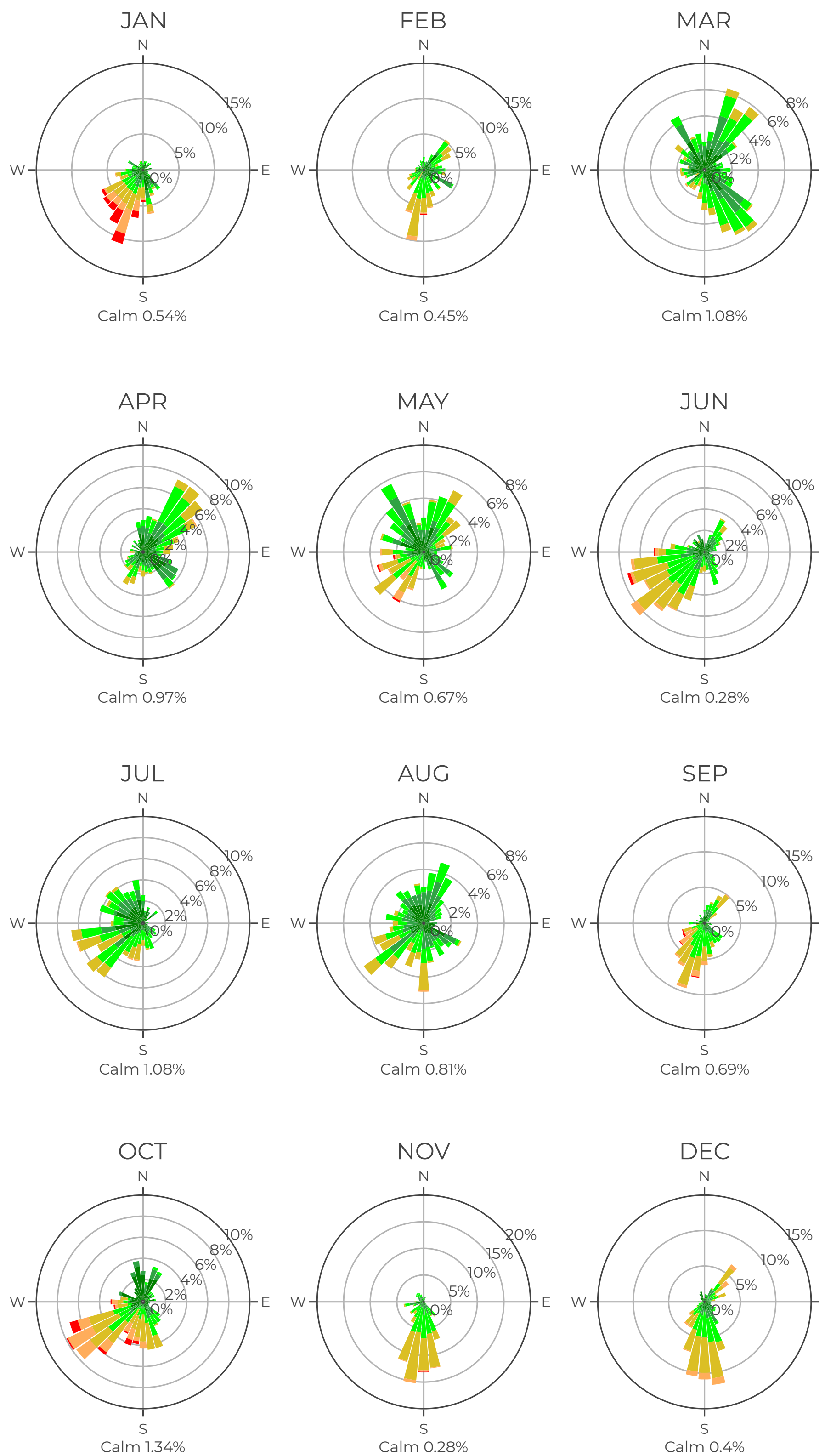


***Figure 4.7:** Monthly wind roses of 2025*



Considerations and Improvements

Ongoing efforts to support sustainable operations

skeyes demonstrates its commitment to sustainability in a number of ways. Different measures are being investigated or have already been implemented. Some examples of improvements from skeyes include:

- skeyes monitors and adapts operations to enhance flight efficiency, where feasible. As mentioned in the section of the Safety chapter, skeyes designed a PBN implementation and transition plan describing the way ahead to 2030. The purpose of the transition and implementation plan 2024/2030 is the establishment of a full PBN environment within the Belgian part of the Brussels FIR and at the aerodromes of Antwerp, Brussels, Charleroi, Kortrijk, Liege and Ostend. Once the full PBN is implemented, an optimization of the PBN environment will be initiated - this includes reworking the airspace and routes, which can then be redesigned apart from the ground-based infrastructure and positioned in the most advantageous strategic location. It is anticipated that such procedures will significantly enhance flight predictability, situational awareness, and aircraft vertical performance, among others, thereby reducing the environmental effect (less noise, reduced fuel consumption, etc.);

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

- One of the goals is the promotion and facilitation of the number of CDOs flown to Liege Airport. skeyes is engaging with airlines to present CDO statistics and communicate the relevant phraseology, while also raising awareness among ATCOs through training courses and regular updates on current performance and statistics;

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

- Additionally, the agreement on 'collaborative environmental management' (CEM) at Liege Airport continues to show benefits.

- Apart from skeyes, Liege Airport has its own environmental strategy. In 2025, Liege Airport officially moved up to level 4 'Transformation' of the Airport Carbon Accreditation Programme, building on more than a decade of climate action and reflects the airport's deep commitment to aligning its operations with the goals of the Paris Agreement. To achieve this, Liege Airport has extended the scope of its carbon inventory to include more indirect emissions and developed a Carbon Management Plan outlining the concrete actions that will be taken. Lastly, Liege Airport has also adopted a 'Stakeholder Engagement Plan', developed in consultation with the hub's key partners. This plan outlines the collaborative actions designed to reduce emissions on the airport facility.[37]

37. Theodoros Papachristou, 'Liège Airport Achieves Level 4, Aligning Its Carbon Management Ambitions with Global Climate Goals', Airport Carbon Accreditation (blog), accessed on 26 March 2026, https://www.airportcarbonaccreditation.org/liege-airport-achieves-level-4/


ANNEX

Annex A: Missed Approaches

Table 0.1: *Missed approaches per category per runway*

	Reasons	2022	2023	2024	2025
RWY 04R	FOD on the runway	-	1	-	-
	GPWS / obstacle warning	-	-	-	-
	aircraft with technical problems	2	-	1	-
	departing traffic on the runway	1	1	-	1
	other	1	1	1	3
	pilot's error	-	-	1	-
	previous landing on the runway	1	-	1	-
	runway condition	-	-	1	-
	runway incursion	-	-	-	-
	tail wind	-	-	-	1
	taken out of sequence	-	-	-	-
	technical problems of ground equipment	-	1	-	-
	too close behind preceding	-	-	-	1
	training flight	-	-	1	-
	unstable approach	5	2	5	7
	weather - thunderstorm - windshear	1	-	-	-
	weather - visibility	2	3	2	4
	Total	**13**	**9**	**13**	**17**
RWY 22L	FOD on the runway	-	-	-	2
	GPWS / obstacle warning	-	-	1	-
	aircraft with technical problems	4	1	1	3
	departing traffic on the runway	2	1	-	2
	other	4	6	6	6
	pilot's error	-	3	2	1
	previous landing on the runway	2	2	2	2
	runway condition	-	-	1	-
	runway incursion	1	-	-	-
	tail wind	-	-	-	1
	taken out of sequence	1	2	-	-
	technical problems of ground equipment	-	1	-	-
	too close behind preceding	1	2	-	3
	training flight	1	1	2	-
	unstable approach	17	11	15	16
	weather - thunderstorm - windshear	8	2	2	9
	weather - visibility	4	5	1	3
	Total	**45**	**37**	**33**	**48**

No missed approaches for RWY 22R and RWY 04L from 2021 to 2025

Annex B: Fact sheet

TRAFFIC

Yearly Evolution

Movements	2022	2023	2024	2025	2025 vs 2024
IFR	34,980	30,734	33,400	34,595	+4%
VFR	6,012	5,090	7,054	4,670	-34%
Total	40,992	35,824	40,454	39,265	-3%

Quarterly comparison

Movements	2022	2023	2024	2025	2025 vs 2024
Q1	12,564	7,956	8,940	9,438	+6%
Q2	9,658	9,466	10,791	10,028	-7%
Q3	10,236	9,390	10,717	10,091	-6%
Q4	8,534	9,012	10,006	9,708	-3%

CAPACITY & PUNCTUALITY

Capacity

- Capacity exceeded on only one day for RWY 22L only due to majority of traffic being VFR;
- IFR capacity was not exceeded.

Runway configuration	Declared IFR Capacity	Maximum Movements/Hour
04	35 movements/hour	33 movements/hour
22	34 movements/hour	38 movements/hour

Punctuality

Arrival delay:

- Arrival delay: 0.09 min/flight;
- CRSTMP delay: 0 min/flight.

ATFM impact:

- Departures: 38,426 minutes of ATFM delay (-13% vs 2024, 2,545 due to skeyes' regulations);
- Arrivals: 16,587 minutes of ATFM delay (-26% vs 2024, 2,246 due to skeyes' regulations).

SAFETY

Missed Approaches

67 missed approaches in 2025 (+21 vs 2024).

TOP three causes in 2025:

1. Unstable approach (23);
2. Other (11, see Safety chapter for explanation);
3. Weather – thunderstorm - windshear (9).

Safety Occurrences

- 11 runway incursions, 6 with ATM ground contribution (+5 vs 2024);
- 4 taxiway/apron events, 4 taxiway incursions and 2 runway events.

ENVIRONMENT

CDO

- Rate of CDO Fuel (57%) and CDO Noise (68%) consistent with 2024;
- RWY 22L demonstrated slightly better CDO performance compared to RWY 04R;
- The month-to-month variations were primarily driven by changes in level-off time at low altitudes (≤ 3,000 ft), where the majority of level-off time occurred.

skeyes nice to guide you

Runway Performance Report **2025**

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