



OSTEND-BRUGES INTERNATIONAL AIRPORT

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Runway performance report
Ostend-Bruges International

EXECUTIVE SUMMARY

This report provides an overview of the Air Traffic Management (ATM) performance at Ostend-Bruges International Airport. ATM performance is driven by four Key Performance Areas (KPA): safety, capacity, environment and cost-efficiency. Its aim is to provide our main stakeholders, and anyone else interested, with traffic figures for 2025 and relevant data on the performance of our operations at Ostend Airport, namely on three of the four KPAs: safety, capacity and punctuality, and environment. Throughout this report, traffic data from the past four years is analysed to assess the evolving recovery from the impacts of Coronavirus Disease (COVID-19), with 2019 still considered as the reference year.



Traffic

In 2025, traffic at Ostend Airport has increased compared to the previous year. When compared to 2024, a significant increase is evident, primarily attributable to a period during which Ostend Airport was closed due to a runway renovation. When compared to 2023, traffic in 2025 increased by 2%.

Instrument flight rules (IFR) traffic increased by 28% compared to 2024 and decreased by 15% compared to 2023. Visual flight rules (VFR) traffic accounted for the majority of traffic (65% of the total). There was an 18% increase in VFR traffic compared to 2024 and 14% compared to 2023. One of the main causes of the increase was the particularly good weather conditions in December, allowing more VFR operations.

Cargo traffic also increased – there was 25% more Cargo traffic compared to 2024, but 60% less than in 2023, mostly influenced by the departure of Qatar Airways Cargo in April 2023.

In terms of traffic patterns, Summer remains the busiest season with more seasonal IFR traffic and more favourable conditions for VFR. Also, Sundays are less busy compared to other weekdays due to the restrictions on training flights.

Safety

Safety is an important pillar of air traffic control. As such, safety occurrences and missed approaches are followed up by skeyes' safety unit that analyses the situations, trends and, if necessary, conducts investigations.

The number of missed approaches (a procedure used when the approach cannot be continued for a safe landing) and particularly their cause can indicate which measures are to be taken to improve the safety of air navigation service provision. In 2025, 31 missed approaches were logged. The rate of missed approaches per 1,000 arrivals increased from 1.7 in 2024 to 2.7 in 2025. Looking at runway 08, the rate increased from 0.9 in 2024 to 4.0 in 2025. This is influenced by a higher use of this runway compared to previous years. The main cause for missed approaches in 2025 was unstable approach.

For safety occurrences, the report shows that the runway incursions increased from four in 2024 to six in 2025. Out of those six, only one had ATM contribution, classified as C – Significant incident.

Capacity and Punctuality

In this report, the declared IFR capacity is presented alongside an overview of how that capacity is being utilised. In 2025, the declared capacity was exceeded on 11 occasions. In each of these instances, VFR traffic accounted for between 67% and 100% of the total traffic movements, with the remainder being IFR traffic. The IFR capacity was not exceeded during periods with only IFR traffic.

ATM performance targets for Belgium are set in the FABEC Reference Period performance plan. The Third Reference Period (RP3) ended in 2024, with the Fourth Reference Period (RP4) beginning in 2025 and lasting until 2029. While there is no annual target with regard to Air Traffic Flow Management (ATFM) arrival delay for Ostend Airport, skeyes still registers the arrival ATFM delays, as part of a continuous monitoring of the Air Navigation Service Provider's (ANSP) performance. In 2025, there was no ATFM delay generated by regulations put in place at Ostend Airport.

In 2025, flights landing in Ostend Airport experienced a total of 6,739 minutes of ATFM delay, out of which 477 were due to skeyes' regulations. Flights taking off from Ostend Airport totalled 7,549 minutes of ATFM delay: 438 minutes were attributable to skeyes' en-route regulations.

Environment

In 2025, compliance with the Preferential Runway System (PRS) in place at night at Ostend Airport was achieved for 72% of departures (80% in 2024) and 60% of arrivals (54% in 2024). When combined, the total compliance rate with the PRS was 66% (67% in 2024).

This report also analyses night movements. Night traffic increased from 599 movements in 2024 to 645 movements in 2025. The main cause was the increase of Cargo traffic, which often operates during the night time. When looking at the movements per hour, night traffic was higher only at 00:00, 01:00 and 04:00 when compared to 2024.

skeyes obtained the GreenATM level 3 accreditation in 2023 and level 4 in 2025. CANSO GreenATM is an environmental accreditation program to provide ANSPs with an independent, industry-endorsed accreditation of their environmental efforts. This new accreditation marks a significant milestone and confirms the advances that skeyes has made in a consistent and measurable way towards its climate and environmental objectives.

SAMENVATTING

Dit verslag biedt een overzicht van de prestaties inzake luchtverkeersbeheer (Air Traffic Management, ATM) op de internationale luchthaven van Oostende-Brugge. Deze prestaties worden bepaald door vier prestatiekerngebieden (Key Performance Areas, KPAs): veiligheid, capaciteit, milieu en kostenefficiëntie. Het doel is om aan onze belangrijkste stakeholders en andere geïnteresseerden de verkeerscijfers voor 2025 en relevante data over de prestaties van de operationele activiteiten op de luchthaven van Oostende samen te vatten, namelijk over drie van de vier prestatiekerngebieden: veiligheid, capaciteit en stiptheid, en milieu. In dit verslag worden de verkeersdata van de voorbije vier jaar geanalyseerd om het herstel van de gevolgen van de coronapandemie (COVID-19) te bestuderen, waarbij 2019 nog altijd als het referentiejaar wordt beschouwd.

Verkeer

In 2025 nam het verkeer op de luchthaven van Oostende significant toe ten opzichte van het voorgaande jaar. Die toename is voornamelijk toe te schrijven aan een periode – in 2024 – waarin de luchthaven van Oostende gesloten was, vanwege omvangrijke renovatiewerken aan de baan. In vergelijking met 2023 nam het verkeer in 2025 met 2% toe.

Het IFR-verkeer (Instrument Flight Rules) steeg met 28% in vergelijking met 2024 en daalde met 15% ten opzichte van 2023. Het VFR-verkeer (Visual Flight Rules) vormde het leeuwendeel van het verkeer (65% van het totaal). Dat VFR-verkeer ging er respectievelijk met 18% en 14% op vooruit in vergelijking met 2024 en 2023. Een van de belangrijkste oorzaken van de toename waren de bijzonder goede weersomstandigheden in december, waardoor meer VFR-vliegoperaties konden worden uitgevoerd.

Ook het vrachtverkeer vertoonde een groeicurve: +25% in vergelijking met 2024, maar -60% in vergelijking met 2023, hoofdzakelijk als gevolg van het vertrek van Qatar Airways Cargo in april 2023. Wat de verkeerspatronen betreft, blijft de zomer het drukste seizoen met meer seizoensgebonden IFR-verkeer en gunstigere weeromstandigheden voor het VFR-verkeer. De zondagen zijn eveneens minder druk in vergelijking met andere weekdays vanwege de beperkingen op opleidingsvluchten.

Veiligheid

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

Het aantal afgebroken naderingen (een procedure die wordt toegepast wanneer de nadering niet kan worden voortgezet met het oog op een veilige landing), en in het bijzonder de oorzaak ervan, kunnen aangeven welke maatregelen moeten worden genomen om de luchtvaartnavigatiedienstverlening veiliger te maken. In 2025 werden er 31 afgebroken naderingen geregistreerd. Het aantal afgebroken naderingen per 1.000 aankomsten steeg van 1,7 in 2024 tot 2,7 in 2025. Voor baan 08 in het bijzonder steeg dat aantal van 0,9 in 2024 tot 4 in 2025, mede ten gevolge van een intensiever gebruik van die baan in vergelijking met voorgaande jaren. De meest voorkomende oorzaak voor afgebroken naderingen in 2025 was een onstabiele nadering.

Wat de veiligheidsvoorvallen betreft, toont het verslag aan dat het aantal runway incursions (het onbedoeld betreden van de actieve start- of landingsbaan) opliep, van vier in 2024 naar zes in 2025. Van die zes was er slechts één met ATM-bijdrage, geclassificeerd als C – Betekenisvol incident.



Capaciteit en stiptheid

In dit verslag wordt de opgegeven IFR-capaciteit voorgesteld, samen met een overzicht van de mate waarin die capaciteit benut wordt. In 2025 werd de opgegeven capaciteit elf keer overschreden. In elk van deze gevallen was het VFR-verkeer goed voor 67% tot 100% van het totale aantal vliegbewegingen, terwijl de rest IFR-verkeer was. De IFR-capaciteit werd nooit overschreden tijdens periodes met enkel IFR-verkeer.

De ATM-prestatiedoelstellingen voor België zijn vastgelegd in het FABEC Reference Period Performance Plan. De derde referentieperiode (RP3) liep af in 2024, waarna de vierde referentieperiode (RP4) begon in 2025 en loopt tot 2029. Hoewel er voor de luchthaven van Oostende geen jaarlijkse doelstelling inzake ATFM-vertraging bij aankomst (ATFM, Air Traffic Flow Management) is vastgelegd, registreert skeyes, als luchtvaartnavigatiedienstverlener, toch de ATFM-vertraging(en) bij aankomst in het kader van een continue monitoring van zijn prestaties. In 2025 werd er geen ATFM-vertraging gegenereerd door regulaties voor de luchtverkeersleidingstoren van de luchthaven van Oostende.

In 2025 liepen de vluchten die landden op de luchthaven van Oostende in totaal 6.739 minuten ATFM-vertraging op; 477 minuten daarvan is toe te schrijven aan reguleringen opgelegd door skeyes. Vluchten die opstegen vanaf de luchthaven van Oostende liepen in totaal 7.549 minuten ATFM-vertraging op, waarvan opnieuw 438 minuten toe te schrijven zijn aan en-route-reguleringen van skeyes.

Milieu

In 2025 werd het systeem van preferentieel baangebruik (Preferential Runway System, PRS) dat 's nachts op de luchthaven van Oostende van kracht is, voor 72% van de vertrekkende vluchten (80% in 2024) en voor 60% van de aankomende vluchten (54% in 2024) nageleefd. Gecombineerd bedraagt de mate waarin het PRS volledig nageleefd werd, 66% (67% in 2024).

In dit verslag worden ook de nachtbewegingen besproken. Het nachtverkeer nam toe van 599 bewegingen in 2024 tot 645 in 2025. De hoofdoorzaak voor die tendens was het toenemende vrachtverkeer dat vaak 's nachts plaatsvindt. Als we kijken naar het aantal bewegingen per uur, lag het nachtverkeer enkel om 00.00, 01.00 en 04.00 uur hoger dan in 2024.

skeyes behaalde in 2023 de GreenATM-accreditatie van niveau 3 en in 2025 die van niveau 4. CANSO GreenATM is een milieu-accreditatieprogramma dat luchtvaartnavigatiedienstverleners voorziet van een onafhankelijke, door de sector erkende accreditatie van hun inspanningen op milieuvlak. Deze nieuwe accreditatie vormt een significante mijlpaal en bevestigt de vooruitgang die skeyes op een consistente en meetbare manier heeft geboekt in de richting van zijn klimaat- en milieudoelstellingen.



TABLE OF CONTENTS

EXECUTIVE SUMMARY	2
SAMENVATTING	4
TRAFFIC	12
Traffic Overview	14
Traffic Patterns	20
Runway Use	22
Market Contributions	24
Drone Activities	30
SAFETY	36
Missed Approaches	38
Runway Incursions	42
Other Noteworthy Incidents	44
Improvements and Recommendations	46
CAPACITY & PUNCTUALITY	48
Airport Capacity	50
Punctuality	54
ENVIRONMENT	58
Preferential Runway System	60
Night movements	62
Wind Patterns	64
Considerations and Improvements	66
ANNEX	68
Annex A: Missed Approaches	70
Annex B: Fact sheet	72

LIST OF FIGURES

Figure 1.1: Historical traffic overview.....	14
Figure 1.2: Yearly traffic overview	15
Figure 1.3: Monthly movements per year.....	16
Figure 1.4: Calendar view of movements per day in 2025.....	18
Figure 1.5: Ten highest and ten lowest traffic days of 2025.....	19
Figure 1.6: Average hourly movements per year.....	20
Figure 1.7: Average hourly movements by season.....	21
Figure 1.8: Average hourly movements per day of the week in 2025.....	21
Figure 1.9: Aerodrome ground movement chart.....	22
Figure 1.10: Runway usage per year in movements.....	22
Figure 1.11: Runway usage per month in 2025 in share of movements	23
Figure 1.12: Market segments distribution	24
Figure 1.13: Top ten operators' evolution.....	25
Figure 1.14: Top ten International connections map	26
Figure 1.15: Top ten International connections.....	27
Figure 1.16: Cargo movements per year	28
Figure 1.17: Monthly cargo movements per year	29
Figure 1.18: Reserved airspaces of activated drone operations.....	33
Figure 1.19: Locations of drone sightings during November 2025	35
Figure 2.1: Rate of missed approaches per 1,000 arrivals per runway per year	39
Figure 2.2: Missed approaches per day.....	39
Figure 2.3: Top five causes for missed approaches.....	40
Figure 2.4: Yearly runway incursions per severity category	43
Figure 2.5: Yearly rates of runway incursions per 100,000 movements by ATM contribution	43
Figure 2.6: Yearly runway and taxiway safety events	44
Figure 2.7: Yearly deviations from ATM procedures and ATC clearance	45
Figure 3.1: Hourly movements for configuration 26-26.....	52
Figure 3.2: Hourly movements for configuration 08-08.....	52
Figure 3.3: Hourly movements of hours with \geq 80% IFR movements for configuration 26 - 26	53
Figure 3.4: Hourly movements of hours with \geq 80% IFR movements for configuration 08 - 08	53
Figure 3.3: ATFM delay for IFR departures per year and delay origin (NMIR)	57
Figure 3.4: ATFM delay for IFR arrivals per year and delay origin (NMIR).....	57
Figure 4.1: PRS usage between 2200 and 0800 in percentage of movements per departure or arrival per month.....	61
Figure 4.2: Yearly day and night movements	62
Figure 4.3: Yearly night movements per hour	62
Figure 4.4: Yearly wind roses	64
Figure 4.5: Monthly wind roses of 2025	65

LIST OF TABLES

Table 1.1: Monthly movements per flight rule per year	17
Table 1.2: Monthly movements per flight rule per year.....	17
Table 1.3: Market segments distribution volume and ratio.....	24
Table 1.4: Top ten operators of 2025.....	25
Table 1.5: Cargo movements per year	28
Table 1.6: Monthly cargo movements per year	29
Table 1.7: Activated drone operations per VLL zone risk level	32
Table 1.8 Activated drone operations per EASA risk category	33
Table 1.9: Activated exempted drone operations.....	33
Table 1.10: Activated drone operations per type	34
Table 2.1: Severity classification ¹⁴	38
Table 2.2: Number of missed approaches and arrivals per runway and per year	39
Table 2.3: RPAS and lasers incidents per year	45
Table 3.1: Declared IFR capacity	50
Table 3.2: Days with hours exceeding the declared capacity.....	53
Table 3.3: Number of IFR arrivals and minutes of ATFM arrival delay per reason and per year (with flight plan) (PRU).....	55
Table 4.1: Yearly use of PRS between 22:00 and 08:00	61
Table 4.2: Yearly night movements per hour.....	62
Table 0.1: Missed approaches per category per runway	70

GLOSSARY

AIP	Aeronautical Information Publication
AMC	Acceptable Means of Compliance
AMS	Airport Movement System
ANSP	Air Navigation Service Provider
ASL	ASL Airlines France
ATC	Air Traffic Control
ATCO	Air Traffic Control Officer
ATFM	Air Traffic Flow Management
ATM	Air Traffic Management
ATS	Air Traffic Service
BAC	Brussel Airport Company
BAF	Belgian Air Force
BCAA	Belgian Civil Aviation Authority
BURDI	Belgium–Netherlands U-space Reference Design Implementation project
BVLOS	Beyond Visual Line of Sight
CAA	Civil Aviation Authority
CEF	Connecting Europe Facility
CEM	Collaborative Environmental Management
CISP	Common Information Service Provider
COVID-19	Corona Virus Disease (2019)
CRSTMP	C - Capacity, R - Routing, S - Staffing, T- Equipment, M - Airspace Management, P - Special Event
CTR	Control Zone of an Airport
CVK	Cavok Air
DAA	Drone & Aerial Activities
EASA	European Union Aviation Safety Agency
EBAW	Antwerp International Airport
EBBR	Brussels International Airport
EBCI	Brussels South Charleroi Airport
EBFN	Koksijde Air Base
EBLG	Liege Airport
EBOS	Ostend–Bruges International Airport
EMSA	European Maritime Safety Agency
FABEC	Functional Airspace Block Europe Central
FJO	Flexjet Operations Malta
GeoZone	Unmanned Aircraft System geographical zone
ICAO	International Civil Aviation Organization
IFR	Instrument Flight Rules
ILS	Instrument Landing System
IMC	Instrument Meteorological Conditions
JAF	TUI fly Belgium

KPA	Key Performance Area
MDK	Agency for Maritime and Coastal Services
MoU	Memorandum of Understanding
MSR	EgyptAir
MTOW	Maximum authorized take-off weight
NHV/ NHX	Noordzee Helikopters Vlaanderen
NJE	NetJets Europe
NM	Nautical Mile
NSAC	Noordzee Vliegclub (North Sea Aviation Center)
OCO	Ostend Air College flight school
PBN	Performance Based Navigation
PRS	Preferential Runway System
RAT	Risk Analysis Tool
RI	Runway Incursion
RMZ	Radio Mandatory Zone
ROTA	Runway Occupancy Time for Arrivals
RPAS	Remotely Piloted Aircraft System
RP3	Third Reference Period (2020-2024)
RP4	Fourth Reference Period (2025-2029)
RWY	Runway
SAFCO	Local Runway Safety Team at Ostend–Bruges International Airport
SMS	Safety Management System
SVI	Servicios De Transporte Aéreo
SRO	Simultaneous Runway Occupancy
TSA	Temporary Segregated Area
UAS	Unmanned Aircraft System
USSP	U-Space Service provider
VFR	Visual Flight Rules
VLL	Very Low Level Zone
VLOS	Visual Line of Sight

1 TRAFFIC

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

This first chapter presents the traffic data of Ostend-Bruges International Airport (International Civil Aviation Organization (ICAO) code: EBOS).

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). Movement is defined as an aircraft crossing the CTR or either landing at or taking off from the aerodrome. As this report considers runway performance, crossings of the CTR are not considered.

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

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

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

For unmanned aviation, data is retrieved from a web application developed by SkeyDrone¹, the Drone & Aerial Activities (DAA). This tool was developed to facilitate planning, coordination and information flow between drone operators and Air Traffic Control, especially in controlled airspace.

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

Traffic Overview

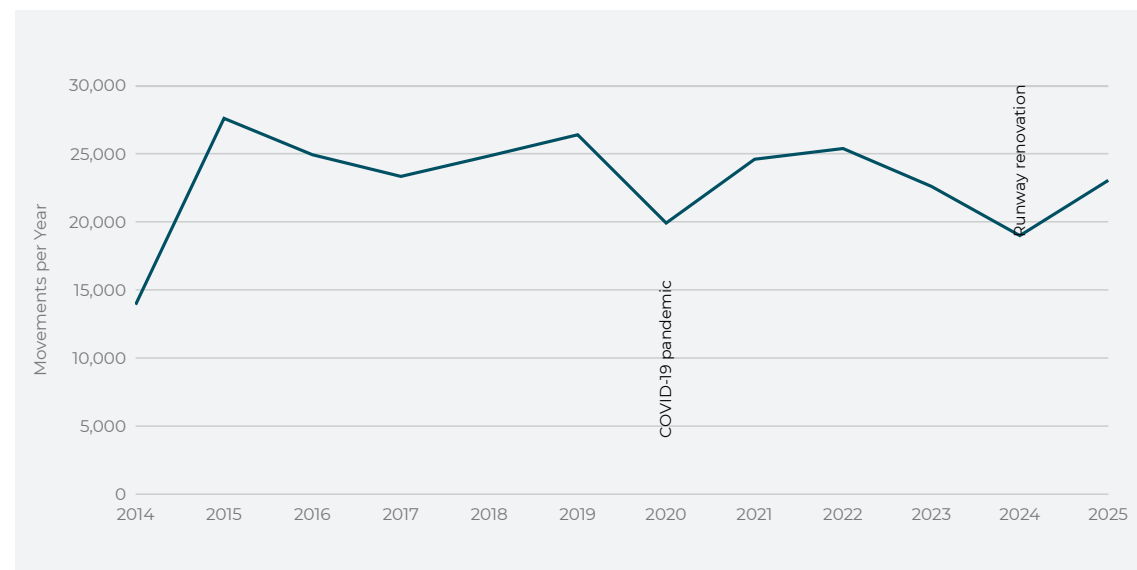
YEARLY FIGURES

Throughout this report, traffic data from the past four years is analysed to assess the evolving recovery from the impacts of Coronavirus Disease (COVID-19), with 2019 still considered as the reference year. The total number of aircraft movements at Ostend-Bruges Airport for the last four years is as follows:

2022:	25,378 movements	(9,564 IFR; 15,814 VFR);
2023:	22,598 movements	(9,433 IFR; 13,165 VFR);
2024:	18,985 movements	(6,249 IFR; 12,736 VFR);
2025:	23,041 movements	(7,976 IFR; 15,065 VFR).

The historical evolution of traffic patterns can be analysed in [Figure 1.1](#). After the COVID-19 pandemic, traffic in 2020 dropped significantly. In 2021, traffic increased again, but not reaching the pre-pandemic levels. Going onwards, the recovery of traffic reduced in 2022, showing minor growth in traffic numbers. In 2023 traffic started to drop, a trend that continued in 2024 (due to the airport being closed between January and March for runway renovation works). Lastly, 2025 shows an increase of traffic.

Figure 1.1: Historical traffic overview

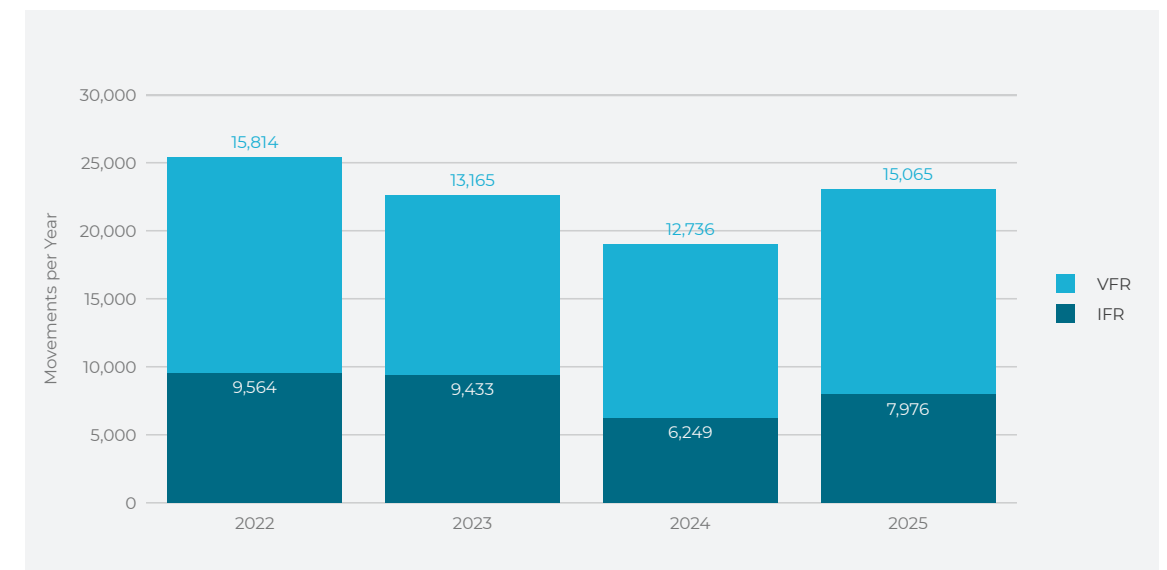


As seen in [Figure 1.2](#), traffic in 2025 has increased compared to the previous year. The main reason for it is that Ostend Airport's entire runway was renovated in 2024 between January 25th and March 28th, when the airport was closed. In 2025, there was a 21% increase of traffic overall compared to 2024, and a 2% increase compared to 2023.

When looking at flight rules individually, the biggest share of traffic for Ostend Airport in the past years was Visual Flight Rules (VFR) traffic. VFR traffic increased by 18% in 2025 compared to 2024, and by 14% compared to 2023. This growth was largely driven by the airport's active promotion of visual circuit training for airlines and business jet operators.

IFR flights, on the other hand, increased by 28% in 2025 compared to 2024, primarily due to the impact on traffic of the runway closure period in 2024. Comparing 2025 to 2023, a decrease of 15% is observed. This is due to the decrease in Cargo traffic, mostly influenced by the departure of Qatar Airways Cargo in April 2023.

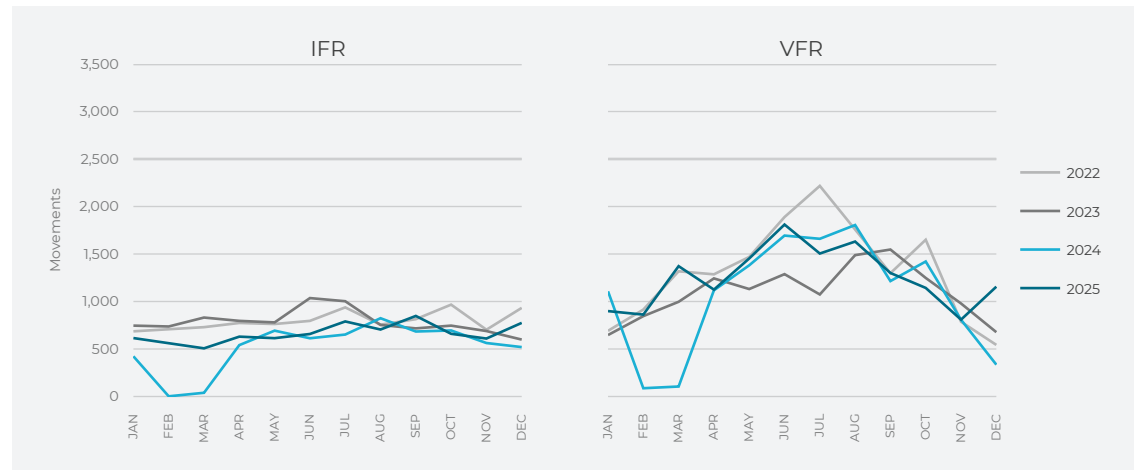
Figure 1.2: Yearly traffic overview



MONTHLY FIGURES

A more detailed analysis of monthly traffic can be found in [Figure 1.3](#), [Table 1.1](#) and [Table 1.2](#). The impact of the runway renovation between January and April 2024 can be clearly observed as the traffic dropped significantly during that period.

Figure 1.3: Monthly movements per year



In 2025, IFR traffic follows a stable distribution along the year, having between 500 and 850 movements per month. This is a common trend observed in the previous years, with the exception of 2024 due to the period when the airport was closed. September was the month with the most IFR movements (848 – 24% more than the same month in 2024 and 13% more than in 2023) and March was the month with the least IFR movements (507 or -39% compared to March 2023, as in 2024 the airport was closed during this month). January and December saw the highest increase of traffic when compared to the previous year (+45% and +49% respectively).

Looking at VFR movements, they account for the majority of traffic (65% in 2025) at Ostend Airport. As in previous years, they followed seasonal patterns consistent with the weather trends, with the usual peak occurring in the summer months (May through August). The biggest peak of VFR movements occurred in June with 1,810 VFR movements, 7% more than in June 2024. December 2025 saw a 245% increase over December 2024 (1,156 VFR movements in December 2025 vs 335 VFR movements in December 2024), thanks to a sunnier December than usual. In contrast, January 2025 recorded a 19% decline compared to the previous year (899 VFR movements in January 2025 vs 1,107 VFR movements in January 2024), as more than half of the days that month experienced Instrument Meteorological Conditions (IMC).

Table 1.1: Monthly movements per flight rule per year

		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	Total
Arrivals	2022	687	810	1,025	1,028	1,113	1,344	1,577	1,252	1,062	1,309	745	735	12,687
	2023	694	794	912	1,019	956	1,165	1,037	1,122	1,129	996	836	640	11,300
	2024	759	46	76	828	1,038	1,154	1,156	1,309	956	1,054	686	429	9,491
	2025	758	711	940	876	1,034	1,235	1,144	1,164	1,075	905	704	965	11,511
	2025 vs 2024	0%	>999%	>999%	+6%	0%	+7%	-1%	-11%	+12%	-14%	+3%	+125%	+21%
Departures	2022	690	809	1,023	1,032	1,119	1,341	1,578	1,255	1,050	1,308	745	741	12,691
	2023	699	789	916	1,020	955	1,159	1,040	1,119	1,135	998	832	636	11,298
	2024	771	43	68	831	1,036	1,153	1,156	1,320	943	1,062	685	426	9,494
	2025	756	715	939	879	1,033	1,233	1,151	1,172	1,073	898	715	966	11,530
	2025 vs 2024	-2%	>999%	>999%	+6%	0%	+7%	0%	-11%	+14%	-15%	+4%	+127%	+21%

Table 1.2: Monthly movements per flight rule per year

		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	Total
IFR	2022	686	704	730	774	763	796	938	756	814	967	703	933	9,564
	2023	746	737	831	796	780	1,036	1,003	753	717	746	689	599	9,433
	2024	423	2	39	541	693	613	652	824	684	695	563	520	6,249
	2025	615	564	507	630	614	658	790	705	848	660	610	775	7,976
	2025 vs 2024	+45%	>999%	>999%	+16%	-11%	+7%	+21%	-14%	+24%	-5%	+8%	+49%	+28%
VFR	2022	691	915	1,318	1,286	1,469	1,889	2,217	1,751	1,298	1,650	787	543	15,814
	2023	647	846	997	1,243	1,131	1,288	1,074	1,488	1,547	1,248	979	677	13,165
	2024	1,107	87	105	1,118	1,381	1,694	1,660	1,805	1,215	1,421	808	335	12,736
	2025	899	862	1,372	1,125	1,453	1,810	1,505	1,631	1,300	1,143	809	1,156	15,065
	2025 vs 2024	-19%	+891%	>999%	+1%	+5%	+7%	-9%	-10%	+7%	-20%	0%	+245%	+18%
Total	2022	1,377	1,619	2,048	2,060	2,232	2,685	3,155	2,507	2,112	2,617	1,490	1,476	25,378
	2023	1,393	1,583	1,828	2,039	1,911	2,324	2,077	2,241	2,264	1,994	1,668	1,276	22,598
	2024	1,530	89	144	1,659	2,074	2,307	2,312	2,629	1,899	2,116	1,371	855	18,985
	2025	1,514	1,426	1,879	1,755	2,067	2,468	2,295	2,336	2,148	1,803	1,419	1,931	23,041
	2025 vs 2024	-1%	>999%	>999%	+6%	0%	+7%	-1%	-11%	+13%	-15%	+4%	+126%	+21%

Overall, traffic in 2025 was 21% higher than in 2024, mainly due to the closure of the airport for the runway renovations works, and 15% lower than in 2023. The greatest increase of traffic was in December (+126%), thanks to an increase in IFR operations during that month (+49%) and a particularly good weather, allowing more VFR operations (+245%), compared to 2024.

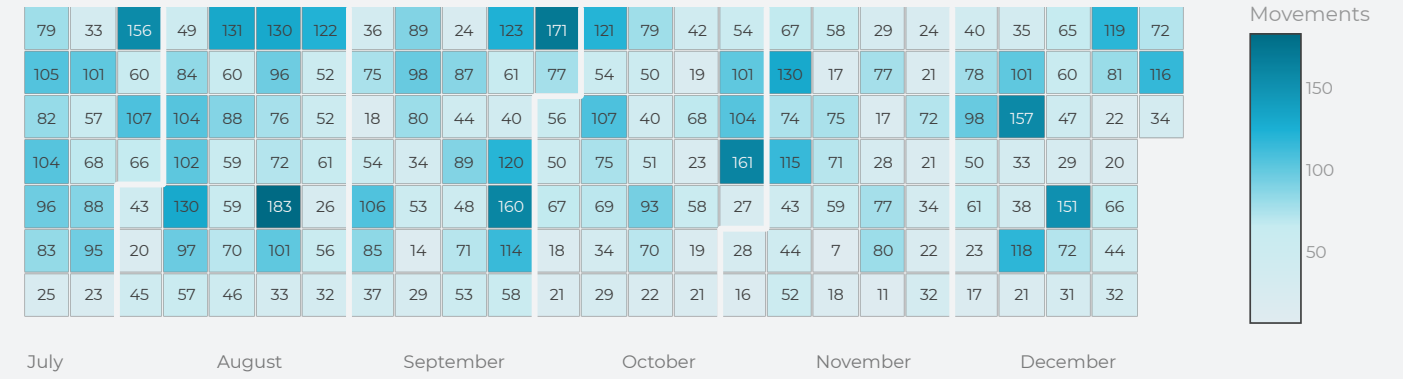
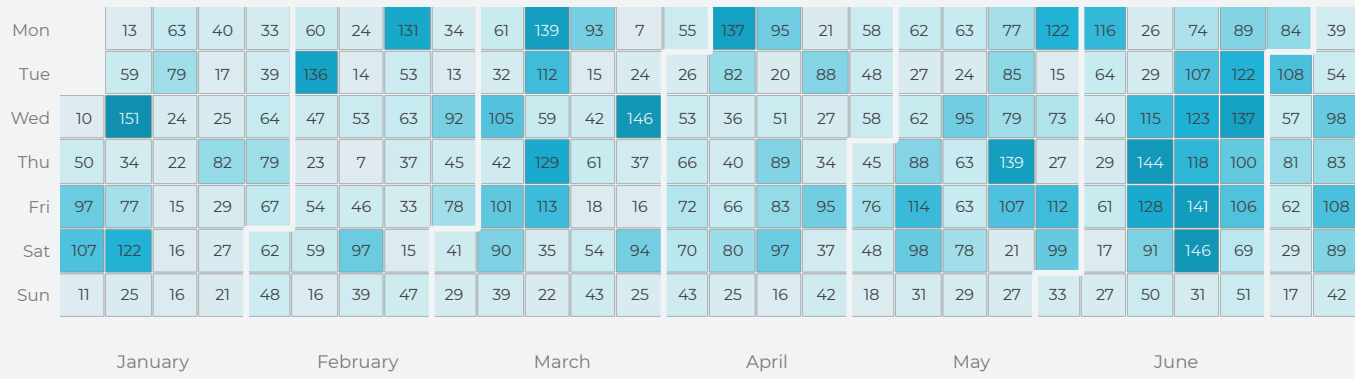


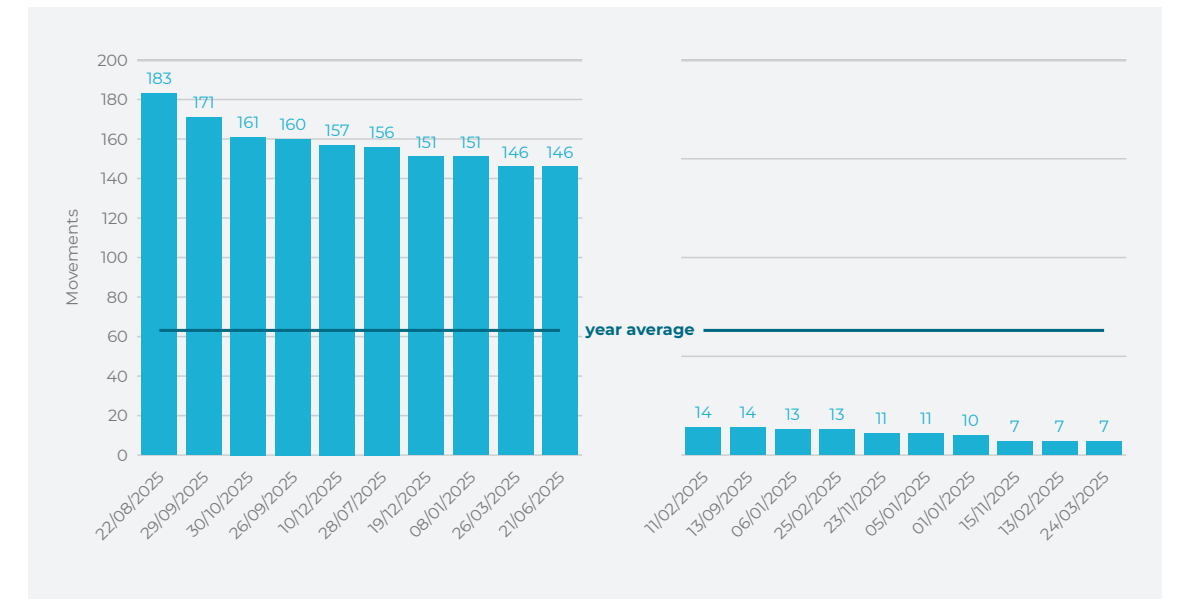
Figure 14: Calendar view of movements per day in 2025

Figure 15: Ten highest and ten lowest traffic days of 2025

A calendar view with daily movements is presented in Figure 14. In addition, Figure 15 shows the top ten and bottom ten days of traffic in 2025, together with a yearly average. Both figures show that summer days are in general busy, as well as a decrease of traffic during winter months, which is typical for airports that mainly have VFR traffic. VFR traffic is impacted not only by the weather conditions, but the hours of light, which are limited during these months. Furthermore, a few key events had an impact on flight schedules and operations:

- from the first of April until the sixth of June, during weekdays between 07:00 and 17:00 there were works at the airport to replace the primary cabling for the stop bars and the taxiway centre line lights that lead on the runway;
- from 20:00 on the 24th of November until 20:00 on the 25th there was a strike impacting the airport's operations.

Finally, it can also be observed that Sundays are usually less busy compared to other weekdays, as VFR training flights are not allowed on that day. For more information regarding traffic trends, refer to the following chapter.



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.

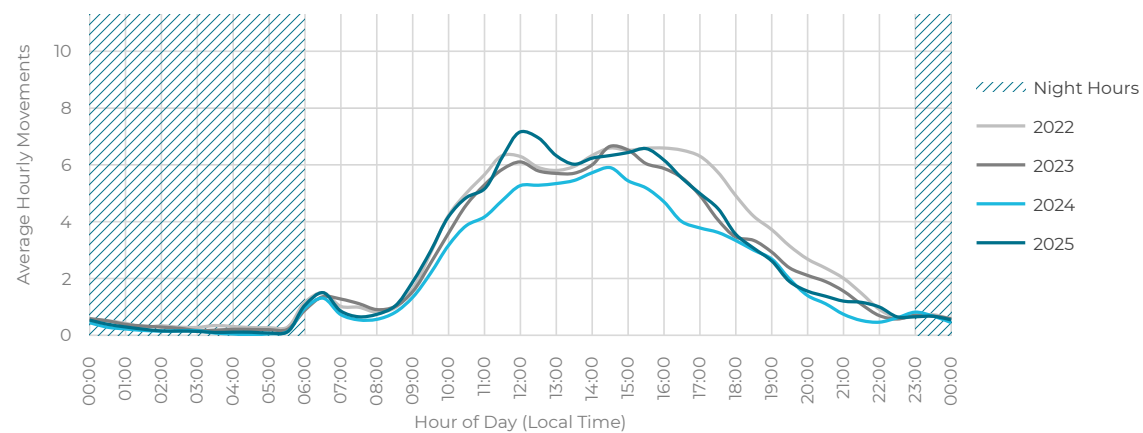
The chart is created using half-hour steps, which means that consecutive values overlap by 30 minutes. For example, the total shown at 10:00 includes all movements recorded between 09:00 and 10:00, while the total shown at 10:30 includes movements recorded between 09:30 and 10:30.

Figure 1.6 gives the general distribution of all traffic over the hours of the day. The graph shows the average number of movements in an hour in steps of half an hour. The night is defined from 23:00 to 06:00 local time and is indicated with a blue grated background. As Ostend airport is open 24/7, the average daily pattern shows activity throughout the day and the night. A small peak of traffic can be seen in the morning (at 06:30), due to early IFR departures, followed by a period of increasing activity from 08:30 until 12:00, when it reaches its maximum. This increase is led by VFR activities that start once there is sunlight. After peak at 12:00 with seven movements per hour, traffic remains stable on an average of six movements per hour until 16:00, when it starts to decrease towards the end

of the day. Traffic in 2025 generally followed the trend of the previous years, having a higher peak at 12:00. Comparing the day distribution of traffic in 2025 with the traffic distribution during the day in 2024, there is a higher average of movements during the day in 2025, especially between 10:00 and 18:00.

Training flights include touch-and-go flights, stop-and-go flights and multiple approaches. According to the Belgium & Luxembourg AIP², training flights are prohibited on Sunday and holidays, as well as on Saturdays in July and August for aircraft exceeding six tons maximum authorized take-off weight (MTOW). Overall, training flights are allowed between 06:00 UTC and 18:00 UTC. Training flights with aircraft of less than six tons MTOW are allowed between 06:00 UTC and 21:00 UTC, except in July and August. Furthermore, for training flights with civil aircraft exceeding six tons MTOW, a quota count of maximum 12 is allowed. On top of all that, training flights of aircraft with MTOW of less than two tons must have a noise certificate which states that the noise level is ≤ 76 dB(A) according to ICAO Annex 16, Volume 1, Part II. As for military flights, military aircraft may perform no more than three training flights per day.

Figure 1.6: Average hourly movements per year



2. EBOS AD 2.20 Local Aerodrome Regulations - 5 SPECIFIC TRAFFIC REGULATIONS - 5.7 Training and test flights, accessed on January 15, 2026

Focusing on the seasonal trends, **Figure 1.7** shows the average airport's movements throughout the day. In 2025, each season's unique trend stands out quite clearly:

Winter is the season with the lowest traffic. VFR traffic is heavily influenced by the duration of daylight and weather conditions, limiting their activity during the winter season. In addition, IFR traffic also reduces their activity, which can be seen in the early peak (06:30) that is less pronounced;

Spring has the IFR departure peak at 06:30 followed by an increase of traffic starting at 08:00, reaching its peak at 12:00. After 12:00 the traffic slowly decreases towards the night;

Summer is the busiest season due to more seasonal IFR traffic and more favourable conditions for VFR traffic. It shows two peaks,

one at 12:00, reaching nine movements per hour, and a second one at 15:00. In addition, the peak of IFR departures at 06:30 is the highest in summer, compared to the other seasons;

Similarly to the spring season, **autumn** has the IFR departure peak at 06:30, followed by an increase of traffic starting at 08:00, reaching a first, smaller peak of traffic at 12:00, followed by a higher peak at 16:00.

Another noticeable traffic trend can be shown looking at the days of the week, as shown in **Figure 1.8**. Sundays are less busy compared to the other weekdays, all of which follow similar trends. This is due to the restrictions to training flights. Training flights include touch-and-go flights, stop-and-go flights and multiple approaches. According to the Belgium & Luxembourg AIP², training flights are prohibited on Sundays and holidays, showing a noticeable reduction in traffic.

Figure 1.7: Average hourly movements by season

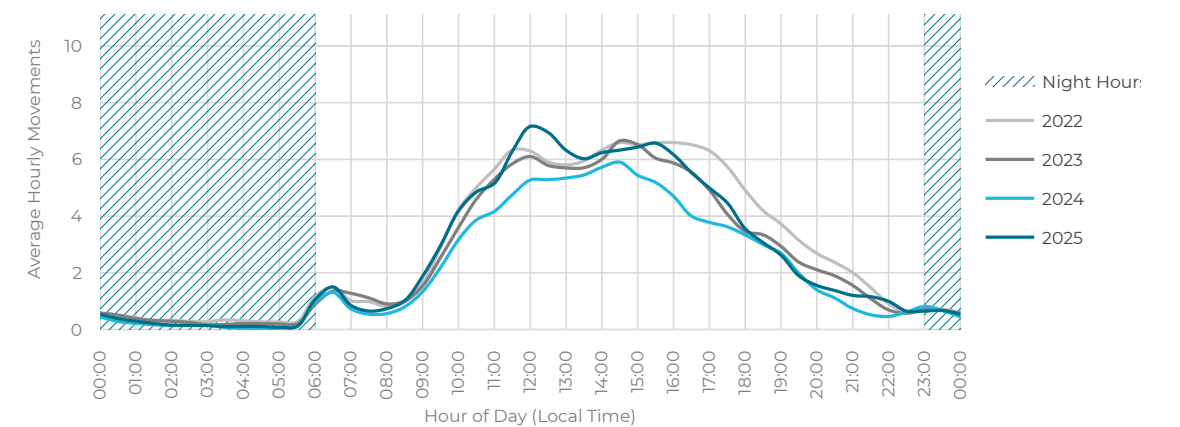
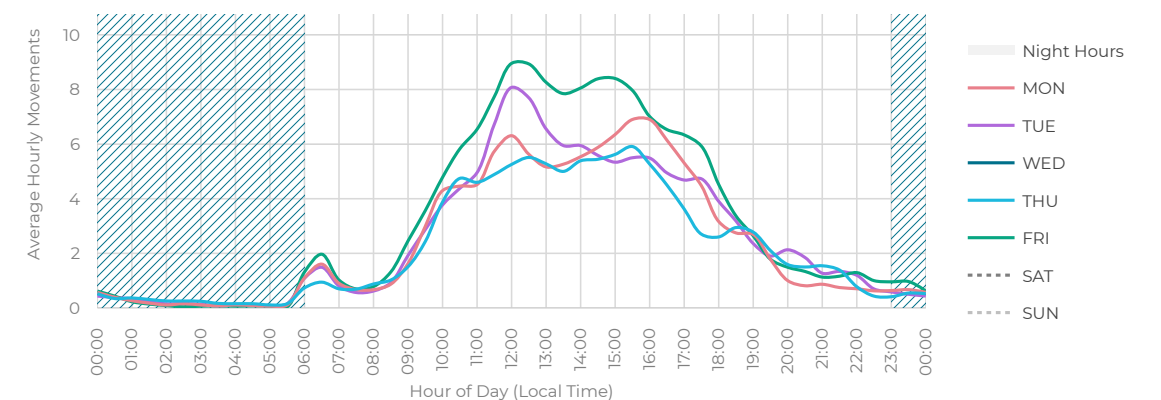


Figure 1.8: Average hourly movements per day of the week in 2025



Runway Use

The layout of Ostend-Bruges International Airport with its one reciprocal runway (RWY) and two directions (08 and 26) is depicted in **Figure 1.9**. This chapter covers the use of the runway, while more information can be found in Chapter 4 – **ENVIRONMENT**.

The use of one runway configuration over another depends on several factors, such as wind direction and proximity to densely populated areas.

Figure 1.10 shows the runway use in Ostend Airport since 2022 with the corresponding wind rose below each year. Overall, in 2025, 12,915 movements were performed on RWY 26. This corresponds to 56% of all movements, compared to 66% in 2024, 63% in 2023 and 60% in 2022. This is due to an increase of north easterly winds in 2025, the frequency of which, on the other hand, was exceptionally low in 2024. Ostend Airport has a Preferential Runway System (PRS) during evening and night hours. More information on this can be found in **ENVIRONMENT** – Preferential Runway System (PRS).

Figure 1.9: Aerodrome ground movement chart

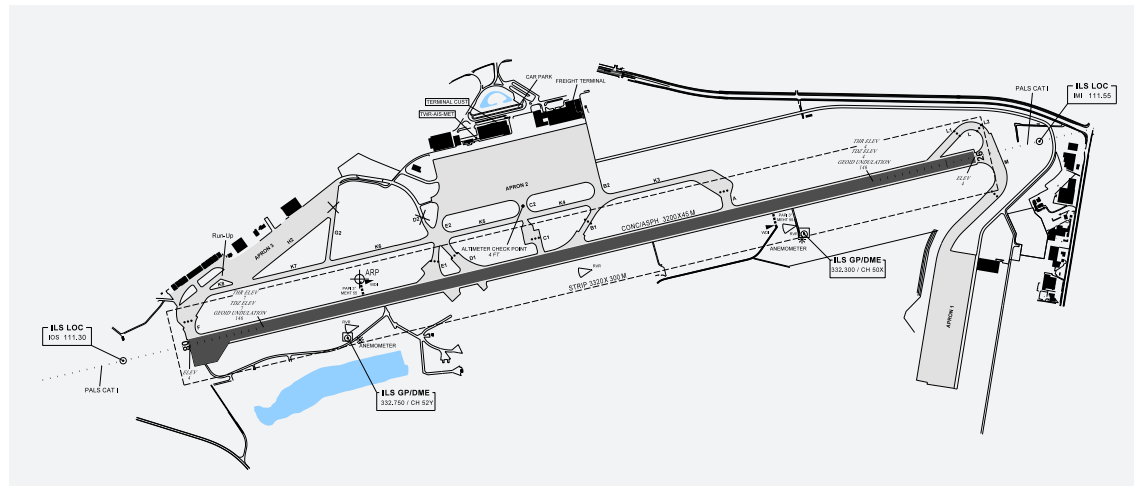


Figure 1.10: Runway usage per year in movements

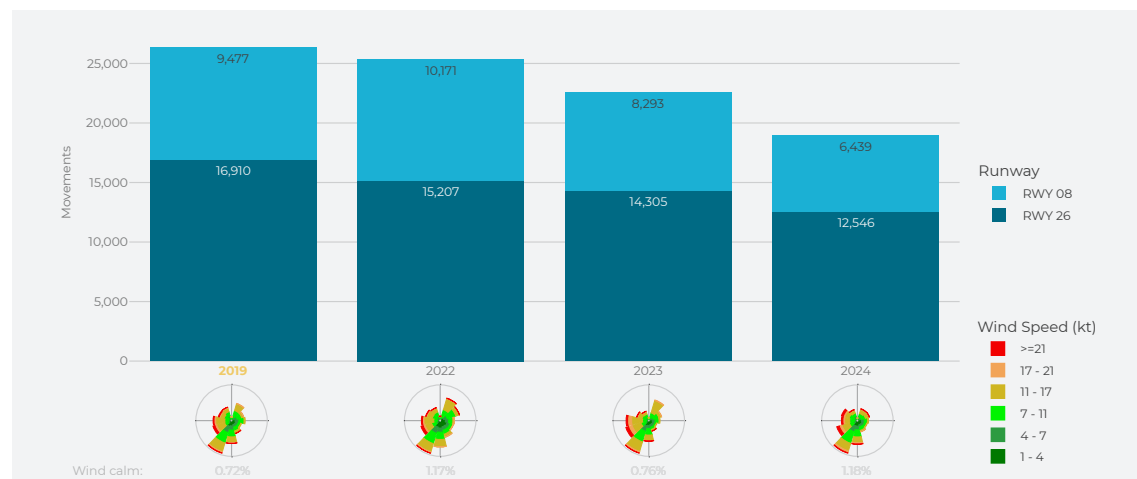


Figure 1.11 shows the runway use per month and the wind rose for each month in 2025. Wind direction is the main factor for the choice of the runway configuration. Larger images of the wind roses can be found in **ENVIRONMENT**.

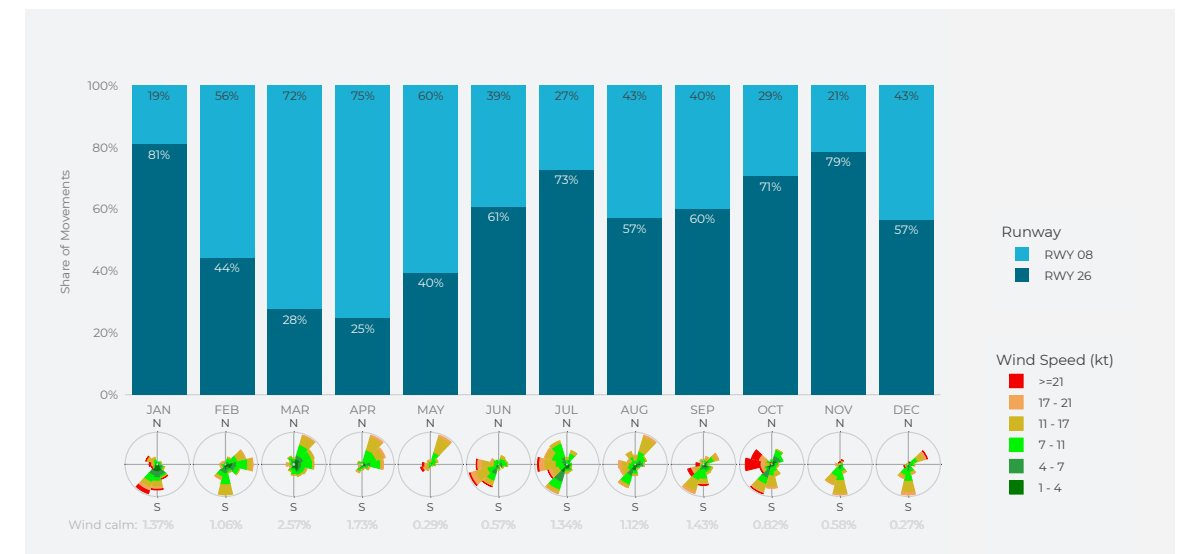
The Instrument Landing System (ILS) for RWY 26 received the certification for Cat III in 2025. For that it had to be operational without major problems for at least 8800 hours. To speed up this process skyes tried to keep the ILS RWY 26 operational as much as possible.

A wind rose shows how often the wind blows from different directions and how strong it is. Each spoke points to the direction the wind comes from. The length of the spoke shows the percentage of time the wind came from that direction—a longer

spoke means it occurred more often (e.g., a large spoke at 180° means more southerly winds). The colours within the spoke represent different wind speed ranges, according to the legend, showing how strong the wind was from that direction.

Looking at the wind roses, it can be observed that from February to May, in August, and December, there were mainly north-easterly winds, which is also reflected in the relatively high percentage of RWY 08 usage (43-75%). These winds were more frequent than in previous years, especially when looking at 2024, a year with much less northerly winds than usual, allowing a higher use of RWY 26.

Figure 1.11: Runway usage per month in 2025 in share of movements



Market Contributions

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

MARKET SEGMENTS

In this first subsection, the IFR traffic at the airport is categorised per market segment. For this grouping, the air traffic market segmentation rules from STATFOR/EUROCONTROL³ 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.

Aviation market segments include various categories of air travel and transport, defined by their purpose, target customers, and business models. The Unknown category is included to account for movements with incomplete data, particularly those

lacking information in the flight plan. **Figure 1.12** visualizes the distribution of all market segments at Ostend Airport in the last four years. Throughout these years, shifts in market segment trends have been observed, reflecting the dynamic nature of the airport and its operations. In 2025, 2,360 Low-Cost flights accounted for 29.6% off all IFR movements, making it the largest segment, as was already the case in 2024. The next biggest share are flights classified as Other. These are flights that don't fit in the other categories (including IFR training flights). In addition, Cargo flights have reduced their share to 11.3% of the total IFR movements. This will be further analysed in the **Cargo** subchapter. More details regarding the exact amount of flights and their ratio per category can be found in **Table 1.3**.

Figure 1.12: Market segments distribution

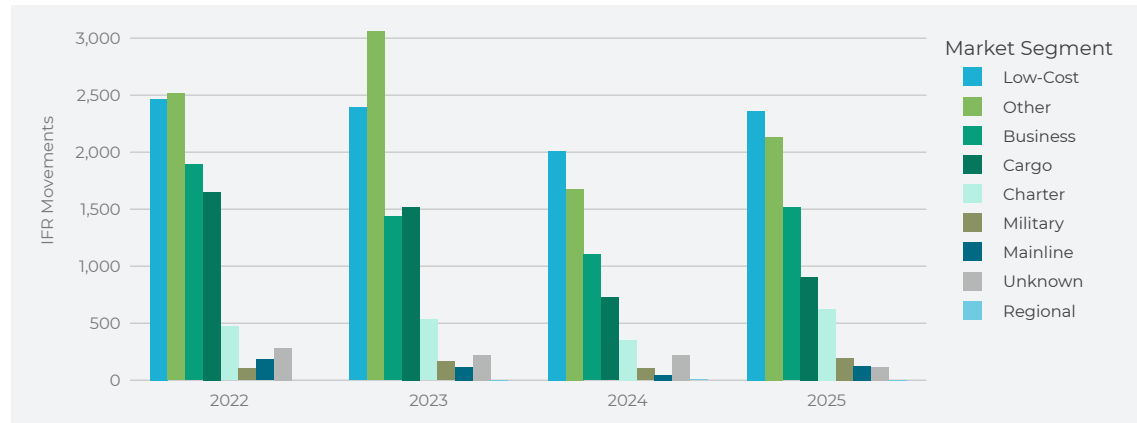


Table 1.3: Market segments distribution volume and ratio

	Low-Cost		Other		Business		Cargo		Charter		Military		Mainline		Unknown		Regional	
2022	2,468	25.8%	2,517	26.3%	1,891	19.8%	1,649	17.2%	473	5.0%	102	1.1%	182	1.9%	281	2.9%	0	0%
2023	2,393	25.3%	3,058	32.4%	1,437	15.2%	1,520	16.1%	535	5.7%	165	1.8%	118	1.2%	221	2.3%	2	0%
2024	2,010	32.2%	1,676	26.8%	1,103	17.6%	725	11.6%	353	5.7%	105	1.7%	48	0.8%	223	3.6%	6	0%
2025	2,360	29.6%	2,133	26.7%	1,514	19.0%	905	11.3%	625	7.8%	195	2.4%	127	1.6%	115	1.4%	2	0%

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

TOP OPERATORS

This subsection covers the main operators that operated IFR flights in Ostend Airport in 2025. The top ten operators, total amount of flights and ratio compared to 2024, are listed in **Table 1.4**. In 2025, as in previous years, TUI fly Belgium (JAF) was the top one airline operating at Ostend Airport, with 2,373 flights in 2025. In addition, also as in previous years, the second operator with most movements was Ostend Air College flight school (OCO) with 1,042 flights, an increase of 73% when compared to the previous year. In third position there is EgyptAir (MSR) with 581 flights.

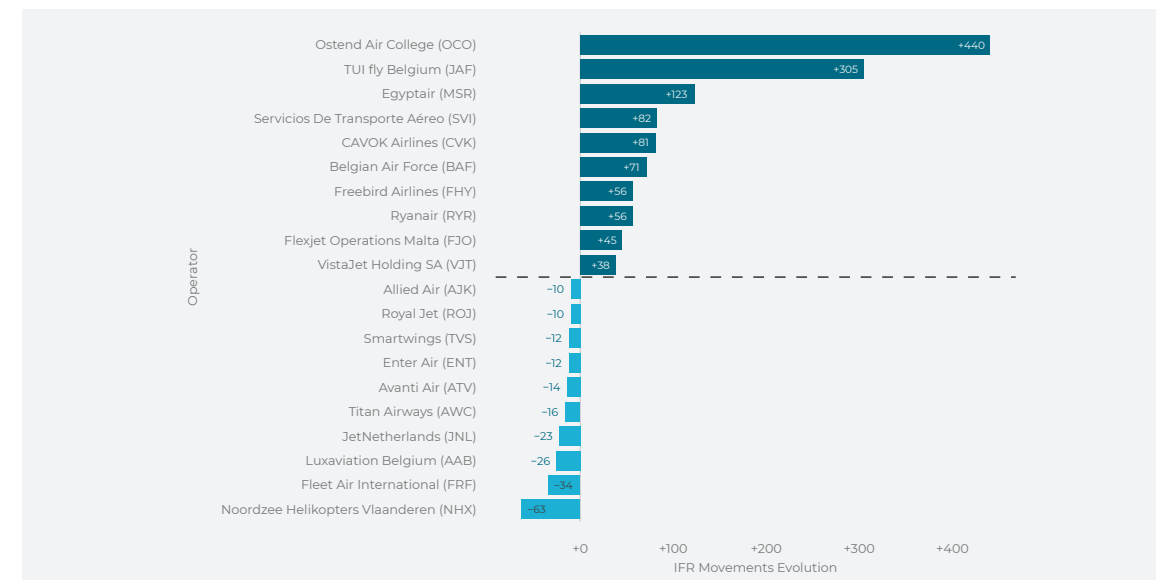
had a big impact, therefore being the top one airline on the list. TUI fly Belgium, the airline with the most movements in Ostend Airport, again being impacted by the closure of the runway, had the second biggest increase in the list with +305 IFR movements. The increase in Ryanair traffic was due to a recent change in the company's policy of diverting flights to Ostend when Paris Beauvais Airport in France is closed at night. Looking at the bottom of the graph, it can be seen that Noordzee Helikopters Vlaanderen (NHV/NHX) had the biggest reduction in operations at Ostend Airport with 63 fewer movements in 2025 compared to 2024. However, this decrease should be viewed in context. NHV is not based at Ostend Airport, and its movements there mainly relate to training and maintenance activities. The company leases hangar space from Noordzee Vliegclub (North Sea Aviation Center - NSAC), and variations in maintenance work – including associated test flights – can significantly influence the total number of recorded movements.

Figure 1.13 illustrates the top ten operators with the largest increase in movements between 2024 and 2025 and the bottom ten, with the biggest decrease at Ostend Airport. Ostend Air College had the biggest increase in IFR movements with 440 more IFR flights in 2025 compared to 2024. For Ostend Air College, as the operator with the second most operations at Ostend Airport, the closure of the runway in 2024

Table 1.4: Top ten operators of 2025

	JAF	OCO	MSR	BAF	ASL	FJO	CVK	NHX	NJE	SVI	Total
2022	2,507	874	681	66	191	18	24	101	50	0	4,512
2023	2,662	1,596	727	83	135	44	74	86	54	0	5,461
2024	2,068	602	458	73	105	85	38	162	60	6	3,657
2025	2,373	1,042	581	144	132	132	119	99	94	92	4,808
2025 vs 2024	+15%	+73%	+27%	+97%	+26%	+55%	+213%	-39%	+57%	>999%	+31%

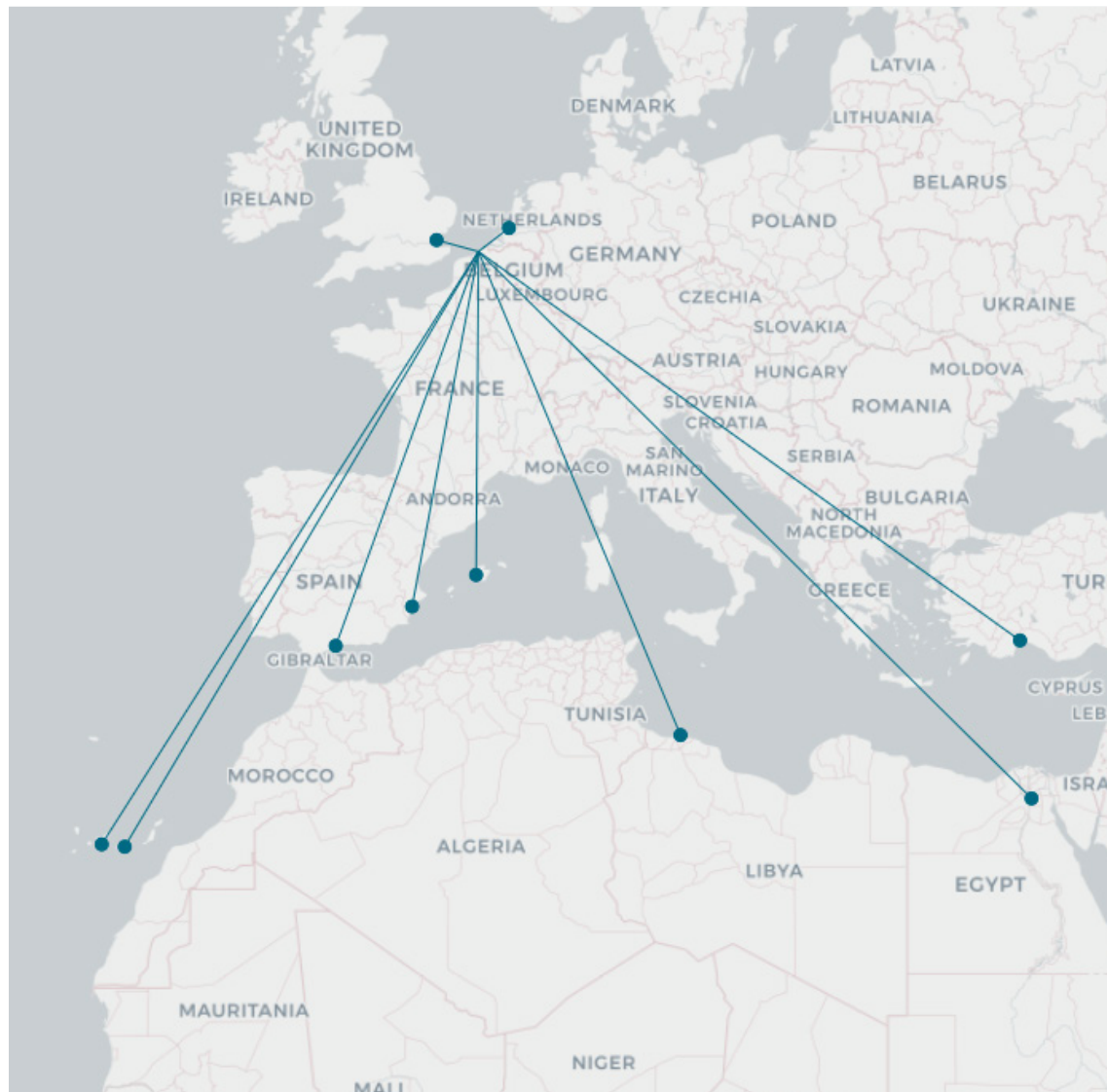
Figure 1.13: Top ten operators' evolution



TOP CONNECTIONS

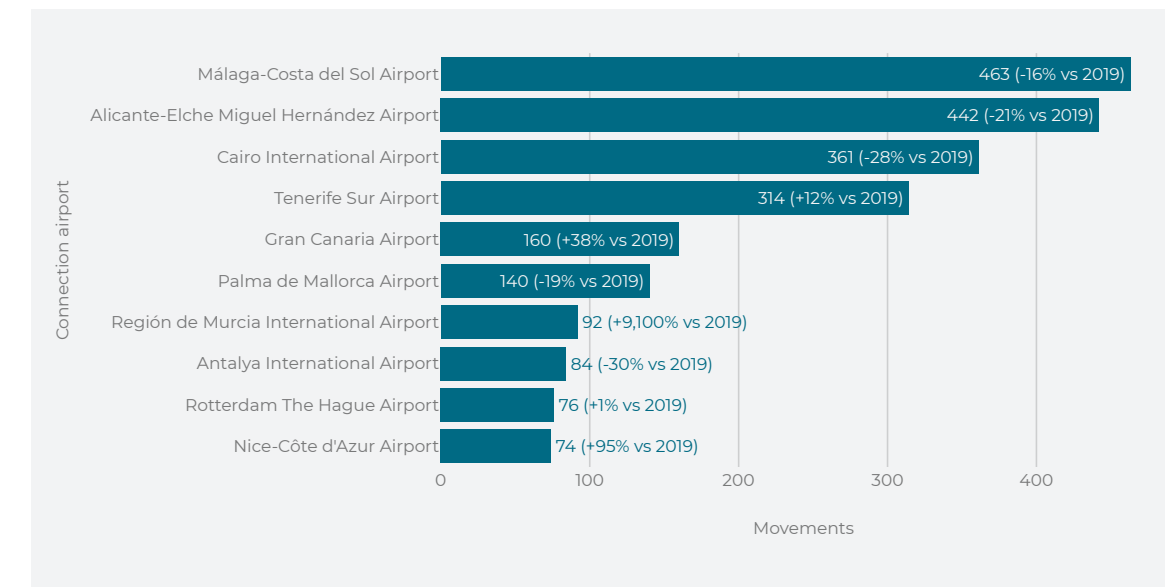
Figure 1.14 shows a map visualizing the top ten international IFR connections from Ostend Airport in 2025. A detailed list of those connections is shown in **Figure 1.15**. To be noted, that all Belgian airports, aerodromes, airfield, and helipads, as well as Midden-Zeeland Airfield (EHMZ) were removed due to being mainly used as destinations for training or local flights.

Figure 1.14: Top ten International connections map



The most popular connection airports, similarly to previous years, were Cairo International Airport (596 flights), Alicante-Elche Miguel Hernández Airport (563 flights), and Málaga- Costa del Sol Airport (with 513 flights in 2025). Although the same three airports ranked among the top three connections at Ostend Airport in both 2025 and 2024, each of them recorded a higher number of flights in 2025 than in 2024. Comparing the list of top connections in 2025 more in detail with the list of 2024, there were a few relevant changes. Diagoras Airport, Heraklion International Nikos Kazantzakis Airport and Nice-Côte d'Azur Airport are no longer in the top 10 connection list, while they were in the 7th, 9th and 10th position respectively in 2024. Instead of these airports, Antalya International Airport, Rotterdam The Hague Airport and Southend Airport appear in the top 10 connections for Ostend Airport in 2025.

Figure 1.15: Top ten International connections



CARGO

The number of Cargo operations can be estimated based on air traffic market segment rules (STATFOR/EUROCONTROL) and flight plan information captured by keyes' Airport Movement System (AMS). For this study, Cargo refers to the All-Cargo segment, not taking into account Cargo moved in the hull of passenger aircraft. It should be noted that the market segment classification rules were updated in November 2025, resulting in minor adjustments to past data.

Figure 1.16 and **Table 1.5** provide an overview of the yearly evolution of Cargo traffic share when compared to the other market segments (i.e., Mainline, Business aviation, Low-Cost, Regional, Military, and other) grouped as other IFR. In 2020 there was a significant increase in Cargo, due to the increase in Cargo transportation generated by the COVID-19 pandemic. But since then, the Cargo share showed a steady decline in both volume and proportion to the overall IFR traffic until 2024. In 2025, although there was a decrease in the Cargo movements share, there was an increase of the total Cargo movements.

Figure 1.16: Cargo movements per year

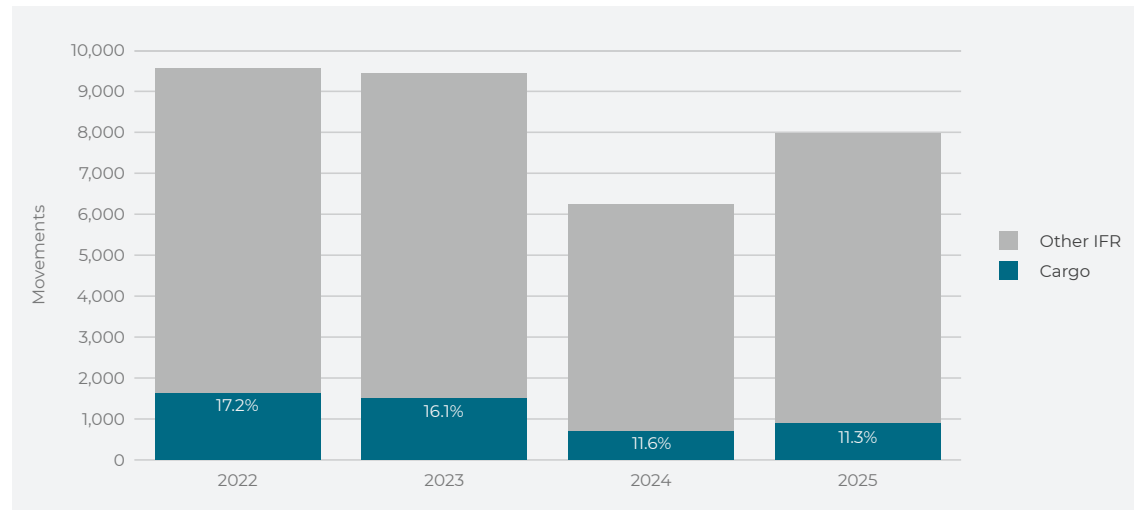


Table 1.5: Cargo movements per year

	Cargo	Other IFR	% Cargo
2022	1,649	7,914	17.2%
2023	1,520	7,929	16.1%
2024	725	5,524	11.6%
2025	905	7,071	11.3%

Figure 1.17 and **Table 1.6** show the number of Cargo traffic throughout the months. The number of Cargo movements have increased by 25% when comparing 2025 to 2024. Looking at the months, it can be seen that, apart from January to April, a period when the airport was closed for the runway renovation works, most of the months experienced an increase in Cargo traffic when compared to 2024. As in previous years, the busiest months in 2025 were January and December. This is mainly attributable to EgyptAir, which transports significant cargo volumes—such as fruit and vegetables—during the holiday season. The decrease in Cargo traffic when compared to 2023 and 2022 is mostly influenced by the departure of Qatar Airways Cargo in April 2023.

Figure 1.17: Monthly cargo movements per year

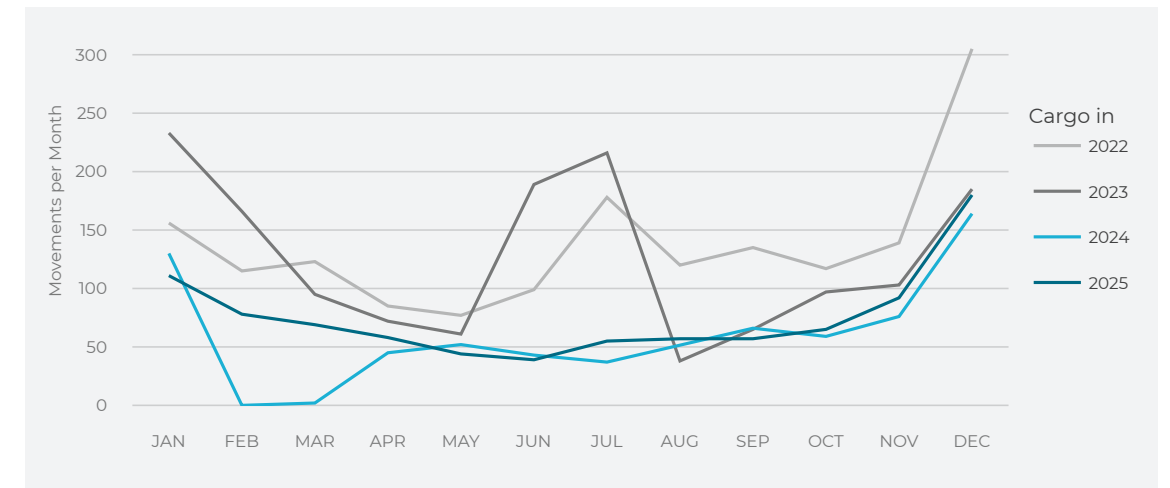


Table 1.6: Monthly cargo movements per year

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	Total
2022	156	115	123	85	77	99	178	120	135	117	139	305	1,649
2023	233	166	95	72	61	189	216	38	65	97	103	185	1,520
2024	130	0	2	45	52	43	37	51	66	59	76	164	725
2025	111	78	69	58	44	39	55	57	57	65	92	180	905
2025 vs 2024	-15%	-	>999%	+29%	-15%	-9%	+49%	+12%	-14%	+10%	+21%	+10%	+25%

Drone Activities

The growing activities of Unmanned Aircraft Systems (UAS) and the variety of their operations is one of the challenges driving the future of Air Navigation Service Providers (ANSP). To enable a reliable and efficient UAS integration, a framework was designed at European Union level: U-space. U-space is a set of specific services and procedures designed to ensure safe and efficient access to airspace for a large number of drones. Implementing U-space airspace requires states to define and designate U-space airspaces with mandatory service provision. For the provision of these mandatory services, the deployment of U-space will entail the integration of two new service providers into the system: the Common Information Service Provider (CISP) and the U-Space Service provider (USSP). The CISP will be in charge of making the common information required available, to enable the operation and provision of U-space services in U-space airspaces wherever it has been designated.⁴

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

In 2025, skeyes received its certification as the sCISP⁵ in Belgium, affirming its commitment and successful integration of UAS traffic. To achieve this, not only did skeyes develop the CIS software, skeyes also took a central role in the development of the U space as manager of Unmanned Aircraft System geographical zones (GeoZone) in Belgium. These are controlled airspace zones above and around an airport. GeoZones are only accessible to drones complying with technical and operational criteria called access conditions, and can have restrictions with regard to the use of drones. skeyes is the GeoZone manager for controlled airspace above and around the airports of Antwerp, Brussels, Charleroi, Liege, Ostend and the Radio Mandatory Zone (RMZ) of Kortrijk.^{6,7}

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

Another service provided by SkeyDrone is the drone service application: Drone & Aerial Activities (DAA), which is a web application to facilitate planning, coordination and information flow between drone operators and Air Traffic Control, especially in controlled airspace. The figures in this report related to UAS are provided by the DAA tool.⁸ To be noted, that there have been minor changes in the past year's numbers.

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

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

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

7. "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/>

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



Table 1.7 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 addition of activities in the low, moderate and high risk levels will not provide the total number of activated drone activities in Ostend CTR. It is important, as explained before in this chapter, that the comparison between 2025 and 2024 is biased by the temporary regulations in place during the runway renovation works.

Table 1.7: Activated drone operations per VLL zone risk level⁹

	Low	Moderate	High
2022	771	79	12
2023	974	92	7
2024	1,221	140	12
2025	1,268	221	7
2025 vs 2024	+4%	+58%	-42%

As per European Union Aviation Safety Agency (EASA) definition¹⁰, 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;
- FORMER CLASS 1** ————— ✈ Very complex operations, presenting an equivalent risk to that of manned aviation.

Table 1.8 provides the number of authorized drone operations recorded in Ostend CTR per EASA classification. In 2025, 91% of the drone activities operated under the Open category (1,298 authorized drone activities) and 9% were registered as Specific (121 authorized drone operations). There have been no Former Class 1 flights since 2022. It can be observed that drone activities continue to grow at Ostend Airport, with drone activity increasing by 6% compared to 2024.

Table 1.8 Activated drone operations per EASA risk category

	Open	Specific	Former Class 1	Total
2022	607	215	10	832
2023	839	204	0	1,043
2024	1,232	113	0	1,345
2025	1,298	121	0	1,419
2025 vs 2024	+5%	+7%	-	+6%

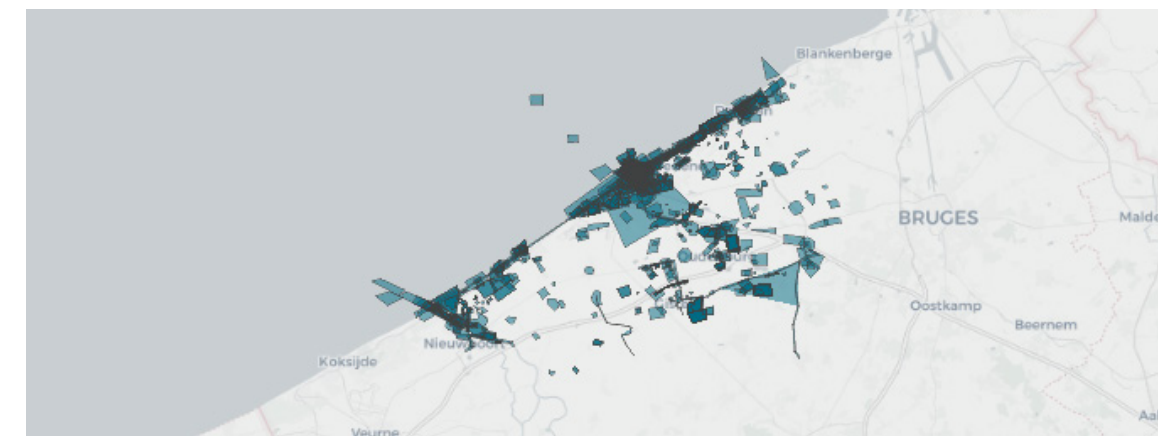
Furthermore, **Table 1.9** provides the number of exempted flights. These are operations performed by firefighters, police or different federal entities and are a service provided to the state. Most of the exempted drone activities are classified as other (mainly police operations), followed by training and security.

Table 1.9: Activated exempted drone operations

	Regular	Exempted	Total
2022	822	10	832
2023	1,033	10	1,043
2024	1,293	52	1,345
2025	1,335	84	1,419
2025 vs 2024	+3%	+62%	+6%

Two locations, as shown in **Figure 1.18**, have become hotspots for drone activity, with a high concentration of flights, receiving prior authorization from the DAA. One is the coast area, specially close to Ostend itself. In the coast area the authorized drone operations are mainly carried out by police patrolling the dune nature reserve, a restricted-access area where public entry is prohibited.

Figure 1.18: Reserved airspaces of activated drone operations



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

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

Finally, the number of drone operations regarding visual line of sight are shown in **Table 1.10**. Two type of operations are registered:

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

In 2025, the majority of the drone operations were VLOS – there were 1,410 of such operations, and only nine BVLOS, which, on the other hand, is a significant increase compared to the single operation in 2024.

Table 1.10: Activated drone operations per type

	VLOS	BVLOS	Total
2022	832	0	832
2023	1,040	3	1,043
2024	1,344	1	1,345
2025	1,410	9	1,419
2025 vs 2024	+5%	+800%	+6%

Drone incidents and detection means

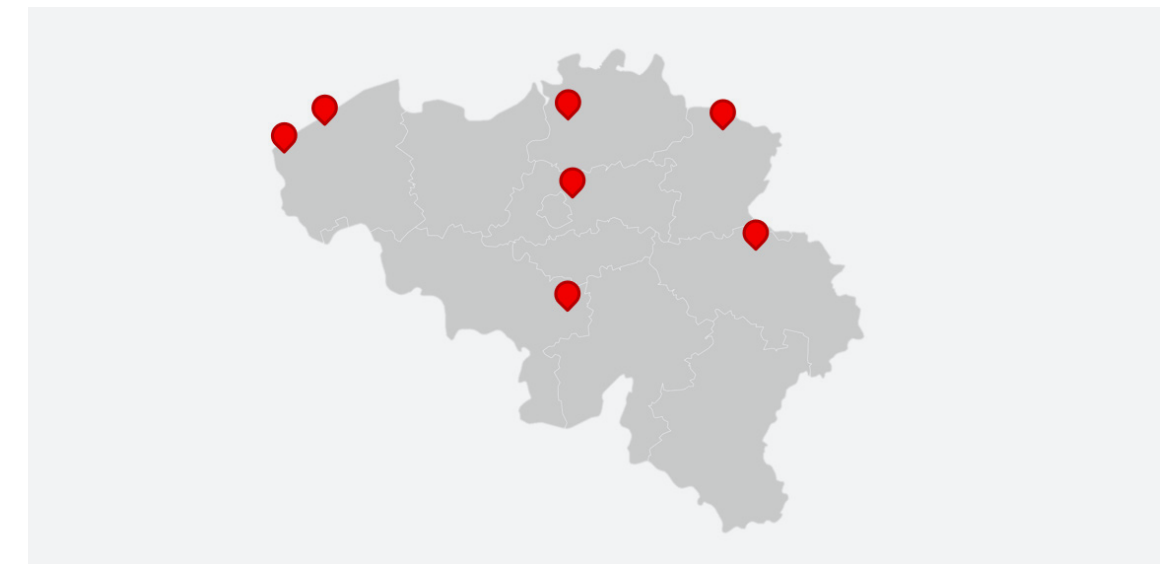
November was marked by significant drone-related security incidents in Belgium, with direct implications for aviation safety and airspace management. The locations of these drone sightings are illustrated in **Figure 1.19** while the timeline was the following:

- 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.

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

Regarding Remotely Piloted Aircraft System (RPAS) interference reports made by Air Traffic Control Officers (ATCOs), a total of three reports were recorded at Ostend Tower in November 2025, one of which resulted in operational disruptions, with diversions causing the most operational impact. In total, there were nine diversions from Brussels Airport to Ostend Airport due to RPAS interference on November fourth.

Figure 1.19: Locations of drone sightings during November 2025



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

Additionally, skeyes and the Agency for Maritime and Coastal Services (MDK) have signed a Memorandum of Understanding (MoU) to deepen their cooperation on drone operations over the North Sea. The agreement supports the safe development and integration of unmanned aircraft alongside traditional aviation in Belgian airspace. In this context, European Maritime Safety Agency (EMSA) has already conducted drone flights over the North Sea¹¹ with MDK acting as the contracting authority for these missions.

By working together, the partners aim to unlock the full potential of drones for public maritime missions, including rescue operations and inspections of infrastructure and coastal areas. Taken as a whole, these efforts support the responsible evolution of the drone ecosystem, with ongoing civil-military cooperation helping to align operational effectiveness, environmental considerations, and the enduring viability of the airspace.

11. It should be noted that drone operations within a Temporary Segregated Area (TSA) have been conducted previously and are not without precedent.



- 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 lastly - 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 as safety occurrences. They are an operational solution allowing to maintain safety margins when the approach cannot be continued for a safe landing. At the same time, particularly during peak hours at busy airports, they also increase the traffic complexity and the residual safety risk. It could be argued that missed approaches are a hybrid leading indicator, and that by analysing the reasons leading to this type of procedure, it is possible to examine if there are any systemic deficiencies in a technical equipment, in a procedure or 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.¹²

12. 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 AMC¹³). This classification scheme is applicable for the later mentioned operational occurrences

Table 2.1: Severity classification¹⁴

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

Missed Approaches

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

For a better year-to-year comparison, see **Figure 2.1**. The graph reveals that the missed approach rate on RWY 08 had a significant increase when compared to previous years, from an average of 0.9 missed approaches per 1,000 arrivals in 2024 to an average of 4.0 missed approaches per 1,000 arrivals in 2025. However, the rate dropped for RWY 26, totalling 1.6 missed approaches per 1,000 arrivals. The lower use of runway 26, with the consequent increase in use of RWY 08 compared to previous years has influenced these changes in missed approaches. In **Figure 2.2** it is shown that the day with the most missed approaches was August 19th with four missed approaches, three of them due to training flight and one due to other. "Other" includes the missed approaches that could not be attributed to predefined reasons such as passengers not ready or flight criteria not met (e.g. flap configuration).

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

Runway	2022		2023		2024		2025	
	M. a.	Arrivals	M. a.	Arrivals	M. a.	Arrivals	M. a.	Arrivals
26	15	7,338	14	6,977	13	6,098	10	6,265
08	9	5,349	8	4,323	3	3,393	21	5,246
Total	24	12,687	22	11,300	16	9,491	31	11,511

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

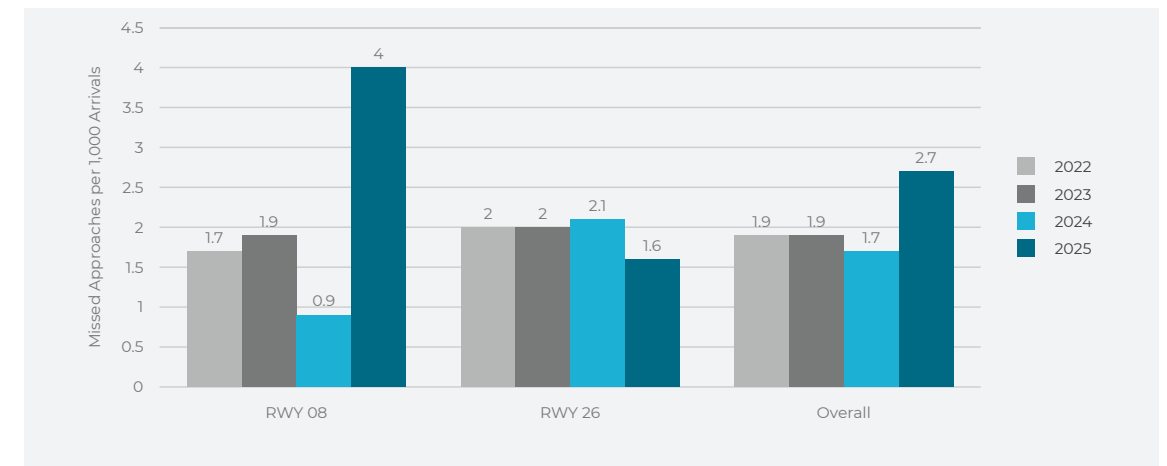
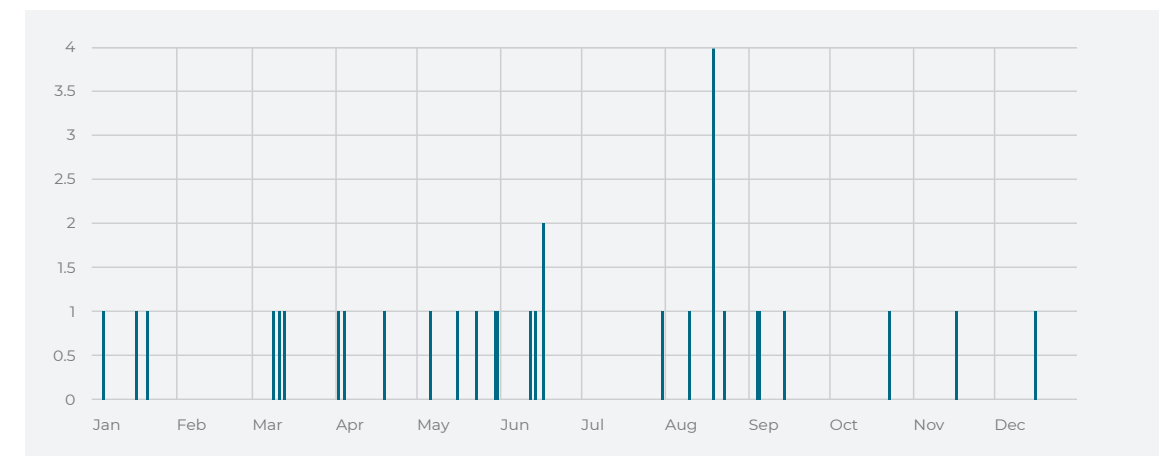


Figure 2.2: Missed approaches per day

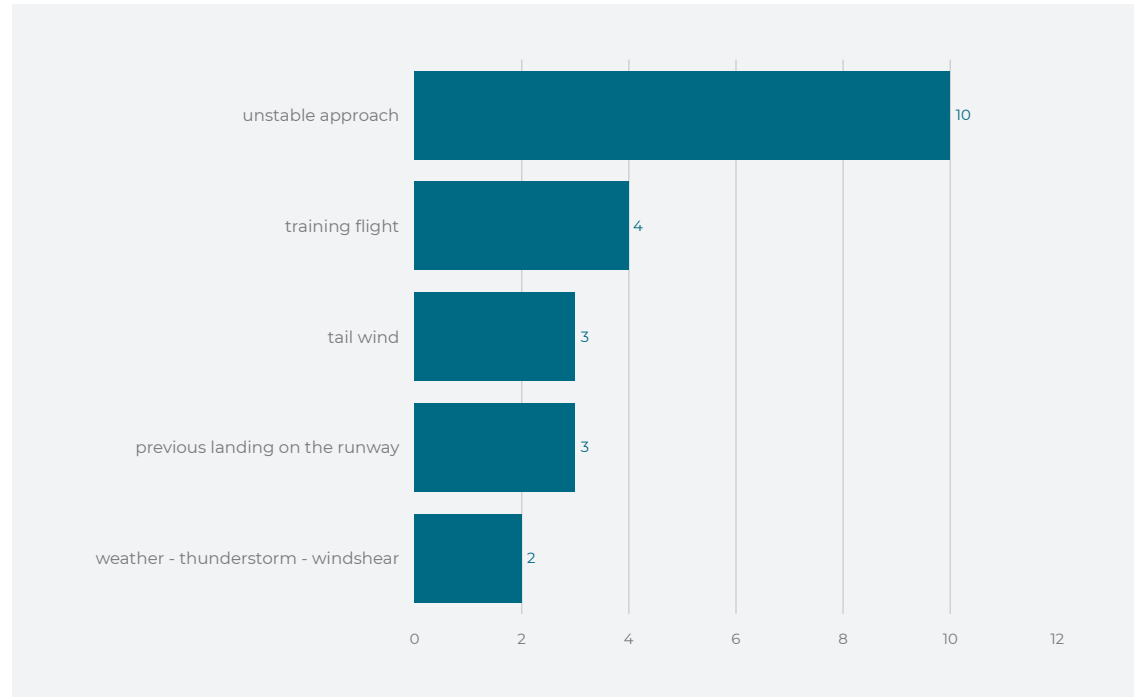


13. "ICAO Doc 4444 – PANS-ATM AMC 3 of EU Reg 2019/317, accessed on January 15, 2026

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

Missed approaches are documented and categorized by their respective causes, with ATCOs being responsible for reporting. As in 2023, the main reason for missed approaches in 2025 was unstable approach, while in 2024 the main reason for missed approaches was weather – visibility, which is not in the list for 2025. This is illustrated in [Figure 2.3](#).

Figure 2.3: Top five causes for missed approaches



Further details can be found in [Table 0.1](#) in [Annex A: Missed Approaches](#), which shows missed approaches per cause for each runway in the years 2022 until 2025. Overall, there were 10 missed approaches on RWY 26 in 2025: four due to an unstable approach, one due to an authorized vehicle still being on the runway, one due to previous landing on the runway, also one taken out of sequence, one for training purposes, one due to weather (thunderstorm and/or windshear) and one more due to weather (visibility). The main difference compared to the previous year is that in 2025 most of the missed were due to unstable approach, while in 2024, there were no missed approaches in this category.

As for RWY 08, in 2025, there were a total of 21 missed approaches: six due to an unstable approach, three due to tail wind, also three for training purposes, two due to other reasons, also two due to previous landing on the runway, one due to an authorized vehicle still being on the runway, also one due to pilot's error, one due to the aircraft being too close behind the preceding one, one due to weather (thunderstorm and/or windshear) and one more due to weather (visibility). The increase of missed approaches on RWY 08 compared to previous years relies on a higher use of this runway (44% of movements used this runway in 2025 compared to 34% in 2024). More details can be found in [Runway Use](#).



Runway Incursions

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

According to the International Civil Aviation Organization (ICAO Doc 4444 – PANS-ATM), a Runway Incursion (RI) is defined as “any occurrence at an aerodrome involving the incorrect presence of an aircraft, vehicle or person on the protected area of a surface designated for the landing and take-off of an aircraft”.¹⁵ “An incorrect presence” is hereby defined as “the unsafe, unauthorized or undesirable presence, or movement of an aircraft, vehicle, or pedestrian, irrespective of the main contributor (e.g. ATC, pilot, driver, technical system)”.¹⁶

Figure 2.4 gives a yearly overview of runway incursions for the past four years. The colours of the bar chart indicate the severity as defined in **Table 2.1**. In 2025, six runway incursions have been registered at Ostend Airport, of which five were classified as N - no ATM ground contribution and one classified as C - Significant incident. The runway incursion classified as C occurred in March, when an ATCO gave a landing clearance before realising that the previously landed traffic still hadn't vacated the runway. The ATCO cancelled the landing clearance and gave a second clearance once the previous traffic vacated the runway. The runway incursions classified as N consisted of two situations with vehicles entering the RWY without clearance, one event when aircraft took-off without clearance, one event when an aircraft received clearance for take-off but started backtracking the runway and one when an aircraft (training flight) that had clearance for landing, landed, but after landing and coming to full stop, started a take-off roll without clearance.

Figure 2.5 puts the number of RIs in perspective by comparing the incursions with the number of movements throughout the year. In 2025, the number of runway incursions with ATM contribution resulted in a rate of 4.3 runway incursions with ATM contribution per 100,000 movements and a rate of 21.7 runway incursions with no ATM contribution per 100,000 movements, respectively. The rate of runway incursions with ATM contribution per 100,000 movements is the lowest since 2022.

Figure 2.4: Yearly runway incursions per severity category

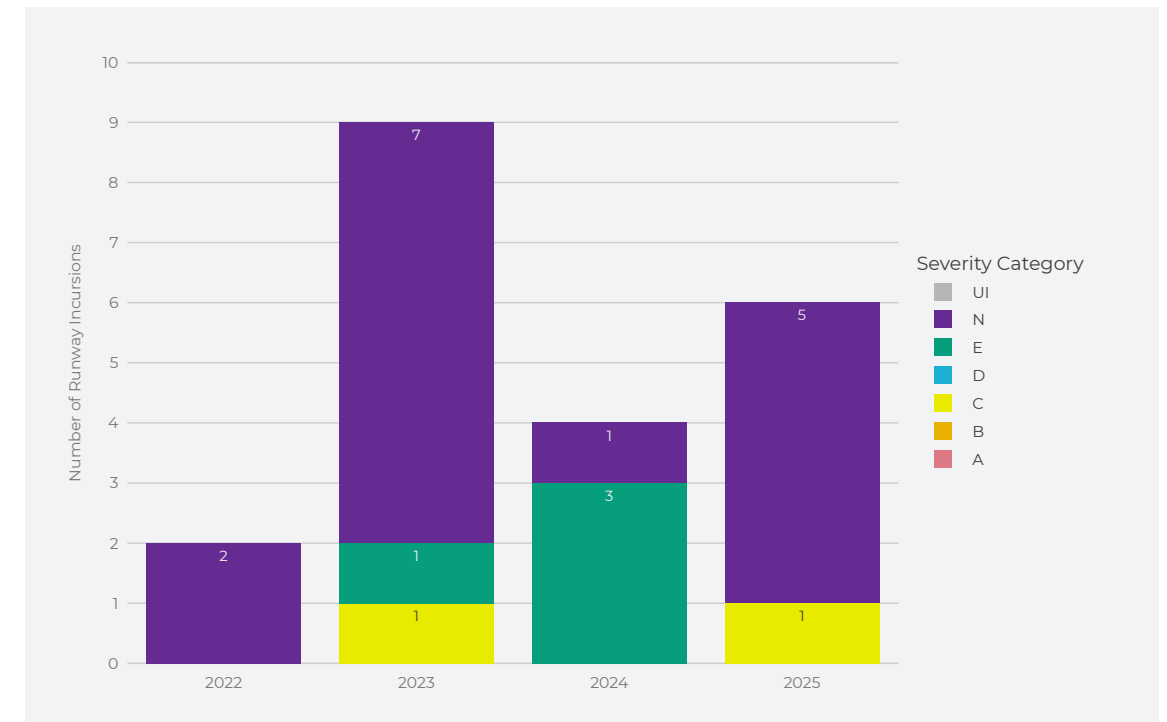
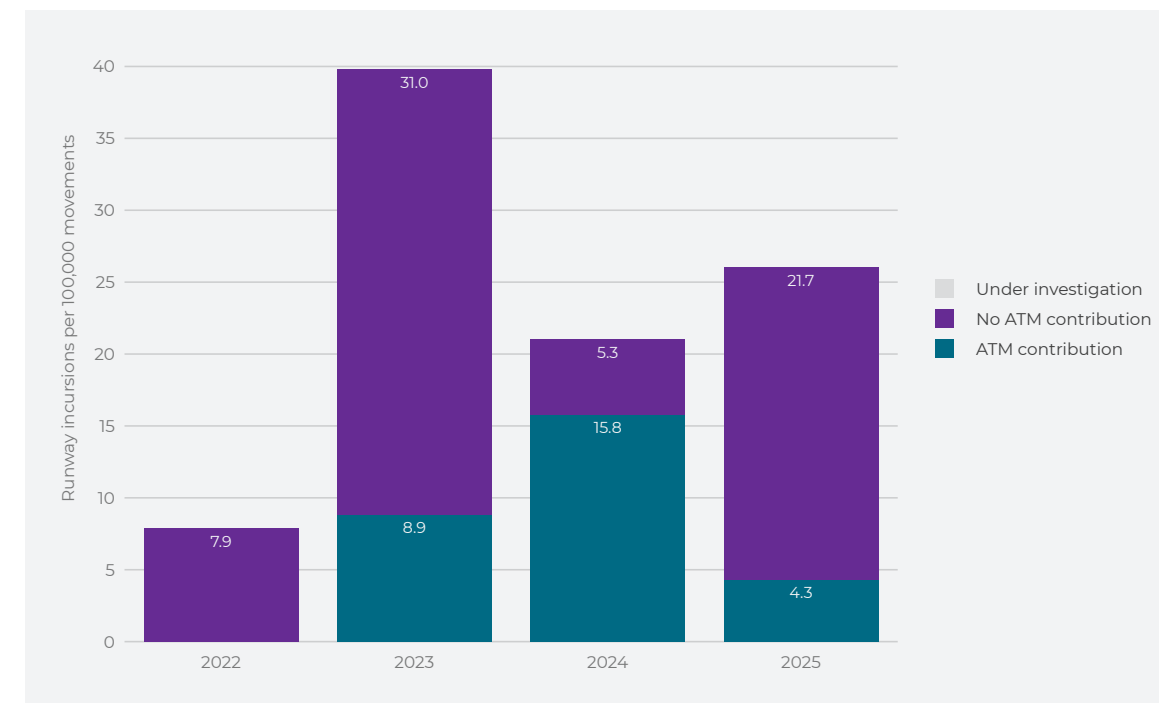


Figure 2.5: Yearly rates of runway incursions per 100,000 movements by ATM contribution



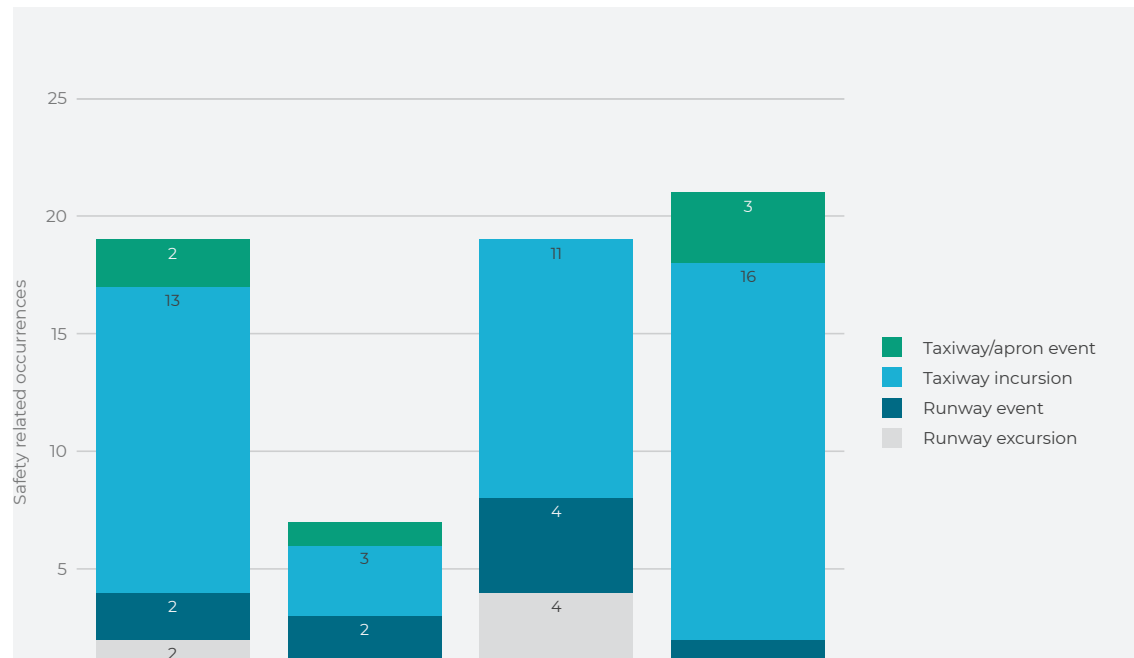
15. 'ICAO Doc 4444 – PANS-ATM AMC 3 of EU Reg 2019/317', accessed on January 15, 2026.

16. 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>.

Other Noteworthy Incidents

In addition to runway incursions, other runway, taxiway, and apron safety events can happen and must be reported. These occurrences include runway events, runway excursions, taxiway/apron events, taxiway excursions and taxiway incursions. **Figure 2.6** gives a summary of those incidents at Ostend Airport per year.

Figure 2.6: Yearly runway and taxiway safety events



A total of 21 safety occurrences were recorded in 2025, which is an increase compared to all mentioned previous years. There were a total of 16 taxiway incursions, three taxiway/apron events, one runway event, and one runway excursion. Out of all of these taxiway incursions, 12 were classified as N and the remaining four were classified as E – No safety effect. It is to be noted that skeyes promotes a good safety reporting culture as it is a vital component of a robust Safety Management System (SMS).

Thanks to this intensive collaboration between skeyes, the airport and the local flying clubs, the number of occurrence linked to non-adherence to taxi routing (taxiway incursions) has reduced in the second semester of 2025. From the 16 taxiway occurrences, 12 occurred in the first semester of 2025 and only four in the second semester.

As seen in **Figure 2.7**, the amount of deviations from ATC clearances decreased for second consecutive year, from 16 in 2023 to 11 in 2024 and six in 2025. The amount of deviations from ATM procedures decreased from eight in 2023 to six in 2024 and to five in 2025. Note that, at Ostend Airport, deviations from ATC clearances and deviations from ATM procedures are mostly entirely related to airborne occurrences and not to occurrences on the ground.

Figure 2.7: Yearly deviations from ATM procedures and ATC clearance¹⁷

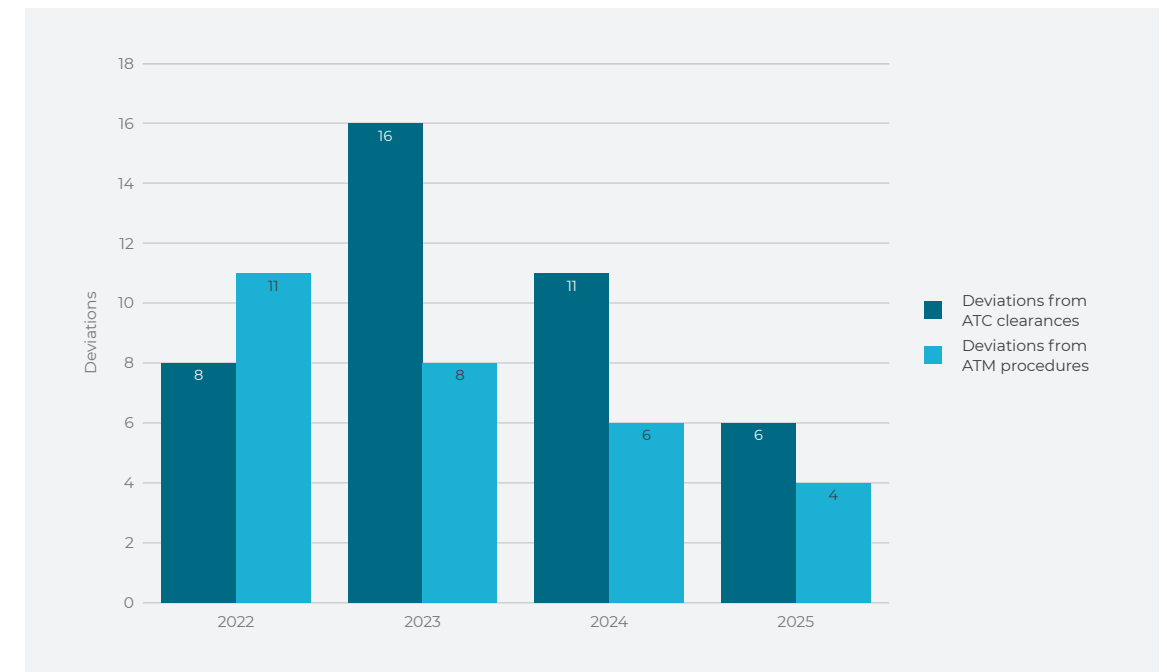


Table 2.3 shows the total numbers of safety related occurrences regarding RPAS and laser beams. There has been an increase in both:

- **RPAS:** there were no recorded safety occurrences related to RPAS in 2023, nor 2024. In 2025, however, there were five safety occurrences related to RPAS. This is especially due to the drone issue that occurred in November, for further information see [Drone incident](#);
- **Laser beam:** there has been an increase of these occurrences in 2025. From three occurrences in 2022 and 2023, and two occurrences in 2024, it raised to 11 occurrences in 2025.

Table 2.3: RPAS and lasers incidents per year

Safety occurrence	2022	2023	2024	2025
RPAS	3	-	-	5
Laser beam	3	3	2	11

17. 2024 numbers have a small difference compared to the last years report due to recategorisation of safety occurrences.

Improvements and Recommendations

Strengthening safety through regular collaboration

SAFCO is committed to increase runway safety. The team is composed of pilots, air traffic controllers, and safety departments of skeyes and the airport. The meetings attended by SAFCO members are held every two months. The main objective is to reduce the number of runway incursions based on EUROCONTROL's European Action Plan for The Prevention of Runway Incursions.

These SAFCO meetings are a moment to discuss safety issues between partners and to share outcomes of the safety investigations among all parties. That way everyone may benefit from the lessons learned. When recommendations are made in an investigation report, they are also discussed with other stakeholders. If a recommendation from skeyes concerns the airport for instance, it will be discussed and agreed upon during a SAFCO meeting.

In regard to the increase of taxiway incursions, since 2024, the SAFCO is following up the issue in collaboration with local flying clubs and school that in turn informed their members. Thanks to this intensive collaboration, the number of occurrence linked to non-adherence to taxi routing reduced in the second semester of 2025.

Shaping future airspace with PBN

skeyes implemented and further promotes the use of Performance Based Navigation (PBN) procedures. Such approach procedures have been fully implemented at Ostend airport and fit in the on-going transition towards a PBN Environment (EU regulation). They greatly improve predictability, therefore, situational awareness can be improved. More information on the PBN procedures can be found in [Chapter 4](#).





CAPACITY & PUNCTUALITY

- **Airport 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 Ostend Airport is studied. Statistics on the Air Traffic Flow Management (ATFM) arrival delay, which is the delay due to regulations placed at Ostend 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 Ostend Airport caused not only by regulations at Ostend 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 the following 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 114 knots (ground speed);
- ✈ Inter-departure time, determined by the time between take-off clearance and reaching a specified altitude.

Since safe wake vortex separation distances are specified only for IFR flights, the **Theoretical Capacity Throughput** applies exclusively to IFR movements, and represents the highest number of IFR movements that an aerodrome can handle per hour with a given runway configuration under ideal conditions. In practice, optimal conditions are rarely achieved. To account for this, the Declared IFR Capacity is set at 90% of the theoretical maximum. **Table 3.1** shows the declared IFR capacity per runway configuration at Ostend Airport. Note that this is only a theoretical calculation and currently not used for schedule coordination purposes.

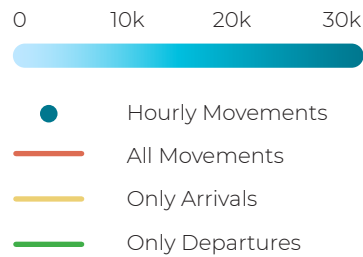
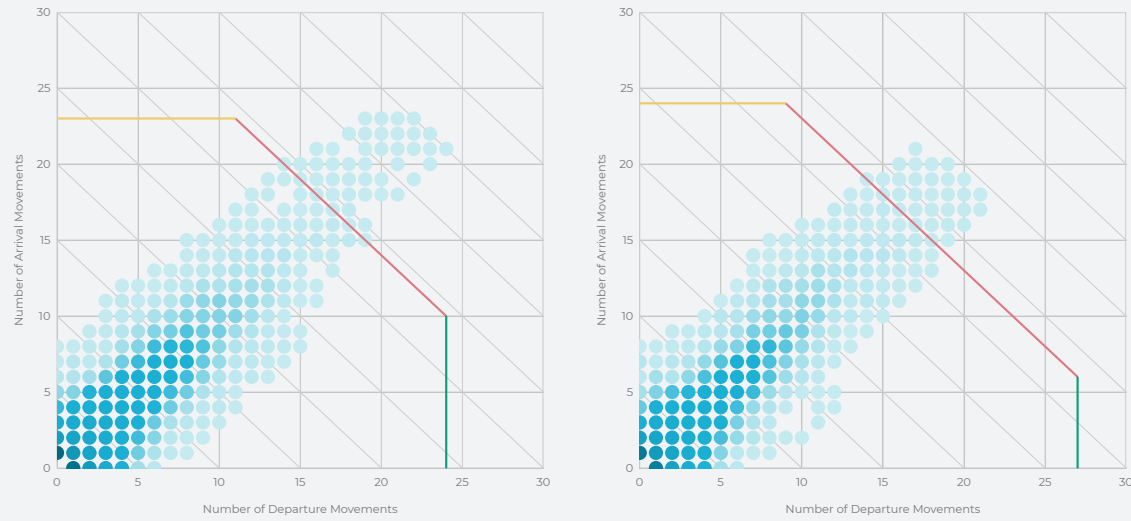
Table 3.1: Declared IFR capacity

Runway Configuration		Declared IFR Capacity (movements/hour)		
Departures	Arrivals	Only Departures	Only Arrivals	Mixed Fleet
08	08	27	24	33
26	26	24	23	34



Figure 3.1: Hourly movements for configuration 26-26

Figure 3.2: Hourly movements for configuration 08-08



hours with this number of arrivals and departures, with more translucency indicating less hours. The declared capacity for all movements is shown as 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). There are also declared capacities for only arrivals and only departures, indicated in yellow and green lines respectively. Any dot above these lines also indicates an hour exceeding the declared arrival or departure capacity.

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.

Even though the capacity is only declared for IFR movements, the plot considers both IFR and VFR movements. This is because only considering IFR flights would give a distorted view on the number of hourly movements – especially for airports with high VFR shares like Ostend Airport. 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 3.3** and **Figure 3.4** provide visualization when more than 80% of the traffic was IFR.

Figure 3.1 to **Figure 3.4** provide an easy way to visualize exceedances of the declared capacity. In these plots, each dot represents a rolling hour throughout the year of 2025 (with a roll step of one minute), during which the runway configuration was active for at least an hour within the default opening times of the aerodrome and during which there was at least one movement. The position of the dot indicates the number of arrivals (y-axis) and the number of departures (x-axis). The opacity of the dot indicates if there were many or few

In **Figure 3.1** and **Figure 3.2**, traffic exceeded the declared IFR capacity on some occasions, but looking at **Figure 3.3** and **Figure 3.4**, it can be seen that when the traffic was mainly IFR, there was no day exceeding capacity.

Figure 3.3: Hourly movements of hours with >= 80% IFR movements for configuration 26 - 26

Figure 3.4: Hourly movements of hours with >= 80% IFR movements for configuration 08 - 08

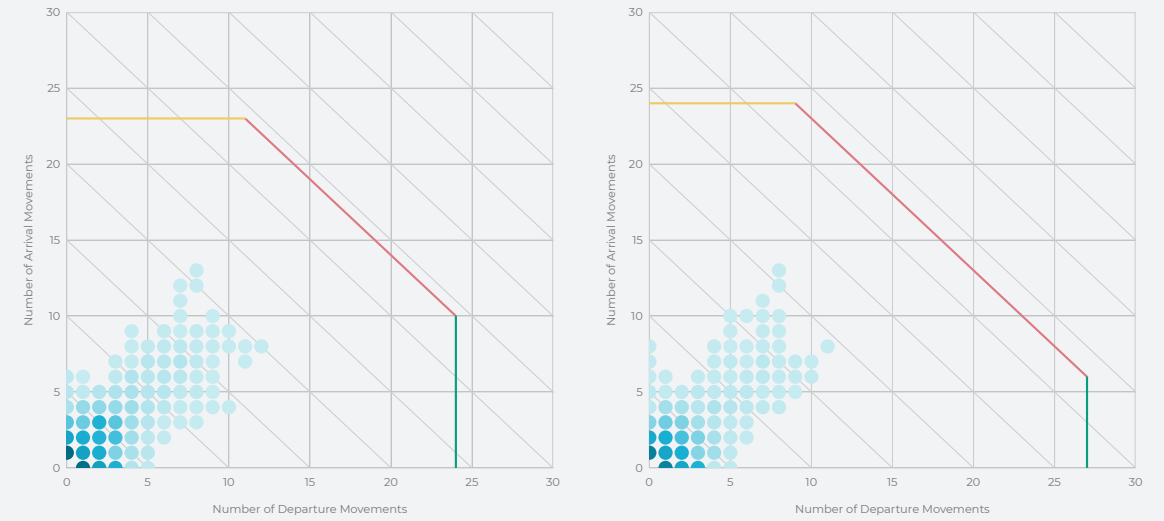


Table 3.2 gives figures on the days where the traffic exceeded the capacity. As the calculation is based on a rolling calculation per minute, the capacity is exceeded for a period. The table gives a summary in terms of extra movements (during periods when traffic demand exceeded capacity, the maximum number of additional movements observed), share of IFR traffic and share of departures.

hour on two of the days. The remaining seven days over capacity were recorded for configuration 08 - 08 with a capacity of 33 movements per hour, having a maximum of 39 movements per hour recorded on one of the days.

There were a total of 11 days where the capacity was exceeded in 2025. Out of those 11 days, four days were for runway configuration 26 - 26 with a maximum declared capacity of 34 movements per hour, reaching a maximum of 45 movements per

If the maximum number of movements within an hour exceeds the declared capacity, it can be due to several reasons. For instance, a high share of VFR traffic - since the separation minima do not apply strictly to these flights, more movements can be performed within an hour. During the days traffic surpassed the declared capacity, the share of IFR compared to the total movements varies from 0% to 33% of IFR traffic.

Table 3.2: Days with hours exceeding the declared capacity

Runway Configuration		Date	Maximum	% of IFR	% of Departures
Departures	Arrivals	of Occurrence	Extra Movements	at Occurrence	at Occurrence
08	08	May. 22	3	0%	50%
		Jun. 20	1	3%	47%
		Jun. 21	6	10%	51%
		Sep. 22	2	9%	54%
		Sep. 25	1	3%	53%
		Sep. 26	2	9%	51%
		Sep. 27	5	3%	53%
26	26	Jul. 9	4	8%	47%
		Aug. 22	11	7%	53%
		Oct. 30	11	11%	49%
		Dec. 10	2	33%	47%

Punctuality

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

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

The ATFM measures with ANSP contribution are listed according to the Functional Airspace Block Europe Central (FABEC) performance plan¹⁸:

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 on the ground for a flight, due to a regulation placed at the destination airport.

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

18. 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)

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

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

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

ATFM ARRIVAL DELAY

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

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

Whereas in the previous Reference Period, the target was set on minutes/flight for CRSTMP causes, the new targets set for RP4, covering 2025 to 2029, are set on minutes/flight for all causes.¹⁹

Despite not having its own target, skeyes registers the arrival delays for Ostend 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 arrival ATFM 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.²⁰

For this performance indicator, a comparison has been made over the last four years. **Table 3.3** gives the amount of arrival delay at Ostend Airport - i.e. the delay caused by regulations placed on arrivals to Ostend Airport - and the total number of arrivals per year. Note that in this section, the number of arrivals and the ATFM arrival delay for each flight are calculated by the Network Manager and have been provided by the Performance Review Unit (PRU / EUROCONTROL).²¹

As in previous years, there were no CRSTMP or weather-related delays at Ostend Airport. With regard to the other categories, no delays were recorded in recent years, with the sole exception of 2023, when a delay of 38 minutes occurred.

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 (with flight plan)
	CRSTMP	Weather	Other categories	Total	
2022	0	0	0	0	3,954
2023	0	0	38	38	3,990
2024	0	0	0	0	2,687
2025	0	0	0	0	3,475

OTHER ATFM DELAY IMPACTING FLIGHTS TO AND FROM OSTEND AIRPORT

The impact of ATFM measures goes beyond the restrictions placed by the airport of destination. Flights departing from and arriving at an airport can be delayed by ATFM measures in any of the sectors they cross on their route. In this section of the report, a view is given on the ATFM delay for all departing and arriving traffic at Ostend Airport. The impact of all of these regulations is the total ATFM delay of traffic at Ostend Airport.

The ATFM delay figures for departing and arriving traffic at Ostend Airport can be seen in **Figure 3.5** for departures and **Figure 3.6** for arrivals. Departing flights from Ostend Airport were delayed by a total of 7,549 minutes in 2025, 6% (438 minutes) of that delay is attributable to skeyes while 94% (7,111 minutes) is attributable to other ANSPs. For arriving traffic, the total delay for 2025 is 6,739 minutes, 7% (477 minutes) of that delay is attributable to skeyes while 93% (6,262 minutes) is attributable to other ANSPs.

Regulations on French airspace were the main contributor of delay on departing and arriving traffic at Ostend Airport. The regulations in French airspace were mainly due to ATC capacity issues and ATC Staffing issues, particularly at the end of June and beginning of July. These regulations in French airspace impacted Ostend Airport due to its amount of flights to Spanish airports, mainly in the south of Spain and the Canary islands. Flights to Spain usually fly via French airspace, therefore ATC interruptions in France had an impact on these routes.

Figure 3.3: ATFM delay for IFR departures per year and delay origin (NMIR)

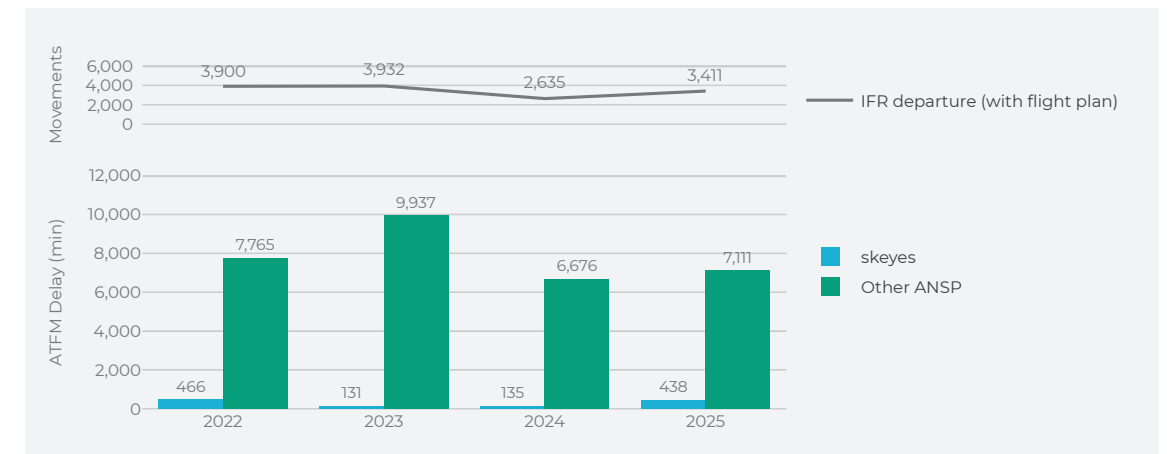
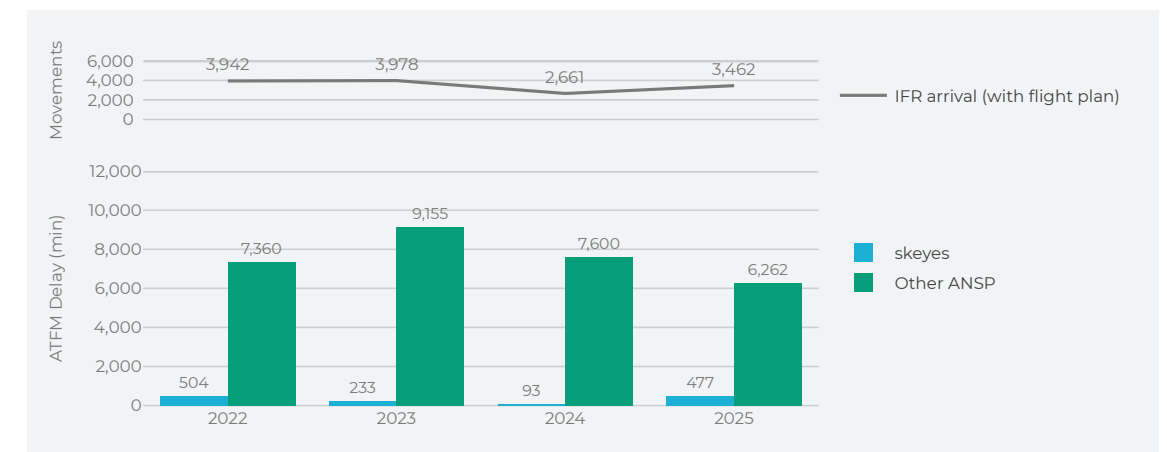


Figure 3.4: ATFM delay for IFR arrivals per year and delay origin (NMIR)





ENVIRONMENT

○ **Preferential Runway System**

○ **Night Movements**

○ **Wind Patterns**

○ **Considerations and Improvements**

Like most airports, Ostend Airport is located near populated areas. It is therefore of foremost important to consider noise and its reduction, as far as possible, in the vicinity of the airport. One way to do so is to put in place a preferential runway system, a decision taken by the BCAA, which prioritizes the usage of one runway over the other during certain hours, given that some conditions, mainly weather-driven, are met.

This chapter addresses, in the first part, the compliance to the preferential runway system at Ostend Airport, goes over night movements, and gives an overview of wind speed and direction, as wind is a major factor in the choice of runway use.

Furthermore, there are ongoing processes that aim to reduce noise pollution and reduce the environmental print of the airport.

Preferential Runway System

A basic aerodynamic principle is that an airplane should take off and land against the wind direction. In addition to this, windspeed and surface wind direction, there are many more factors to consider when choosing the runway in use, such as environmental regulations, available navigation aids for approach and landing, the weather conditions, the available instrument approach procedures, or simply the availability of taxiways.

As published in the AIP²² for Ostend Airport, between 22:00 and 08:00 local time, when the crosswind component - including gusts - does not exceed 15 knots, or the tailwind component - including gusts - does not exceed 5 knots and with traffic permitting, runway 26 shall be used as preferred runway for take-off and RWY 08 for landing. If the pilot-in-command considers the runway-in-use not usable for reasons of safety or performance, he/she shall request permission to use another runway. ATC will accept such request, provided that traffic and air safety conditions permit.

For safety reasons, if one of the above-mentioned conditions is not met, the PRS will not be followed and the most suiting runway in the given case will be used. Yearly use of PRS can be found in **Table 4.1**, while **Figure 4.1** depicts the compliance to the PRS per month for the year 2025. In 2025, compliance with the PRS in place at night at Ostend Airport was achieved for 72% of departures (80% in 2024) and 60% of arrivals (54% in 2024). When combined, the total compliance rate with the PRS was 66% (67% in 2024).

Looking at the monthly evolution, it can be seen what impact the wind had on the use of PRS. June and November registered the lowest compliance for arrivals that used RWY 08 – 39% and 30% respectively. Looking at the wind charts in the **Wind Patterns** subchapter, it can be seen that June had mostly southwest winds and November mainly south winds, which did not allow RWY 08 to be used. For the departures, April and May registered the lowest compliance with the PRS. Performing the same exercise as for arrivals, it can be seen that those months had mainly northeast winds, making it difficult to use runway 26.

Figure 4.1: PRS usage between 2200 and 0800 in percentage of movements per departure or arrival per month

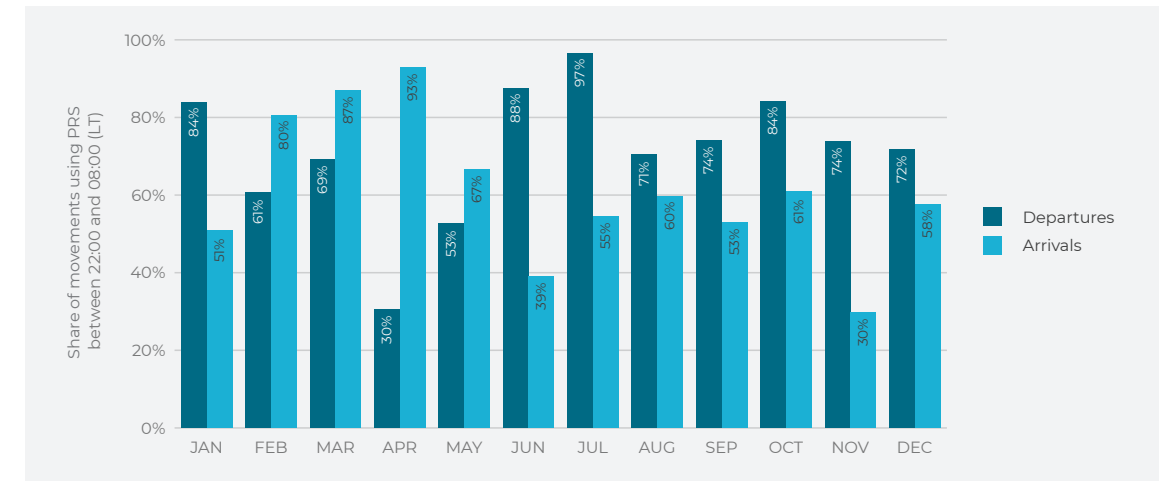


Table 4.1: Yearly use of PRS between 22:00 and 08:00

	ARR (%)	DEP (%)	Overall (%)
2022	59.6	75.5	68.1
2023	50.8	77.8	65.6
2024	53.6	80.4	66.6
2025	60.1	71.8	66.2

22. Belgium & Luxembourg AIP/ AD 2.20 EBOS Local Aerodrome Regulations/ 4.1 Selection of runway-in-use, accessed on January 15, 2026

Night movements

Figure 4.3 shows the number of nighttime movements from 2022 to 2025. For Ostend-Bruges Airport the night is defined to range from 23:00 to 06:00 local time. Night traffic increased from 599 movements in 2024 to 645 movements in 2025. The main cause of the increase was the increase of Cargo traffic, which often operates during the nighttime.

Figure 4.3 and Table 4.2 illustrate yearly night movements per hour throughout the years of 2022, 2023, 2024 and 2025. Despite the increase of all traffic in 2025 compared to 2024 and 2023, night traffic remained lower for every hour during the night time when compared to 2023 and it was higher only at 00:00, 01:00 and 04:00 when compared to 2024. When comparing to 2023, this is to be expected, as the increase of traffic is VFR traffic, which doesn't operate during the night.

Figure 4.2: Yearly day and night movements

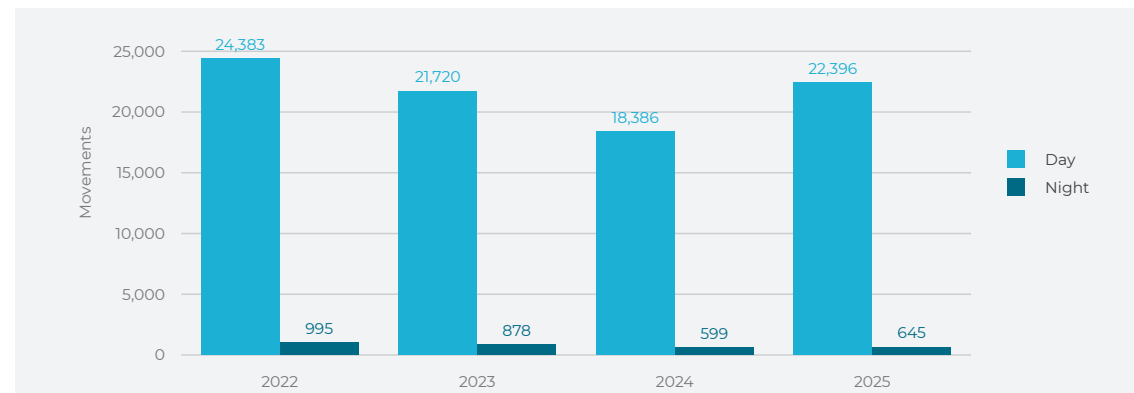


Figure 4.3: Yearly night movements per hour

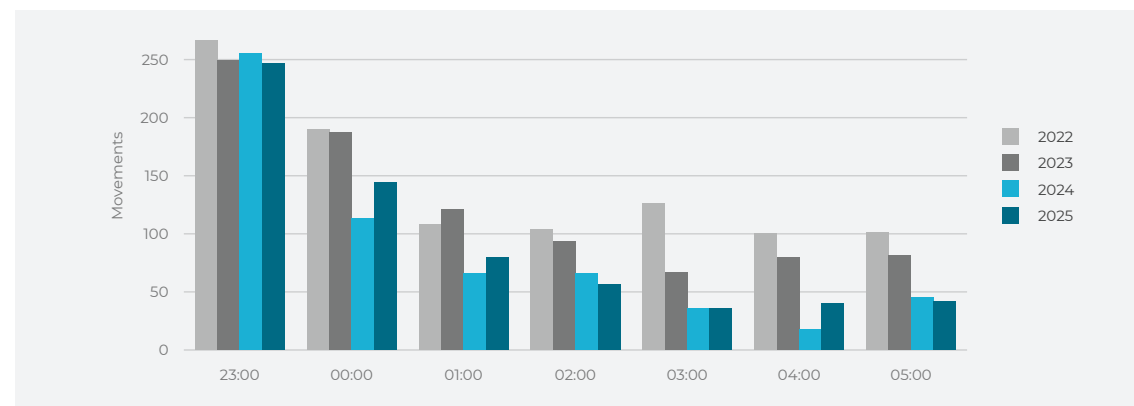


Table 4.2: Yearly night movements per hour

Year	23:00	00:00	01:00	02:00	03:00	04:00	05:00
2022	266	190	108	104	126	100	101
2023	249	187	121	93	67	80	81
2024	255	113	66	66	36	18	45
2025	247	144	80	56	36	40	42



Wind Patterns

The annual wind speed and direction are illustrated in **Figure 4.4**. In 2025, the wind patterns followed the same trend as in previous years, with an increase in the north-easterly winds. The dominant wind direction remains south-westerly, characterized by medium-strength winds. Westerly winds were also of medium strength but occurred more frequently than in previous years, particularly in 2024. 2024 was a year that had less north-easterly winds than usual.

Figure 4.5 shows the monthly wind roses throughout the year of 2025. As usual, from February until May north-easterly winds prevailed. For 2025, August, September and December also presented intense northeast winds. These winds were also present in October but with a lower intensity. The rest of the year was dominated by the southwest winds.

Figure 4.4: Yearly wind roses

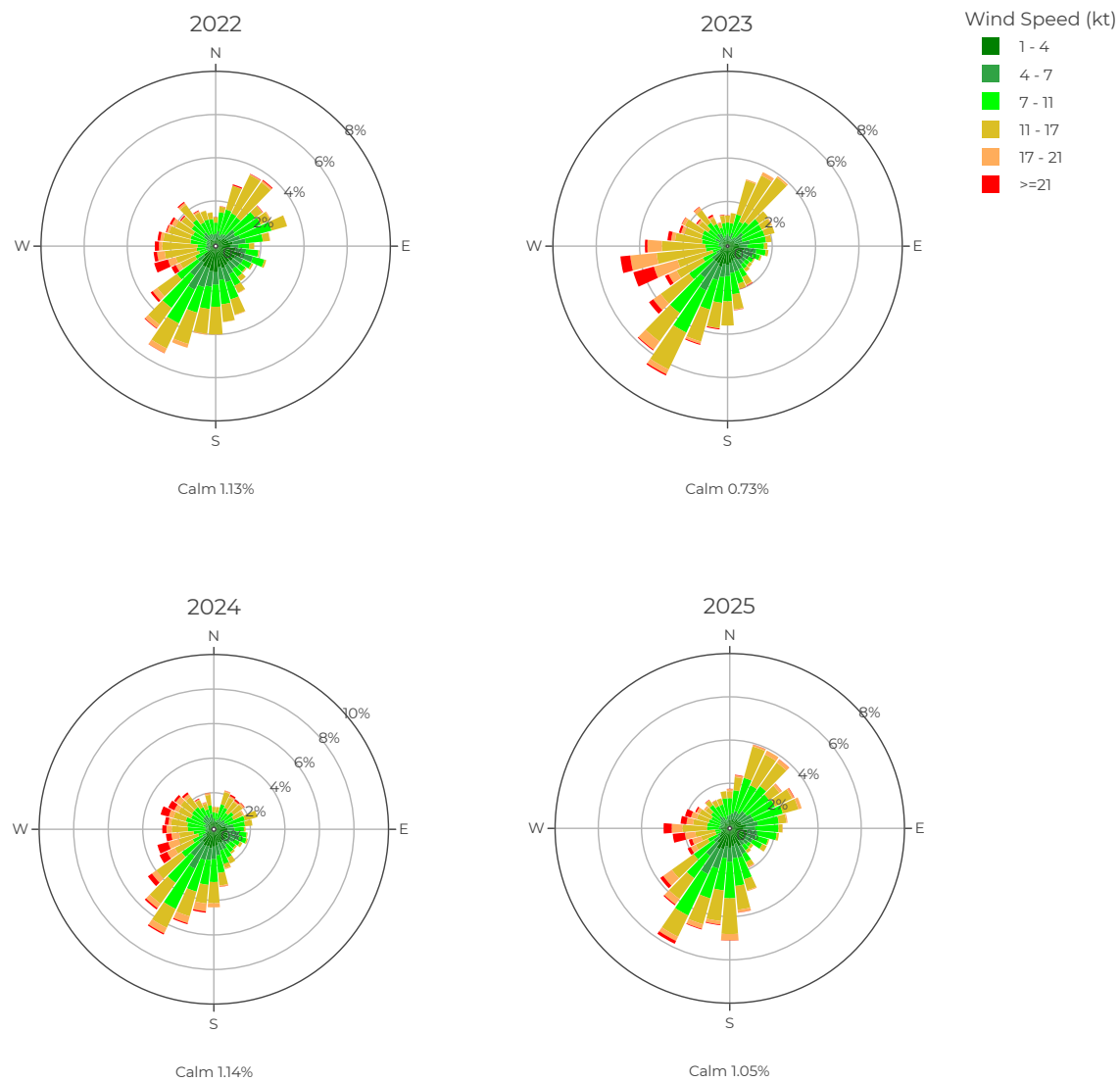
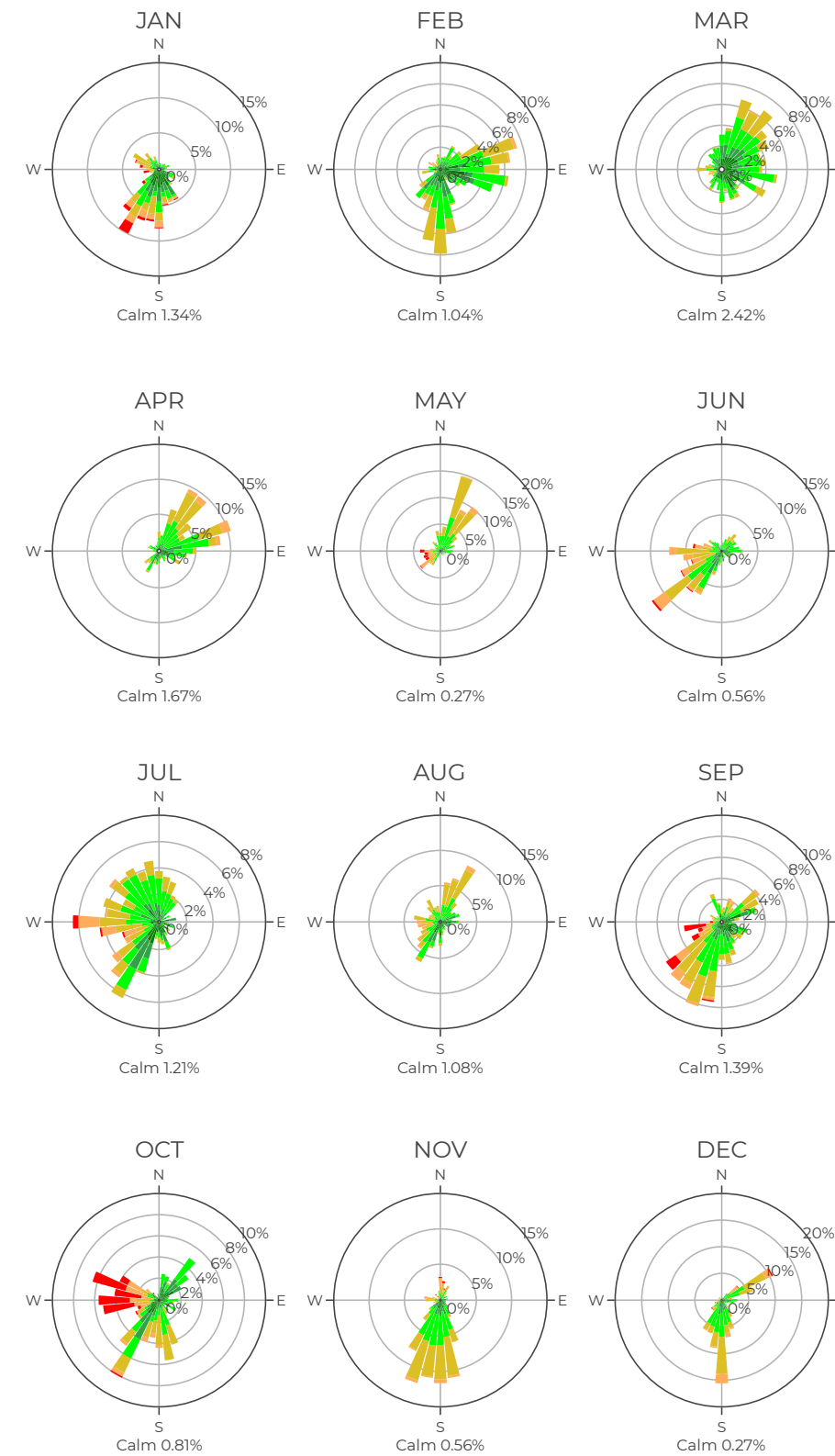


Figure 4.5: Monthly wind roses of 2025



Considerations and Improvements

Recognition of environmental efforts through GreenATM

To conclude this chapter, it is worth mentioning that, 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.

Efforts to support sustainable operations

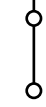
skeyes also implemented arrival and departure PBN (Performance Based Navigation) flying procedures at Ostend Airport for all its runways. This is in line with the transition plan describing the way ahead to 2030. The purpose of the transition and implementation plan 2024/2030 is the establishment of a full PBN environment within the Belgian part of the Brussels Flight Information Region (FIR) and at the aerodromes of Antwerp, Brussels, Charleroi, Kortrijk, Liege and Ostend. Once the full PBN environment is implemented, an optimization of this PBN environment will be initiated. This comprises the redesign of airspace as well as the routes which can then be redesigned independently from the ground-based infrastructure and placed at the most strategically beneficial location.

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





ANNEX



Missed Approaches

Fact Sheet

Annex A: Missed Approaches

Table 0.1: Missed approaches per category per runway

Reasons		2022	2023	2024	2025
RWY 08	aircraft with technical problems	-	-	-	-
	authorized vehicle still on runway	-	-	-	1
	departing traffic on the runway	-	1	-	-
	other	1	1	1	2
	pilot's error	1	-	-	1
	previous landing on the runway	-	-	-	2
	tail wind	2	-	-	3
	taken out of sequence	-	-	-	-
	too close behind preceding	-	1	-	1
	training flight	-	-	-	3
	unstable approach	2	4	2	6
	weather - thunderstorm - windshear	1	-	-	1
	weather - visibility	2	1	-	1
Total	9	8	3	21	
RWY 26	aircraft with technical problems	1	1	-	-
	authorized vehicle still on runway	-	-	-	1
	departing traffic on the runway	-	-	-	-
	other	3	1	1	-
	pilot's error	-	-	2	-
	previous landing on the runway	1	2	-	1
	tail wind	-	-	-	-
	taken out of sequence	-	1	-	1
	too close behind preceding	-	3	2	-
	training flight	-	-	-	1
	unstable approach	3	4	-	4
	weather - thunderstorm - windshear	-	1	-	1
	weather - visibility	7	1	8	1
Total	15	14	13	10	

Annex B: Fact sheet



Yearly Evolution

- 21% increase in movements in 2025 compared to 2024 (the runway was closed for several months in 2024); 2024 was at 72% of 2019 traffic.

Movements	2022	2023	2024	2025	2025 vs 2024
IFR	9,564	9,433	6,249	7,976	+28%
VFR	15,814	13,165	12,736	15,065	+18%
Total	25,378	22,598	18,985	23,041	+21%

Quarterly comparison

- +173% more traffic in Q1 due to runway renovation in 2024
- +19% more traffic in Q4 compared to 2024 thanks to a sunnier December than usual

Movements	2022	2023	2024	2025	2025 vs 2024
Q1	5,044	4,804	1,763	4,819	+173%
Q2	6,977	6,274	6,040	6,290	+4%
Q3	7,774	6,582	6,840	6,779	-1%
Q4	5,583	4,938	4,342	5,153	+19%

TRAFFIC



Capacity

- Capacity exceeded on four days for 26 - 26 and on seven days for 08 - 08 mainly due to VFR traffic;
- IFR capacity was not exceeded.

Runway configuration	Declared IFR Capacity	Maximum Movements/Hour
08-08	33 movements/hour	39 movements/hour
26-26	34 movements/hour	45 movements/hour

Punctuality

Arrival delay:

- CRSTMP delay: 0.00 min/flight.

ATFM impact:

- Arrivals: 6,739 minutes of ATFM delay (477 due to skeyes' regulations);
- Departures: 7,549 minutes of ATFM delay (438 due to skeyes' regulations).

CAPACITY & PUNCTUALITY



Missed Approaches

31 missed approaches in 2025 (+94% vs. 2024)

TOP 3 causes in 2025:

1. Unstable approach (10);
2. Training flight (4);
3. Tail wind/ Previous landing on the runway (3).

Safety Occurrences

- 6 runway incursions: 1 with ATM contribution (C) & 5 without.

SAFETY

Runway use

- RWY26 - 56%;
- RWY08 - 44%.

PRS

- 66% of movements complied with the PRS, 72% of departures and 60% of arrivals

Night Movements

- 8% increase in night movements.



ENVIRONMENT

