



## *BELGOCONTROL STATISTICS*

### *The trend of movements in 2009*

Belgocontrol, the autonomous public company in charge of the safety of air navigation in the Belgian civil airspace and at the Belgian public airports, presents its results for the year 2009 with respect to the controlled movements at Brussels Airport as well as at the regional airports and for overflights (CANAC).

In 2009 Belgocontrol managed a total of 1,081,090 movements, or a decrease of 66,234 movements, (-5.77 %) compared to the previous year (1,147,324 movements). Air traffic at Brussels Airport decreased by more than 10%, while the regional airports show an increase by more than 3 %, and our CANAC radar centre registers a decrease by more than 8 %.

#### Brussels Airport

In 2009 Brussels Airport registered a total of 231,668 movements. This represents a decrease by 10.48 % (27.127 movements) compared to 2008, when 258,795 movements were recorded. This drop is the result of the impact of the financial and economical crisis on the air transport sector.

#### Air traffic controlled by CANAC

The CANAC centre manages all movements in the controlled civil airspace above Belgium, from ground level to flight level 245 (24,500 ft), and above the Grand Duchy of Luxembourg, between flight levels 135 (13,500 ft) and 245 (24,500 ft).

CANAC controlled 536,462 movements in 2009: a decrease of 8.42 % (-49,346 movements) compared to last year, when 585,808 were registered.

#### Traffic at the regional airports

In 2009, the four regional airports together recorded a total of 312,960 movements, of which 122,076 were IFR. This number is to be compared to the 302,721 movements in 2008, of which 113,178 were IFR. This means an increase of 10,239 units or 3.38 %. The IFR movements increased by 8,898 units or 7.86 %. They are increasing in Charleroi and Ostend, but are decreasing in Antwerp and Liege. In 2009 there was a total of 190,884 VFR movements, or an increase of 1,341 movements (0,70 %) compared to the figures of 2008 (189,543).

Regarding the total number of movements controlled by Belgocontrol, Charleroi ranks first with 100,478 movements, followed by Ostend (87,766), Antwerp (78,928) and Liege (45,788). We remind you that in Liege, Belgocontrol assures the air traffic control only at night during the week and 24/24h during weekends. The movements controlled by the military by day during the week are therefore not included in our statistics.

As regards the number of IFR movements, the list looks different: it is also headed by Charleroi (45,400), followed by Liege (28,954), Ostend (24,446) and Antwerp (23,276).

At **Antwerp-Deurne** 78,928 movements (23,276 IFR and 55,652 VFR) were registered in 2009, or an increase of 5,016 units (6.79 %) compared to 2008, when 73,912 movements (25,647 IFR and 48,265 VFR) were recorded. There was a decrease in the number of IFR flights by 2,371 movements (-9.24 %) and an increase in the number of VFR by 7,387 movements (+15.31 %).

**Charleroi-Brussels South** registered 100,478 movements (45,400 IFR and 55,078 VFR) in 2009, or an increase of 3,138 units (3.22 %) compared to the previous year, when 97,340 movements (38,142 IFR and 59,198 VFR) were recorded. There is an increase in the number of IFR movements by 7,258 units (19.03 %) and a decrease in the number of VFR by 4,120 units (6.96 %).

At **Liege-Bierset** 45,788 movements (28,954 IFR and 16,834 VFR) were registered, or a decrease (-9.34 % or 4,719 movements) compared to the 50,507 movements (31,254 IFR and 19,253 VFR) recorded in 2008. The number of IFR decreased by 2,300 movements (7.36 %) and the VFR flights by 2,419 movements (12.56 %).

**Ostend** registered 87,766 movements (24,446 IFR and 63,320 VFR), compared to 80,962 movements (18,135 IFR and 62,827 VFR) the previous year, or an increase of 6,804 movements (8.40 %). There is an increase in the number of IFR flights by 6,311 movements (34.80 %), and in the number of VFR movements by 493 units (0.78 %).

All regional airports count their movements in the same manner: every airport registers two movements in case of go around, touch and go and local flights. In those three cases, they count one arrival and one departure. ILS and landing are considered as one single movement. Antwerp, Charleroi and Liege consider the flight through the CTR or the TMA as one movement. However, because the TMA of Ostend generates an intense training flight activity and its TMA is considerably bigger than the airspace of the other regional airports, the traffic that flies through it is counted as two movements: one entry and one exit of the zone.

Annex: [statistics 10-02.pdf](#)

For your information:

IFR = Instrument Flight Rule

VFR = Visual Flight Rule

CTR = Control Zone

TMA = Terminal Manoeuvring Area

**BELGOCONTROL** is an autonomous public company, created in October 1998, with the mission to guarantee the safety of air navigation in the airspace for which Belgium is responsible. Its zone of activities extends from ground level (at Brussels airport and the airports of Antwerp, Charleroi, Liege and Ostend) to 8,000 metres for Belgium and from 4,500 to 8,000 metres for the grand duchy of Luxembourg. The Eurocontrol centre in Maastricht is responsible for the area above 8,000 metres, and jointly manages the air traffic of the upper airspace of Belgium, Luxembourg, the Netherlands and the western part of Germany.

Belgocontrol manages the air traffic at five public airports: permanently at Brussels Airport, Antwerp, Charleroi, and Ostend, and only at night during the week and 24/24h during weekends in Liege (the military is responsible for the traffic control by day during the week).

