PRB | Performance review body of the single european sky

Performance Review Body Monitoring Report

Belgium - 2020

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1 OVERVIEW

1.1 Contextual information

National performance plan adopted following Commission Decision (EU) 2024/350 of 13 December 2023

List of ACCs 1
Brussels ACC

No of airports in the scope of the performance plan:
- **≥80'K** 1
- **<80'K** 0

Exchange rate (1 EUR=)
2017: 1 EUR
2020: 1 EUR

Share of Union-wide:
- **traffic (TSUs) 2020** 2.1%
- **en route costs 2020** 3.5%

Share en route / terminal costs 2020 86% / 14%

En route charging zone(s)
Belgium-Luxembourg

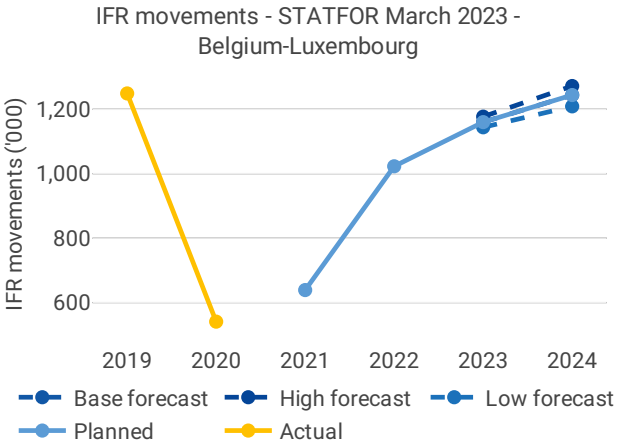
Terminal charging zone(s)
Belgium

Main ANSP
- skeyes

Other ANSPs
- MUAC

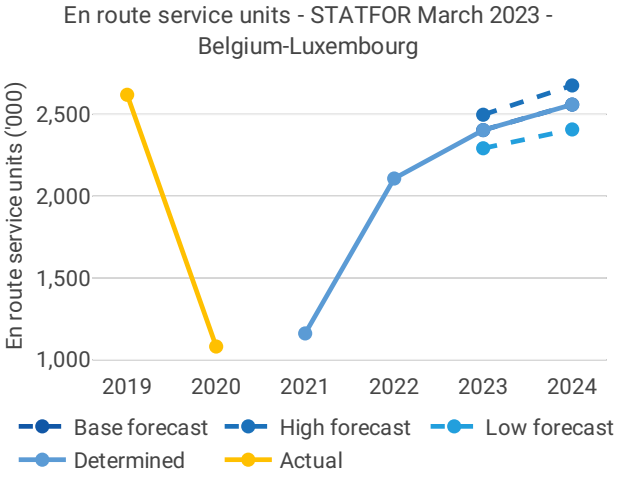
MET Providers
–

1.2 Traffic (En route traffic zone)



- The en route charging zone of Belgium-Luxembourg recorded 541K actual IFR movements in 2020, -57% compared to 2019 (1,249K).

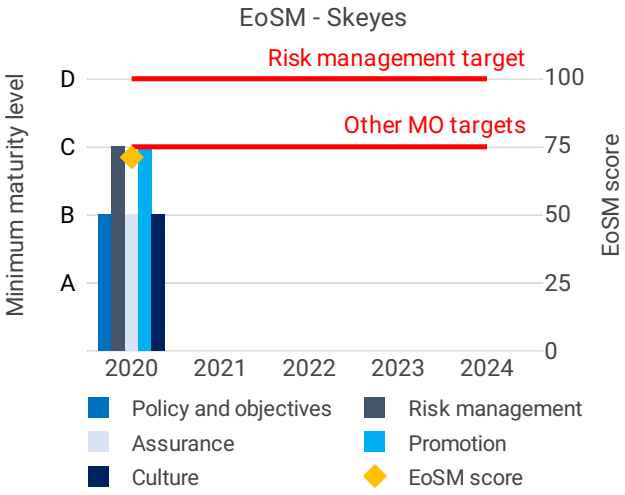
- The reduction in IFR movements for Belgium-Luxembourg is in line with the average reduction at Union-wide level (-57%).



- The en route charging zone of Belgium-Luxembourg recorded 1,081K actual en route service units in 2020, -59% compared to 2019 (2,620K).

- Belgium-Luxembourg service units reduced more than the average reduction at Union-wide level (-57%).

1.3 Safety (Main ANSP)

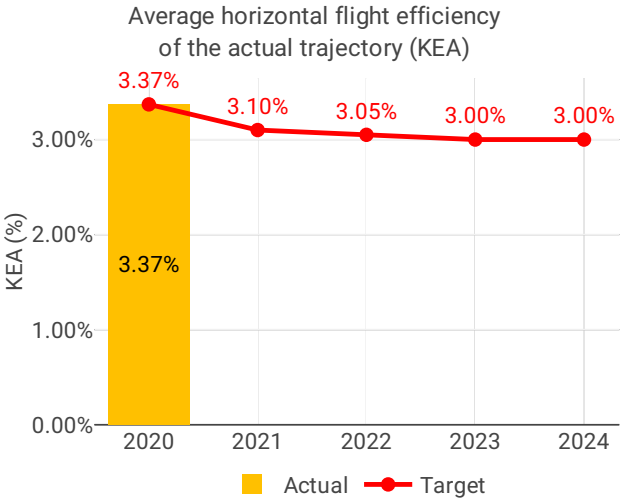


• Skeyes did not achieve the RP3 targets on four management objectives in 2020. Safety promotion was the only objective in which Skeyes reached the RP3 target. ANA LUX did not achieve the RP3 targets on any of the five management objectives.

• Skeyes defined a safety development plan that explains how it plans to achieve the RP3 target levels by 2024. The NSA has not identified any issues that would prevent Skeyes from reaching the targets.

• Skeyes should improve its SMS by implementing automated safety data recording systems.

1.4 Environment (Member State)



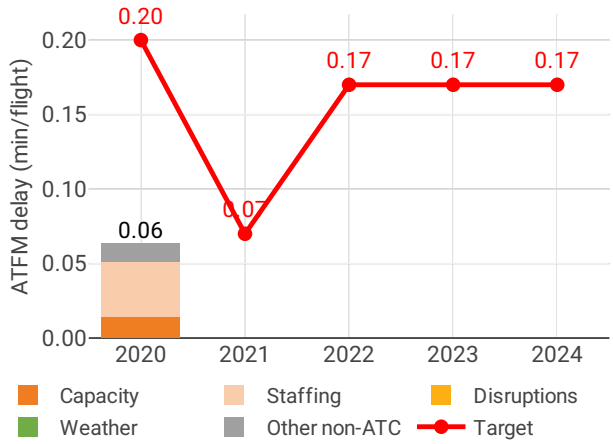
• FABEC stated that half of the Union-wide RAD simplifications applied in 2020 were within FABEC airspace and that eNM measures were not needed. This helped improve the shortest constrained routes within FABEC, but was not sufficient in helping to reach the FAB-level KEA reference value (2.90%) in 2020. At a national level, Belgium and Luxembourg achieved a KEA performance of 3.37% and the FABEC reference value is 2.90%.

• FABEC mentioned that KEA is proportional to delays and stated that this impacted performance. The PRB does not agree with this as FABEC did not experience significant delays in 2020 and Belgium achieved its capacity breakdown value.

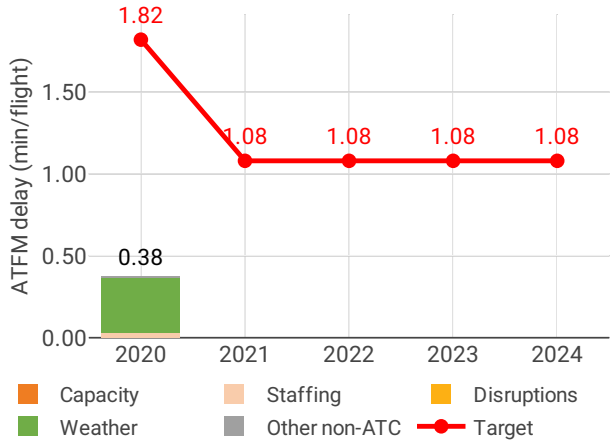
• While the share of flights operating CCO/CDO at Brussels airport improved in 2020 compared to 2019, the CDO performance is below the level achieved in 2016 when there was more congestion. The additional time airspace users spent taxiing or holding in terminal airspace reduced by 30% compared to 2019.

1.5 Capacity (Member State)

Average en route ATFM delay per flight by delay groups



Average arrival ATFM delay per flight by delay groups



• Skeyes recorded 0.06 minutes of average en route ATFM delay per flight, thus performing better than the local breakdown value of 0.20.

• Delays must be considered in the context of the traffic evolution: IFR movements in 2020 were 57% below the 2019 levels in Belgium-Luxembourg. No capacity issues were reported by Belgium-Luxembourg. The number of ATCO FTEs increased by 1% compared to 2019 (2020 planned values were not reported).

• Based on the analysis of previous capacity profiles, the PRB estimates that Belgium-Luxembourg will face a capacity gap once IFR movements rise above 83% of 2019 levels. The PRB recommends that capacity improvement measures are implemented before traffic begins to recover.

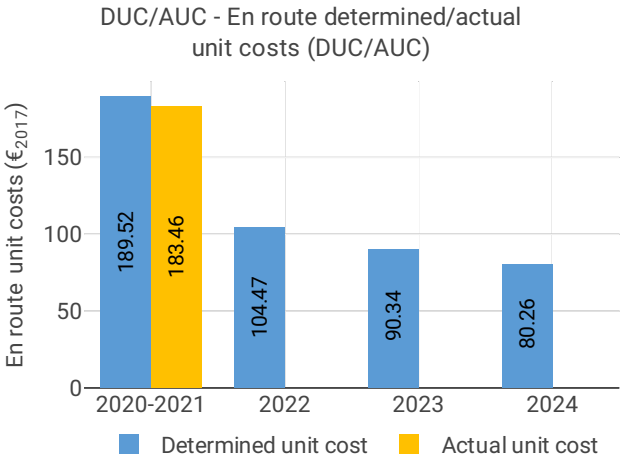
• Delays were driven mostly by ATC capacity and staffing issues.

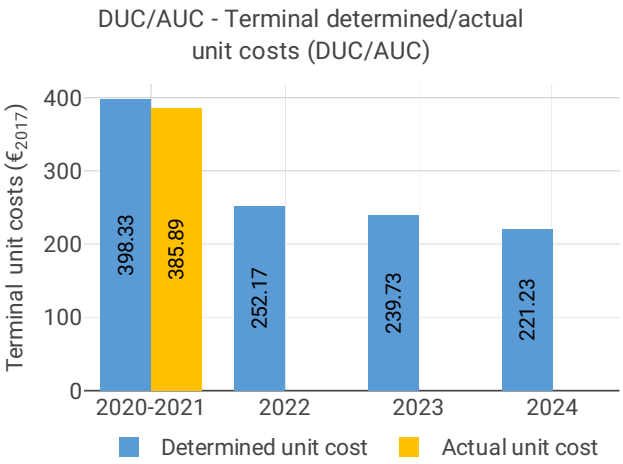
• The share of delayed flights with delays longer than 15 minutes in Belgium decreased by 19.34 p.p. compared to 2019.

• The yearly total of sector opening hours in Brussels ACC was 28,585, showing a 1.9% decrease compared to 2019.

• Brussels ACC registered 10.01 IFR movements per one sector opening hour in 2020, being 54.1% below 2019 levels.

1.6 Cost-efficiency (En route/Terminal charging zone(s))





• The 2020 actual service units (1,081K) were 57% lower than the actual service units in 2019 (2,538K).

• Belgium-Luxembourg increased all cost categories in 2020, with 2020 actual costs being 19 M€2017 (+10%) higher compared to 2019 actuals. Belgium and Luxembourg are one of the few Member States that increased costs and did not achieve the cost-efficiency targets in 2019.

• The increase in costs is attributable to four main reasons: (i) a change in allocation method of the approach costs, (ii) increased cost of capital due to higher net current assets (+48 M€2017, +323%), (iii) increased MUAC costs, and (iv) increased Eurocontrol costs.

• Skeyes spent 17.6 M€2017 in 2020 related to cost of investments, 5% less than planned in the 2019 draft performance plan (18.4 M€2017). A decrease in costs related to new major investments and other new investments was partly offset by an increase in costs related to existing investments.

2 SAFETY - BELGIUM

2.1 PRB monitoring

• Skeyes did not achieve the RP3 targets on four management objectives in 2020. Safety promotion was the only objective in which Skeyes reached the RP3 target. ANA LUX did not achieve the RP3 targets on any of the five management objectives.

• Skeyes defined a safety development plan that explains how it plans to achieve the RP3 target levels by 2024. The NSA has not identified any issues that would prevent Skeyes from reaching the targets.

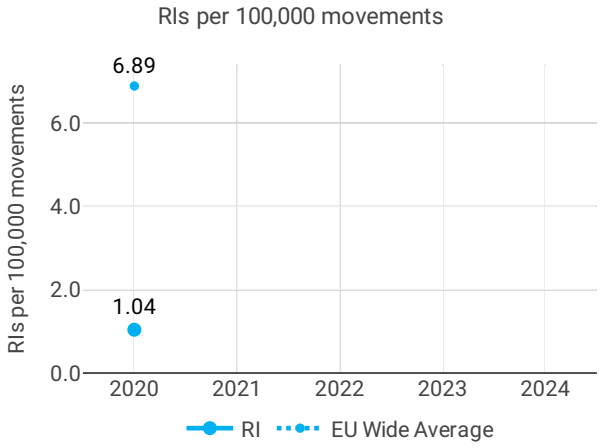
• Skeyes should improve its SMS by implementing automated safety data recording systems.

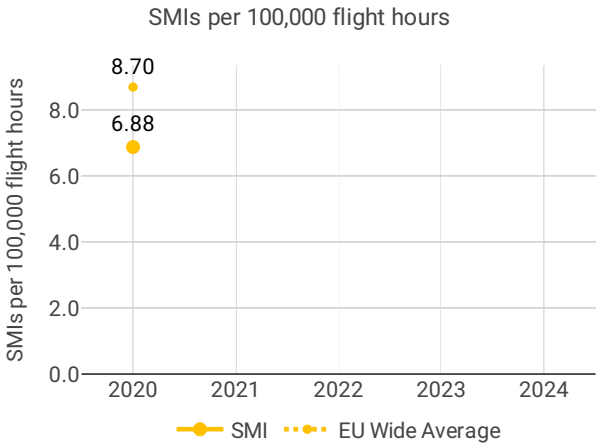
2.2 Effectiveness of Safety Management (EoSM) (KPI#1)

Focus on EoSM

One out of five EoSM components of the ANSP meet the 2024 target level, namely "Safety Promotion". The other four are below 2024 target levels and are expected to improve in the next years of RP3.

2.3 Occurrences - Rate of runway incursions (RIs) (PI#1) & Rate of separation minima infringements (SMIs) (PI#2)





3 ENVIRONMENT - BELGIUM

3.1 PRB monitoring

• FABEC stated that half of the Union-wide RAD simplifications applied in 2020 were within FABEC airspace and that eNM measures were not needed. This helped improve the shortest constrained routes within FABEC, but was not sufficient in helping to reach the FAB-level KEA reference value (2.90%) in 2020. At a national level, Belgium and Luxembourg achieved a KEA performance of 3.37% and the FABEC reference value is 2.90%.

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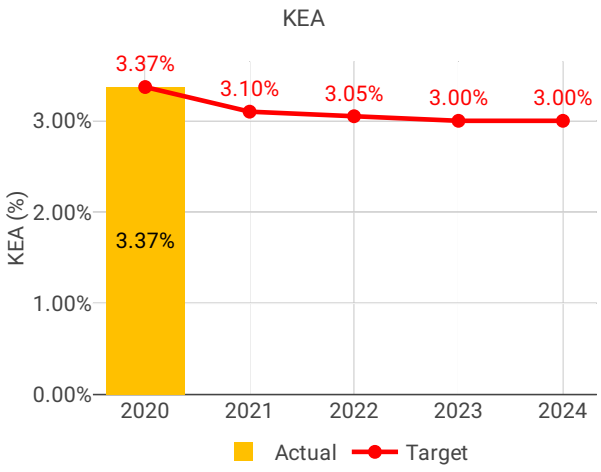
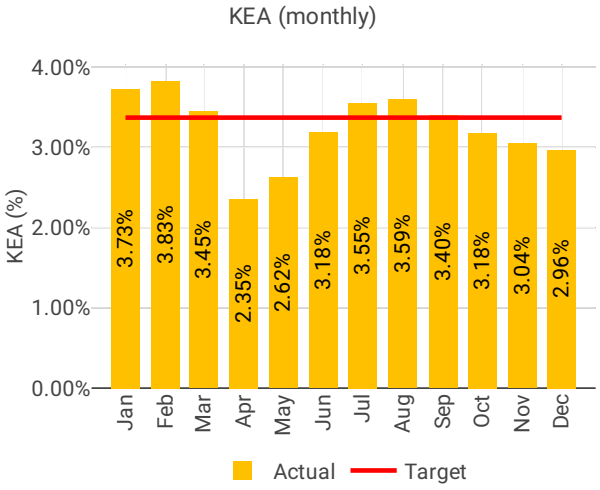
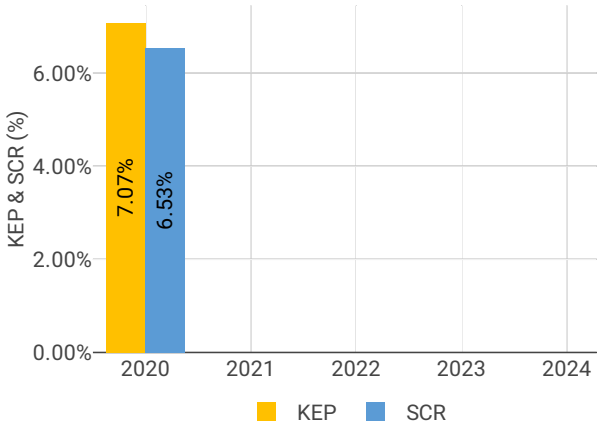
• While the share of flights operating CCO/CDO at Brussels airport improved in 2020 compared to 2019, the CDO performance is below the level achieved in 2016 when there was more congestion. The additional time airspace users spent taxiing or holding in terminal airspace reduced by 30% compared to 2019.

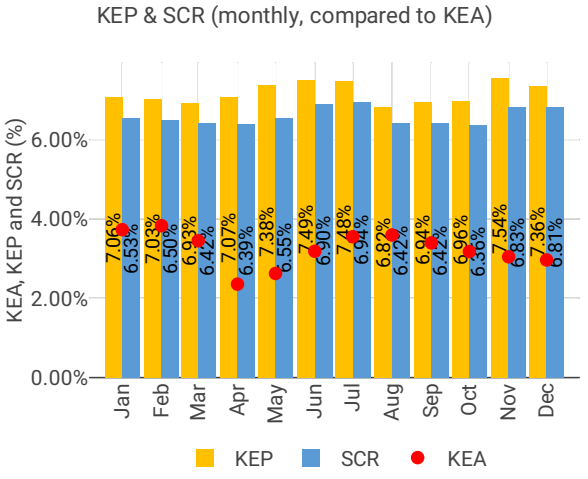
3.2 En route performance

3.2.1 Horizontal flight efficiency of the actual trajectory (KEA) (KPI#1), of the last filed flight plan (KEP) (PI#1) & shortest constrained route (SCR) (PI#2)



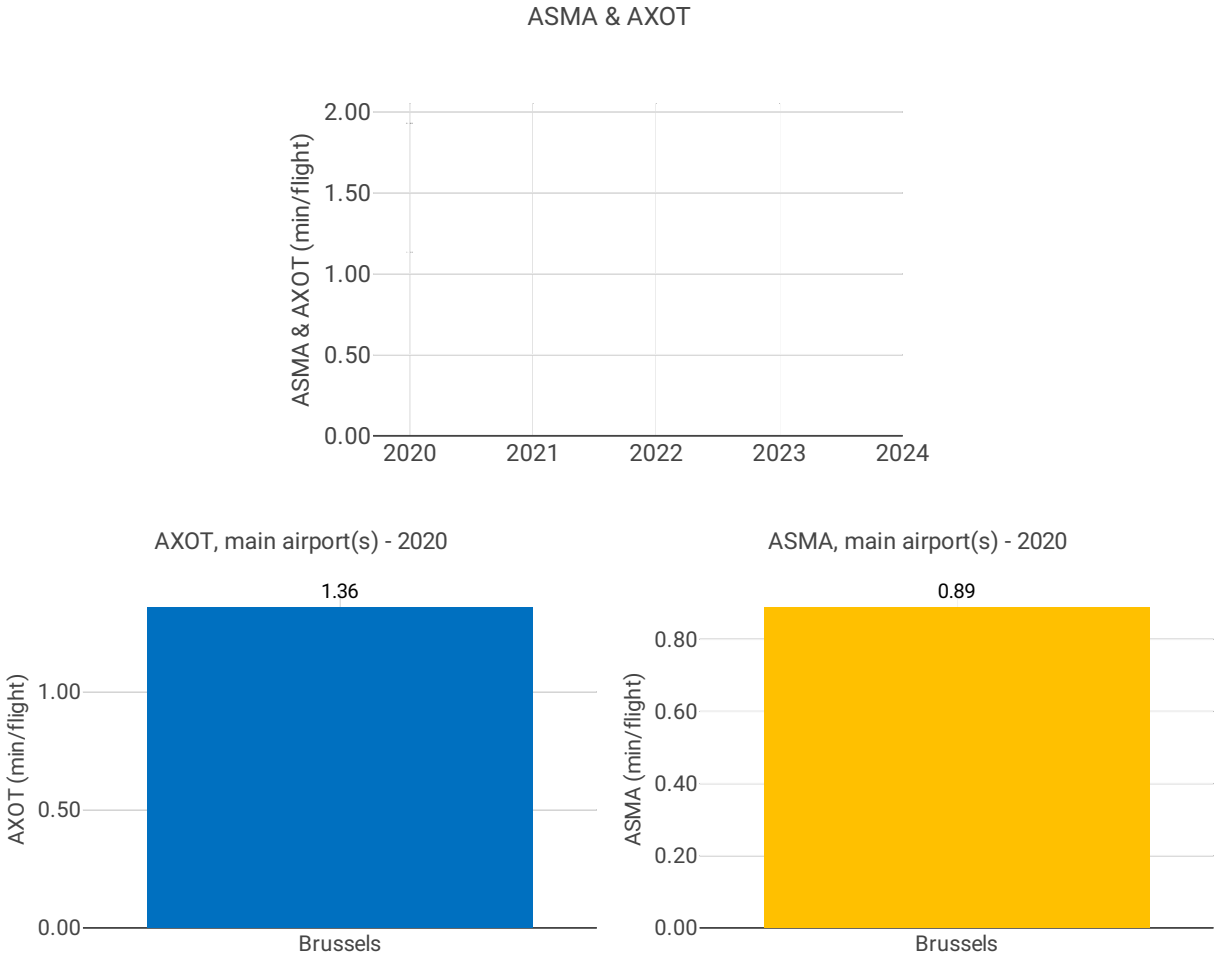






3.3 Terminal performance

3.3.1 Additional taxi-out time (AXOT) (PI#3) & Arrival Sequencing and Metering Area (ASMA) time (PI#4)



Focus on ASMA & AXOT

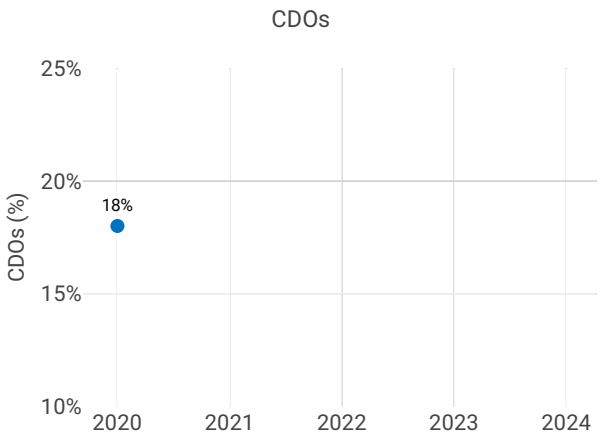
AXOT

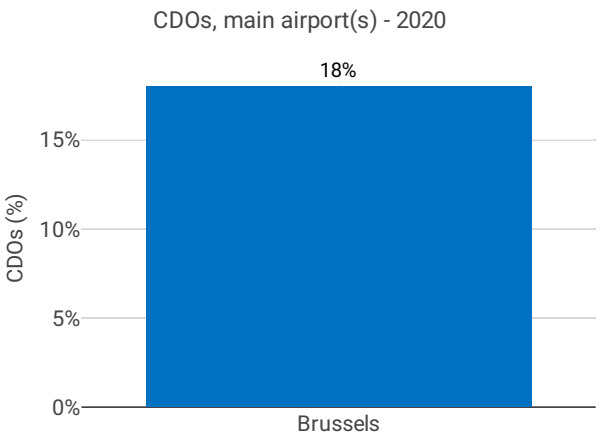
Additional taxi-out times at Brussels decreased in 2020 (EBBR; 2019: 2.21 min/dep.; 2020: 1.36 min/dep.;)
This indicator was quite stable for Brussels for the last 5 years with monthly values around the 2 min/dep. This trend changed as of April 2020, when these additional taxi-out times were close to zero and the rest of the year have kept below one minute per departure.

ASMA

Additional ASMA times at Brussels decreased in 2020 (EBBR; 2019: 1 min/arr.; 2020: 0.89 min/arr.)
For the last 5 years, Brussels kept the additional ASMA times around or below the minute per arrival, showing very good performance.
In the beginning of 2020 these times increased reaching almost 2 min/arr in February. Between April and September, due to the drastic reduction in traffic, the additional ASMA times were practically zero.

3.3.2 Share of arrivals applying continuous descent operations (CDOs) (PI#5)





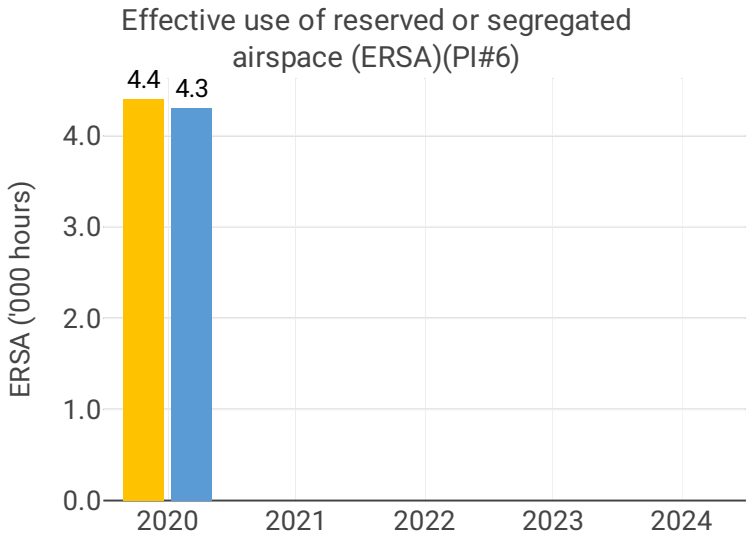
Focus CDOs

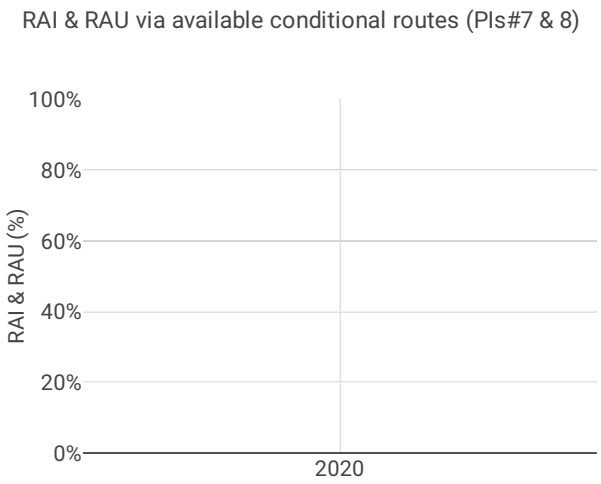
The share of CDO flights for Brussels is 18% which is quite low compared to other airports with similar traffic numbers and the overall RP3 value (32.5%).
According to the FABEC monitoring report: *Some ANSPs are not able to manage the full flight from ToD due to the size/shape of their airspace, which in turn affects their performance for this indicator.*

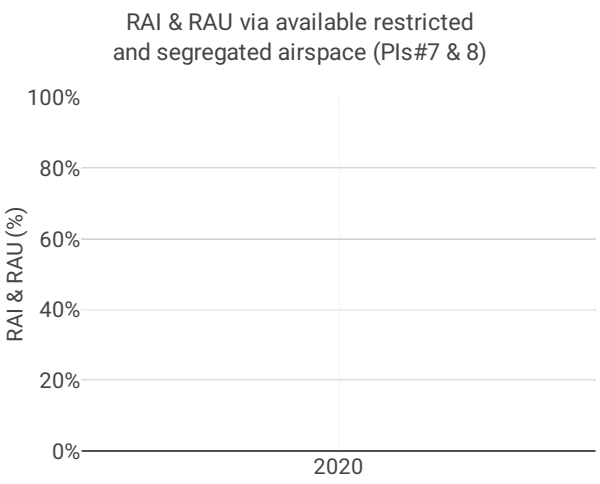
Airport level

	Additional taxi-out time (PI#3)					Additional ASMA time (PI#4)					Share of arrivals applying CDO (PI#5)				
Airport Name	2020	2021	2022	2023	2024	2020	2021	2022	2023	2024	2020	2021	2022	2023	2024
Brussels	1.36	NA	NA	NA	NA	0.89	NA	NA	NA	NA	18%	NA	NA	NA	NA

3.4 Civil-Military dimension







Focus on Civil-Military dimension

Update on Military dimension of the plan

No data available

Military - related measures implemented or planned to improve environment and capacity

No data available

Initiatives implemented or planned to improve PI#6

No data available

Initiatives implemented or planned to improve PI#7

No data available

Initiatives implemented or planned to improve PI#8

No data available

4 CAPACITY - BELGIUM

4.1 PRB monitoring

• Skeyes recorded 0.06 minutes of average en route ATFM delay per flight, thus performing better than the local breakdown value of 0.20.

• Delays must be considered in the context of the traffic evolution: IFR movements in 2020 were 57% below the 2019 levels in Belgium-Luxembourg. No capacity issues were reported by Belgium-Luxembourg. The number of ATCO FTEs increased by 1% compared to 2019 (2020 planned values were not reported).

• Based on the analysis of previous capacity profiles, the PRB estimates that Belgium-Luxembourg will face a capacity gap once IFR movements rise above 83% of 2019 levels. The PRB recommends that capacity improvement measures are implemented before traffic begins to recover.

• Delays were driven mostly by ATC capacity and staffing issues.

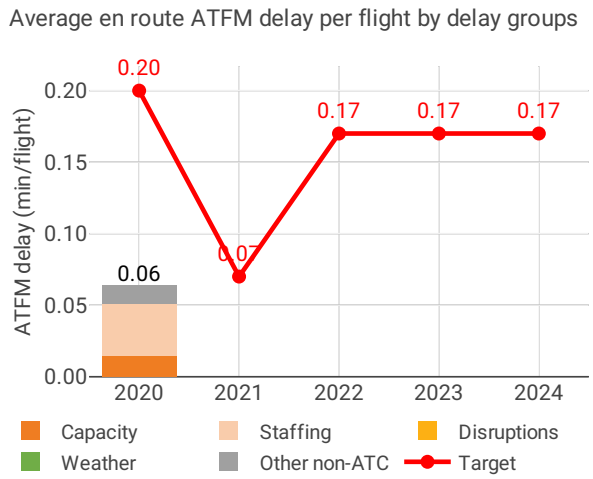
• The share of delayed flights with delays longer than 15 minutes in Belgium decreased by 19.34 p.p. compared to 2019.

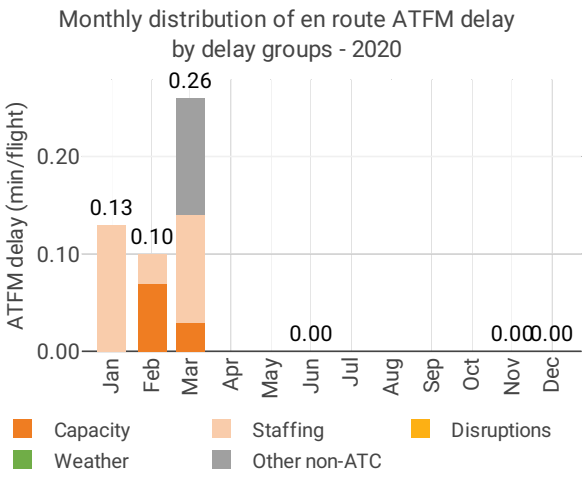
• The yearly total of sector opening hours in Brussels ACC was 28,585, showing a 1.9% decrease compared to 2019.

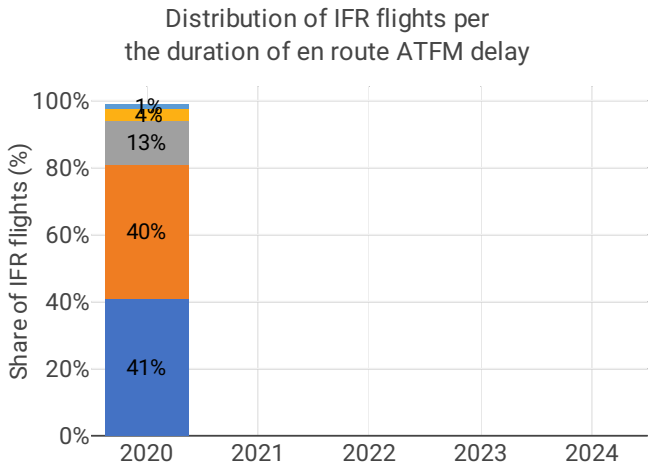
• Brussels ACC registered 10.01 IFR movements per one sector opening hour in 2020, being 54.1% below 2019 levels.

4.2 En route performance

4.2.1 En route ATFM delay (KPI#1)







Focus on en route ATFM delay

Summary of capacity performance

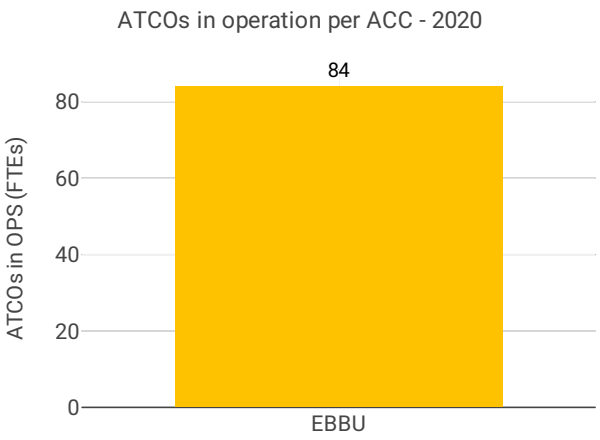
NSA's assessment of capacity performance

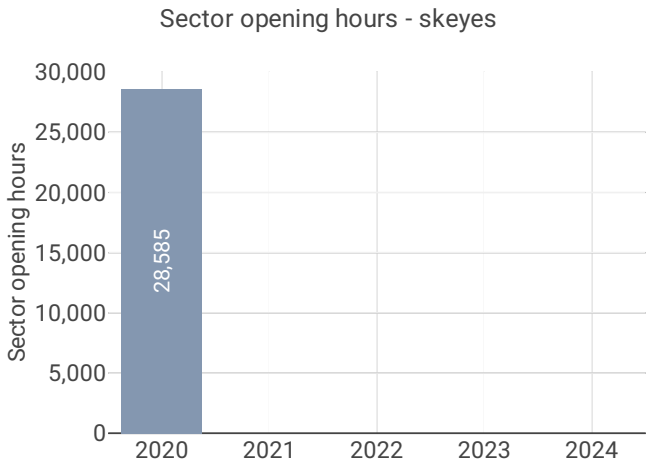
Monitoring process for capacity performance

Capacity planning

Application of Corrective Measures for Capacity (if applicable)

4.2.2 Other indicators

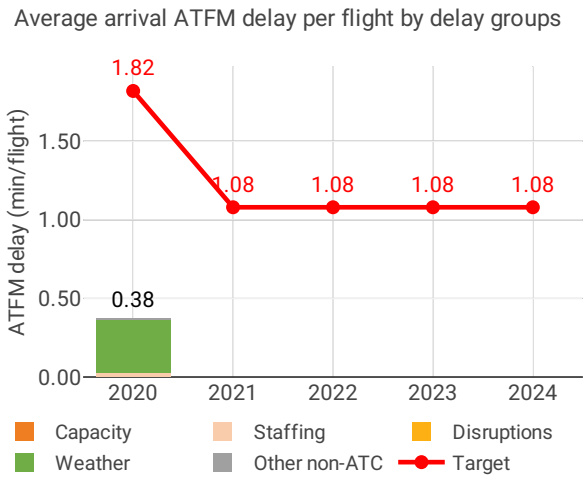


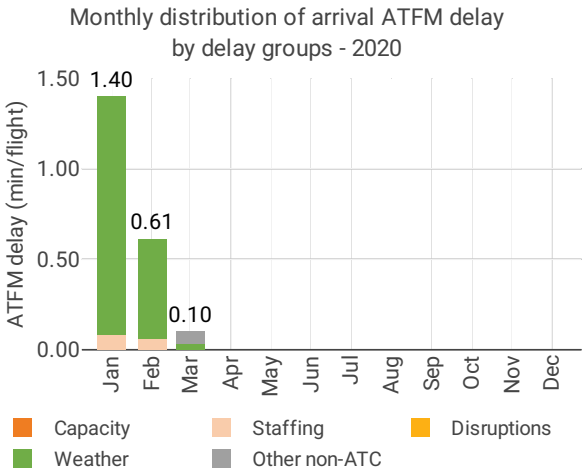


Focus on ATCOs in operations

4.3 Terminal performance

4.3.1 Arrival ATFM delay (KPI#2)





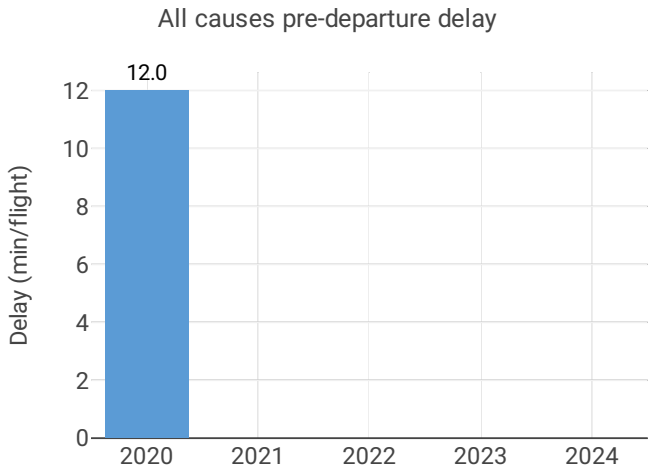
Focus on arrival ATFM delay

Belgium identifies only Brussels airport as subject to RP3 monitoring.
The Airport Operator Data Flow is fully established and the monitoring of pre-departure delays can be performed. Nevertheless, the quality of the reporting does not allow for the calculation of the ATC pre-departure delay, with more than 60% of the reported delay not allocated to any cause.
Traffic levels in 2020 decreased by 60% at Brussels airport. This drastic drop in traffic had an impact on the ATFM regulations, with zero arrival ATFM delay since the month of April 2020. All causes pre-departure delay in 2020 was one of the highest in the SES monitored airports.

The massive traffic drop due to the COVID-19 pandemic outbreak in Europe as from March 2020 has reduced the 2020 March - December traffic to a very low level.
Traffic at Brussels airport was -73% in the period April to December compared to 2019. All delay occurred in the period January-March (EBBR; 2019: 0.90 min/arr; 2020: 0.38 min/arr)
91% of the arrival delay at Brussels was attributed to Weather.

The provisional national target on arrival ATFM delay in 2020 was met.
In accordance with Article 3 (3) (a) of Implementing Regulation (EU) 2020/1627: The incentive scheme shall cover only the calendar years 2022 to 2024.

4.3.2 Other terminal performance indicators (PI#1-3)



Airport level

	Avg arrival ATFM delay (KPI#2)				Slot adherence (PI#1)			
Airport name	2020	2021	2022	2023	2020	2021	2022	2023
Brussels	0.38	NA	NA	NA	97.4%	NA%	NA%	NA%

	ATC pre departure delay (PI#2)				All causes pre departure delay (PI#3)			
Airport name	2020	2021	2022	2023	2020	2021	2022	2023
Brussels	0.35	NA	NA	NA	13.9	NA	NA	NA

Focus on performance indicators at airport level

ATFM slot adherence

With the drastic drop in traffic, regulated departures from Brussels also virtually disappeared as of April. The annual figure is therefore driven by the performance in the first trimester.
Brussels ATFM slot compliance was 97.4%
With regard to the 2.6% of flights that did not adhere, 1.11% was early, 1.47% was late.

ATC pre-departure delay

The share of unidentified delay reported by Brussels was well above 40% since April 2020, preventing the calculation of this indicator, due to the special traffic composition. Brussels had proper reporting before the pandemic.

All causes pre-departure delay

The total (all causes) delay in the actual off block time at Brussels in 2020 was 13.88 min/dep. which is the 4th highest among the RP3 monitored airports.
The highest average delay per flight was observed in the months of April, May and June, exceeding the 20 min/dep.

5 COST-EFFIENCY - BELGIUM

5.1 PRB monitoring

• The 2020 actual service units (1,081K) were 57% lower than the actual service units in 2019 (2,538K).

• Belgium-Luxembourg increased all cost categories in 2020, with 2020 actual costs being 19 M€2017 (+10%) higher compared to 2019 actuals. Belgium and Luxembourg are one of the few Member States that increased costs and did not achieve the cost-efficiency targets in 2019.

• The increase in costs is attributable to four main reasons: (i) a change in allocation method of the approach costs, (ii) increased cost of capital due to higher net current assets (+48 M€2017, +323%), (iii) increased MUAC costs, and (iv) increased Eurocontrol costs.

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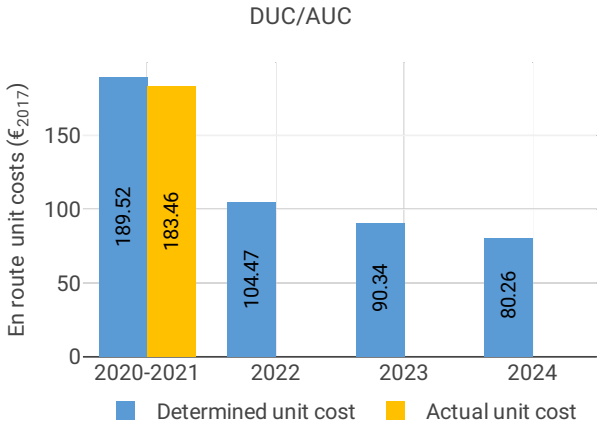
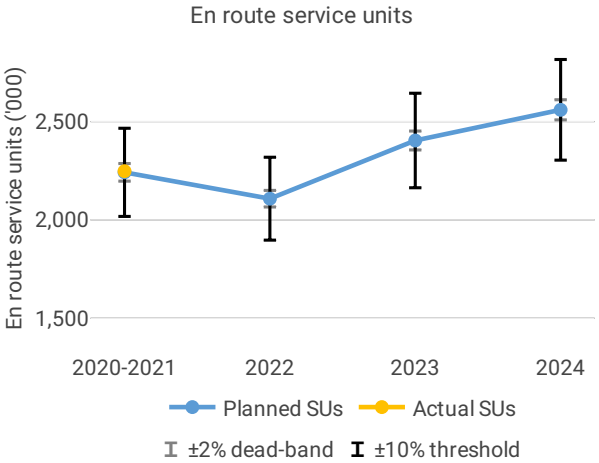
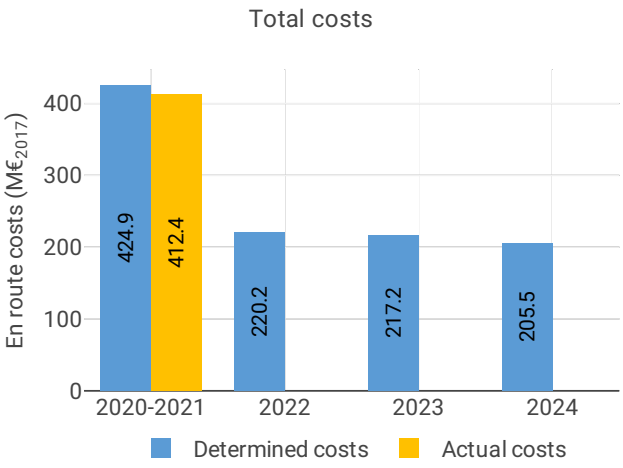
5.2 En route charging zone

5.2.1 Unit cost (KPI#1)

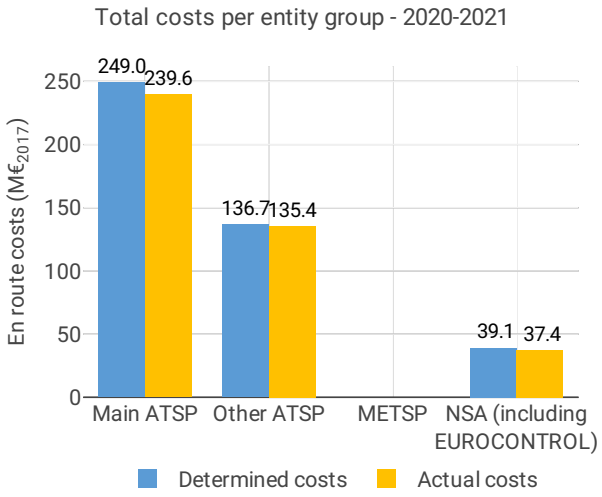


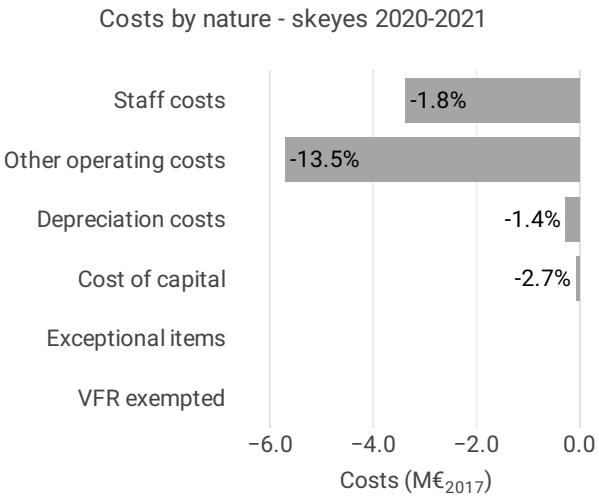




Actual and determined data

Total costs - nominal (M€)	2020-2021	2022	2023	2024
Actual costs	432	NA	NA	NA
Determined costs	442	250	262	252
Difference costs	-10	NA	NA	NA
Inflation assumptions	**2020-2021**	**2022**	**2023**	**2024**
Determined inflation rate	NA	7.8%	4.7%	2.1%
Determined inflation index	NA	115.6	123.9	126.5
Actual inflation rate	NA	NA	NA	NA
Actual inflation index	NA	NA	NA	NA
Difference inflation index (p.p.)	NA	NA	NA	NA





Focus on unit cost

AUC vs. DUC

In the combined year 2020-2021, the en route AUC was -3.0% (or -5.76€2017) lower than the planned DUC. This results from the combination of slightly higher than planned TSUs (+0.3%) and lower than planned en-route costs in real terms (-2.8%, or -11.9 M€2017).

En route service units

The difference between actual and planned TSUs (+0.3%) falls within the ±2% dead band. Hence the resulting additional en-route revenue is kept by the ANSPs.

En route costs by entity

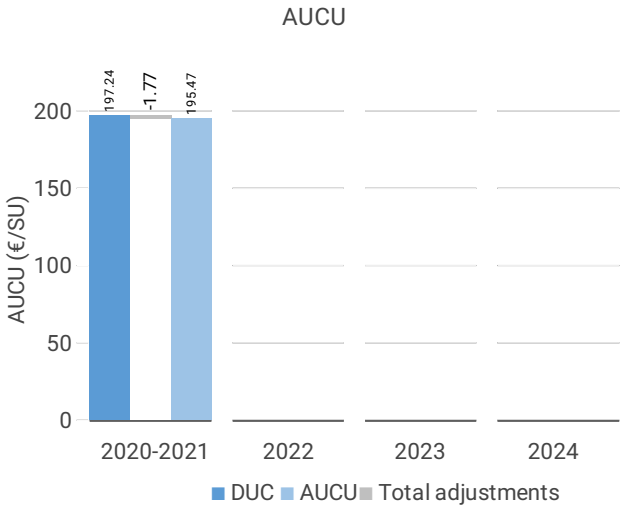
Actual real en route costs are -2.8% (-11.9 M€2017) lower than planned. This is driven by the main ANSP, Skeyes (-3.8%, or -9.4 M€2017), the other ANSPs (MUAC and ANA Luxembourg, -1.0%, or -1.4 M€2017 together) and the NSA/EUROCONTROL costs (-2.7%, or -1.0 M€2017).

En route costs for the main ANSP at charging zone level

The lower than planned en route costs in real terms for Skeyes (-3.8%, or -9.4 M€2017) result from:
- lower staff costs (-1.8%);
- lower other operating costs (-13.5%);
- slightly lower depreciation (-1.4%); and
- lower cost of capital (-2.7%).

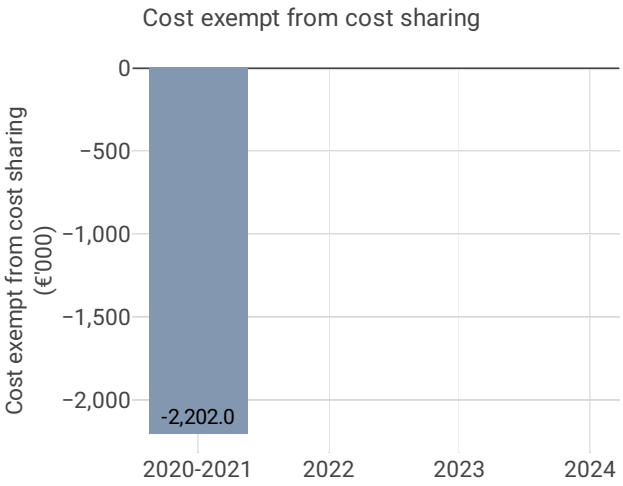
The additional information to the reporting tables does not provide qualitative information explaining the reasons underlying the differences between the determined and actual costs.

5.2.2 Actual unit cost incurred by the users (AUCU) (PI#1)



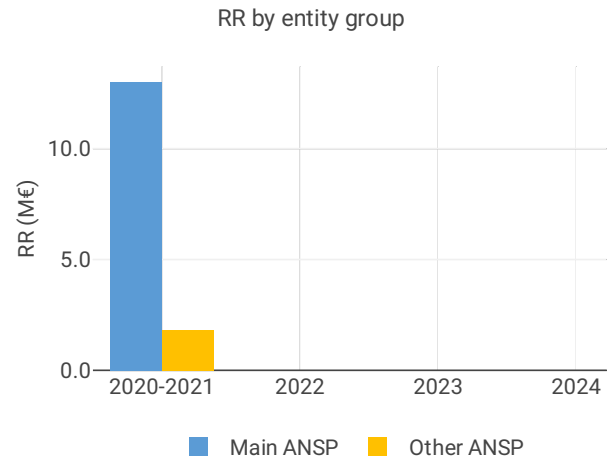
AUCU components (€/SU) – 2020-2021

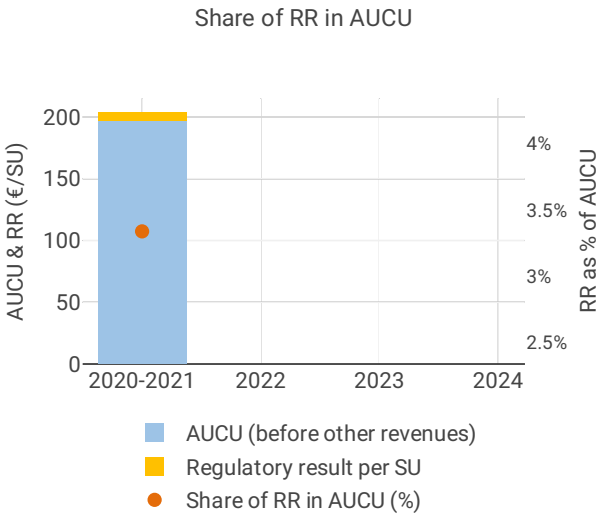
Components of the AUCU in 2020-2021	€/SU
DUC	**197.24**
Inflation adjustment	1.26
Cost exempt from cost-sharing	-0.98
Traffic risk sharing adjustment	0.00
Traffic adj. (costs not TRS)	-0.06
Finantial incentives	0.00
Modulation of charges	0.00
Cross-financing	0.00
Other revenues	-1.99
Application of lower unit rate	0.00
Total adjustments	-1.77
AUCU	**195.47**
AUCU vs. DUC	**-0.9%**

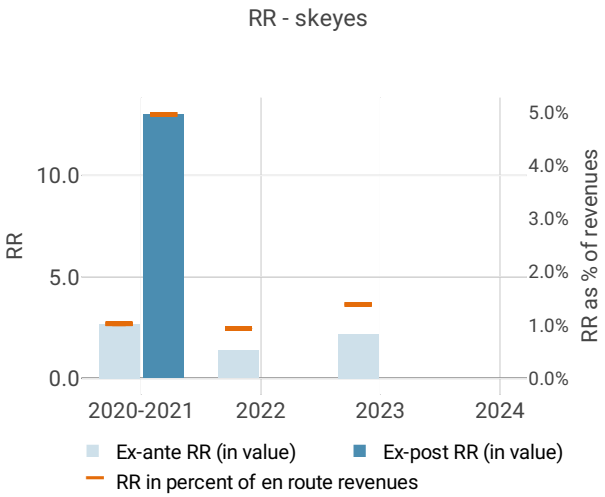


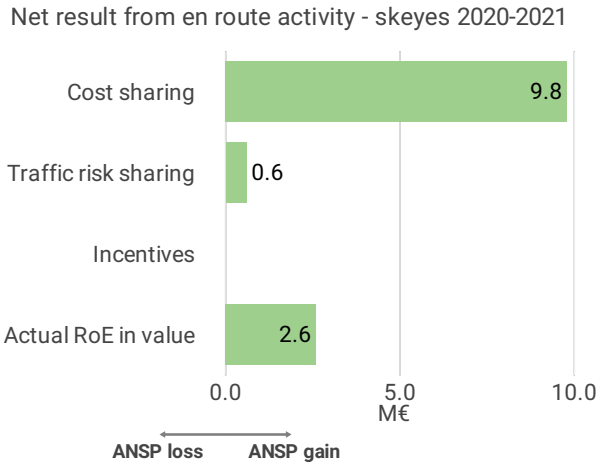
Cost exempt from cost sharing by item - 2020-2021	€'000	€/SU
New and existing investments	-487.9	-0.22
Competent authorities and qualified entities costs	-118.0	-0.05
Eurocontrol costs	-1,590.0	-0.71
Pension costs	-6.1	0.00
Interest on loans	0.0	0.00
Changes in law	0.0	0.00
Total cost exempt from cost risk sharing	**-2,202.0**	**-0.98**

5.2.3 Regulatory result (RR)









Focus on regulatory result

Skeyes net gain on activity in the Belgium-Luxembourg en route charging zone in the combined year 2020-2021

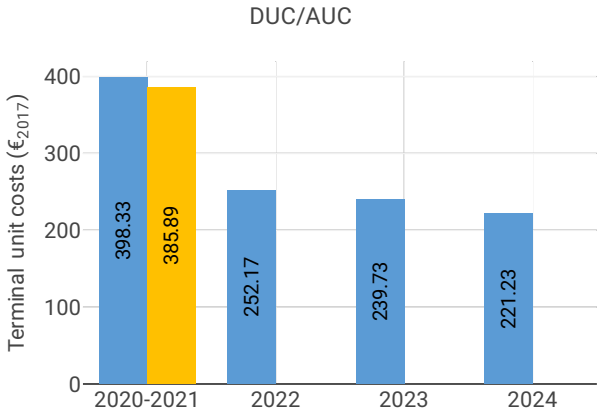
Skeyes reported a net gain of +10.4 M€, resulting from a gain of +9.8 M€ arising from the cost sharing mechanism and a gain of +0.6 M€ arising from the traffic risk sharing mechanism.

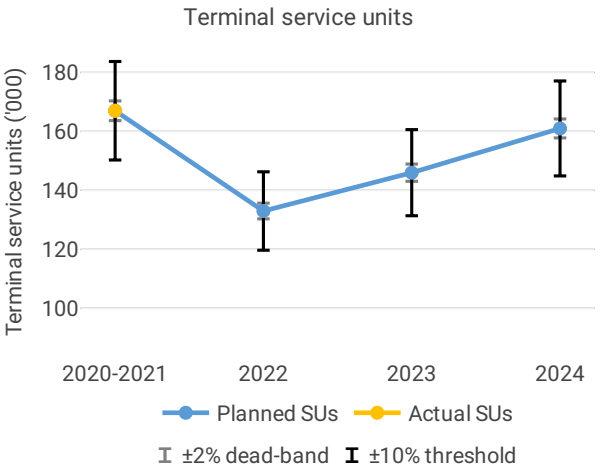
Skeyes overall regulatory results (RR) for the en route activity

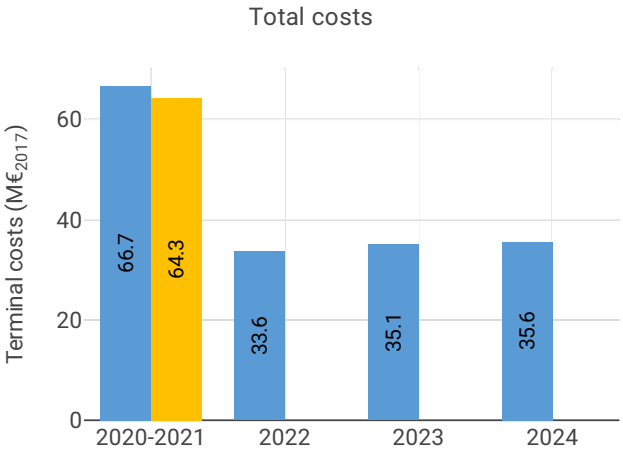
Ex-post, the overall RR corresponding to the net gain from the en route activity mentioned above (+10.4 M€) and the RoE (+2.6 M€) amounts to +13.0 M€ (5.0% of the en route revenues), compared to 1.0% ex-ante. The resulting ex-post rate of return on equity is 11.2%, which is higher than the 2.2% planned in the PP.

5.3 Terminal charging zone

5.3.1 Unit cost (KPI#1)



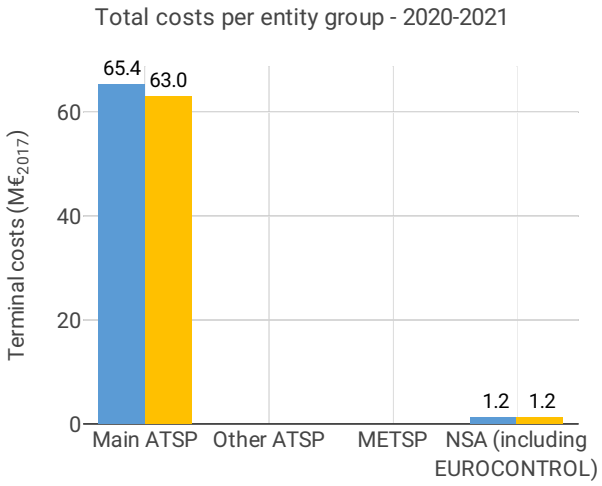


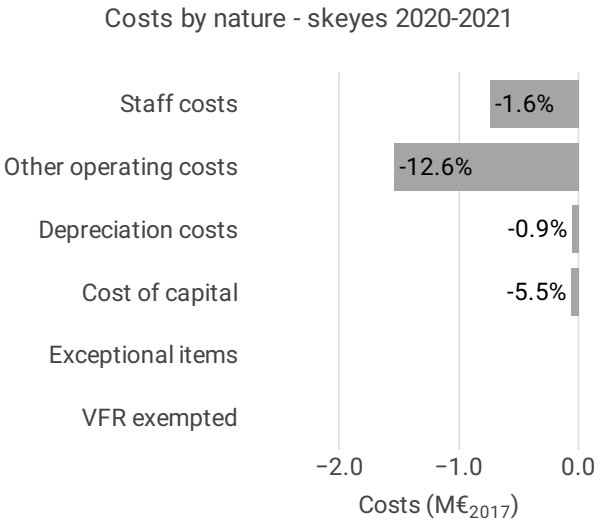


Actual and determined data

Total costs - nominal (M€)	2020-2021	2022	2023	2024
Actual costs	67	NA	NA	NA
Determined costs	70	38	42	44
Difference costs	-2	NA	NA	NA

Inflation assumptions	2020-2021	2022	2023	2024
Determined inflation rate	NA	7.8%	4.7%	2.1%
Determined inflation index	NA	115.6	123.9	126.5
Actual inflation rate	NA	NA	NA	NA
Actual inflation index	NA	NA	NA	NA
Difference inflation index (p.p.)	NA	NA	NA	NA





Focus on unit cost

AUC vs. DUC

The AUC for the combined year 2020-2021 is lower than the planned DUC (by -3.1%, or -12.44 €2017). This is due to the combination of lower than planned TNSUs (-0.5%) and lower than planned terminal costs in real terms (by -3.6%, or -2.4 M€2017).

Terminal service units

The difference between actual and planned TNSUs (-0.5%) falls within the ±2% dead band. Hence the resulting loss is borne by the ANSP.

Terminal costs by entity

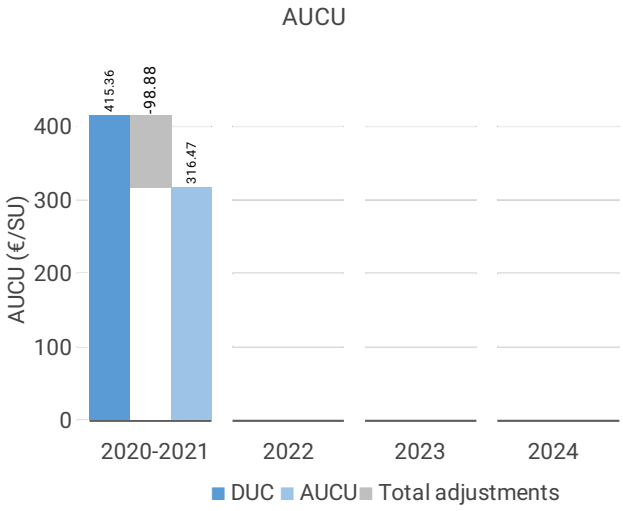
Actual real terminal costs for 2020-2021 are -3.6% (-2.4 M€2017) lower than planned. This result is driven by the main ANSP, Skeyes (-3.7%, or -2.4 M€2017), while the NSA costs are -0.5% lower than planned.

Terminal costs for the main ANSP at charging zone level

Overall, the terminal costs in real terms for Skeyes in 2020-2021 were lower than the determined costs from the performance plan (by -3.7%, or -2.4 M€2017 lower). This results from:
- lower staff costs (-2.4%),
- lower other operating costs (-9.4%),
- lower depreciation (-0.9%); and
- lower cost of capital (-5.5%).

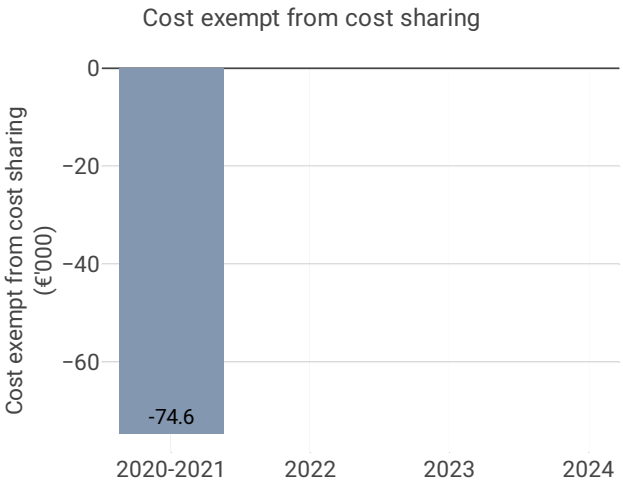
The additional information to the reporting tables provides no qualitative information explaining the reasons underlying the differences between the determined and actual costs.

5.3.2 Actual unit cost incurred by the users (AUCU) (PI#1)



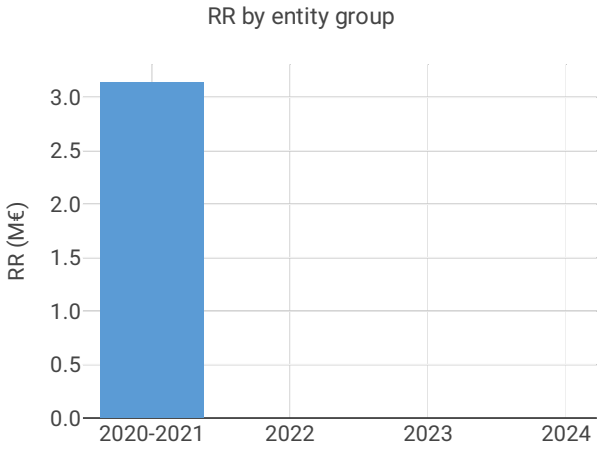
AUCU components (€/SU) – 2020-2021

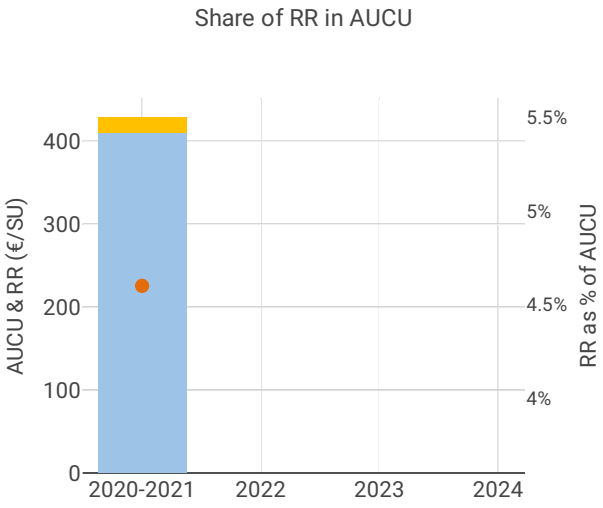
Components of the AUCU in 2020-2021	€/SU
DUC	**415.36**
Inflation adjustment	2.84
Cost exempt from cost-sharing	-0.45
Traffic risk sharing adjustment	0.00
Traffic adj. (costs not TRS)	0.16
Finantial incentives	0.00
Modulation of charges	-7.97
Cross-financing	0.00
Other revenues	-93.46
Application of lower unit rate	0.00
Total adjustments	-98.88
AUCU	**316.47**
AUCU vs. DUC	**-23.8%**

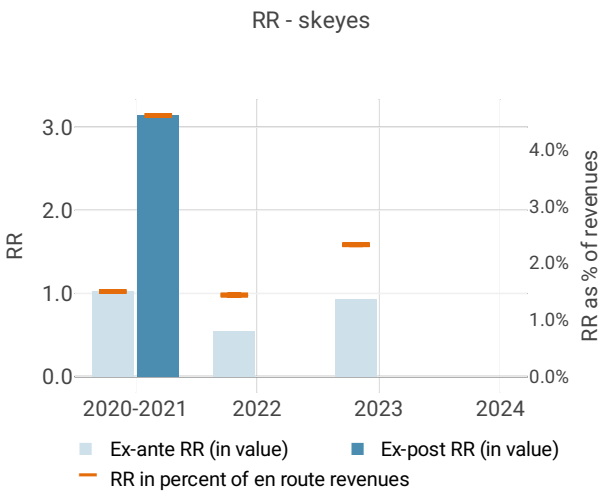


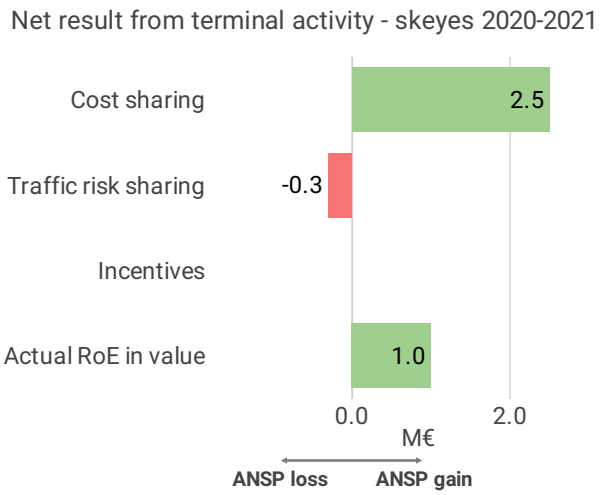
Cost exempt from cost sharing by item - 2020-2021	€'000	€/SU
New and existing investments	-66.0	-0.40
Competent authorities and qualified entities costs	-8.6	-0.05
Eurocontrol costs	0.0	0.00
Pension costs	0.0	0.00
Interest on loans	0.0	0.00
Changes in law	0.0	0.00
Total cost exempt from cost risk sharing	**-74.6**	**-0.45**

5.3.3 Regulatory result (RR)









Focus on regulatory result

Skeyes net gain on activity in the Belgium-Brussels terminal charging zone in the combined year 2020-2021

Skeyes reported a net gain of +2.2 M€, resulting from a gain of +2.5 M€ arising from the cost sharing mechanism and a loss of -0.3 M€ arising from the traffic risk sharing mechanism.

Skeyes overall regulatory results (RR) for the terminal activity

Ex-post, the overall RR corresponding to the net gain from the terrminal activity mentioned above (+2.2 M€) and the RoE (+1.0 M€) amounts to +3.1 M€ (4.6% of the terminal revenues), compared to 1.5% ex-ante. The resulting ex-post rate of return on equity is 7.3%, which is higher than the 2.2% planned in the PP.