

MANAGEMENT REPORT OF THE BOARD OF DIRECTORS

Hereafter, you will find the report of the status and the results of the autonomous public company for the financial year of 2017 in accordance with the legal provisions.

The present report was drafted pursuant to art. 27 of the law of 21 March 1991 carrying reform of certain autonomous public companies.

1. MAIN ACTIVITIES OF THE COMPANY IN 2017

2017 was a particularly fruitful year for the aviation sector. The trend is on the rise everywhere in Europe. In Belgium, the airlines and airports attracted a record number of passengers (more than 33 million) and transported a record number of goods (1.3 million tons of freight). This growth is also reflected in the results of Belgocontrol: in 2017, a total of 1,075,535 flight movements were managed, that is an increase of 3.3% versus 2016.

The greatest increase in the number of movements (in absolute numbers) was registered at the control centre of CANAC 2, which manages the traffic overflying and on approach: for the whole year, 593,191 planes were guided by the CANAC 2 air traffic controllers, which is almost 28,000 more movements than in 2016. This increase corresponds to a growth of 4.9% of air traffic in one year. Considering the continuous development of activities in the past years and the expected growth of en-route traffic in the coming months, the symbolic cap of 600,000 flight movements managed by the CANAC 2 control centre should be surpassed for the first time in its history in 2018.

Brussels Airport rediscovered the path of growth in 2017, after the tragic terrorist attacks of 22 March 2016 which hit the airport very hard. In 2017, Belgocontrol managed 237,888 flight movements at Brussels Airport, which is an increase of 6.3% versus 2016. Thus the number of flight movements at Brussels Airport returned to normality, being almost identical to those of 2015. Meanwhile, the number of passengers transported has increased significantly and achieved an absolute record in 2017 (24.8 million passengers), which is explained among other things

by the presence of larger planes and load rates significantly higher than in previous years.

As far as regional airports are concerned, only Charleroi saw its number of movements increase (+1.5%) in 2017. The airports of Antwerp, Liege and Ostend, on the other hand, saw a decrease in traffic (respectively 5.6%, 2.8% and 8.3%), principally linked to the additional movements at these regional airports in 2016 following the attacks in Brussels.

Service units, which include the weight of the aircraft, are increasing at all airports (+6.3% globally compared to 2016) except for Antwerp and Ostend. The use of larger aircraft by the airlines means that the service units have experienced greater growth than the number of movements.

In general, the continuous growth in activity at the CANAC 2 centre for the last few years as well as the increase in the number of service units at the majority of airports in the country is a positive signal for Belgocontrol and the Belgian economy.

PERFORMANCE: SAFETY AND PUNCTUALITY

By taking the degree of complexity of the Belgian airspace and the density of traffic into account, the performance of Belgocontrol regarding safety is once again very good: in 2017, there was one incident of category A ('severe') in which Belgocontrol carried a responsibility and three incidents of category B ('major'). The proportion of A and B incidents remains, therefore, very weak. It is only 0.0004% of the total number of movements checked. The goal of not

exceeding one incident of category A and B per 100,000 movements checked has, therefore, been largely achieved in 2017.

The safety performance of 2017 is, furthermore, the second-best result registered by Belgocontrol, below the one for the record year 2016 (0 A and B incidents). For comparison: for the year 2000, Belgocontrol counted no less than 22 A and B incidents. This positive evolution is the fruit of the daily work of the air traffic controllers and all staff at Belgocontrol for whom safety is an absolute priority. In a more structured manner, the Safety Management System (SMS) deployed in all the operational departments of the company, as well as the omnipresent open notification culture and the concept of the Just Culture bear their fruits: they allow approaching safety proactively, reactively, systematically and formally and offer a set of processes for improving, evaluating and permanently controlling safety.

The FABEC (*Functional Airspace Block Europe Central*) performance plan imposes common and individual contributions for air navigation service providers to achieve the global objectives of the Single European Sky in four areas: safety, capacity, environment and cost efficiency. 2017 is the third year of the second reference period which runs from 2015 to 2019.

In the European performance plan, there are three objectives relative to safety which Belgocontrol must fulfil. Two are of a qualitative nature: the use of the Risk Analysis Tool (RAT) to classify the incidents by order of severity and the application of the principle of Just Culture. These two objectives have been achieved: the policy of Just Culture is applied at Belgocontrol, and the RAT is used for the non-respect of minimal separation, incursions on the runway as well as technical incidents.

The third objective is of a quantitative nature and concerns the maturity of the Safety Management System (SMS). Belgocontrol collaborates with the Safety Maturity Survey (*EoSM – Effectiveness of Safety Management*), an audit aiming to measure the effectiveness of the safety management system.

In this way, 26 objectives spread over eleven domains went under the magnifying glass. In 2017, Belgocontrol improved its score by three points and even surpassed the set objective. The company foresees a new increase in maturity of the SMS in 2018. Belgocontrol is in the process of achieving all objectives imposed by the European Commission (before 31 December 2019).

The SMS is also responsible for promoting the safety culture throughout the company. In 2017, the safety culture

within Belgocontrol took another leap forward. The number of reported incidents went from 1,104 in 2016, to 1,809 in 2017, thus an increase of 64%. It is the eighth consecutive year that the number of reported incidents increased significantly. This impressive increase of 64% doesn't mean that there were more incidents, but that they were reported more systematically by the air traffic controllers.

BUSINESS CONTINUITY: A GUARANTEE FOR OUR CUSTOMERS

To guarantee the availability of key services at all times, Belgocontrol developed a global plan whose implementation continued in 2017. Considerable investments were made to increase the redundancy of critical infrastructures.

In the control centre of CANAC 2, to increase the redundancy of critical systems, an upgrade of the Ultimate Radar System (URS) was deployed in 2017. This supplementary system to the contingency already present, totally independent, ensures the availability of radar images in the case of failure of the initial system. These investments are made through dialogue with Belgocontrol's customers to meet their needs and expectations, for example, the study of the construction of supplementary radio sites in the regional airports. Naturally, it is in the interests of Belgocontrol's customers who are legitimately waiting to be able to rely permanently on the high-quality services of the air traffic control company.

As part of the strengthened collaboration with the Administration of Air Navigation of the Grand Duchy of Luxembourg (ANA Lux), Belgocontrol makes its expertise available through an exchange of skills to optimise business continuity in Luxembourg.

Studies have also been made with the Defence to optimise the continuity via their infrastructures and systems.

COST EFFICIENCY: THE BEST SERVICE AT THE BEST COST

In the domain of the cost efficiency of en-route services, the performance plan filed by Belgium-Luxembourg foresees a decrease in the Determined Unit Cost of Belgium-Luxembourg serving as a basis for billing en-route services performed by Belgocontrol of 12.9% between 2014 and 2019. The DUC of 2017 decreased by 1.5% compared to the previous year (DUC 2016 = EUR 60.95 vs DUC 2017 = EUR 60.04, expressed in real terms 2009). In 2017, the real traffic was 0.5% higher than the forecast set forth by EUROCONTROL when establishing the revised performance plan in 2015.

Concerning the csot efficiency for terminal activities, Belgocontrol has continued to reduce the costs of service delivery to the airports to reach the objective of a 2.5% weighted average yearly decrease in the period from 2015 to 2019.

VERY SMALL EN-ROUTE DELAYS AT BELGOCONTROL

Three of the four domains of the FABEC performance plan (safety, capacity, environment) are evaluated ex-post by the Performance Review Body of the European Commission for the six States that comprise FABEC (Belgium, Luxemburg, Germany, France, Netherlands and Switzerland). Belgocontrol must, for its part, bring a quantified individual contribution to the overall performance of the FABEC. The same as in 2016, FABEC missed its objectives in the areas of capacity and environment.

In terms of capacity, a first indicator is the average en-route ATFM delay per flight. In terms of the objectives for this indicator, on the one hand there is the global objective of FABEC imposing a limit, for 2017, an average en-route delay of 0.48 minutes per flight (all causes combined) and 0.37 minutes per flight for CRSTMP (*C-Capacity, R-Routing, S-Staffing, T-Equipment, M-Airspace management, P-Special events*), in other words, causes that the service provider can manage. On the other hand, there is an individual contribution of the service providers towards the global objective. For Belgocontrol, it consists of limiting, in 2017, the average en-route delay to 0.08 minutes per flight all causes combined and to 0.07 minutes per flight for CSRTMP causes.

In 2017, Belgocontrol recorded the best performance of all the FABEC partners with only 0.09 minutes delay on average per en-route flight. Despite this, Belgocontrol did not manage to achieve its individual contribution to the FABEC global goal because the average en-route delay per flight produced by Belgocontrol was in fact 0.09 minutes (CRSTMP causes) whereas it should not have exceeded 0.07 minutes per flight. It should be noted that the same as for the first reference period (2012-2014), Belgocontrol has, by far, the most ambitious individual contribution of the FABEC. The FABEC recorded an average delay of 1.15 minutes per flight whereas the objective was not to exceed 0.48 and 1.04 minutes per flight for CRSTMP causes whereas the goal was 0.37 maximum. Both objectives are, therefore, largely missed in terms of the FABEC.

PUNCTUALITY AT THE AIRPORTS

Two goals were set for Belgocontrol and relate to the airports of Brussels and Liege: limit the average delay per flight (CRSTMP causes only) to 0.11 minutes at Brussels Airport and to 0.06 minutes at Liege Airport. The goal was largely met for Liege Airport which posts 0.02 minutes delay on average per arrival. On the other hand, at Brussels

Airport the objective was missed because the average arrival delay per flight amounts to 0.14 minutes. At the airport of Charleroi, the average arrival delay (CRSTMP causes), was 0.05 minutes per flight.

ENVIRONMENT: SHORTER DISTANCES TRAVELLED

Regarding the environment, to efficiently evaluate the trajectory of the plane, the indicator is the horizontal efficiency of the en-route flights (*KEA – Key Performance Environment Indicator based on Actual trajectory*). This indicator is based on a method of calculation to compare the trajectory followed by a plane to the shortest route possible between the departure and destination airports. The notion of achieved distance introduced by the European Commission for this second reference period (2015-2019) allows for the differentiation between local loss of efficiency (*local performance of FABEC*) and the loss of efficiency due to the network (*entering or exiting FABEC airspace*).

The FABEC performance plan set the objective of reducing the difference between the shortest route and the route effectively flown to a maximum of 2.96% by end 2019. The intermediate value for 2017 was set at 3.14%. No individual contributions from the FABEC members toward this common objective have been established.

In 2017, the difference between the ideal route and the distance covered by en-route planes was on average 3.23% in the FABEC airspace. It consists of the best result recorded since 2014. Taking into account the increase and the volatility of air traffic, this performance is very close to the set objective.

2. FINANCIAL DATA FOR THE FINANCIAL YEAR 2017

BALANCE SHEET

(in thousands of euros)

ASSETS	31/12/2016	31/12/2017	Evolution
Fixed assets	95,657	102,466	7.1%
Current assets	150,693	170,068	12.9%
Total assets	246,350	272,534	10.6%

The amount of fixed assets is 7.1% higher than 2016 because an amount of EUR 20 million has been accounted for new investments (compared to EUR 4.3 million in 2016).

The current assets have increased, essentially because of an improvement in the treasury situation at Belgocontrol.

(in thousands of euros)

LIABILITIES	31/12/2016	31/12/2017	Evolution
Equity	187,958	212,524	13.1%
Provisions	16,037	17,005	6.0%
Debts	42,355	43,005	1.5%
Total liabilities	246,350	272,534	10.6%

The equity increased by EUR 24.6 million following the sum of the profits from 2017 (EUR 22.5 million) and a project grant (EUR 2.1 million). Belgocontrol received this project grant from the Flemish government for the research and implementation of adaptations to radar installations or their renovation to allow the implantation of additional wind turbines.

COMPTE DE RÉSULTATS

(in thousands of euros)

PROFIT AND LOSS ACCOUNT	2016	2017
Turnover	224,038	234,766
Other operating income	2,605	1,453
Non-recurring revenue	400	302
Operating income	227,043	236,521
Services and other goods	67,330	74,074
Remunerations, social security and pensions	116,058	124,612
Amortisation/depreciation	14,005	13,121
Impairment and provisions	459	1,331
Other operating expenses	2,887	736
Non-recurring operating expenses	6	252
Operating expenses	200,745	214,126
Operating result	26,298	22,395
Financial result	106	103
FINANCIAL YEAR PROFIT/LOSS	26,404	22,498

From the year 2010 to the year 2014 inclusive, a large part of our air navigation terminal services were not remunerated, although the regulation required us to provide them. In the past, that led to important losses.

A change came about in January 2015. With the application of the third management contract and the Royal Decrees of December 19 2014, December 26 2015 and December 25 2016 setting the terms for financing the costs for the delivery of terminal services, the share of costs for terminal services which was not passed on to users was billed to the Belgian State.

In this way, a structural solution has been brought to the financial shortfalls of the past, and the financing of Belgocontrol's terminal activity has become compliant with the European regulations. Furthermore, the third management contract foresees that all airports, including the regional ones, shall be submitted to European regulation regarding the charging scheme, which guarantees transparency of costs for each airport, and that the required information will be made available to the users of the airspace and to the competent authorities.

Thanks to the positive results since 2014, the loss reported which had accumulated in the years 2009-2013 was completely cleared in 2017.

In 2017, we made a profit of EUR 22.5 million versus a profit of EUR 26.4 million in 2016.

The increase in revenues comes both from the en-route and in the terminal service. The en-route revenues represent 73% of the total activity and increased because of a gain in the number of service units (+3.7%), partially offset by a lower en-route billing rate. Terminal services represent 26% of the revenues.

On the cost side, the 'Services and other goods' category is increasing, mainly due to the conclusion of new support contracts.

After the downward trend in staff numbers (2010-2014), the number of full-time equivalents increased in 2017, reaching 795.9.

Just as in 2016, exams were organised in 2017 to recruit air traffic controllers, which allowed 32 air traffic controller candidates to start their training.

The costs of personnel have increased as a consequence of salary indexation, of cost increase for training provided to new staff members as well as to overtime compensation within the framework of the business continuity protocol.

EVOLUTION OF THE NUMBER OF FTE



2017 ALLOCATION OF PROFITS

(in thousands of euros)

ALLOCATION OF PROFIT	31/12/2017
Profit to be allocated	22,498
Loss carried forward from the previous year	-8,765
Profit to be carried forward	13,733

EUR 8.8 million of the profit from the 2017 financial year is used to clear the deferred loss; the rest of the profit is accounted for in the deferred earnings (EUR 13.7 million).

EVENTS THAT OCCURRED AFTER THE BALANCE SHEET DATE.

Nil

3. REMUNERATION OF THE MEMBERS OF THE MANAGING BODIES

Article 17 §4 of the law of 21 March 1991 stipulates that the Remuneration Committee must draw up an annual report on the remuneration of the members of the management bodies, which will be included in the management report.

The Royal Decree of 02 October 2013 has appointed Mr Johan Decuyper as Chief Executive Officer of Belgocontrol starting from 02 October for a duration of six years. Further, the Royal Decree of 18 November 2013 has appointed the Chairman and members of the Board of Directors of Belgocontrol for a duration of six years starting 22 November 2013.

MEMBERS OF THE BOARD OF DIRECTORS

The remuneration that the members of the Board of Directors receive because of their mandate as a director is set by the King under article 21 §2 of the law of 21 March 1991.

Within the newly created Board of Directors since 22 November 2013, the directors (except for the Chief Executive Officer) and the Chairman receive, based on

the Royal Decree of 18 November 2013, a gross annual remuneration of EUR 11,155.20 and EUR 52,057.64 respectively, linked to the pivotal index 138.1.

The directors also receive an attendance fee for their participation in the specialised committees created within the Board of Directors (Audit committee, Remuneration committee, Strategic committee) and based on the Royal Decree of 3 May 1999. This attendance fee amounts to EUR 371.84, is not indexed and the annual total cannot exceed 1/3 of the annual base remuneration as a director. The gross remuneration of the Chairman for the past accounting year includes a regularisation of previous years.

For the 2017 financial year, the gross remuneration (in EUR) received by the members of the Board of Directors was as follows:

Directors	Remuneration	Attendance fees	Total
LAVEYNE Luc	15,313.56	2,231.04	17,544.60
VAN BEVER Hugo	15,313.56	4,090.24	19,403.80
LORAND Renaud (président)	62,911.64	4,833.92	67,745.56
LUDMER Julie	11,485.17	371.84	11,857.01
BORGINON Fons	15,313.56	2,602.88	17,916.44
de BRIEY Laurent	15,313.56	2,974.72	18,288.28
DUFFY Gerald	15,313.56	1,859.20	17,172.76
MELEN Claude	15,313.56	2,231.04	17,544.60
Van der AUWERA Liesbeth	15,313.56	2,231.04	17,544.60
	181,591.73	23,425.92	205,017.65

The attendance rate at the meetings of the Board of Directors was 89.17%.

During the year 2017, the Board of Directors met 12 times. Messrs. De Briey, Laveyne and Van Bever, as well as Mrs Melen, were absent from one meeting, Mrs Van der Auwera missed 2 meetings, and Mr Duffy didn't take part in 4 meetings. The rest of the Board were present at all meetings (except for Ms Ludmer who wasn't able to attend the last 3 meetings due to maternity leave).

Among the directors of the Audit committee, Mrs Melen and Mrs Van der Auwera each missed only one meeting of the 7 held in 2017. The other members attended all the meetings.

All the directors who are members of the Remuneration committee attended the 5 meetings held in 2017. The Strategic committee held one meeting in 2017, and all the directors who are members were present.

THE EXECUTIVE COMMITTEE

In accordance with article 17 §4 of the law of 21 March 1991, the remuneration and benefits granted to the Chief Executive Officer and the members of the Executive Committee are decided by the Board of Directors on the proposal of the Remuneration committee.

When each member of the Board of Directors takes office, the fixed part of this remuneration is subject to a special agreement in accordance with article 21 of the law of 21 March 1991. At that time, the Remuneration committee set the amount and composition of this remuneration and based it separately for each case on a benchmarking study relating to comparable levels of liability.

Regarding the setting of the new CEO's remuneration at the end of 2013, the directives prescribed in this area by the Government have been taken into account. On the basis of these directives and the proposal from the Remuneration committee, the Board of Directors set in the special

agreement of the CEO, a remuneration system foreseeing the granting of a fixed gross annual salary, a gross variable salary and a certain number of additional benefits.

In his capacity as a member of the Board of Directors, the Chief Executive Officer receives no specific remuneration.

VARIABLE REMUNERATION RELATIVE TO THE PERFORMANCE IN 2016

In 2017, the members of the Executive Committee received a variable remuneration relative to the performance of 2016.

ADDITIONAL BENEFITS IN 2017

In 2017, the Chief Executive Officer and the other members of the Executive Committee benefitted from a certain number of advantages such as a company car and hospitalisation insurance; the contractual members of the Board of Directors also benefitted from a "loss of income insurance" and a group insurance.

For the 2017 financial year, the fixed salary, allowances and other benefits (in EUR) received by the members of the Executive Committee were as follows:

	Fixed salary (*)	Variable salary and other benefits	Total gross remuneration
Chief Executive Officer	208,812.65	89,111.58	297,924.23
Managing Directors	932,786.80	249,885.79	1,182,672.59
TOTAL	1,141,599.45	338,997.37	1,480,596.82

(*) Fixed salary = regular salary + holiday pay + year-end bonus (depending on the start and end dates of the mandate)

THE GOVERNMENT COMMISSIONER

Mr Michaël Vanloubbeeck was appointed as the Government Commissioner starting 18 July 2016. In 2017, he received a gross remuneration of EUR 21,190.68.

4. COMMUNICATION

In 2017, our company evolved further into a more communicative and transparent company. Belgocontrol has made the most of all external communication channels in order to transmit, in all aspects of its operation, both real-time operational information (use of runways, investments, recruitment, etc.) and strategic information for the company (collaborations, social role, etc.).

We have communicated (pro)actively and intensively with and via the press. Belgocontrol has created a professional digital platform to put all the information at the disposal of the press, to broadcast numerous press releases throughout the year and to answer many questions from the press. Belgocontrol has invited the press several times, among other things to provide a detailed explanation on the safety of air traffic in all its aspects.

Belgocontrol actively uses its social media channels: LinkedIn for information related to the company, Twitter for daily and operational topics, and Facebook for recruitment campaigns and a behind-the-scenes look at, above all, unusual images. The questions by email have systematically received a response.

Also in 2017, the *Open Bedrijvendag* (Open Company Day) posted fully-booked in record time

Belgocontrol continues to play its social role in various areas, especially to reconcile the economic and ecological interests of airports and air traffic. The company also informs all parties concerned of its operations. Finally, it's a company that takes its own initiatives to continuously improve its operations, in all aspects, in the interest of all its stakeholders.

5. THE FUTURE

The strategic lines defined last year have now been made more explicit. The operations of Belgocontrol are aligned with three objectives:

- ➔ **Partner with our customers**
- ➔ **Partner with our people**
- ➔ **Future-proof company**

PARTNER WITH OUR CUSTOMERS

Belgocontrol continues to focus on continuous improvement of the service provided to its customers and its stakeholders. Naturally, we always give priority to air traffic safety and then the fluidity of the traffic and the capacity. But, the attention given to business continuity has also increased: it is necessary to guarantee at all times the service performed.

The investment plan of 2014-2019 - which picked up strongly in 2017 - is following its course. The technical installations are subject to an update, and we are installing or analysing new solutions. In this way, a feasibility study was conducted for digital towers at the airports of Liege and Charleroi. The next step consists of preparing or even starting the implementation of the project.

The first step towards integrating the Defence, that is, the co-localisation at the site of Steenokkerzeel, will materialise during the course of the year. By the end of 2019, the operation should be completed, and the civilian and military air traffic control services should be entirely in Steenokkerzeel.

PARTNER WITH OUR PEOPLE

The sine qua non condition to be able to ensure the service: enough well-trained and motivated staff. Belgocontrol is continuing to hire in 2018, among others by launching a specific campaign for the air traffic controllers in Charleroi and Liege.

For the training of new staff members and continuous training, Belgocontrol created a joint-venture with Entry Point North, the largest training academy in the world in matters of air traffic control. The headquarters of the new Entry Point North Belgium has been established in Brussels.

This new joint venture will provide training, at a new training site in Steenokkerzeel, for ATC Initial, Unit, Continuation and Development Trainings to newly recruited Belgian air traffic controllers and to already operational controllers, as well as courses for ATSEP (technicians), Safety courses, AIS (aeronautical information), Meteorology and Quality Management, and many more depending on training needs. New simulators will be installed from the launch phase: 50 'radar pilot' positions, three 180° TWR 3D simulators and a 360° 3D TWR simulator. Entry Point North Belgium will also deploy the latest TopSky simulators for the training.

An intensive internal path to cultural change ensures that the customer focus is intrinsic to the DNA of Belgocontrol and all its staff members.

FUTURE-PROOF COMPANY

Aviation in general and air traffic control in particular are in a state of perpetual change. Belgocontrol is preparing its future by closely following evolution in the sector. The company wants to fully take on its societal role by taking up the challenge of reconciling economic and ecological interests.

To be able to anticipate evolution that may be important for the functioning of the company and to be able to evaluate the consequences, Belgocontrol associates itself with different partners (universities, for example). Existing partnerships are perpetuated, and new cooperation comes to light.

Belgocontrol will be assisted in its strategic, operational and technical transformation for the next 3 years. This initiative brings added value and new, ever more innovative services for the airspace users and airports in Belgium. Belgocontrol wishes to proceed with a complete upgrade of its ATM, CNS and MET infrastructure across all lifecycle stages of the system. The consortium will also offer support for the development of new operational concepts, new procedures, of aspects linked to safety and broadened strategic consultation, for example in terms of operational perspectives at the airport, such as improvements in capacity and remotely-controlled towers.

By participating in the Living Tomorrow project launched in 2018, Belgocontrol wants to study the future of air traffic and air traffic control in detail to be able to make innovations. This examination rests on a number of concrete questions asked by the sector: what are the needs of the stakeholders, how will the landscape evolve, who will be the future players of aviation with and without crew, etc? Digital transformation is also a subject for analysis: how will the available technology generate data and ideas? How can air traffic control use it to be even more customer-focused, and in a sustainable way? Through workshops and demonstrations, Belgocontrol and Living Tomorrow want to arrive at useful avenues for reflexion that they can later share with the general public.

INNOVATION

Technological evolutions have their influence on air traffic control. Belgocontrol wants to play a proactive role in supporting these developments on the one hand and on the other to continue to guarantee its operation, and especially the safety of air traffic.

Drones are taking more and place in the (lower) airspace. Recently, Belgocontrol provides all the important information about the use of drones on the droneguide.be website and via two mobile applications related this site, in coordination with the Directorate-General of the FPS

Mobility and Transport. They support a booming sector with huge economic potential, but they also set the rules of play so that the drone traffic unfolds easily and in complete safety.

The technical-environmental evolutions remain an important factor for Belgocontrol. The company continues to work in favour of CDO landings. Belgocontrol also incites its partners at the national airport – operators and airline companies – to proceed with the creation of a Collaborative Environmental Management. This partnership allows for the analysis of opportunities of initiatives that are respectful to the environment for the operation of the airport and the air traffic.

The project to provide batc.be, the internet site that pulls together information about the use of runways at Brussels Airport, a new look and new functionalities is under construction. These updates will make the site even more relevant for the residents of the airport and beyond, for all those who are interested.

CORPORATE IDENTITY

In 2018, Belgocontrol is celebrating an important birthday: the company is 20 years-old. It goes without saying that this cannot go unnoticed. This publication is not the ideal setting to announce the different related initiatives, but it is certain that Belgocontrol will make itself known in a positive way throughout this anniversary year.

In the meantime, in 2018 one also has to pin the Journée Découverte Entreprises (Business Discovery Day) to the Belgocontrol calendar, just as in the three previous years. For aficionados, this day constitutes a unique opportunity to discover behind the scenes of the company.