



Monthly Network Operations Report

Overview January 2026



1. Summary

January 2026 saw a strong growth of 2.4% (764,613 flights) and significant operational disruption due to severe winter weather.

The Russian war of aggression against Ukraine still affects overflights in several countries. EUROCONTROL continues to help manage the war's impact on aviation.

The network had an average of 24,671 flights/day in January, about 630 flights/day more than in January 2025. The busiest day was Friday 02 January (27,815 flights). The intra-NM southwest axis saw a 1.3% traffic increase while the intra-NM southeast axis decreased by 0.4% growth, slightly lower than overall network growth

In January 2026, the Mainline segment was the largest contributor to total flight growth, adding 398 flights per day (+4.4%) across the NM area compared to January 2025. The low-cost segment recorded the second largest increase with 289 additional flights per day (+3.7%).

Five of the Top 20 ACCs—Maastricht UAC, London TC, Langen, Reims, and Munich—had less traffic, while Vienna, Budapest, Sofia, and Milano ACCs saw traffic rise by over 7% from last year. London ACC was the busiest with 4,484 flights per day.

Ryanair was the busiest operator with, on average, 2,386 movements (+1.5%) per day followed by Turkish Airlines (1,510 mov/day), easyJet (1,053 mov/day), Air France (938 mov/day) and Wizz Air (908 mov/day). Three of the Top 20 aircraft operators experienced a double-digit traffic growth compared to the same period in 2025: Wizz Air, Scandinavian Airlines and Aegean Airlines.

Istanbul (1,444 flights/day) was the busiest airport followed by London Heathrow (1,246 flights/day), Paris Charles de Gaulle (1,171 flights/day), Madrid Barajas (1,119 flights/day), and Amsterdam Schiphol (1,043 flights/day). Six airports from the top 20 – London Heathrow, Amsterdam Schiphol, Rome Fiumicino, Munich, Vienna, and London Gatwick - saw decreased traffic compared to January 2025. Copenhagen, Dublin and Paris Orly saw a double-digit traffic increase.

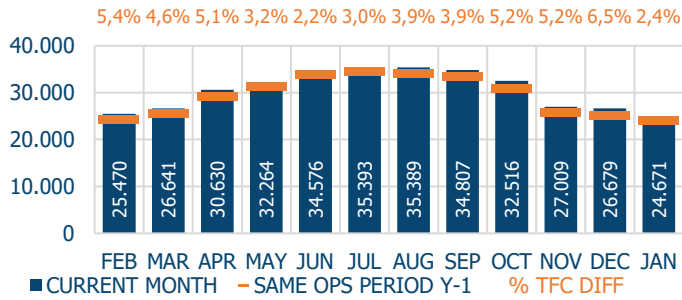
Network departure punctuality dropped to 68.0% and arrival punctuality to 71.1%, both lower than in January 2025. On the intra NM southwest and southeast axis, departure punctuality declined by 1.3 and 5.4 percentage points, respectively. Network first rotation departure punctuality was 76.7%, which is - 3.2 p.p. compared to the same period in 2025, and arrival punctuality decreased by 4.7 p.p. Improving first rotation punctuality remains a key objective for the Network Manager (NM). Long arrival delays increased compared to January 2025 with eleven days seeing peaks (of >15%) in delays over 30 mins compared to six days in January 2025.

There were 861,429 minutes of ATFM delay in January 2026, an increase of 10.0% compared to January 2025, largely due to an increase in airport weather delay. En-route ATFM delay represented 39.9% of total ATFM delay and airport was 60.1%. The average en-route ATFM delay per flight for the network was 0.45 minutes in January. Total en-route ATFM delays increased by 5.6% and total airport ATFM delays increased by 13.2%. The primary concern was airport weather, which increased by 9.6% compared to January 2025 and represented 47% of all ATFM delays. Amsterdam Schiphol was the most impacted airport. Although ATC capacity delays decreased by 4.9%, they remained the second largest contributing factor.

NM's Operational Centre reduced en-route ATFM delays by 9.5% and airport ATFM delays by 8.7% through direct actions.

2. Traffic evolution

Last 12 months average daily traffic

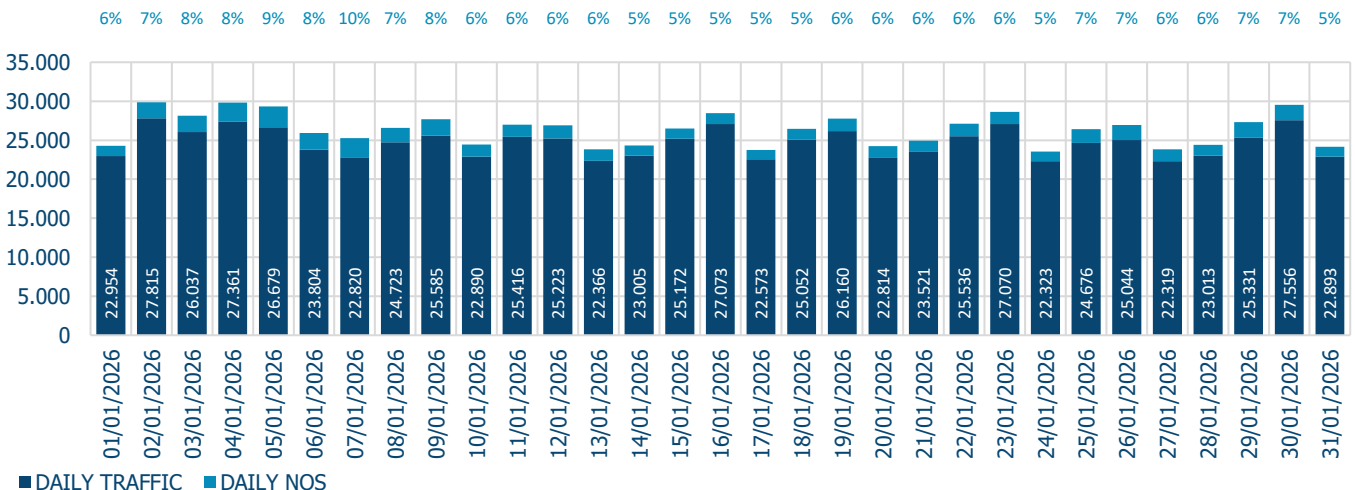


There were 764,613 flights throughout Europe in January 2026, 2.4% up compared to the same period last year.

In January 2026, the Mainline segment was the largest contributor to total flight growth, adding 398 flights per day (+4.4%) across the NM area compared to January 2025. This increase was mainly due to Turkish Airlines (+91 flights/day), Royal Air Maroc (+68 flights/day) and LOT (+61 flights/day) although it was partially offset by Lufthansa which operated 92 fewer flights/day. The low-cost segment recorded the second biggest increase with 289 additional flights per day (+3.7%), mainly due to Wizz Air Group (+189 flights/day), expanding capacity in Poland, Romania and Israel. The Charter segment saw a small recovery, adding 19 daily flights (+3.8%) supported by increased traffic on flows between Poland <-> Egypt (+10 flights/day) and Türkiye <-> Middle East (+8 flights/day). In comparison, the Regional segment declined by 81 daily flights (-2.6%) with decreases in domestic flights in UK and Germany. Overall passenger flights increased by 3.1% in January 2026 vs January 2025. The Business aviation segment recorded a marginal growth of 0.9% (+14 flights/day) while the All-Cargo segment was down by -1.7% (-16 flights/day) mainly due to decreases in Sweden, Germany and Denmark. In terms of market share, Mainline, the largest market segment, accounted for 38% of total flights, up 1 percentage point (p.p.) compared to January 2025. The Low-cost segment, the second largest, held 33%, also up 1 p.p. Regional (13%), All-cargo (4%) and Charter (2%) remained unchanged, while Business aviation (6%) declined by 1 pp compared to January 2025.

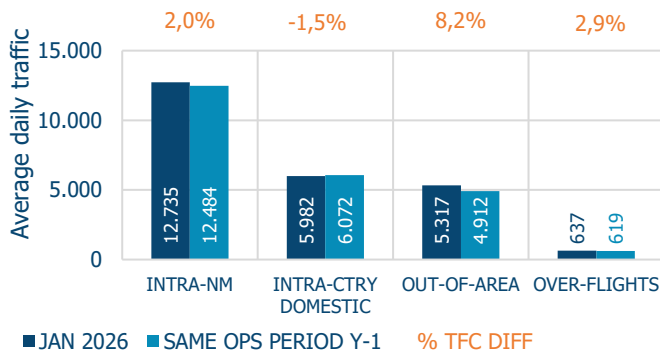
The busiest day was Friday 02 January with 27,815 flights.

Daily network traffic evolution

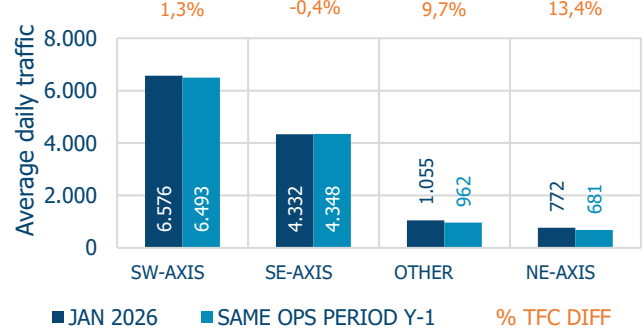


On average, 6.6% of scheduled traffic did not operate in January (see Non-Operated Schedules). Wednesday 07th January operations at Schiphol airport were disrupted by overnight snowfall which continued until late afternoon. Aircraft required de-icing and the Airport Authority requested airlines to reduce their schedules by -70%.

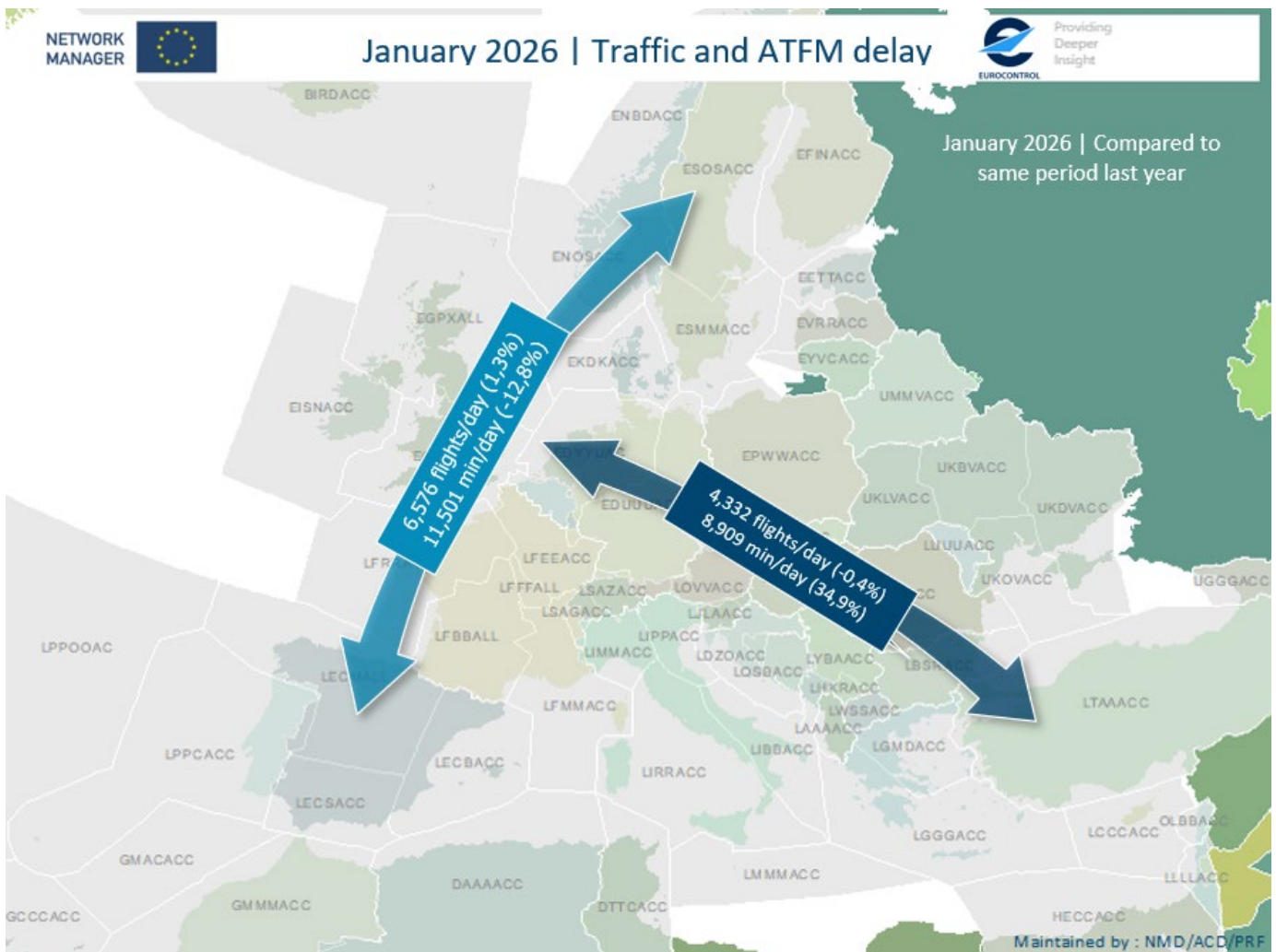
Type of traffic



Intra-NM daily traffic

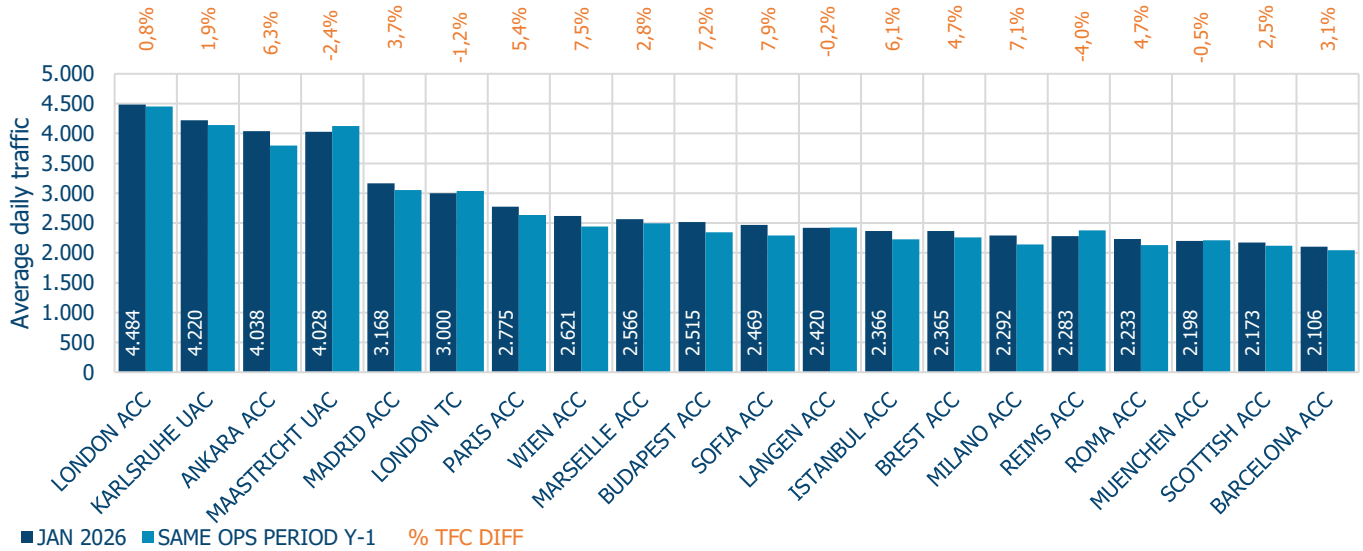


The intra-NM southeast axis saw a 0.4% traffic decrease while the intra-NM southwest axis saw a 1.3% growth, contributing to the overall network growth of 2.4%.



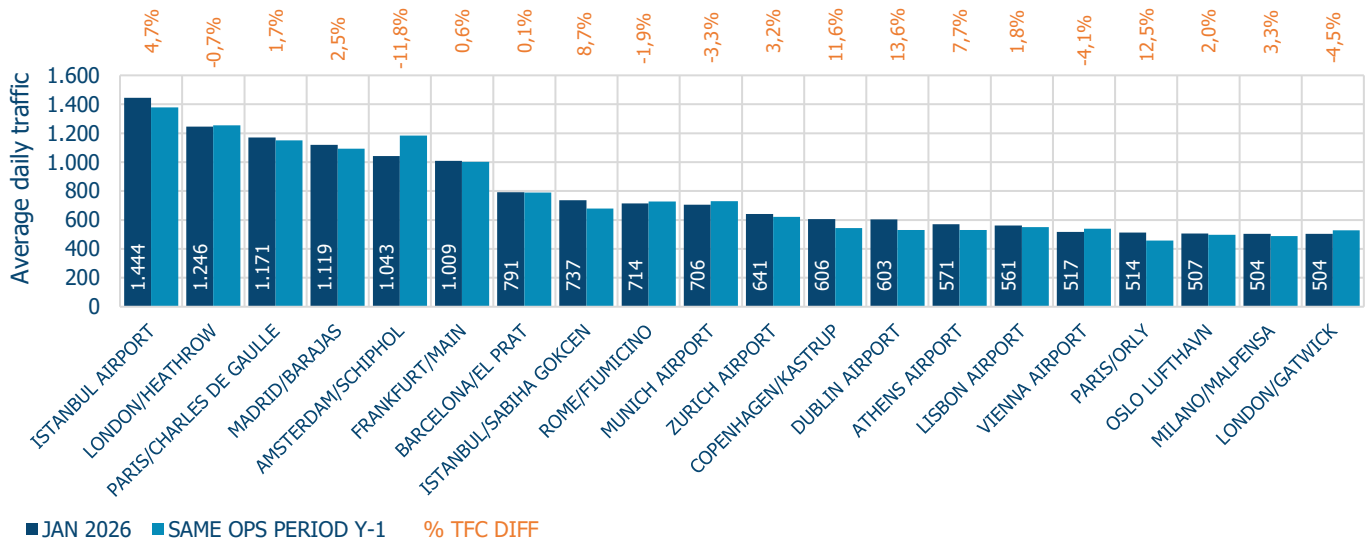
Please note that Iceland joined the NM area on 01-January 2025, which has had a modest effect on the categorisation between 'Intra-NM, Out-of-Area and Over-Flights. The designations employed do not imply the expression of any opinion whatsoever on the part of EUROCONTROL concerning the legal status of any country, territory, city or area or of its authorities, or concerning the delimitation of its frontiers or boundaries. Percentages represent the difference in daily traffic and en-route ATFM delay compared to the same period last year.

January 2026 | Top 20 ACC daily traffic



London ACC was the busiest followed by Karlsruhe UAC, Ankara, Maastricht UAC and Madrid ACCs. Maastricht UAC, London TC, Langen, Reims, and Munich saw a decrease in traffic compared to last year, while Vienna, Budapest, Sofia, and Milano ACCs saw traffic rise by over 7% from last year. The traffic growth in Vienna ACC was partly accounted for by a shift of traffic due to new route charges in nearby ACCs. The increase in Ankara was attributed to a higher volume of traffic and rerouting due to the Middle East crisis. Budapest and Sofia traffic increase was partially due to the rerouting of flights from the ongoing conflict in Ukraine.

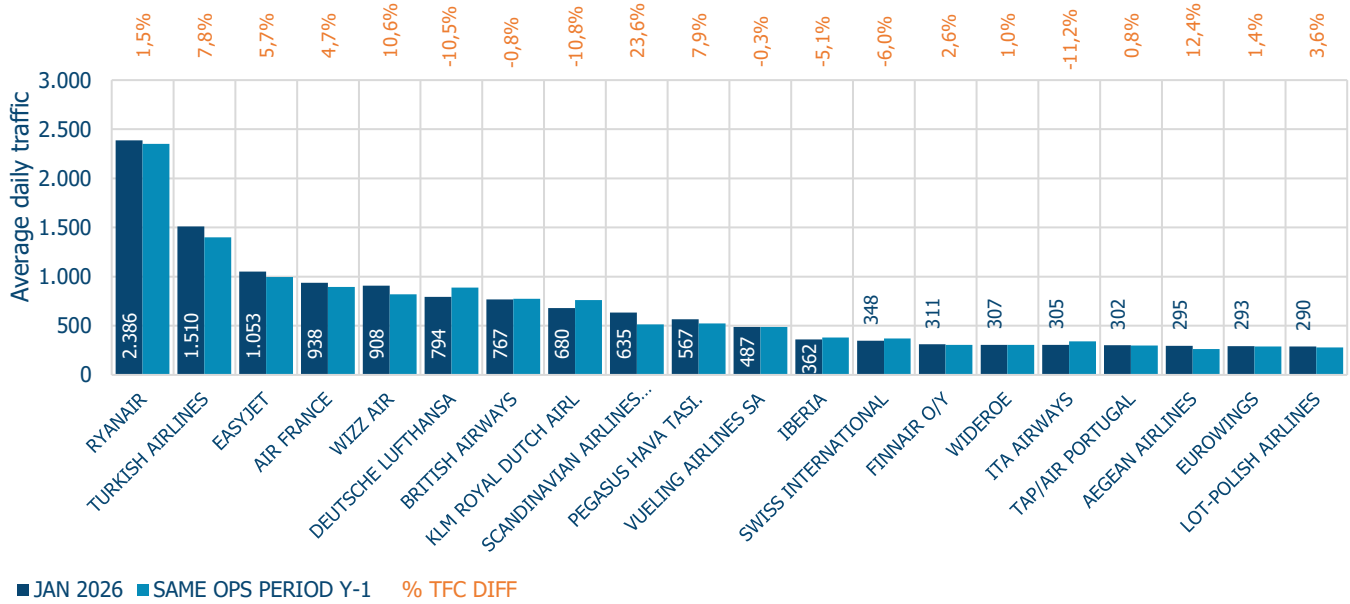
January 2026 | Top 20 Airports daily traffic



The busiest airport was Istanbul (1,444 flights/day) followed by London Heathrow (1,246 flights/day), Paris Charles de Gaulle (1,171 flights/day), Madrid Barajas (1,119 flights/day) and Amsterdam Schiphol (1,043 flights/day).

Six of the Top 20 airports – London Heathrow, Amsterdam Schiphol, Rome Fiumicino, Munich, Vienna, London Gatwick - saw decreased traffic compared to January 2025. Copenhagen, Dublin and Paris Orly saw a double-digit traffic increase. Copenhagen, Dublin and Paris Orly saw a double-digit traffic increase.

January 2026 | Top 20 Air Operator groups daily traffic



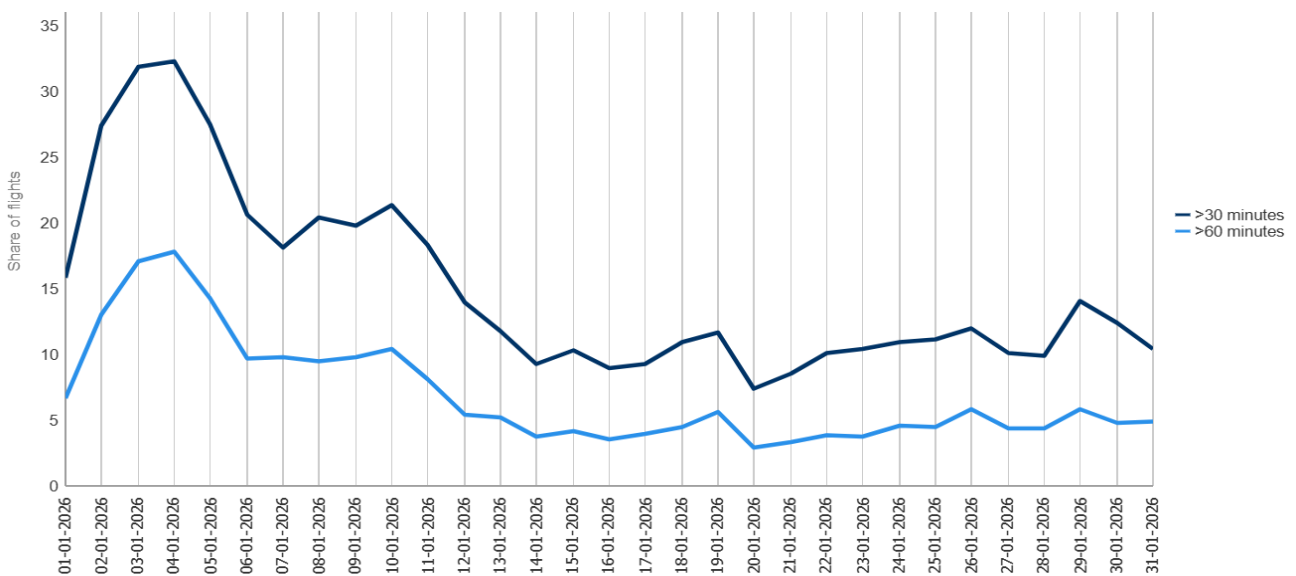
Ryanair was the busiest operator with, on average, 2,386 movements (+1.5%) per day followed by Turkish Airlines (1,510 mov/day), easyJet (1,053 mov/day), Air France (938 mov/day) and Wizz Air (908 mov/day).

Wizz Air, Scandinavian Airlines and Aegean Airlines saw a double-digit growth compared to the same period last year. Wizz Air increase was due to a combination of capacity (more seats offered) and fleet expansions following the reintegration of ex Wizz Air Abu Dhabi aircraft to the fleet, as well as three A321neo deliveries. Scandinavian Airlines saw increased traffic mainly due to domestic growth in Sweden, the opening of 28 new routes and fleet modernisation.

Seven of the Top 20 airlines - Lufthansa, British Airways, KLM, Vueling, Iberia, Swiss and ITA airways operated fewer flights. Lufthansa's traffic declined partly due to reduced demand for US flights.

3. Punctuality

Percentage of long delays on arrival (vs the scheduled time)

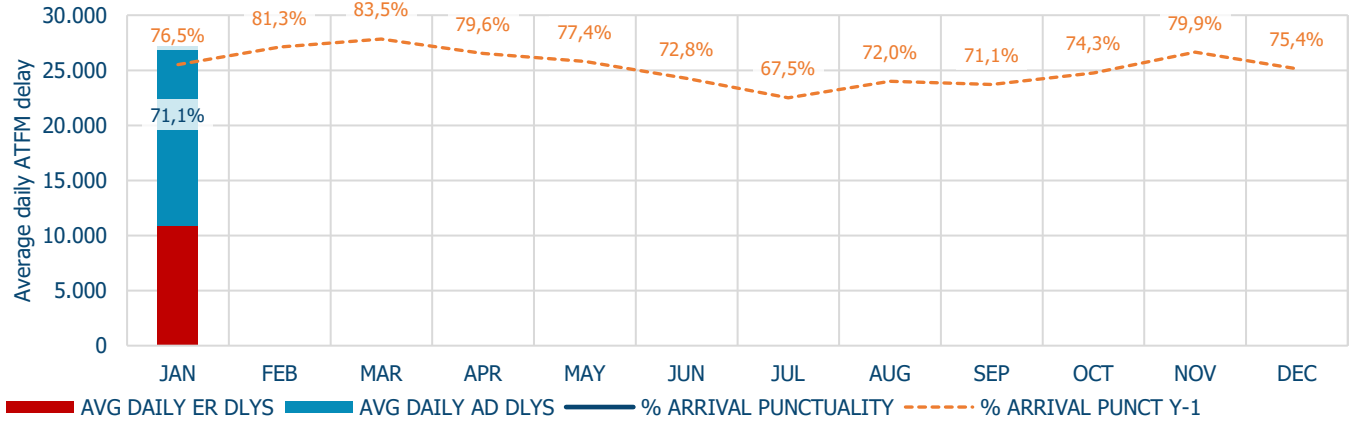


The graph above shows the daily evolution of longer delays (>30 and >60 mins) on arrival versus Scheduled Time of Arrival. In general, long arrival delays for the month increased when compared to January 2025. Seasonal weather (mainly snow) caused peaks in delays at the start of the month. Amsterdam Schiphol was severely impacted over the new year period due to snowfall, associated low visibility as well as aircraft

snow clearance and de-icing related delays. Paris Charles de Gaulle was also affected by snow and LVP with 05 and 07 January seeing very high delays. Towards the end of the month snow caused delays at Prague and strong winds saw regulations for single runway operations at Copenhagen. The trend for the month did follow that of January 2025 with the start of the month seeing days with higher delays due to weather, the only difference in January 2026 was that this period extended a little longer.

3.1 Arrival Punctuality

Network arrival punctuality and ATFM delay

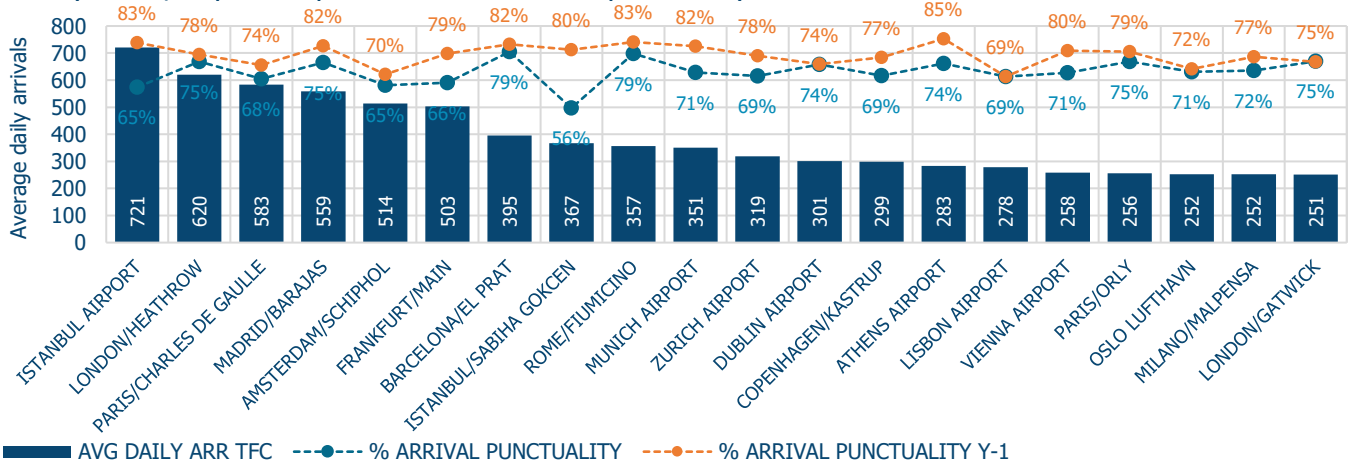


Network arrival punctuality (71.1%) was lower than the January 2025 level (-5.4 p.p.).

Domestic routes (77.3%) arrival punctuality was higher than the network level. Punctuality on the intra NM south-east axis and intra NM south-west were lower than January 2025, -7.1 p.p. and -1.3 p.p. respectively.

First rotation arrival punctuality (79.7%) decreased by 4.7 p.p. compared to January 2025.

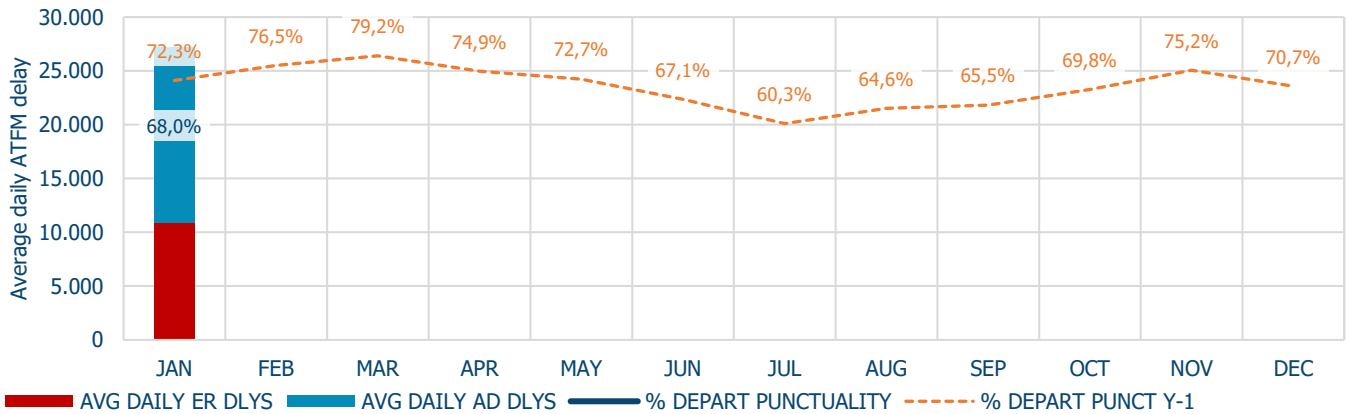
January 2026 | Top 20 Airport arrival traffic and punctuality



Airport arrival punctuality at many of the Top 20 airports declined compared to that of January 2025 as seasonal weather influenced performance at many airports in the network. Both Istanbul (LTFM & LTFJ) airports saw lower punctuality compared to January 2025 as weather (snow, LVP and CB activity) caused delays. London Heathrow saw regulations for weather (LVP and high winds). Paris CDG and Amsterdam Schiphol were strongly impacted by snow and associated LVP at the start of the month.

3.2 Departure punctuality

Network departure punctuality and ATFM delay



Network departure punctuality (68.0%) was below the level of January 2025 (-4.3 p.p.).

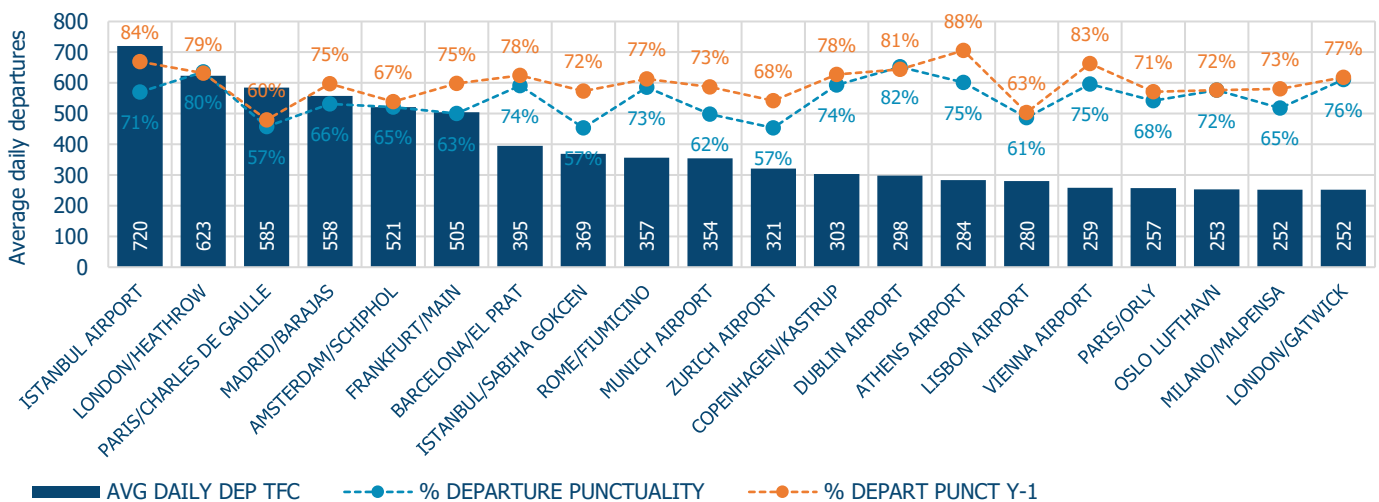
Punctuality on domestic routes was higher (77.0%) than punctuality at the network level. Punctuality on the intra NM southeast axis reached 68.6% in January and 69.5% on the southwest axis.

Network first rotation departure punctuality was 76.7% and was lower (- 3.2 p.p.) than the 2025 level.

*This view of operational punctuality can be tracked in near real-time by aircraft operator and airport level in the [NORTI Dashboard](#) and in [MIRROR](#). Archived data can be found in the [FATHOM interactive dashboard](#).

The Central Office for [Delay Analysis CODA reports](#) provide further detailed analysis of airline reported delay reasons.

January 2026 | Top 20 Airport departure traffic and punctuality



Departure punctuality at most of the Top 20 airports followed the trend of arrival performance in being worse than last year as seasonal weather caused delays. Madrid Barajas experienced delays due to LVP/low cloud ceiling during the month with the 15 January seeing high delays. Punctuality at Lisbon remained low in January 2026 as weather delays (thunderstorms and low visibility) influenced performance. Athens saw near daily regulations for ATC capacity, with a few weather days (21 and 29 Jan) mixed in.

4. Operations

4.1 Network Manager

NM continued to support operations affected by the Russian war of aggression against Ukraine. It maintained airspace closures and NM systems supporting EU Sanctions Regulation for the Russian Federation and Belarus.

Following a ceasefire agreement in late June 2025 the Middle East crisis de-escalated leading to the reopening of most regional airspaces. The EASA Information Note for Tehran FIR was replaced by a CZIB on 16 Jan 2026 (CZIB 2026-02) following a temporary closure of the airspace overnight 14/15 Jan, and the Information Note for Tel Aviv expired on 31 Jan 2026. The CZIB for Beirut FIR was revised on 26 Jan (2024-01 R7), and the CZIBs for Baghdad FIR (2017-04 R19) and Damascus FIR (2017-03 R17) remain unchanged.

For Tel-Aviv FIR the NM continues to provide a consolidated view of relevant NOTAMs on the NOP Portal and the EUROCONTROL Network Manager Operations Centre (NMOC) continues working 24/7 to implement State required airspace restrictions and in support to daily airline operations for routings and delay mitigation.

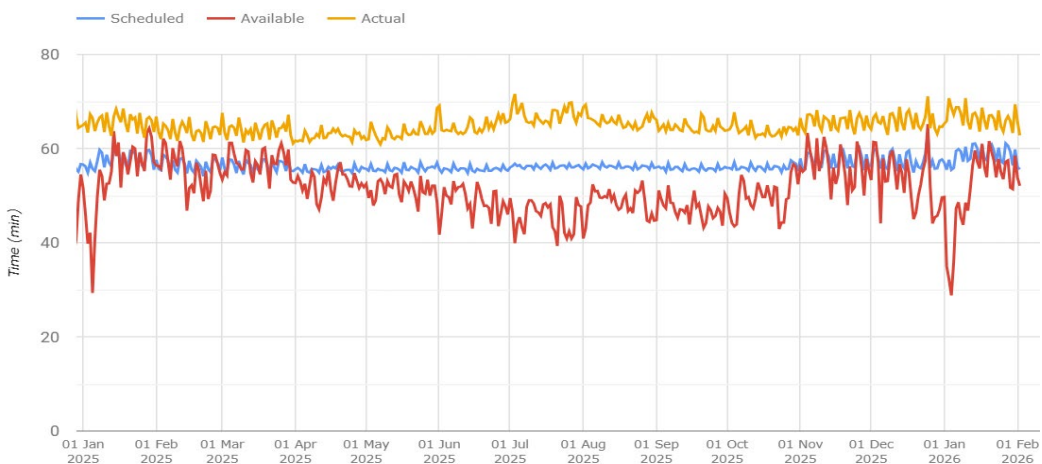
On January 16, 2026, the European AIS Database (EAD) officially transitioned its operations from GroupEAD to EUROCONTROL. The relocation of EAD colleagues within EUROCONTROL premises is part of a broader insourcing and operational transition of EAD activities into the Network Manager Operations Centre (NMOC) in Brussels. This move represents a significant organisational milestone and supports EUROCONTROL's long-term strategy to strengthen operational control over aeronautical information services.

The number of requests received by NMOC's E-Helpdesk decreased, down from 26,000 in December to 20,600 in January. Of these, 13,400 were submitted by Airlines, 4,000 by FMPs and 3,200 by Towers. Among all requests, 1,500 related to flights identified as "critical" by the airlines. The average delay saved per processed request was 33 minutes.

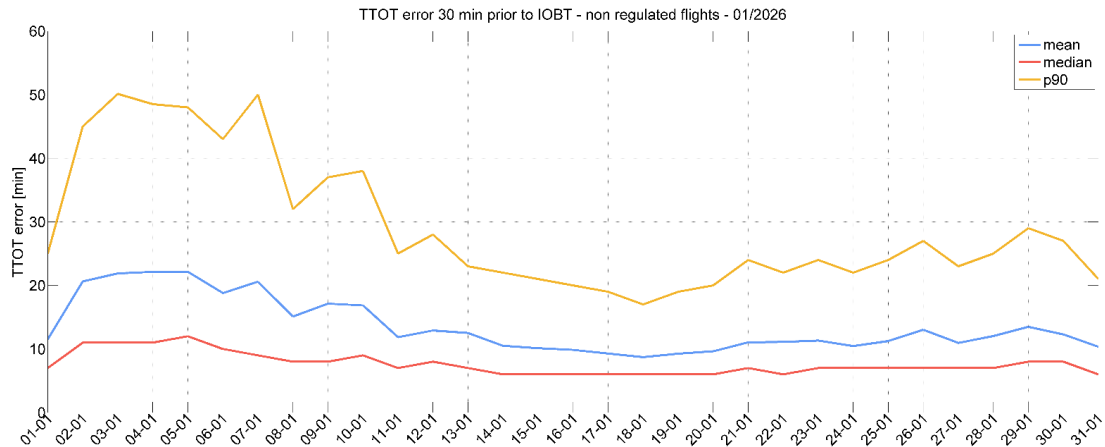
NM's Operational Centre reduced en-route ATFM delays by 9.5% and airport ATFM delays by 8.7% through direct actions.

4.2 Ground

MIRROR's indicator shows that in January the network (average) available turnaround time followed a similar trend to that of January 2025. Amsterdam Schiphol and Paris Charles de Gaulle saw high delays at the start of the month due to snow and associated causes such as deicing, that extended ground times. The sharp drop in available turnaround time on the 04 January followed snow impacting many airports such as Amsterdam, Eindhoven, Warsaw, Copenhagen and Oslo. Towards the end of the month (29 Jan) snow and low visibility once again impacted airports with Prague, London Heathrow, Amsterdam Schiphol Paris CDG and Frankfurt suffering delays.



NM is monitoring TTOT calculation quality for the 33 A-CDM airports. The average error at a network level increased compared to January 2025 (13.4 minutes in 2026 vs. 11.5 minutes in 2025). The value was also higher than in the previous month, when the error was equal to 11.2 minutes. The increase correlates the high impact of winter conditions reported across Europe and is also visible in geographical split: Palma de Mallorca (LEPA) showed the lowest error value among the airports (surrounded by other south-European airports) of 8.4 minutes, while Amsterdam (EHAM) records the highest error of 18.5 minutes. NM is providing the details of the TTOT error to the A-CDM airports and is working with selected airport operators to improve the TTOT quality.



4.3 Network

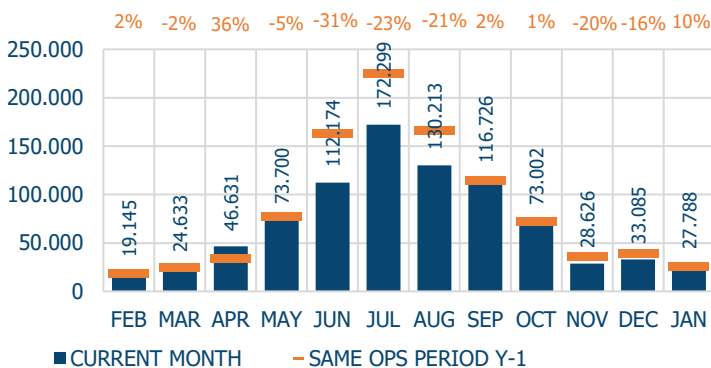
There were 861,429 minutes of ATFM delay in January, an increase of 10.0% compared to January 2025, largely due to an increase in airport weather delay.

En-route ATFM delay represented 39.9% of total ATFM delay and airport was 60.1%. Total en-route ATFM delays increased by 5.6% and total airport ATFM delays increased by 13.2% compared to January 2025. The primary concern was airport weather, which increased by 9.6% compared to January 2025 and represented 47% of all ATFM delays. Amsterdam Schiphol was the most impacted airport. Although ATC capacity delays decreased by 4.9%, they remained the second largest contributing factor.

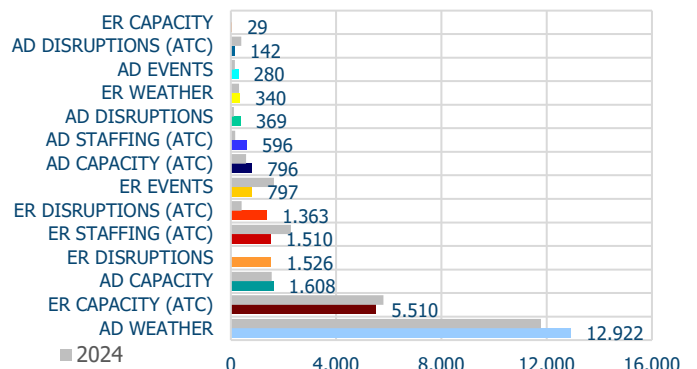
The average en-route ATFM delay per flight for the network was 0.45 minutes in January.

The network departure schedule delay was 20.4 minutes/flight in January, +3.5 minutes/flight compared to January 2025.

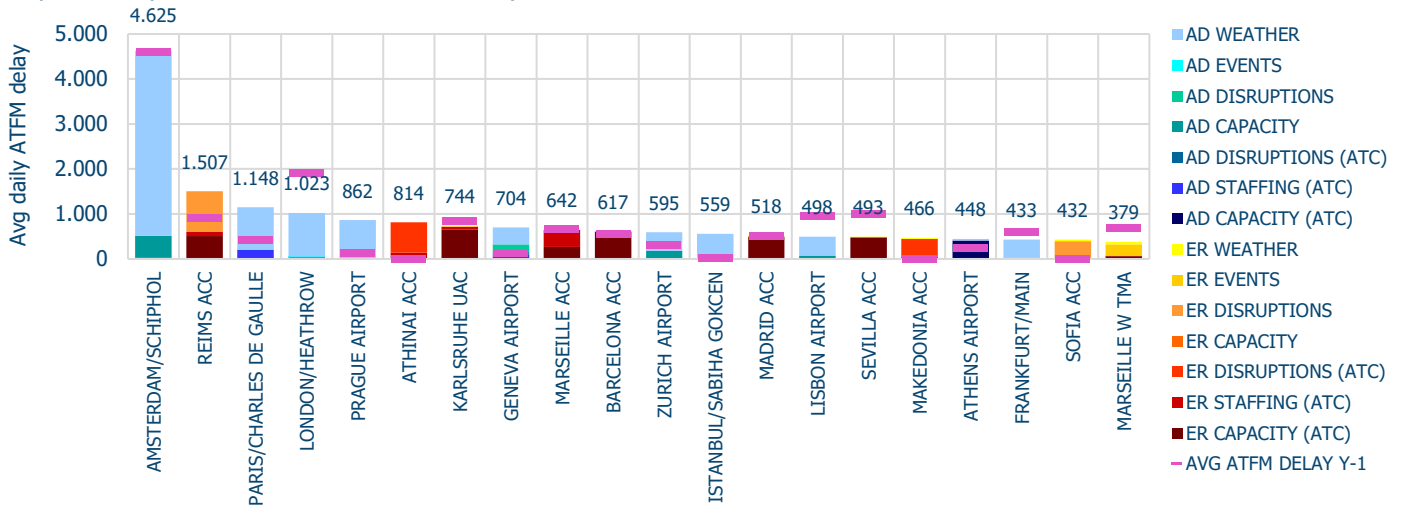
Last 12 months average daily ATFM delays



January 2026 | Reasons for ATFM delays



Top 20 delay reference locations in January 2026



The chart above shows the Top 20 delay generating locations for the reporting month with respect to total ATFM delays. Figures are the average daily ATFM delays in minutes for the individual locations:

- Seasonal weather conditions, including snowfall and reduced visibility, significantly impacted operations at Amsterdam Schiphol, 82% of total weather-related delays occurred within the first ten days of this period.
- ATC capacity issues in Karlsruhe UAC, Barcelona, Reims, Madrid and Sevilla.
- High en-route disruption delays in Reims ACC due to IT issues with a human resource tool.

4.4 Significant Events

Events

- World Economic Forum Annual Meeting in Davos (Zurich ACC) from 19 to 23 January generated 1,450 minutes of ATFM delay.
- On-going training and live trial periods in Brest ACC in preparation for the transition to 4-Flight system generated 1,445 minutes of ATFM delay from 01 to 03 January.
- Ongoing precautionary reduced capacity measures in Skopje ACC following the implementation on 24 November 2025 of a new ATM system generated 7,005 minutes of ATFM delay throughout the month.
- Several trials of 'Occupancy' type ATFM regulations occurred throughout the month and generated delays:
 - 4,269 minutes of ATFM delay in Lisbon ACC
 - 445 minutes of ATFM delay in Maastricht UAC
 - 999 minutes of ATFM delay in Oslo ACC
- The Approach service at Marseille-Provence Airport was relocated, and the resulting temporary limited capacities generated 15,121 minutes of ATFM delay throughout the month.

Technical

- On Sunday 04 January, the Hellenic Aviation Service Provider (HASP) encountered a technical problem in the form of continuous "noise-like" interference simultaneously affecting multiple ATC frequencies serving Athens FIR. Malfunctions were also observed in telephone lines and HELLASCOM data circuits. This prompted protective ATFM measures which generated ATFM delays in Athens (24,391 minutes) and Makedonia (12,116 minutes) ACCs, but also in neighboring

ACCs due to the onload of traffic avoiding Athens FIR, namely - Ankara (1,678 minutes), Nicosia (2,449 minutes), Sofia (12,276 minutes) and Malta (404 min).

- IT issue with human resource tool in Reims ACC generated 27,847 minutes of ATFM delay throughout the month.
- Airport operating system replacement at Geneva airport generated 5,207 minutes of ATFM delay throughout the month.
- Work in progress in Brest control tower generated 1,021 minutes of ATFM delay throughout the month.
- Geneva ACC experienced a flight data processing issue mid-morning Tuesday 27 January following an overnight software update. During a controlled restart and rollback of the software Skyguide carried out a clear-the-sky procedure involving brief zero-rate ATFM regulations for the ACC and TMA airspace followed by reduced capacity measures. The recovery phase expired mid-evening. ATFM delays totalled 3,990 minutes and approximately 28 scheduled flights at Geneva airport did not operate.
- Severe winter conditions at Berlin Brandenburg airport on 26 January disrupted operations, with icy and congested parking positions resulting in 2,802 minutes of ATFM delay.

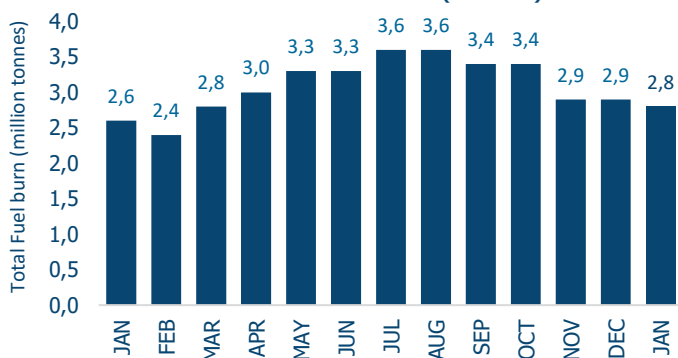
Other

- The additional complexity due to the Ukrainian crisis generated 1,179 minutes of ATFM delay in Budapest ACC.

5. Flight Efficiency

5.1 Fuel Burn

En-route fuel burn within NM area (tonnes)

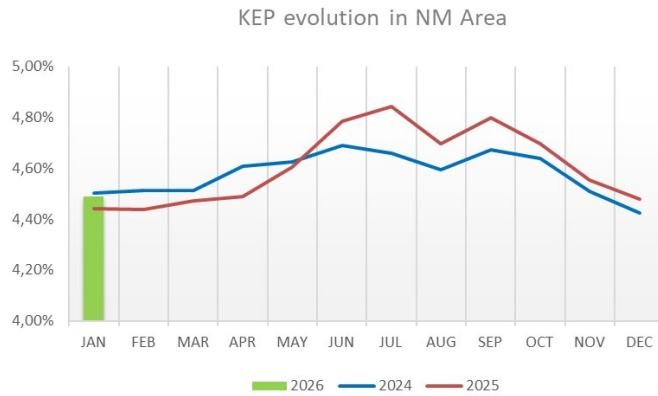


NM estimates that 2.8 million tonnes of fuel were burnt in the en-route flight phase in the NM area in January 2026.

5.2 Horizontal Flight Efficiency

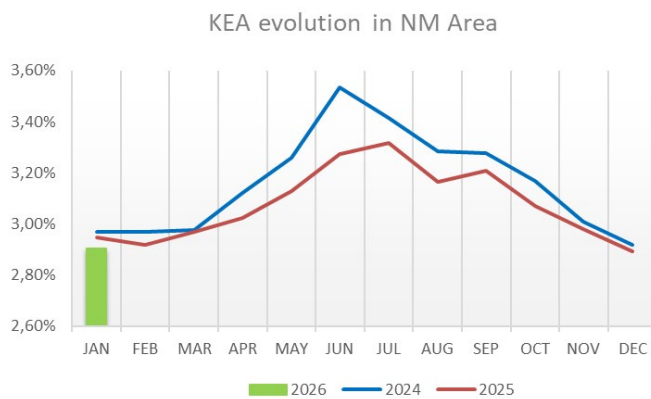
There are two horizontal flight efficiency KPIsⁱ. The indicators provide a measure of the average en-route additional distance with respect to the great circle distance. One is based on the last filed flight plan (KEP) and the other on actual trajectory (KEA).

KEP began 2026 between 2024 and 2025 while KEA started below both levels.



KEP indicator (4.49%) exceeded 2025 but was lower than 2024 level.

NM Flight Efficiency Taskforce continues to support AOs to further improve their flight planning.



KEA indicator (2.90%) was below 2024 and 2025 levels.

6. Notice

Traffic and Delay Comparisons

All traffic and delay comparisons are between report month and equivalent operational period of the previous year.

Traffic Monitoring

Country traffic counts are based on arrival and departure traffic; overflights are excluded.

NM Area

All figures presented in this report are for the geographical area that is within Network Manager's responsibility (NM area). For further information on the NM Area go to the Reporting Assumptions and Descriptions document available on the EUROCONTROL website at <https://www.eurocontrol.int/network-performance>

Regulation Reason Groupings

For further information on the NM Area and the regulation reason groupings, go to the Reporting Assumptions and Descriptions document available on the EUROCONTROL website at <https://www.eurocontrol.int/network-performance>

Airline Groupings

Description and definition available on the EUROCONTROL website <https://www.eurocontrol.int/directory/airline-groups-lookup>

ATFM Statistics dashboard

More detailed information available via the [ATFM Statistics dashboard](#)

FATHOM dashboard

Interactive analysis tool to access archived data [FATHOM interactive dashboard](#)

Network Operations Analysis document

ATFM statistics provides an alternative source of network traffic and ATFM delays. <https://www.eurocontrol.int/dashboard/air-traffic-flow-management-statistics-dashboard>

And stakeholders can use FATHOM for a more detailed view of their operational performance. <https://www.eurocontrol.int/tool/network-manager-interactive-analysis-tool>

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ⁱ More information on KEP and KEA, see [ANS performance page](#).



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