EUROCONTROL

Monthly Network Operations Report

Analysis July 2026

CONSORTIUM COORDINATOR sesar DEPLOYMENT MANAGER

FOUNDING MEMBER sesar JOINT UNDERTAKING

NETWORK MANAGER

1. Executive Summary

July 2026 was marked by sustained **traffic growth** across the European network, culminating in a new all-time traffic **record** of **37,659** daily flights on **24 July**, the fourth network record of the summer season. Monthly traffic remained consistently above 36,000 daily flights, **exceeding** 2025 levels by around **2-3%** and eventually surpassing 2019 traffic levels by **0.4%** on a year-to-date basis. Numerous airports, ACCs and airlines set new traffic records throughout the month, particularly in Southern and South-Eastern Europe. The **intra-NM southwest axis** increased by **3.6%,** while the **intra-NM southeast axis** increased by **1.4%,** contributing to the overall network variation.

Airspace restrictions linked to both the **Middle East situation** and the **Russian** war of aggression against Ukraine continued to affect network operations in July 2026. Middle East **conflict-zone advisories** and Gulf risk measures contributed to longer Europe-Asia routings, while the continued closure of **Ukrainian airspace** and restrictions over **Russian airspace** maintained structural constraints on major international traffic flows.

Large **wildfires** across **France, Spain and Greece** added further pressure to the European network during July 2026. In southwest France, fires near Bordeaux ACC reduced controller availability and delayed infrastructure repairs, generating around **85,000 minutes** of delay, while major wildfire outbreaks in Spain triggered evacuations, emergency response operations and localised airspace disruptions. Although convective weather remained the dominant delay driver, wildfire-related restrictions, smoke avoidance measures and staffing impacts contributed to network complexity, particularly in western Mediterranean airspace.

Compared with July 2025, only the **Low-cost** and **Mainline** segments recorded **growth** (excluding overflights). Low-cost was the main contributor, adding **814 flights per day** (+6.4%), almost three times the Mainline increase of **289 flights per day** (+2.5%). Mainline growth was limited by capacity reductions at some flag carriers, linked to the Middle East crisis and higher jet fuel prices. All other segments declined, with Charter (-15.2%) and Regional (-6.1%), followed by All-cargo (-5.7%) and Business aviation (-0.8%).

Five of the Top 20 ACCs—Karlsruhe, Ankara, Budapest, Sofia, Langen—had less traffic compared to the same period last year. **Twenty-three** ACCs reached new daily traffic records in July.

The busiest airport was **Istanbul** (1,616 flights/day) followed by **Amsterdam Schiphol** (1,408 flights/day), **Paris Charles de Gaulle** (1,404 flights/day), **Frankfurt** (1,332 flights/day) and **London Heathrow** (1,330 flights/day). Seven airports from the Top 20 saw traffic decrease compared to July 2025. **Twelve** airports reached new daily traffic records in July (arr/dep).

Ryanair was the busiest operator in July, with an average of 3,937 movements (+6.7%) per day followed by **easyJet** (1,885 mov/day), **Turkish Airlines** (1,811 mov/day), **Wizz Air** (1,249 mov/day) and **Air France** (1,174 mov/day). **Nine airlines/airline groups** reached new daily traffic records in July for flights within the EUROCONTROL region: Aegean Group, Air Serbia, easyJet Group, Jet2.com, Pegasus, Royal Air Maroc, Sky Express, Turkish Airlines Group, Wizz Air Group.

Operational performance during the month was largely driven by **weather**. Early July saw widespread **convective activity** across Germany, Northern Italy, Central Europe and the Balkans, while mid-month was characterised by extensive thunderstorms affecting France, Germany, the Alps and other core network areas. Several days recorded exceptionally high **lightning activity** and significant weather-related disruption, generating substantial ATFM delay and challenging forecast accuracy. Despite these conditions, collaborative network management helped mitigate the impact, limiting the level of disruption experienced by airspace user.

Network on-time performance **improved** overall. Both Network departure and arrival punctuality increased compared to the same period last year. Arrival punctuality improved year-on-year on both intra-NM axes, increasing by **7.4 p.p.** on the southwest axis and by **4.2 p.p.** on the southeast axis. **Longer arrival delays** (those >30 and >60 minutes) compared to the Scheduled Time of Arrival slightly decreased (13 days vs. 19 days in July 2025).

ATFM delay totaled **3,718,095 minutes** in July, **30.4%** below July 2025, although the year-on-year comparison is affected by the high delays generated by French ATC industrial action in July 2025.

En-route ATFM delay represented **81.0%** of total ATFM delay and airport was **19.0%.** Total en-route ATFM delay decreased by **30.5%** and airport ATFM delay decreased by **29.8%**. En-route weather was the main driver, down by **32.8%** compared with July 2025. En-route ATC capacity was the second-largest cause, down **by 39%**, followed by en-route ATC staffing. **Marseille ACC** was the main delay contributor, although its delay decreased by **51.9%** year-on-year; ATC staffing issues accounted for more than half of its total delay.

The **average en-route ATFM delay** per flight for the network was **2.67** minutes in July - better than the same period last year. The **YTD** en-route delay was **1.32** minutes, lower than in 2025.

NM estimates that **3.5 million tonnes** of fuel were burnt in the en-route flight phase in the NM area in July.

The six summer priorities – **Delivering agreed capacities**, **capacity and weather-based operations**, **realistic schedules**, **prioritising first rotation**, **disciplined flight plan execution and P-DPI**, **technological modernisation** – guided operational actions in July. Despite ongoing weather disruption and capacity constraints, strengthened stakeholder coordination helped **maintain** network performance during sustained **summer peak traffic**.

The **NOP delivery** is aligned with the agreed NOP for the vast majority of the ANSPs.

In July **CWBO**[iii] **measures** were applied throughout the month (31 days), rerouting **3,849 flights** and saving **1,091,747 minutes** of ATFM delay.

Realistic schedules were better with an improvement of the network's average available turnaround time.

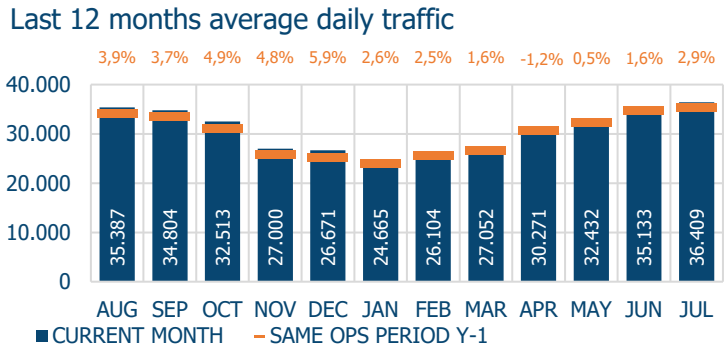
First rotation arrival punctuality **(86.7%)** and departure punctuality **(80.7%)** increased compared to last year, +1.1 p.p. and +3.2 p.p. respectively.

Network predictability: NM estimates that **20.0%** of flights in the intra NM area in July 2026 did not adhere to the RFL (Request Flight Level) by at least 1000 feet, -5.6 p.p compared to the same period last year. By identifying variant traffic, NM gains additional insight into trajectory predictability.

The **P-DPI**[i] **trial** covered approx. **326.000 flights**. The predictability between 180 and 60 minutes prior to EOBT improved by **26.4%.** The estimated delay saving reached **219.841 minutes,** which equals approx. **21.8%** of the total ATFM delay attributable to the flights covered by the trial**.**

The monitored **Datalink performance** indicators remained broadly **stable**, confirming the sustained performance observed in recent months.

2. Traffic evolution



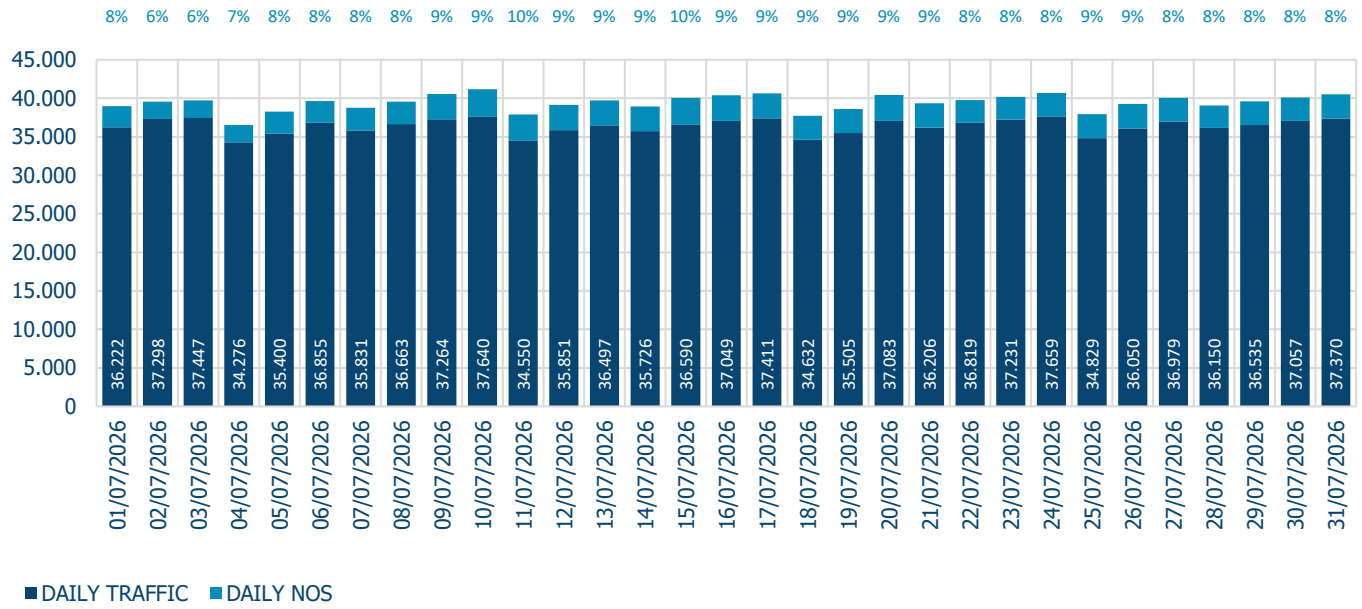
There were **1,128,675 flights** throughout Europe in July 2026, **2.9% up** compared to the same period last year.

Compared with July 2025, network growth (excluding overflights) was mainly driven by **continental Spain** (+347 flights/day) and **Italy** (+315 flights/day), both supported by additional capacity from the Wizz Air and Ryanair Groups. The next largest contributors were **Israel** (+136 flights/day), **Poland** (+134 flights/day), **UK** (+116 flights/day), and **Greece** (+108 flights/day); together, these six states accounted for 68% of July 2026 growth. By market segment, only **Low-cost** and **Mainline** increased. Low-cost remained the main driver,

adding 814 daily flights **(+6.4%),** almost three times the Mainline increase of 289 daily flights **(+2.5%)**. Mainline growth was weaker, partly due to capacity reductions by some flag carriers, including Lufthansa Group, which removed around 20,000 flights from its summer schedule amid the Middle East crisis and higher jet fuel prices. Other segments declined: **Charter** recorded the sharpest fall **(**-205 flights/day, **-15.2%),** mainly due to fewer flights to and from Türkiye, Germany, Israel and Greece; **Regional** decreased by 243 flights/day **(-6.1%),** partly following the closure of Lufthansa's CityLine subsidiary in April 2026; All-cargo was down 5.7%, partly due to fewer domestic flights in Sweden; and Business aviation decreased by 0.8%.

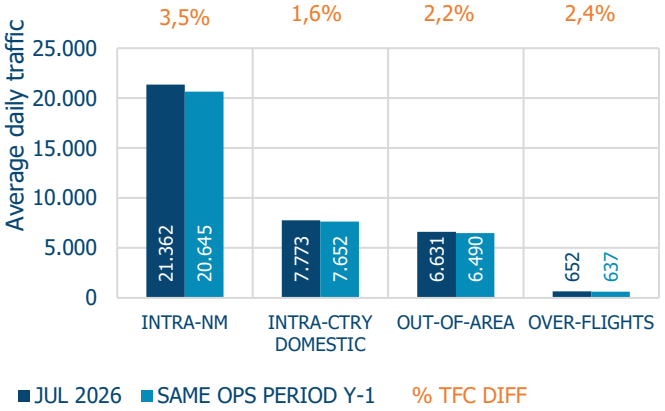
Traffic repeatedly reached record levels throughout the month, culminating in a new **all-time** network record of **37,659 flights on 24 July**.

Daily network traffic evolution

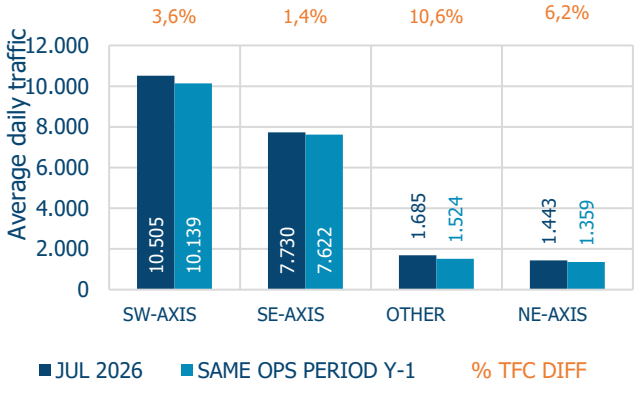


On average**, 7.9%** of scheduled traffic did not operate in July (see Non-Operated Schedules).

Type of traffic



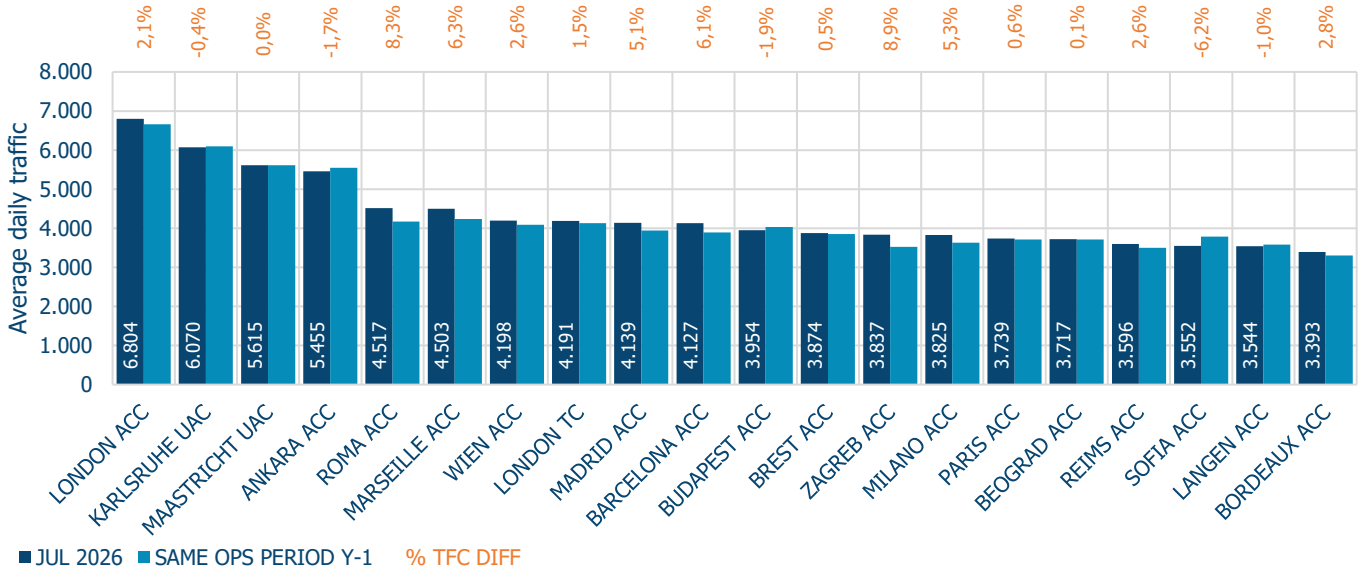
Intra-NM daily traffic



Traffic increased by **3.6%** on the **intra-NM southwest** axis and by **1.4%** on the **intra-NM southeast axis**, supporting the overall network traffic growth of 2.9%.

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.

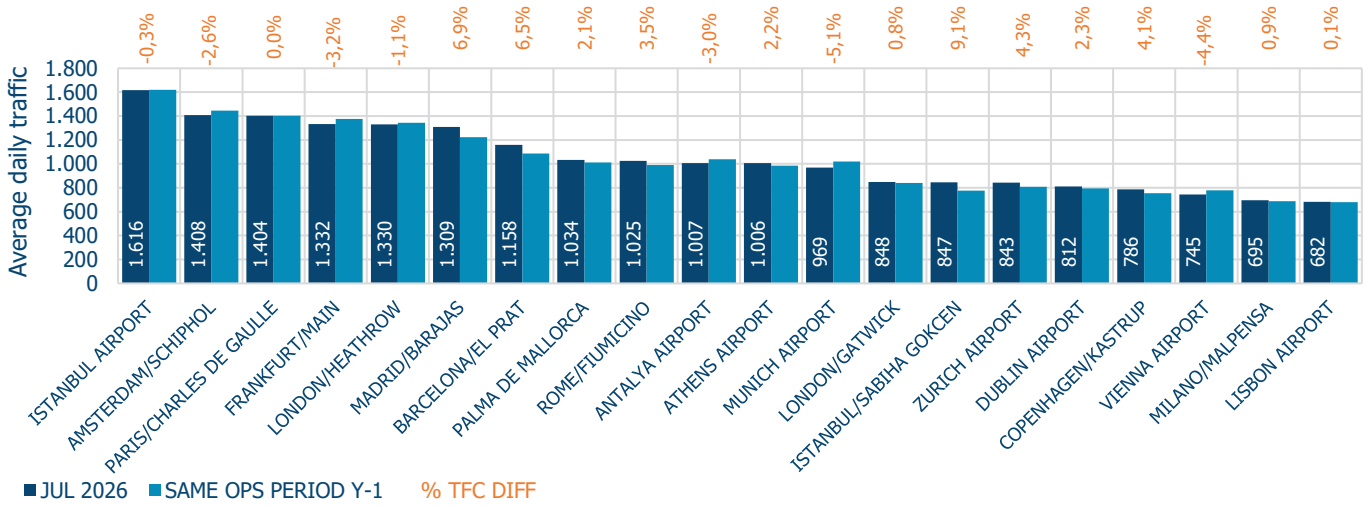
July 2026 | Top 20 ACC daily traffic



London ACC was the busiest followed by **Karlsruhe UAC**, **Maastricht UAC**, **Ankara** and **Roma**. Five of the Top 20 saw a decrease in traffic compared to last year.

Twenty-three ACCs reached new daily traffic records in July: Athens, Barcelona, Beograd, Bordeaux, Brest, Dublin, Geneva, Istanbul, Lisboa, Ljubljana, London, Madrid, Marseille, Nicosia, Palma, Praha, Roma, Sarajevo, Skopje, Tirana, Vienna, Yerevan and Zagreb.

July 2026 | Top 20 Airports daily traffic

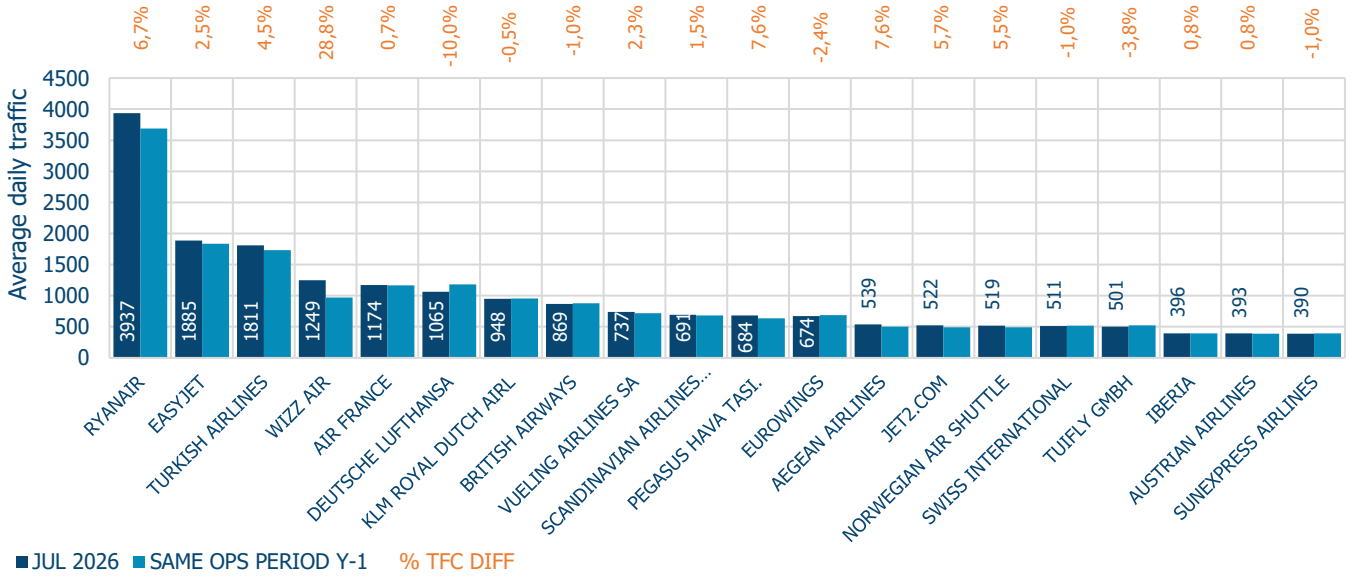


The busiest airport was **Istanbul** (1,616 flights/day) followed by **Amsterdam Schiphol** (1,408 flights/day), **Paris Charles de Gaulle** (1,404 flights/day), **Frankfurt** (1,332 flights/day) and **London Heathrow** (1,330 flights/day).

Seven airports from the Top 20 saw traffic decrease compared to July 2025.

Twelve airports reached new daily **traffic records** in July (arr/dep): Alicante, Belgrade, Bratislava, Chisinau, Istanbul Sabiha Gökçen, London Stansted, Malaga, Podgorica, Roma Fiumicino, Skopje, Tbilisi and Tirana.

July 2026 | Top 20 Air Operator groups daily traffic



Ryanair was the busiest operator with an average of 3,937 movements (+6.7%) per day followed by easyJet (1,885 mov/day), Turkish Airlines (1,811 mov/day), Wizz Air (1,249 mov/day) and Air France (1,174 mov/day).

Seven of the Top 20 airlines operated fewer flights compared to July 2025. **Lufthansa** traffic decreased by 12.4%, largely driven by the restructuring of Lufthansa Group's regional operations following the closure of CityLine.

Wizz Air traffic increased by **around 25% year** on year in July 2026, mainly driven by a significant expansion in capacity following new aircraft deliveries. Growth reflects continued network and base expansion, notably in Italy, alongside the ramp-up of the summer schedule with new routes and higher frequencies.

Nine airlines/airlines group reached new daily traffic records in July for flights within the EURCONTROL region: Aegean Group, Air Serbia, easyJet Group, Jet2.com, Pegasus, Royal Air Maroc, Sky Express, Turkish Airlines Group and WizzAir Group.

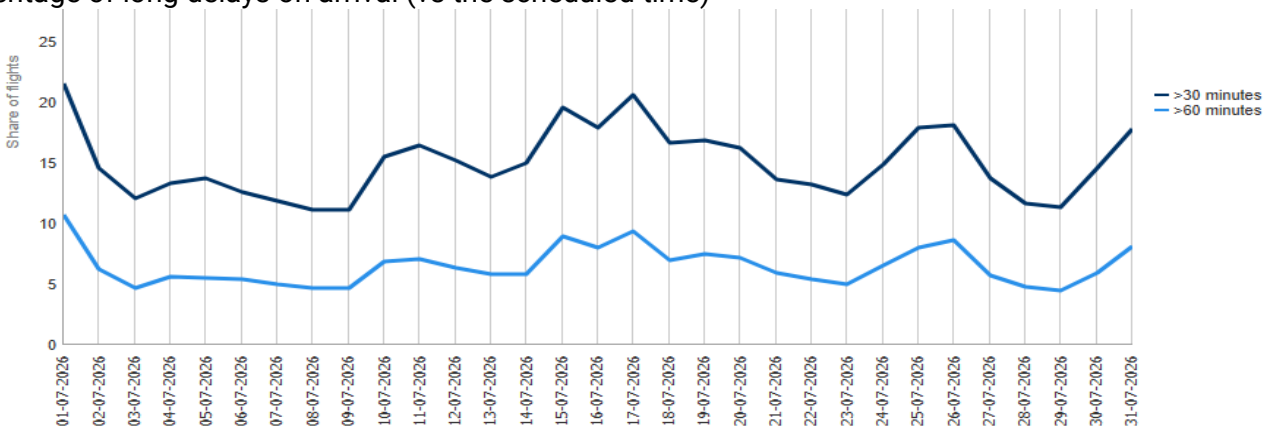
3. On-time performance

Overall, on-time performance in July 2026 **improved** compared with July 2025, partly reflecting the high delays caused by French ATC industrial action in the same month last year. **Weather** was the main factor behind the days with the highest delays and poor punctuality.

The Network experienced several periods of **widespread thunderstorms** affecting Central Europe, France, Germany, Northern Italy, the Alps and the Balkans. The most severe impact occurred during the middle of the month, when persistent convective weather generated extensive regulations, rerouting and significant ATFM delays.

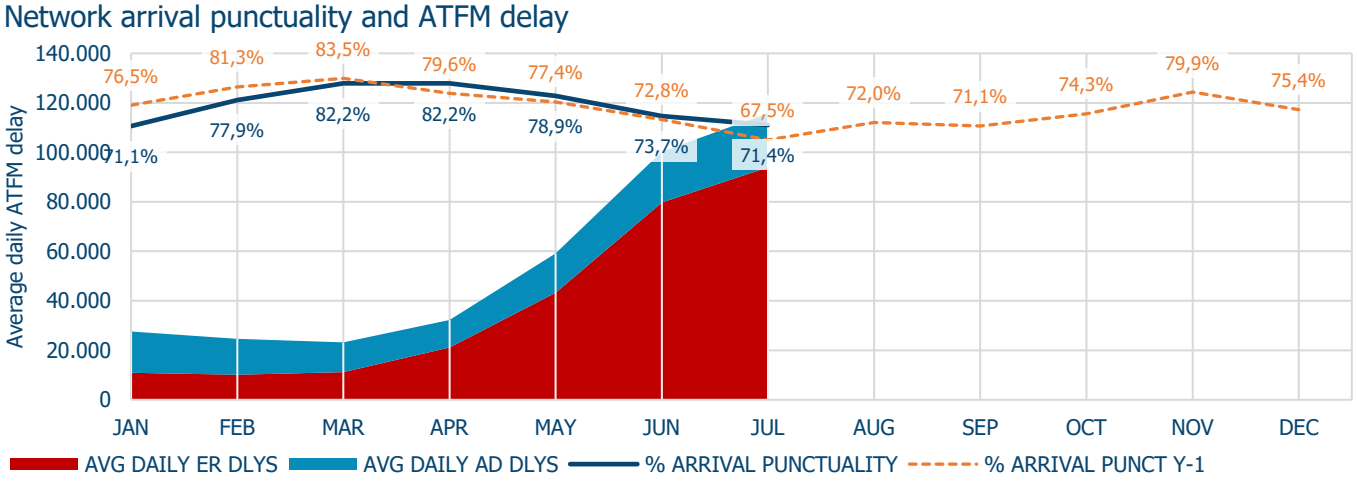
These weather events had a **direct impact** on punctuality. Delays increased at both en-route and airport level, particularly in areas already facing capacity constraints such as Marseille, Barcelona, Athens, Macedonia and Belgrade ACCs. Airports including Athens, Ben Gurion, Zurich and Palma also experienced weather-related disruption.

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



The graph above shows the daily evolution of **longer arrival delays** (>30 and >60 minutes) compared to the Scheduled Time of Arrival. Overall, days with a >15% share of long arrival delays slightly **decreased** (13 days vs 19 days in July 2025).

3.1. Arrival punctuality

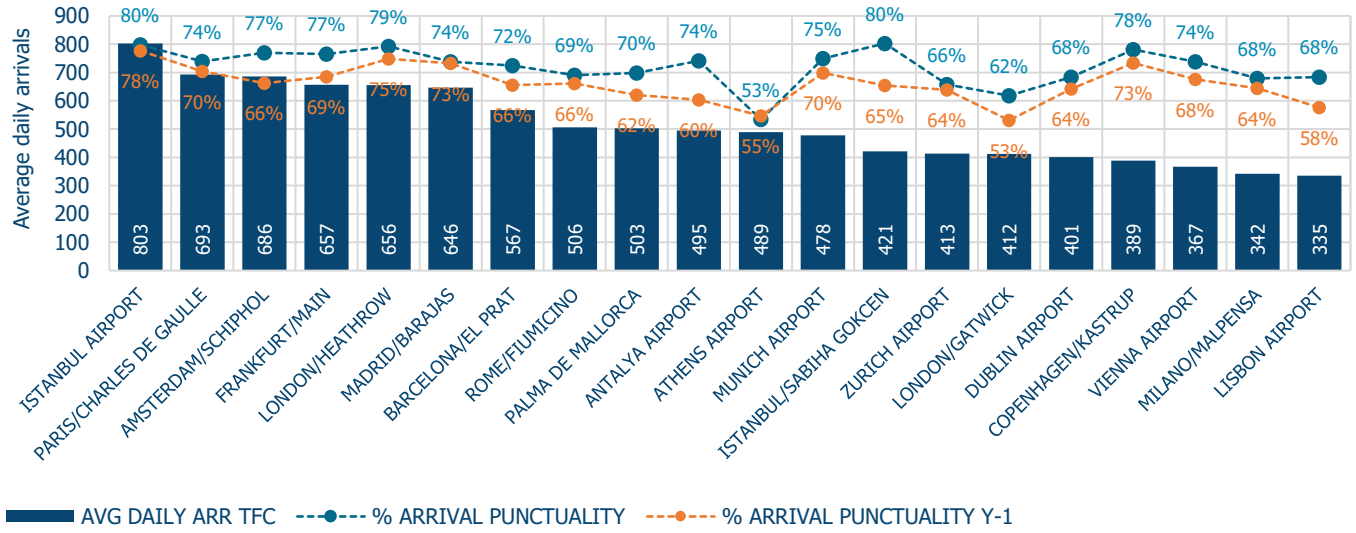


Network arrival punctuality **(71.4%)** was higher than July 2025 (+3.9 p.p.).

Domestic routes **(74.7%)** arrival punctuality was higher than the network level. Domestic routes represented 21.3% of the total traffic in July 2026.

Punctuality improved year-on-year on both intra-NM axes, increasing by **7.4 p.p.** on the southwest axis and by **4.2 p.p.** on the southeast axis.

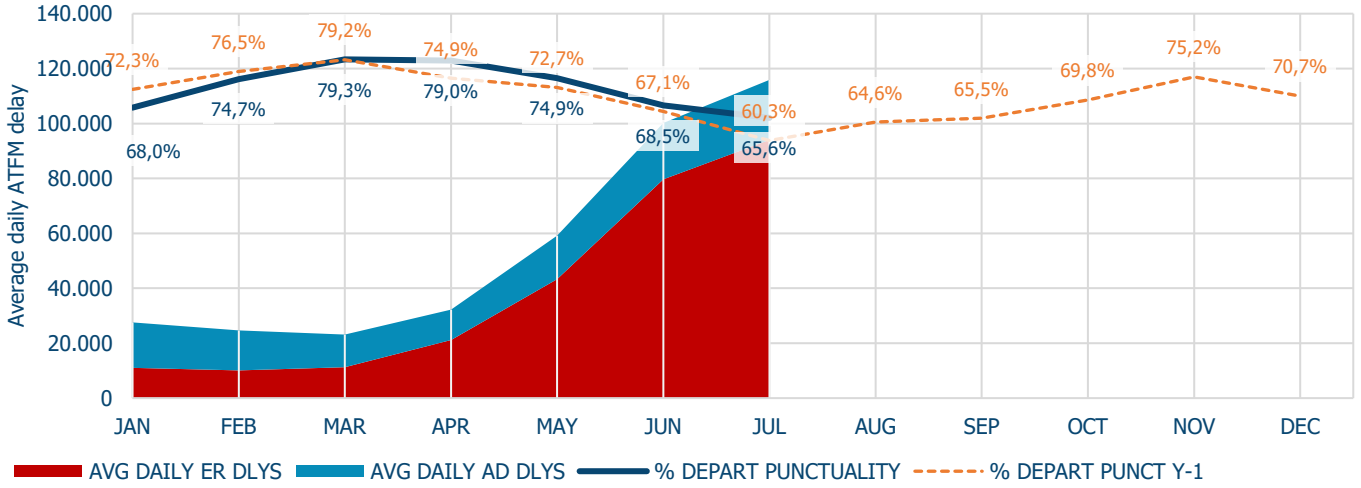
July 2026 | Top 20 Airport arrival traffic and punctuality



Airport punctuality at many of the Top 20 airports **improved** compared to July 2025. **Athens** saw lower punctuality as daily **ATC capacity regulations** caused delays, a few days also saw **weather regulations** for thunderstorms (09 and 24 July). Performance at **Antalya** improved as the airport experienced fewer aerodrome capacity regulations.

3.2. Departure punctuality

Network departure punctuality and ATFM delay



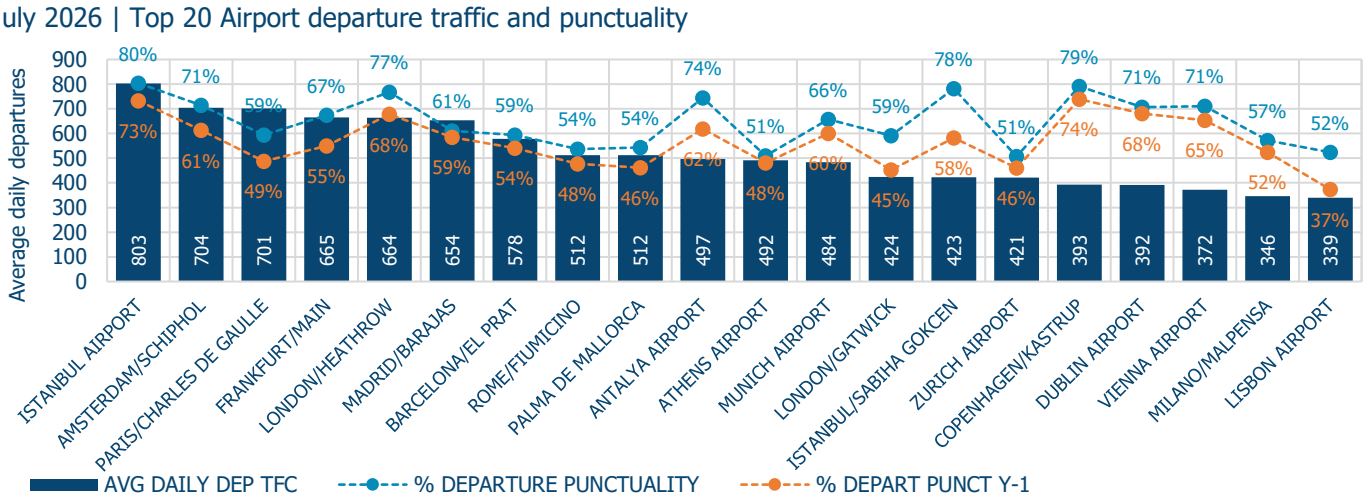
Network departure punctuality **(65.6%)** was above the level of July 2025 (+5.3 p.p.).

Punctuality on domestic routes was higher (**72.6%**) than punctuality at the network level.

Punctuality on the intra NM southeast axis reached 63.6% **(+5.4 p.p.)** and 65.1% **(+7.5 p.p.)** on the southwest axis in July 2026.

**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.



Departure punctuality at many of the Top 20 airports also **improved** when compared to July 2025. **Istanbul Sabiha Gökçen** saw better performance compared to last year where the airport saw nightly closures due to WIP. **Lisbon** continued to suffer from lower (albeit improved) on time departure performance with daily aerodrome capacity regulations still an issue, causing arrival delays and subsequent reactionary delays. **Zurich** suffered from delays for multiple reasons. Weather was the main cause (due to wind direction and thunderstorms), alongside aerodrome capacity regulations linked to the weather (non-optimum runway configuration), there were also delays due to lack of apron staff and taxiway work on going. **Paris Charles de Gaulle** initiated works-in-progress during July, with information indicating ongoing and phased taxiway rehabilitation works and associated closures. These infrastructure constraints have reduced operational flexibility during July.

4. Operations

4.1. Network Manager

Airspace restrictions linked to both the **Middle East situation** and the **Russian** war of aggression against Ukraine continued to affect network operations in July 2026. Middle East **conflict-zone advisories** and Gulf risk measures contributed to longer Europe-Asia routings, while the continued closure of **Ukrainian airspace** and restrictions over **Russian airspace** maintained structural constraints on major international traffic flows.

On 27 July, the Network Manager experienced a **partial outage of the CASA** (Computer Assisted Slot Allocation) system from 16:00 UTC until 18:14 UTC. Stakeholders were informed of the incident and of the potential need to activate Network contingency procedures. Early details pointed clearly there being **no indicatio**n of external interference or cyber activity. Following the event, NM implemented **additional protective measures** and enhanced recovery procedures, reducing the expected recovery time for a similar occurrence to less than 45 minutes, with a full investigation under way to be reported in the October NDOP (Network Directors of Operations meeting).

The number of requests received by **NMOC's E-Helpdesk** increased from 77,200 in June to 95,400 in July. Of these, 63,300 were submitted by Airlines, 13,500 by FMPs and 18,600 by Towers. Among all requests, 14,000 related flights identified as “critical” by the airlines.

NM's Operational Centre **reduced** en-route ATFM delays by **13.7%** and airport ATFM delays by **10.4%** through direct actions.

4.2. ATFM delays

ATFM delay totaled **3,718,095 minutes** in July, **30.4%** below July 2025, although the year-on-year comparison is affected by the high delays generated by French ATC industrial action in July 2025.

En-route ATFM delay accounted for **81.0%** of total ATFM delay, while airport delay represented **19.0%**. Total en-route ATFM delay decreased by **30.5%** and airport ATFM delay decreased by **29.8%**. En-route weather was the main driver, down by **32.8%** compared with July 2025. En-route ATC capacity was the second-largest

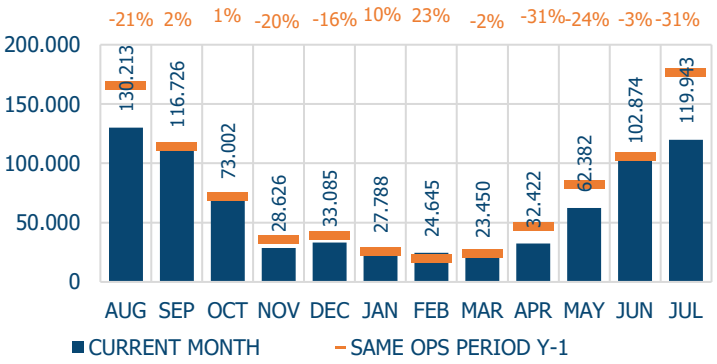
cause, down **by 39%**, followed by en-route ATC staffing.

Marseille ACC was the main delay contributor, although its delay decreased by **51.9%** year-on-year; ATC staffing issues accounted for more than half of its total delay.

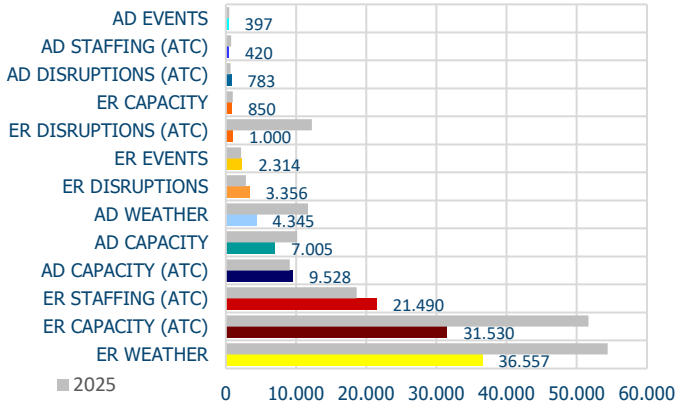
The average en-route ATFM delay per flight for the network was **2.67** minutes in July - better than the same period last year (3.95 minutes in July 2025). The YTD en-route delay was **1.32** minutes, lower than in 2025.

The network departure **schedule delay**[ii] was **16.2** minutes/flight in July, -7.4 minutes/flight compared to July 2025.

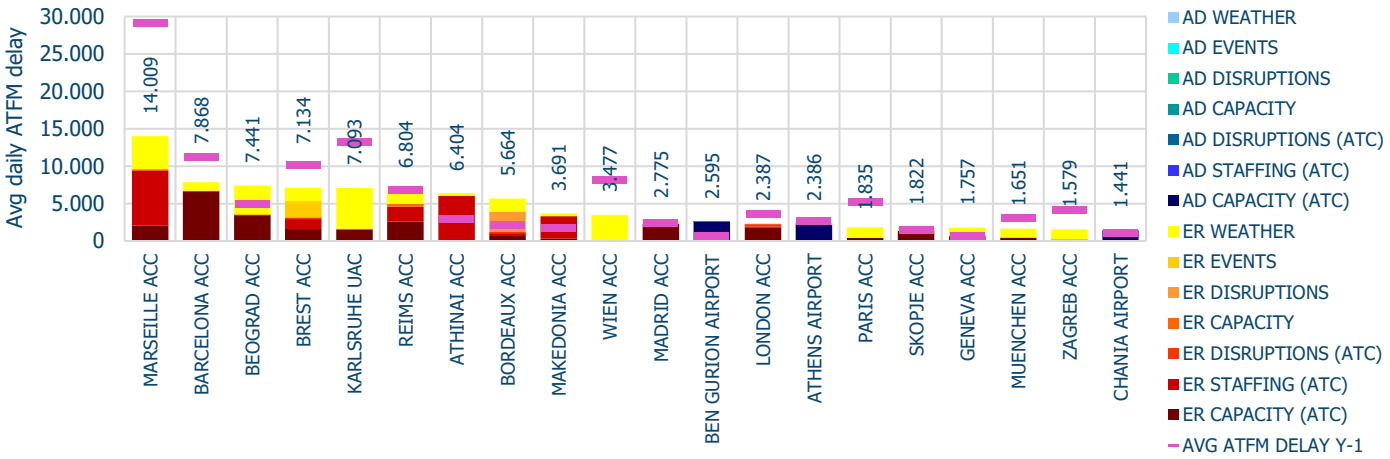
Last 12 months average daily ATFM delays



July 2026 | Reasons for ATFM delays



Top 20 delay reference locations in July 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:

- **Weather** impacted operations strongly in Karlsruhe UAC, Marseille and Beograd ACCs. The most severe impacts occurred during the middle of the month, when persistent convective weather generated extensive regulations.
- **Barcelona ACC** continued to record some of the highest **ATC capacity delays** in the Network, reflecting the continued challenge of matching sector capacity with strong summer traffic demand across the south-west axis.
- **Marseille ACC East and West** experienced more than 229,000 minutes of staffing-related delay.
- **ATC staffing** constraints in Athens ACC limited the ability to accommodate sustained high traffic demand.

4.2.1. Significant Events

There were many European events in July: Bastille Day celebration in France on 14 July, Farnborough International Airshow from 20-24 July, Belgium National Day fly-by on 21 July, final race of 2026 Men Tour de France in Paris on 26 July. NM and all operational stakeholders worked well together to handle these events smoothly and with relatively fewer network ATFM delays.

Events

- Sector availability in **Brest ACC** was limited and prompted ATFM delays on a daily basis due to the unavailability of Controllers removed from operational rostering for preparation and training pre-transition to a new ATFM system (4-Flight) planned for implementation in November 2027. ATFM delays totaled **67,294 minutes**.
- On-going **free route airspace** implementation over UK upper airspace generated **4,212 minutes** of ATFM delay in Prestwick ACC.

Technical

- ILS replacement at **Brussels airport** generated **4,495 minutes** of ATFM delay throughout the month.
- Work on going in the Control Tower at **Brest** between 01 and 27 July generated **4,090 minutes** of ATFM delay in Brest TMA and Brest ACC.
- Frequency issues combined with weather phenomena in **Marseille ACC** on 01, 10 and 25 July generated **5,140 minutes** of ATFM delay.
- ILS calibration at **Paris Orly** airport on 01, 08 and 15 July generated **2,888 minutes** of ATFM delay.
- **Naples Airport** temporarily suspended operations on 05 July after a Canadair firefighting aircraft suffered a landing gear malfunction and became stranded on the runway. The resulting runway blockage generated **1,039 minutes** of ATFM delay and several flights were diverted.
- Weather data issue in **London ACC** on 07 July generated **9,347 minutes** of ATFM delay.
- Frequency issues in **Bordeaux ACC** from 10 to 26 July generated **5,583 minutes** of ATFM delay.
- Radar maintenance at **Cagliari airport** on 11 July generated **2,724 minutes** of ATFM delay.
- Flight inspection and commissioning tests of the new ILS system at **Kraków Airport** between 25 and 28 July generated **5,812 minutes** of ATFM delay.
- Radar failure in **Athens ACC** on 26 July generated **2,122 minutes** of ATFM delay.
- Controller–Pilot Data Link Communications **(CPDLC)** outage in Brest ACC on 27 July generated **3,419 minutes** of ATFM delay.

Other

- **Large wildfires** across **France, Spain** and **Greece** added further pressure to the European network during July 2026. In southwest France, fires near Bordeaux ACC reduced controller availability and delayed infrastructure repairs, generating around **85,000 minutes** of delay, while major wildfire outbreaks in Spain triggered evacuations, emergency response operations and localised airspace disruptions. Although convective weather remained the dominant delay driver, wildfire-related restrictions, smoke avoidance measures and staffing impacts contributed to network complexity, particularly in **western Mediterranean** airspace.
- On **20 July**, due to late notice and un-coordinated **unavailability of waypoints** at the interface of London and Brest ACC, numerous flights had to be **re-routed** and high individual delays occurred.
- The additional **complexity** due to the Russian war of aggression against Ukraine generated:
  - 3,561 minutes of ATFM delay in **Warsaw ACC**.

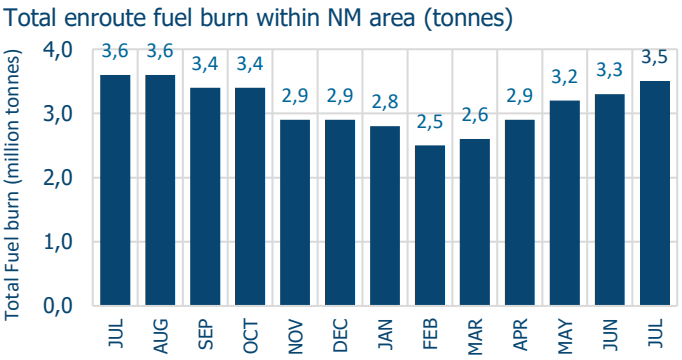
- 14.051 minutes of ATFM in **Budapest ACC.**

Industrial action

- ATC industrial action in Canary Islands at Fuerteventura and Lanzarote airports throughout July generated 3,145 minutes of ATFM delay.

4.3. Flight Efficiency

4.3.1. Fuel Burn

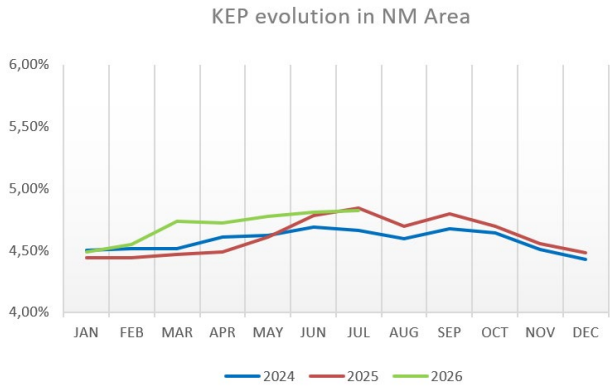


NM estimates that **3.5 million tonnes** of fuel were burnt in the en-route flight phase in the NM area in July 2026, slightly lower than last year.

4.3.2. Horizontal Flight Efficiency

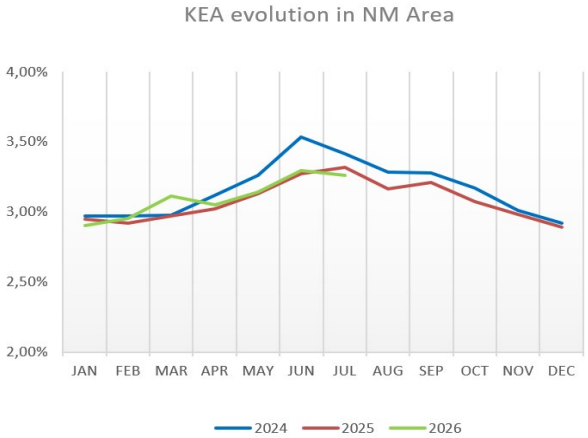
There are two horizontal flight efficiency KPIs. The indicators provide a measure of the average en-route additional distance with respect to the great circle distance. One is based on the last filed flight plan (**KEP**) and the other on actual trajectory (**KEA**).

KEP remained stable in July 2026 and slightly below 2025 levels, while **KEA** decreased and stayed below previous-year levels. The sharp rise in both indicators in March was partially attributed to developments in the Middle East, which led to airspace closures and required rerouting.



KEP indicator **(4.82%)** was below 2025 level.

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



KEA indicator **(3.26%)** was lower than the 2024 and the 2025 values.

4.4. Summer 2026 Network priorities

4.4.1. Delivering agreed capacities

The NOP delivery is aligned with the agreed NOP for the vast majority of the ANSPs. Out of the **68** ACCs included in the NOP:

- **59 ACCs** are currently delivering in accordance with the NOP
- **7 ACCs** are delivering in accordance with the NOP, but are impacted by significant bad weather and/or the Middle East Crisis (Barcelona, Paris, Zurich, Geneva, Tel Aviv, Skopje and Tbilisi ACCs)
- **2 ACCs** are not delivering in accordance with the NOP (Prestwick and Athens ACCs).

4.4.2. Capacity and Weather Based Operations (CWBO[iii])

Capacity and Weather Based Operations resumed at the beginning of May 2026.

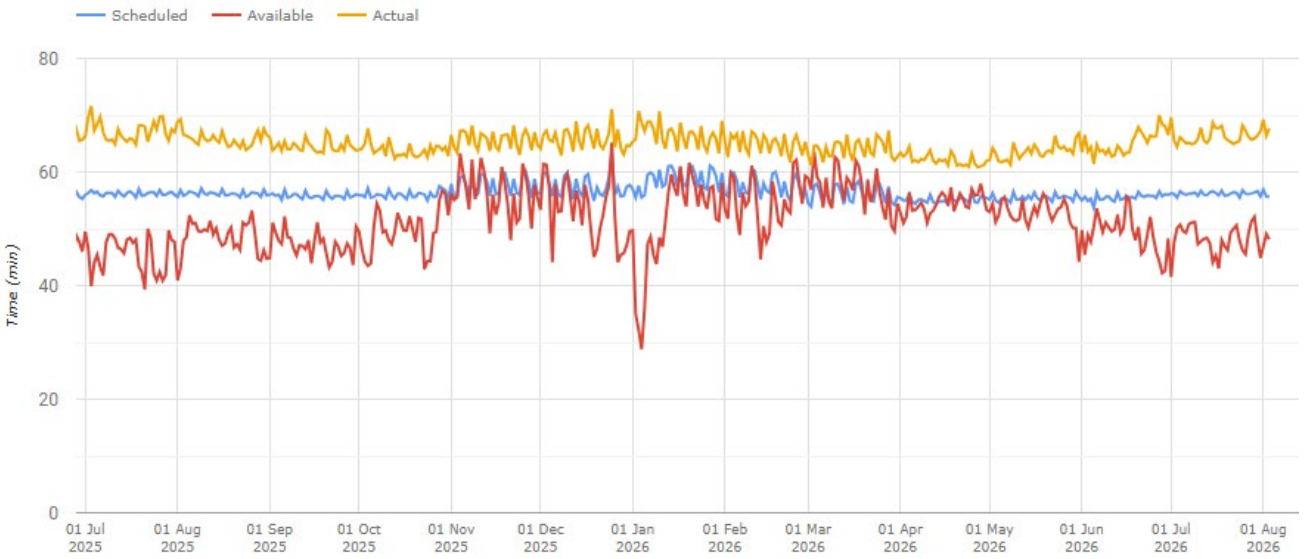
In July, CWBO measures were applied throughout the month (31 days), rerouting **3,849 flights** and saving **1,091,747 minutes** of ATFM delay.

	2026 July			
	Delay Saving	Stability Improvement	Rerouted Flights	Days Applied
Weather	717.978	12,78%	1.846	22
Capacity	121.140	8,93%	712	19
Network Stability	252.629	11,51%	1.291	17
Total	**1.091.747**	**11,07%**	**3.849**	31
RAD Suspensions	54			

4.4.3. Realistic Scheduling

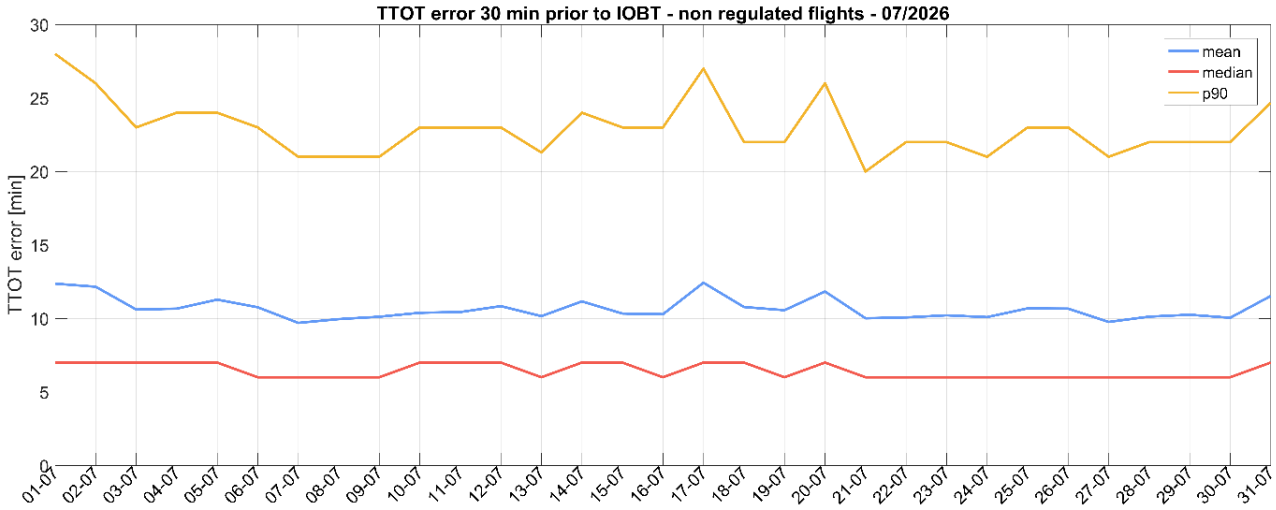
4.4.3.1. Turnaround

MIRROR's indicator shows that in July 2026 the network's average available turnaround time was a little **better than July 2025.** There were still a few days towards the end of the month where available turnaround time decreased below the scheduled time, such as 01 July where weather (mainly thunderstorms related) affected airports such as Munich and Zurich and 17 July where again weather due to thunderstorms saw delays at Munich, Frankfurt, Prague and Zurich.



4.4.3.2. **TTOT**

NM is monitoring TTOT[iv] calculation quality for the 33 A-CDM airports. The average error at a network level was **10.6 minutes** in July 2026, and equaled to 0.3 minutes of monthly increase, following the usual summer trend. At the same time, the value was **lower** than in July 2025, when the error was equal to 12.1 minutes. This month, **Prague** showed the lowest error value among the airports (7.9 minutes), while **Naples** recorded the highest error, reaching 18.2 minutes (5.4 minutes more than in June). 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.

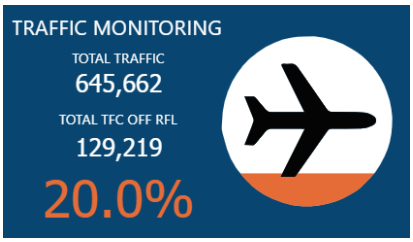


4.4.4. Prioritising first rotation

First rotation arrival punctuality **(86.7%)** and departure punctuality **(80.7%)** increased compared to last year, +1.1 p.p. and +3.2 p.p. respectively. During July, Network Operations ran a trial **First Wave Daily Call** involving representative Airlines, ANSPs and Airports of the Network held every day for 33 days (29 June to 31 July) at 09h30UTC. This call sought to **highlight** any issues in the provision of sector capacities against the Rolling NOP on the actual day of operation, any staffing or weather issues and any anticipated issues for the rest of the same day and the first wave of the following day. It also included Airports reporting on issues on the first wave, for the rest of the day, and for the following day, and the Airlines on non-ATFM related delays (ATFM being covered in the ANSP element of the call) **Feedback** on the usefulness and output of the trial is being collated with a view to continue in Summer 2027 for a longer period of time with a greater involvement from the Network stakeholders.

4.4.5. Disciplined Flight Plan Execution and P-DPI

4.4.5.1. Disciplined Flight Plan Execution



NM estimates that **20% of flights**[1] in the intra NM area in July 2026 did not adhere to the RFL (Request Flight Level) by at least 1000 feet, -5.6 p.p compared to the same period last year.

By identifying variant traffic, NM gains additional insight into trajectory predictability.

4.4.5.2. P-DPI trial

In July, the **P-DPI trial** covered approx. 326.000 flights. The predictability between 180 and 60 minutes prior to EOBT improved by 26.4%. The estimated delay saving reached 219.841 minutes, which equals approx. **21.8%** of the total ATFM delay attributable to the flights covered by the trial**.**

4.4.6. Technological modernisation datalink[2]

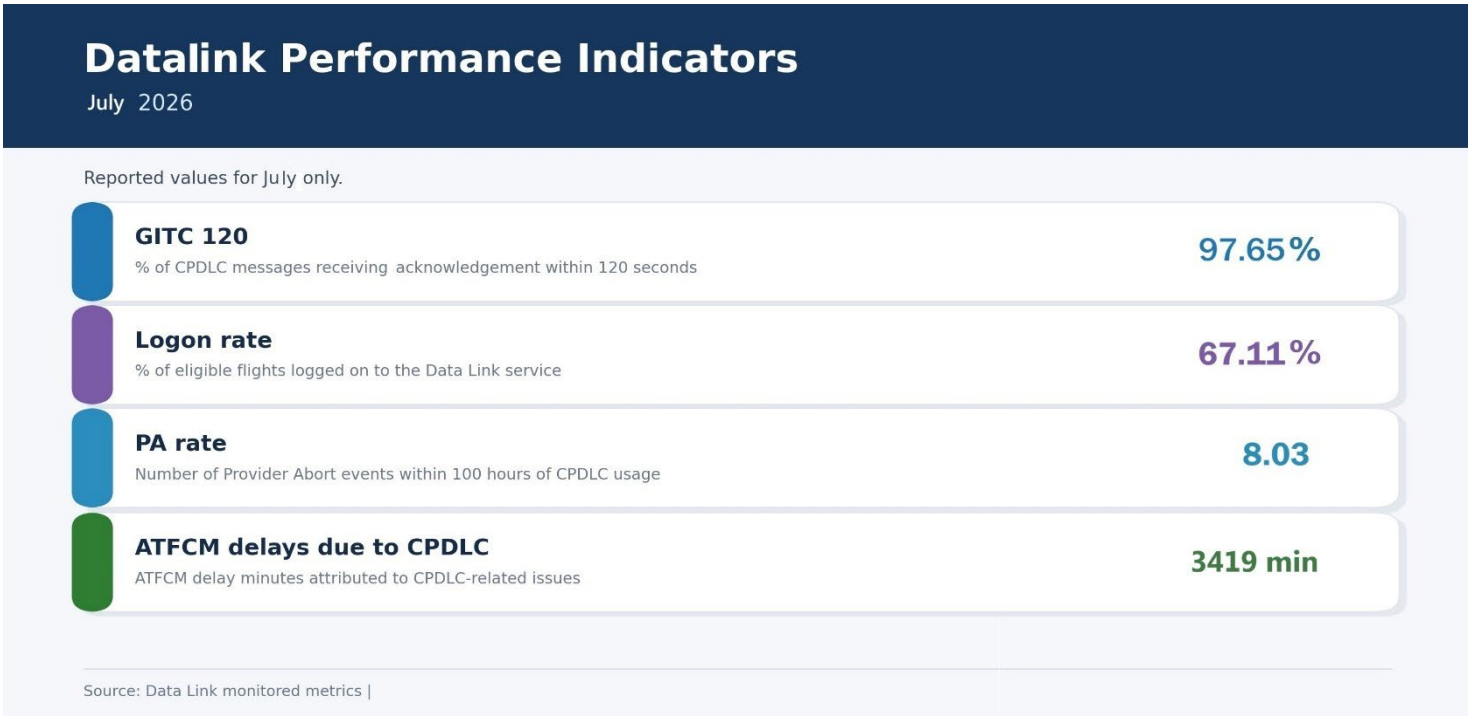
In July 2026, the monitored Datalink performance indicators remained **broadly stable**, confirming the sustained performance observed in recent months.

The **GITC**[iv]**(120)** indicator reached **98.0%**, compared with 97.70% in July 2025, remaining at the high levels observed over the past year.

The **Logon rate**[v] reached **67.11%**, compared with 69.19% in July 2025, representing a decrease of 2.1 percentage points year-on-year, while remaining above the target level of 65%.

The Network **PA**[vi] rate stood at **8.03**, compared with 9.51 in July 2025, representing a **15.6% year-on-year reduction**.

ATFCM delays attributable to CPDLC amounted to **3,419 minutes** in July 2026, compared with 3,300 minutes in July 2025, representing a slight year-on-year increase.



[1] *Flights filtered on 70 to 100% of distance where flights did not adhere to RFL*
[2] *More info on datalink available here:* https://www.eurocontrol.int/function/datalink

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] ***P-DPI:*** *Predicted Departure Planning Information.*

[ii] ***Departure schedule delay:*** *Actual Off-Block Time (AOBT) – Scheduled Off-Block Time (SOBT)*

[iii] *Weather specialists embedded in the NM Operations Centre (NMOC) worked in collaboration with EUMETNET and national MET providers to produce a daily European weather assessment to assist the NMOC with decision-making processes. Based on this weather assessment the potential impact of adverse weather combined with traffic demand and capacity, were assessed and anticipated, together with other events in the network such as airspace closures, industrial action, runway closures, etc.. This helped support early and consistent situational awareness for aircraft operators, airports, and Area Control Centres. In case of a severe weather occurrence or a significant capacity shortfall within an airspace, the NMOC was authorised to apply pre-agreed restrictions to selected routes through such airspace, re-routing flights initially planned along these routes to alternative airspaces with available capacity. This effectively reduced the traffic demand via these airspaces, assisting in the improvement of Network stability, and* reducing overall ATFM delay.

[iv] ***TTOT:*** *Target Take Off Time - It is the time at which an aircraft is expected to become airborne, taking into account airport operations, ATC constraints, taxi times, and any ATFM slot restrictions.*

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