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EUROCONTROL

EUROPEAN AVIATION OVERVIEW

10-16 Aug 2026

SUPPORTING EUROPEAN AVIATION

EUROCONTROL

20 August 2026

Headlines

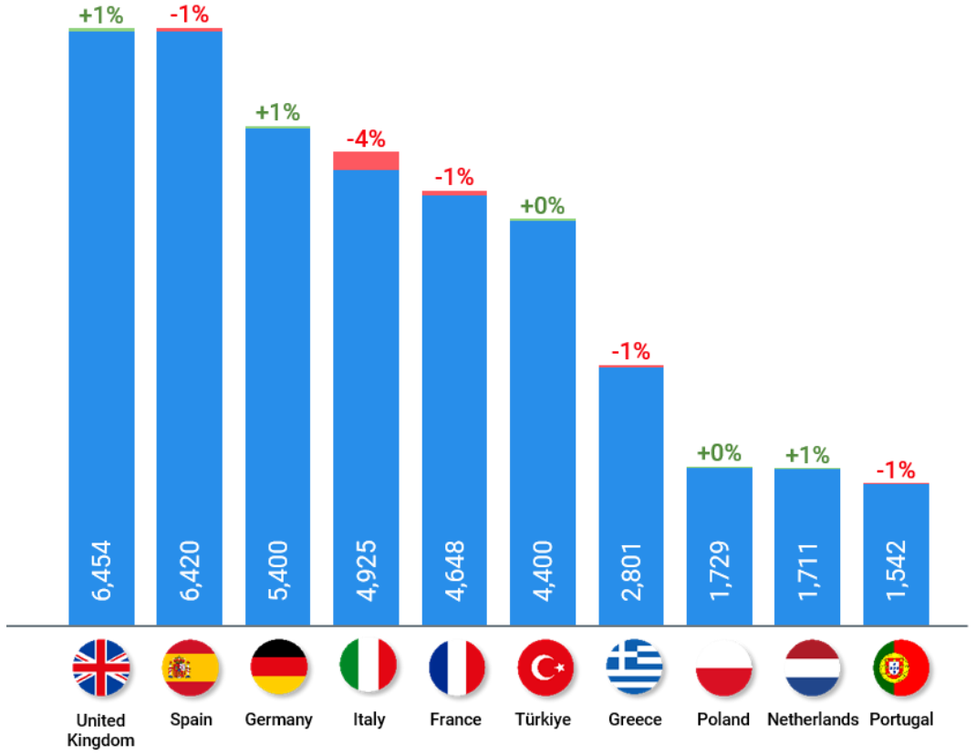
(Week 33, 10-16 Aug 2026)

- The network averaged 36,174 daily flights in Week 33, up 0.1% compared to Week 32 and 3% higher than in 2025.
- On average, capacity among the busiest 10 carriers remained stable (+0.1%) compared to the previous week. Four airlines recorded their highest-ever flight numbers: Turkish Airlines Group, Wizz Air Group, Pegasus and SunExpress in Week 33.
- At State level, the busiest 10 States recorded a decrease of 0.6% in flights compared to Week 32, most notably Italy (-4%), largely due to significant volcanic activity caused by Mount Etna that disrupted flights to/from Catania. By contrast, one State outside the top 10 (Ireland) recorded its highest-ever traffic in terms of daily arrivals/departures.
- At airport level, the busiest 10 remained stable compared to the previous week, while Dublin, Istanbul and Istanbul Sabiha Gökçen airports set new all-time daily flight records.
- Network arrival and departure punctuality were 74.2% and 66.7%, better than in the equivalent week of 2025.
- En-route ATFM delays decreased by 13% compared to the previous week, averaging circa 87K delay minutes per day, but were 3% below 2025 levels. Total air traffic flow management (ATFM) delay per flight was 3.1 mins/flight (2.4 for en-route and 0.7 for airport).
- ATC capacity & staffing was the top delay cause (56% of all en-route ATFM delays), and weather was the second (40%).
- The area control centres contributing the most to en-route ATFM delays (in mins/flight) were Marseille (4.1 mins/flight), Barcelona (3.6 mins/flight), Makedonia (1.8 mins/flight), Skopje (1.7 mins/flight), and Athens (1.6 mins/flight).
- On 14 August 2026, jet fuel prices closed at $3.9 per gallon, down 1% over the previous two weeks.
- EUROCONTROL billed 1,207 M€ in en-route charges in July 2026, up 3% compared to July 2025 driven by a 1% rise in unit rates, and a 1% increase in total en-route Service Units.

Top 10 busiest States

On week 10-16 Aug 2026

(all flights excl. overflights compared with previous week)



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Traffic situation

Average daily flights (including overflights)

Week 10-16 Aug 2026

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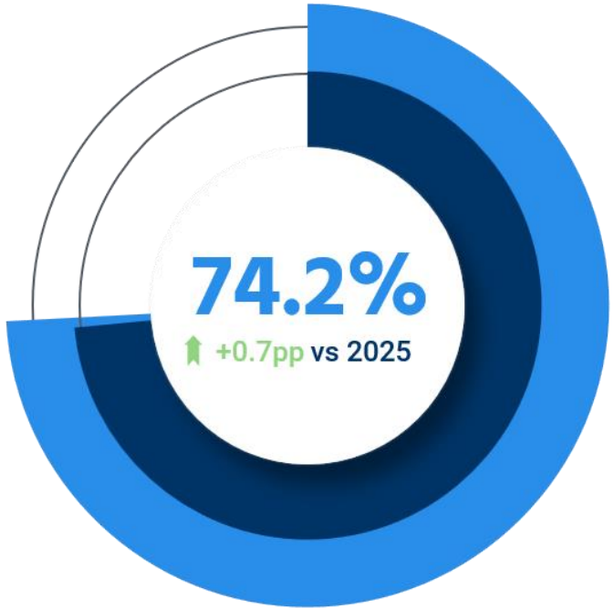
Arrival & departure punctuality

(all network scheduled flights)

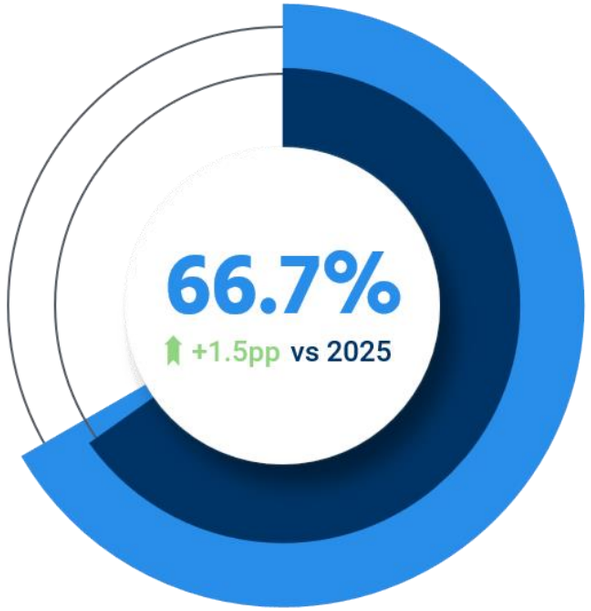
Week 10-16 Aug 2026

ARRIVAL PUNCTUALITY



73.5% _____ in 2025

DEPARTURE PUNCTUALITY



65.2% _____ in 2025

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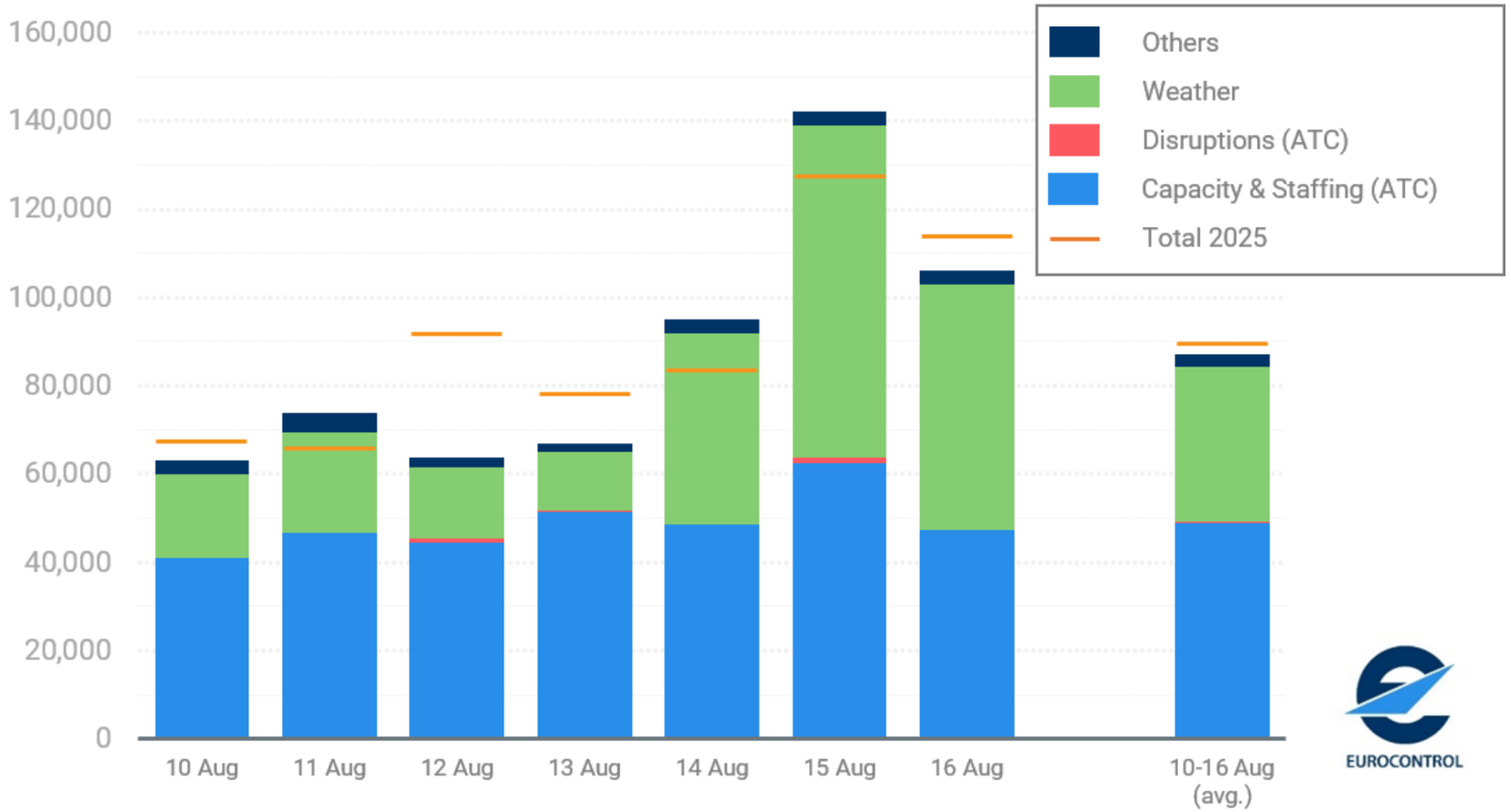
- Both arrival punctuality (74.2%) and departure punctuality (66.7%) improved compared with the same week in 2025, increasing by +0.7pp and +1.5pp respectively.
- **Tel Aviv** continued to experience daily ATC capacity regulations, with high delays recorded on 13 August.
- **Athens** also suffered from daily ATC capacity regulations.
- **Zurich** saw delays due to weather-related reasons linked to wind direction, which caused changes in runway configurations.
- **Barcelona** tower experienced a power failure on 12 August, resulting in significant delays and ten diversions. Weather (CBs) also affected the airport later that day.
- **Brussels** saw delays for aerodrome capacity due to runway works in progress on RWY25L/07R.

The charts show the share of flights arriving/departing no later than 15 minutes after/before the scheduled time (OTP15).

En-route ATFM delays

Delays per cause (EUROCONTROL Area)

In minutes (total daily and 7-day average) in 2026

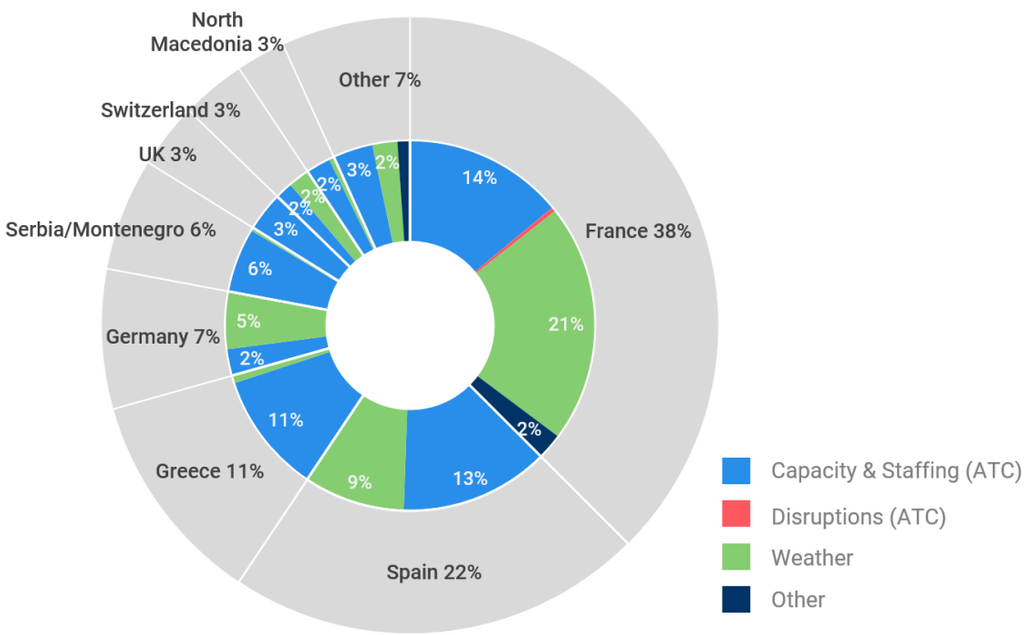


- Week 33 saw a 13% decrease in en-route ATFM delays compared to the previous week, averaging 87,280 minutes per day. En-route ATFM delays were 3% lower than during the corresponding operational week in 2025.
- ATC capacity & staffing accounted for 56% of all en-route ATFM delays, primarily affecting France, Spain, and Greece.
- Weather was responsible for 40% of all en-route ATFM delays, with the greatest impact in France and Spain.
- Other causes accounted for 3% of all en-route ATFM delays.
- There were 3.1 minutes of total ATFM delay per flight in Week 33, comprising 2.4 mins/flight en-route delay and 0.7 mins/flight airport delay. Total ATFM delay recorded a decrease of 10% compared to the previous week.

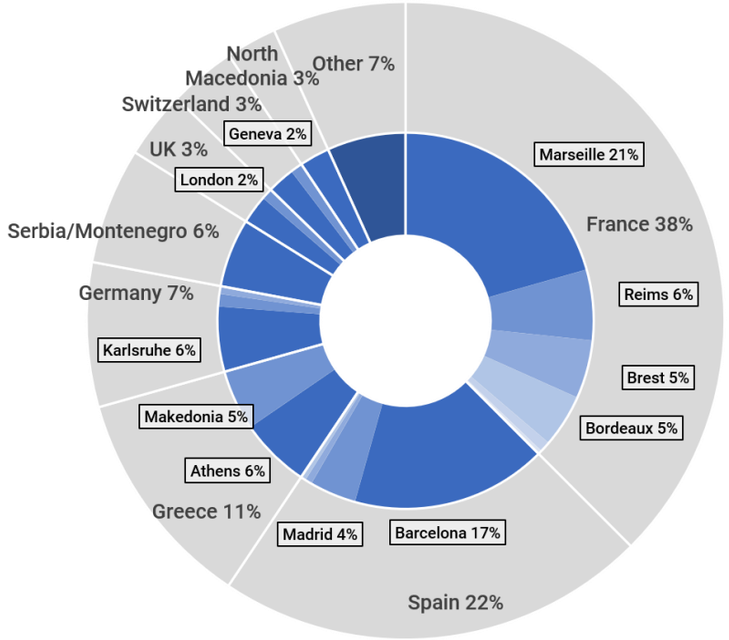
En-route ATFM delays by State, cause and ACC

Week 10-16 Aug 2026

En-route ATFM delays per cause for top 8 States

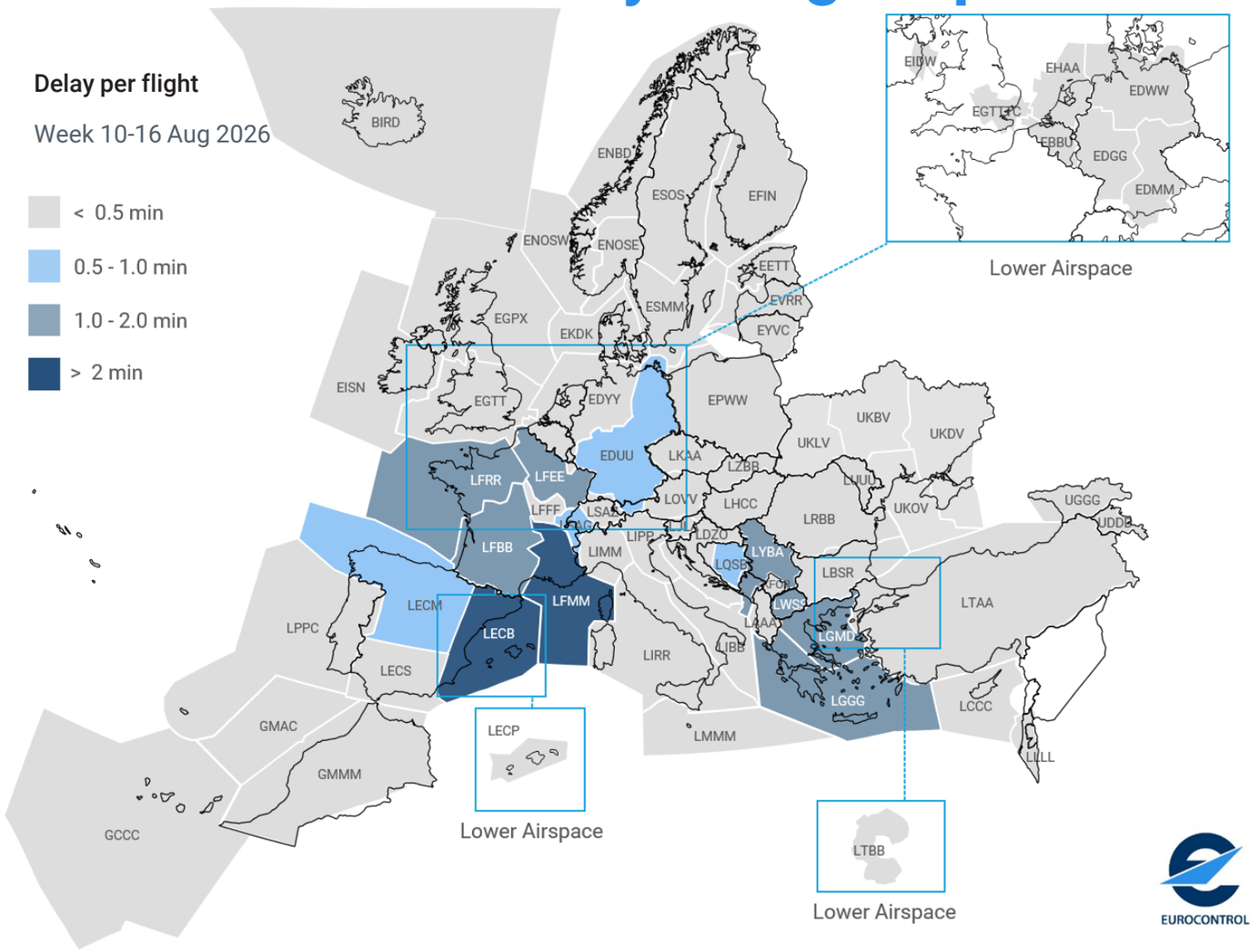


En-route ATFM delays per ACC for top 8 States



- France accounted for 38% of all en-route ATFM delays, primarily attributed to Marseille ACC (21%), Reims ACC (6%), Brest ACC (5%), and Bordeaux ACC (5%). The primary causes were Weather (21%, with a large share in Marseille ACC), ATC Capacity & Staffing (14%) and Other causes (2%).
- Spain accounted for 22% of all en-route ATFM delays, attributed to Barcelona ACC (17%) and Madrid ACC (4%), primarily due to ATC capacity & staffing (13%) but also weather (9%).
- Greece accounted for 11% of all en-route ATFM delays, mainly attributed to Athens ACC (6%) and Makedonia ACC (5%), due to ATC capacity & staffing (11%).
- Germany accounted for 7% of all en-route ATFM delays, attributed to Karlsruhe UAC (6%), due to weather (5%) and ATC capacity & staffing (2%).
- Serbia/Montenegro accounted for 6% of all en-route ATFM delays, mainly owing to ATC capacity & staffing (6%).

En-route ATFM delayed flights per Area Control Centre



- In Week 33, five ACCs recorded en-route ATFM delays above 1.5 mins/flight: Marseille (4.1 mins/flight), Barcelona (3.6 mins/flight), Makedonia (1.8 mins/flight), Skopje (1.7 mins/flight), and Athens (1.6 mins/flight).
- Marseille ACC: sector availability in both the Western and Eastern sector groups was compromised on a daily basis due to ATC staffing issues, however, the main issue of the week was complex convective weather complicating traffic management and limiting sector capacities, most notably on Tuesday, Friday, Saturday and Sunday. In the Eastern ACC, the loss of an ATC Frequency (Wednesday) and ATC Industrial Action (Saturday) further aggravated delays.
- Barcelona ACC: recorded daily ATC capacity and weather delays, most notably in the Sector Group where the number of available sectors remains limited. Convective weather was a particular issue on Wednesday and Saturday.
- Makedonia ACC: recorded ATC staffing delays on a daily basis although the number of available sectors matched the planned sector availability, with some moderate capacity delays (Tuesday and Wednesday), and some convective weather-related delays (Friday).
- Skopje ACC: faced daily ATC capacity delays with traffic being +15% higher than in 2025, with staffing delays on most days and weather delays on Thursday and Friday.
- Athens ACC: recorded delays due to ATC staffing on a daily basis although the number of available sectors matched the planned sector availability, with convective weather complicating traffic management on Friday.

Busiest 10 States

Departures and arrivals

Week 10-16 Aug 2026

No.	Country	Average daily flights	% prev week	% prev year
1.	United Kingdom	6,454	+1%	+2%
2.	Spain	6,420	-1%	+6%
3.	Germany	5,400	+1%	-1%
4.	Italy	4,925	-4%	+5%
5.	France	4,648	-1%	+1%
6.	Türkiye	4,400	+0%	+3%
7.	Greece	2,801	-1%	+5%
8.	Poland	1,729	+0%	+9%
9.	Netherlands	1,711	+1%	-2%
10.	Portugal	1,542	-1%	+3%

See all States

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- The busiest ten States collectively recorded a 0.6% week-on-week decrease in departure and arrival flights in Week 33, with five of the ten States reporting lower traffic compared to the previous week.
- Italy recorded the largest week-on-week decline (-4%), driven primarily by significantly weaker domestic traffic, and reduced flows to/from Catania owing to the eruption of Mount Etna. Spain, Greece, France, and Portugal each recorded a 1% decline: Spain and Greece both recorded declines on flows with the Nordic States (Norway, Denmark) while France recorded declines on its flows with Italy and on its domestic flows; Portugal and Spain recorded declines on their domestic flows too. Traffic in Türkiye and in Poland remained stable (+0%).
- Three States, the UK, Germany, and the Netherlands, recorded a +1% increase compared to the previous week.
- Compared to 2025, eight of the busiest 10 States recorded growth in arrival and departure flights: Poland and Spain posted the strongest increases (+9% and +6% respectively), followed by Italy and Greece (+5% each). In contrast, traffic declined in Germany and the Netherlands (-1% and -2% respectively).
- It is to be noted that Ireland (ranked 13th over Week 33) recorded its highest-ever traffic in terms of daily arrivals/departures (1,088 flights) on 14 August 2026.

Busiest 10 aircraft operators

Week 10-16 Aug 2026 (avg daily flights)

No.	Aircraft operator	Average daily flights	% prev week	% prev year
1.	Ryanair Group	3,892	-1%	+5%
2.	Turkish Airlines Group	1,873	+1%	+6%
3.	easyJet Group	1,867	-2%	-0%
4.	Wizz Air Group	1,271	-0%	+23%
5.	Air France Group	1,173	-0%	+0%
6.	Lufthansa Airlines	1,138	-1%	-8%
7.	KLM Group	955	+1%	-0%
8.	British Airways Group	868	+1%	-1%
9.	SAS Group	785	+12%	+4%
10.	Vueling	728	-2%	-1%

See top 40 airlines

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- The busiest 10 aircraft operators collectively maintained their flight numbers in Week 33 compared to the previous week (+0.1%).
- Four airlines/airline groups recorded a week-on-week increase: SAS recorded a +12% increase, largely expanding capacities on domestic flows in Sweden and Norway compared with Week 32 (the airline usually trims its summer flight capacity from late June through mid-August to prevent operational bottlenecks). Three other airlines recorded a modest 1% increase: Turkish Airlines, increasing its domestic flights within Türkiye; KLM, with more flights on the Netherlands ↔ France and the Netherlands ↔ UK flows; and British Airways, owing to a slight increase between Spain ↔ UK and Germany ↔ UK flows.
- Four airlines/airline groups recorded week-on-week declines: easyJet fell by 2%, mainly owing to fewer domestic flights within France and a reduction on the France ↔ Italy flow (Mount Etna eruption). Vueling also declined by 2%, owing to fewer domestic flights within Spain and a reduction on the France ↔ Spain flow. Two other airlines/airline groups each recorded a 1% decline: Ryanair and Lufthansa, with losses driven by reduced traffic at Catania (Mount Etna eruption).
- Four airlines/airline groups recorded higher flight volumes than in the equivalent week of 2025. Wizz Air led the growth (+23%), continuing to significantly outpace every other carrier. Turkish Airlines was next with a +6% growth, Ryanair rose by 5% and SAS gained 4%. Three airlines remained stable compared with last year (Air France, easyJet and KLM). Lufthansa recorded a decline of 8%, impacted by the closure of Lufthansa's subsidiary CityLine on 18 April 2026, while Vueling and British Airways slipped 1% each.
- It is to be noted that four airlines recorded their highest-ever traffic in terms of daily flights since they started operations:
  - Turkish Airlines Group (2,033 flights), Wizz Air Group (1,299 flights) and SunExpress (438 flights) on 16 August 2026.
  - Pegasus (717 flights) on 15 August 2026.

Europe’s 6 largest airline groups

Week 10-16 Aug 2026 (average daily flights)

No.	Aircraft operator	Average daily flights	% prev week	% prev year
1.	Ryanair Group	3,892	-1%	+5%
2.	Lufthansa Group	3,022	-1%	-5%
3.	IAG Group	2,493	-0%	-0%
4.	Air France-KLM Group	2,129	+0%	-0%
5.	Turkish Airlines Group	1,873	+1%	+6%
6.	easyJet Group	1,867	-2%	-0%

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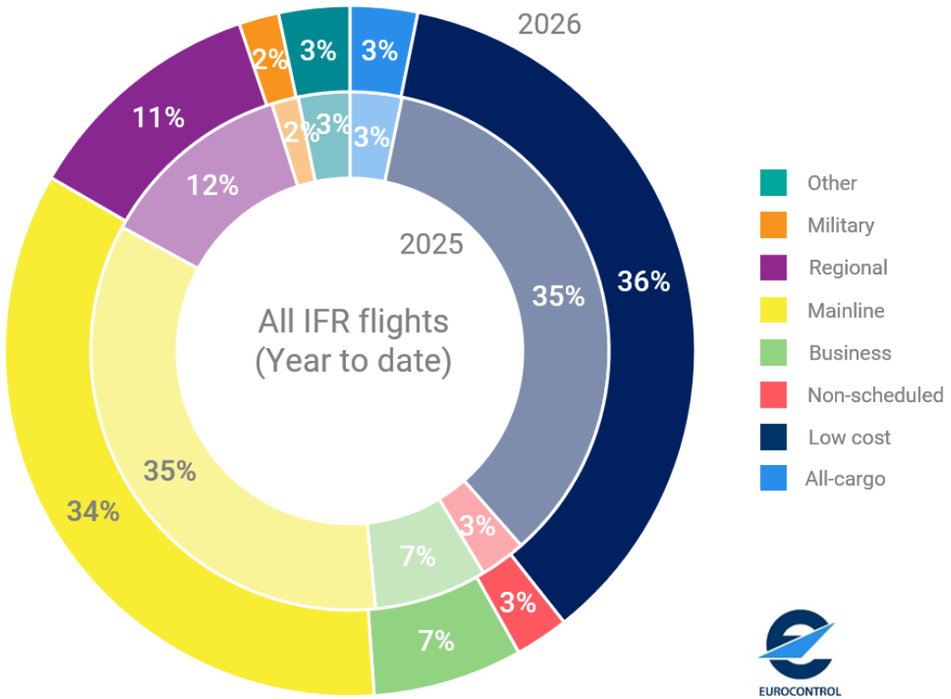
- The six largest European airline groups – i.e. aggregating the constituent members of Lufthansa, IAG and AFR-KLM Groups to join Ryanair, easyJet and Turkish Airlines Groups from the previous slide – in aggregate recorded a slight week-on-week decrease in flights (-0.5%).
- Turkish Airlines Group was the only airline group to post week-on-week growth, up by 1%. Three airline groups recorded declines: easyJet Group (-2%), Ryanair Group (-1%), Lufthansa Group (-1%), all partly affected by reduced traffic to and from Italy (volcanic eruption). IAG Group (-0%) and Air France-KLM Group (+0%) remained stable.
- Compared to 2025, two airline groups operated more flights: Turkish Airlines Group recorded the strongest growth (+6%), followed by Ryanair Group (+5%). easyJet Group (-0%), Air France-KLM Group (-0%) and IAG (-0%) remained unchanged. Lufthansa Group saw a 5% decrease, partly reflecting the closure of its regional subsidiary, CityLine.

Market segments in the EUROCONTROL Network

Average share of total flights (year to date)



No.	Market segment	Avg. flights	% prev week	% prev year
1.	Low Cost	13,734	-1%	+5%
2.	Mainline	12,580	+1%	+4%
3.	Regional	3,750	+0%	-7%
4.	Business	2,404	-1%	+5%
5.	Non-Scheduled	1,174	-3%	-13%
6.	Other	1,094	+4%	+11%
7.	All-cargo	935	-0%	+2%
8.	Military	516	+8%	+18%

- Year-to-date, Low-cost remained the largest market segment and the only segment to increase its market share, rising by 1 percentage point (pp) from 35% to 36%. Mainline slipped by 1pp to 34% from 35% share, like Regional (11%). Business aviation (7%), Non-scheduled (3%) and All-cargo (3%), all remained unchanged.
- Over the past week, among the passenger airline segments, Low-cost declined (-1%), owing to important reductions from Ryanair and easyJet. Mainline (+1%) expanded notably driven by SAS's expansion. Regional (+0%) and All-cargo (-0%) remained unchanged. In contrast, Non-scheduled and Business aviation saw drops of 3% and 2%, respectively.
- Compared to 2025, growth was concentrated in the Low-cost (+5%) and Mainline (+4%) segments, with Business aviation also up +5%. Non-scheduled traffic experienced the sharpest decline (-13%), partly driven by a significant reduction in charter traffic in Türkiye ↔ Türkiye, Germany ↔ Greece, Türkiye ↔ Germany and Moldova ↔ Türkiye. Regional (-7%) also declined, mostly due to domestic flows in Germany, Germany ↔ Poland, Germany ↔ France and the Netherlands ↔ UK.

Busiest 10 airports

Week 10-16 Aug 2026 (avg daily flights)

No.	Airport	Avg. daily dep/arr flights	% prev week	% prev year
1.	Istanbul	1,665	+0%	+2%
2.	Paris Charles de Gaulle	1,424	+0%	+1%
3.	Amsterdam	1,415	+1%	-3%
4.	London Heathrow	1,333	+1%	-1%
5.	Frankfurt	1,308	-1%	-5%
6.	Madrid Barajas	1,272	-0%	+6%
7.	Barcelona	1,120	-1%	+5%
8.	Palma de Mallorca	1,052	+1%	+4%
9.	Antalya	1,037	-0%	-2%
10.	Rome Fiumicino	1,017	-1%	+2%

See top 40 airports

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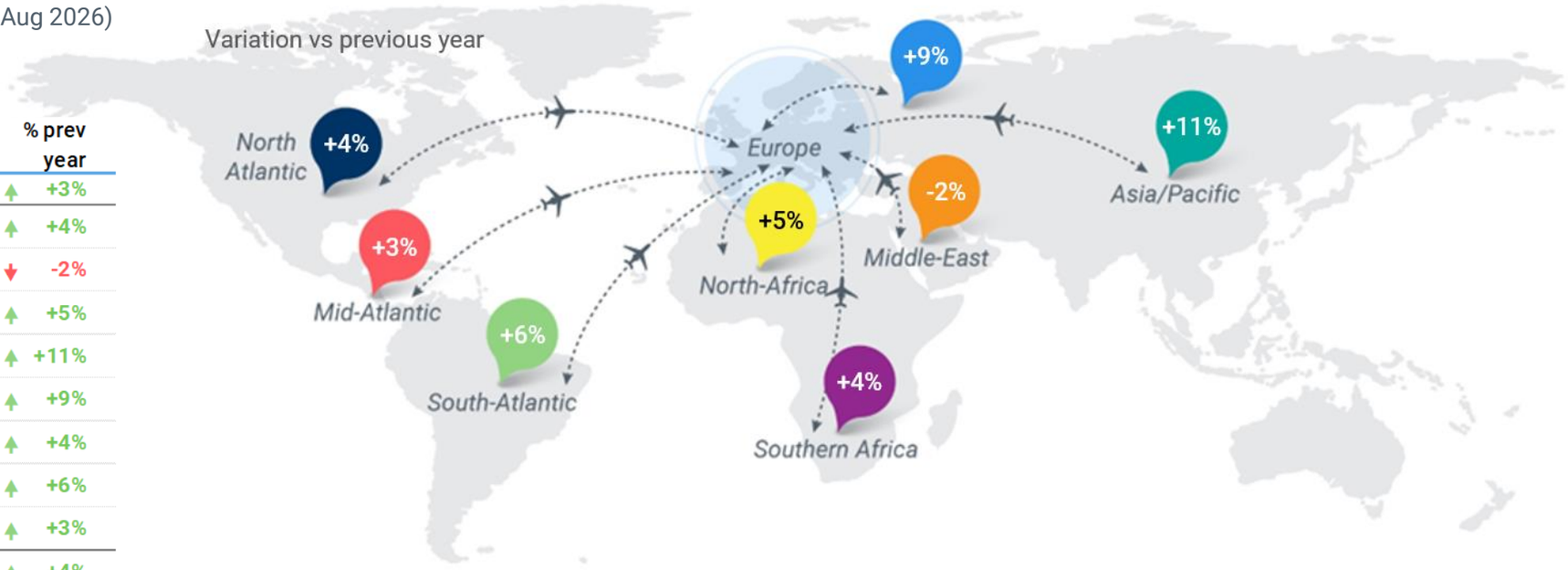
- The busiest 10 airports together recorded similar flight volumes in Week 33 as in Week 32.
- Only three airports posted week-on-week growth in flight volumes. Amsterdam led the way, supported by higher volume on Germany ↔ the Netherlands flow. London Heathrow rose 1%, driven by increased flows with the United States, while Palma de Mallorca also gained 1% due to more traffic with Germany, the UK and Spain notably from small aircraft operators, such as NetJets and VistaJet Malta (mostly related to the total solar eclipse observation from the Balearic island).
- Three airports saw week-on-week declines of 1% in flight volumes: Barcelona due to fewer flights on Germany ↔ Spain and Morocco ↔ Spain flows, and Rome, due to reduced domestic traffic within Italy (volcanic eruption) as well as Frankfurt. Istanbul, Paris CDG, Madrid Barajas and Antalya recorded roughly the same traffic levels as the previous week.
- Compared to 2025, six of the 10 busiest airports handled more flights. Madrid Barajas recorded the largest increase (+6%), followed by Barcelona (+5%), Palma de Mallorca (+4%), as well as Istanbul and Rome Fiumicino (+2% each). On the downside, Frankfurt fell 5%, partly reflecting the closure of Lufthansa's subsidiary CityLine. Amsterdam (-3%), Antalya (-2%) and London Heathrow (-1%) also recorded declines.
- It is to be noted that three airports recorded their highest-ever traffic in terms of daily arrivals/departures since they started operations:
  - Dublin (860 arr/dep) on 14 August 2026.
  - Istanbul (1,724 arr/dep) and Istanbul Sabiha Gökçen (927 arr/dep) on 16 August 2026.

Traffic flows

(average daily departure/arrival flights for week 10-16 Aug 2026)

Region	Average daily flights	% prev week	% prev year
Intra-Europe	**27,676**	**-0%**	**+3%**
Europe ↔ North Atlantic	1,734	+0%	+4%
Europe ↔ Middle-East	1,713	+3%	-2%
Europe ↔ North-Africa	1,643	+0%	+5%
Europe ↔ Asia/Pacific	1,133	-0%	+11%
Europe ↔ Other Europe	582	-0%	+9%
Europe ↔ Southern Africa	340	-1%	+4%
Europe ↔ South-Atlantic	224	-0%	+6%
Europe ↔ Mid-Atlantic	177	+2%	+3%
Non Intra-Europe	**7,546**	**+1%**	**+4%**



- Intra-European traffic saw 27,676 daily flights on average during Week 33, broadly unchanged (-0%) compared to the previous week. Intercontinental flows amounted to 7,546 daily flights on average, slightly higher (+1%) vs the previous week. The largest intercontinental flows remains between Europe and North Atlantic.
- Week-on-week, the Europe ↔ Middle East flow recorded the strongest growth (+3%), driven primarily by increased traffic between Türkiye ↔ Iraq, Türkiye ↔ Iran, and Greece ↔ Israel flows, thereby outpacing Europe ↔ North Africa for the first time since the start of the Middle East crisis (early March 2026). Europe ↔ Mid-Atlantic recorded a +2% increase owing to increases in flights from/to Mexico, and the Caribbean. The Europe ↔ North Atlantic and Europe ↔ North Africa flows remained stable (+0%). On the downside, Europe ↔ Southern Africa flow declined by 1%, while Europe ↔ Asia/Pacific, Europe ↔ Other Europe and Europe ↔ South-Atlantic remained stable (-0%).
- Compared to the same week in 2025, all but one intercontinental flows recorded higher flight volumes. The strongest year-on-year growth was observed on the Europe ↔ Asia/Pacific flow (+11%), partly owing to increased flights on Türkiye ↔ China and South-East Asia ↔ Italy flows. This was followed by Europe ↔ Other Europe (+9%), Europe ↔ South-Atlantic (+6%), Europe ↔ North Africa (+5%), Europe ↔ North Atlantic and Europe ↔ Southern Africa, both up 4% and Europe ↔ Mid-Atlantic (+3%). Europe ↔ Middle East recorded a decline of 2% still affected by the Middle East crisis.

Top 10 long-haul country pairs

(average daily departure/arrival flights for the last week)

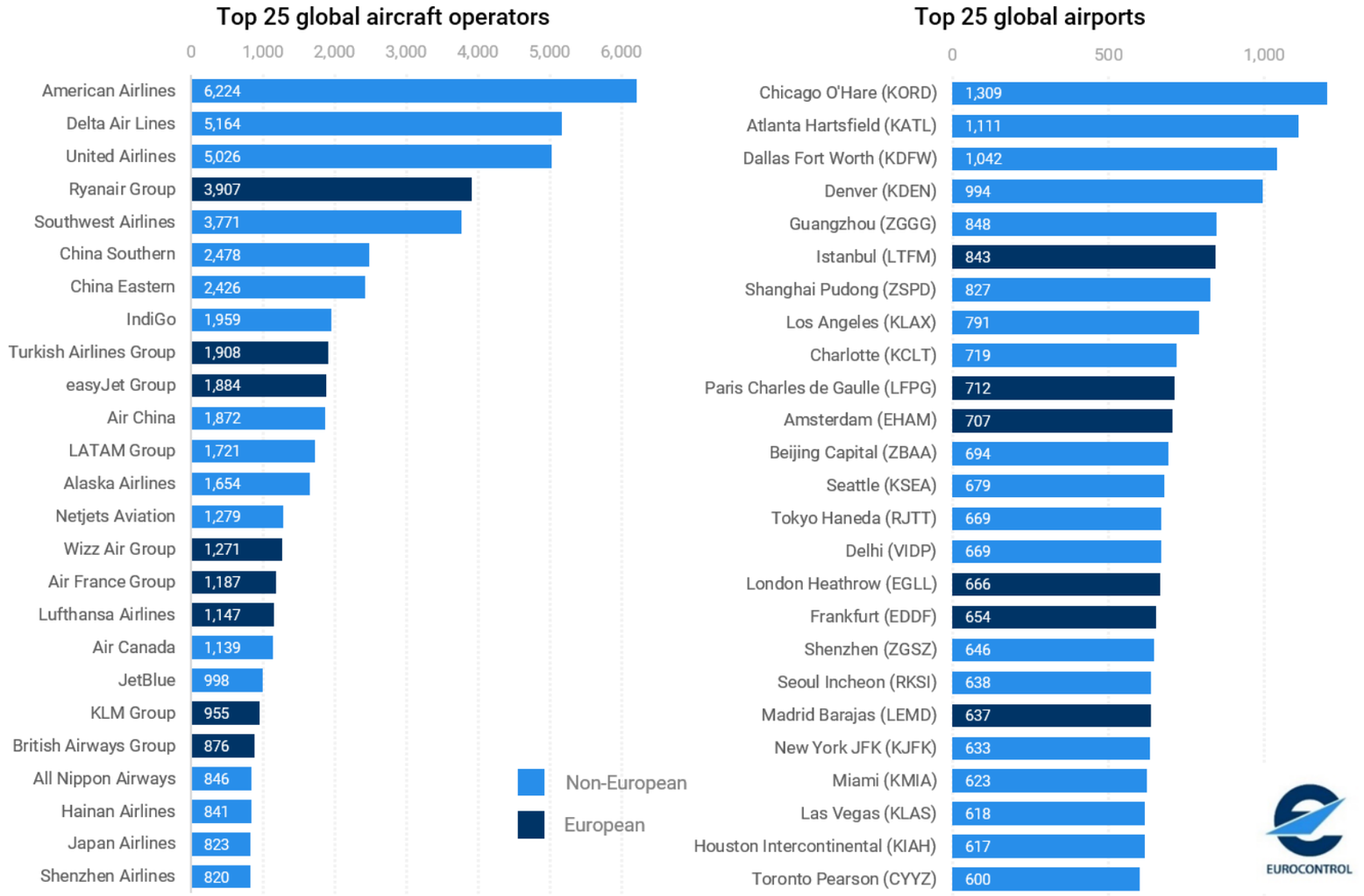
Week 10-16 Aug 2026

No.	Country pair	Average daily flights	% prev week	% prev year
1.	UK ↔ US	320	+2%	-2%
2.	Germany ↔ US	180	+2%	+3%
3.	France ↔ US	149	-5%	+0%
4.	Italy ↔ US	128	-2%	+6%
5.	Spain ↔ US	100	+4%	+10%
6.	Ireland ↔ US	96	+2%	+11%
7.	Netherlands ↔ US	80	-0%	-4%
8.	UAE ↔ UK	60	+1%	-4%
9.	Egypt ↔ Russia	60	+0%	+34%
10.	Canada ↔ UK	57	+4%	+14%

- Seven of the top ten long-haul country pairs in Week 33 involved the US, with the four largest flows being the UK ↔ US, Germany ↔ US, France ↔ US, and Italy ↔ US.
- The remaining three non-US long-haul flows were UAE ↔ UK, Egypt ↔ Russia (i.e. overflying the network), and Canada ↔ UK.
- Compared to the previous week, seven of the top 10 long-haul country pairs recorded higher flight volumes: Spain ↔ US (mostly on flows from/to the Balearics for the observation of the total solar eclipse) and Canada ↔ UK (+4% each), UK ↔ US, Germany ↔ US and Ireland ↔ US (+2% each). UAE ↔ UK also increased (+1%). On the downside, France ↔ US (-5%) recorded a drop owing to reductions from small aircraft operators and Air France, together with a decline on the Italy ↔ US flow (-2%).
- Compared to the same week in 2025, seven of the top ten long-haul flows recorded year-on-year growth. The strongest increase was between Egypt ↔ Russia (+34%), followed by Canada ↔ UK (+14%), Ireland ↔ US (+11%) and Spain ↔ US (+10%). Declines were seen on the Netherlands ↔ US (-4%), UAE ↔ UK (-4%) and UK ↔ US (-2%) flows.

Top 25 global aircraft operators and airport departures

(average daily departure flights) **(Week 10-16 Aug 2026)**



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Source: Flightradar24 Historical Global Utilisation data

- Aircraft operators: in Week 33, eight European aircraft operators ranked among the top 25 global aircraft operators.
- Three European carriers ranked among the global top 10. Ryanair jumped to the 4th position (was 5th two weeks earlier). Turkish Airlines Group and easyJet swapped places compared to Week 31.
- Five additional European carriers made the top 25, starting with Wizz Air Group (15th), Air France Group (16th), Lufthansa Airlines (17th), KLM Group (20th), and British Airways Group (21st).
- Airports: six European airports ranked among the global top 25 for departures in Week 33, unchanged from two weeks earlier.
- Two European airports ranked among the global top 10. Istanbul climbed to 6th place from 7th in Week 31, while Paris CDG remained in 10th place.
- Among the remaining ten busiest airports, six were American, and two were Chinese (Shanghai and Guangzhou).

Economics

Week 10-16 Aug 2026

14 Aug 2026
avg fuel price:

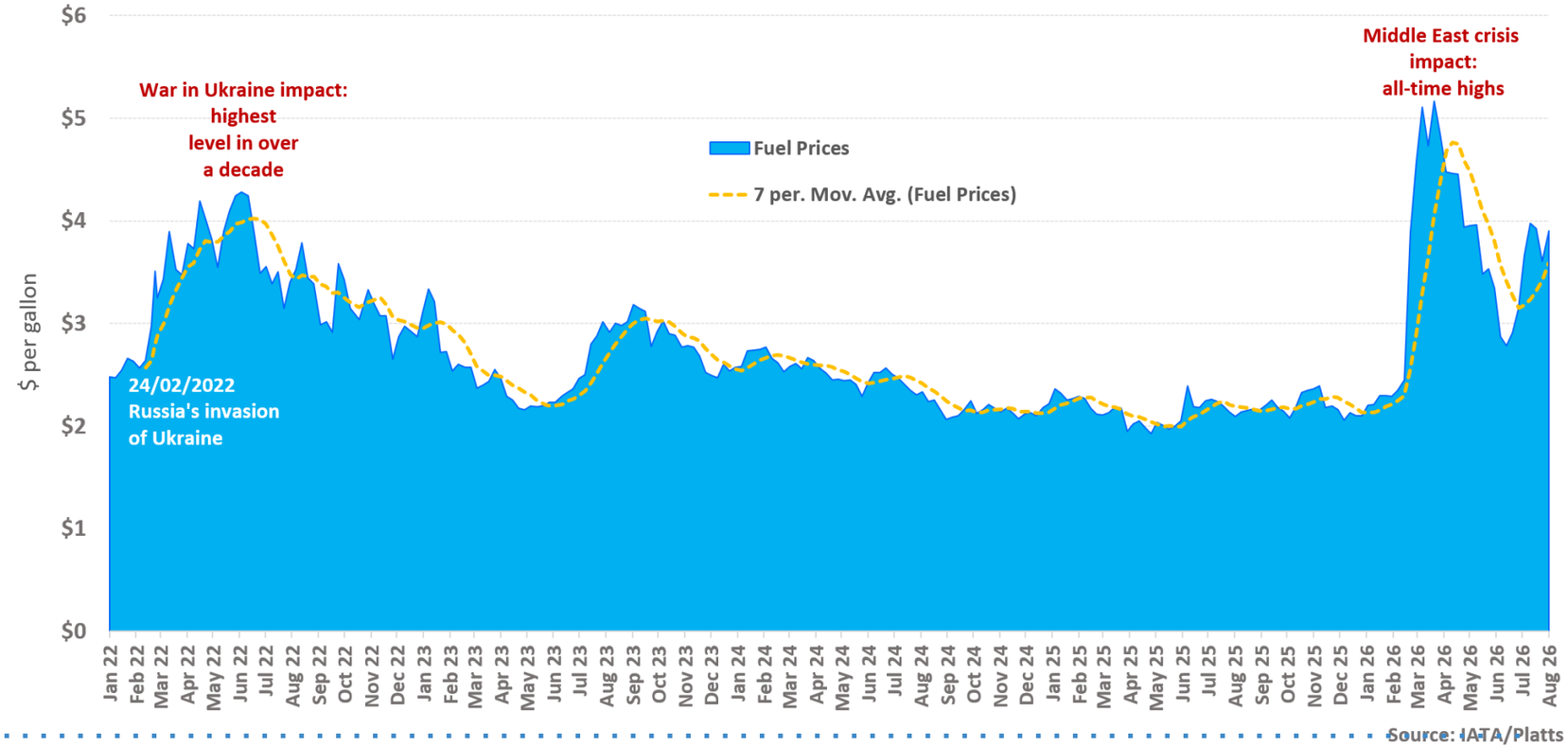
$3.90 /gallon

-1%

vs. $3.93 /gallon
on 31 Jul 2026

Source: IATA/Platts

Jet fuel price (Europe)

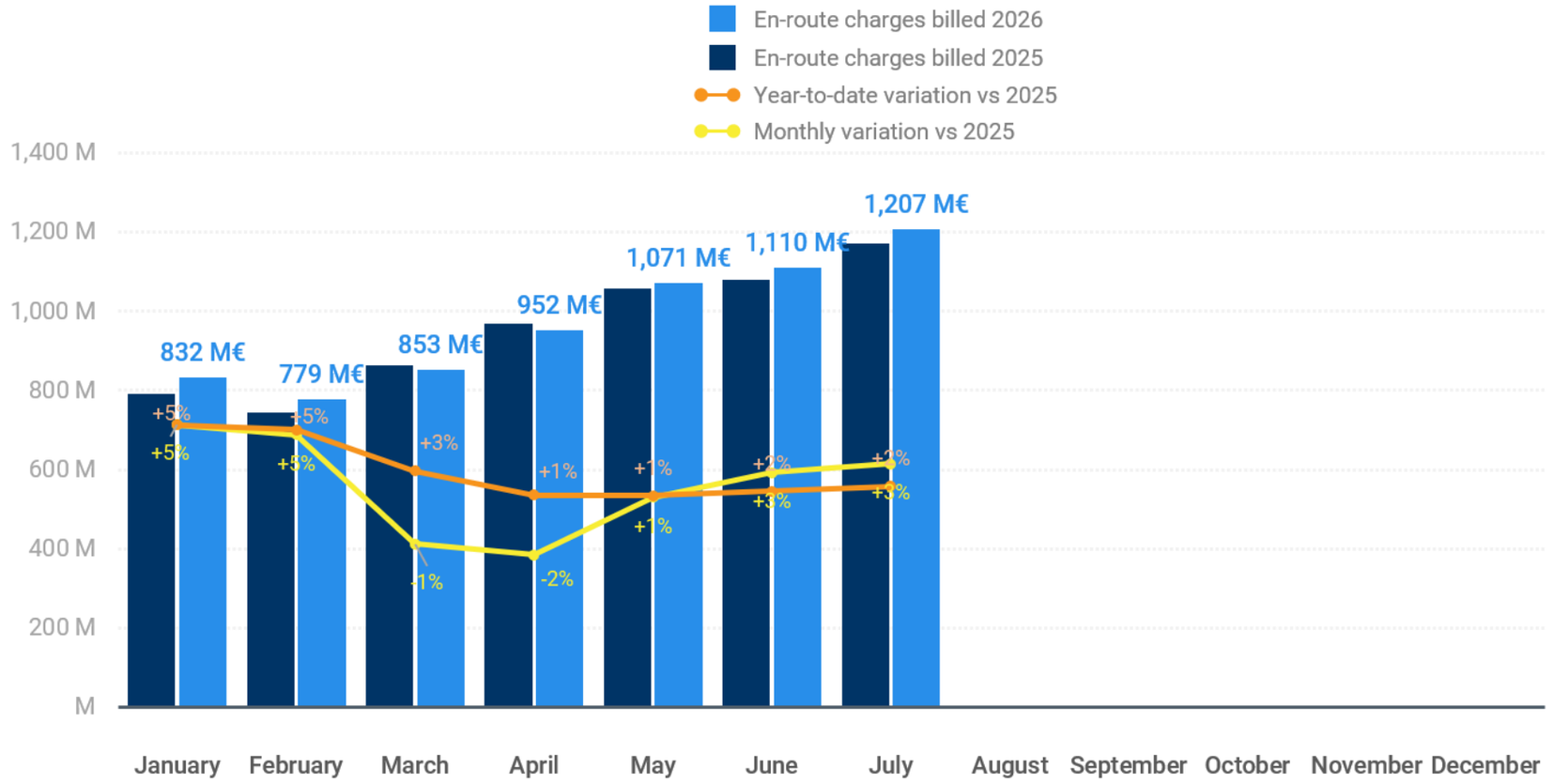


Source: IATA/Platts

- Jet fuel prices in Europe declined through late June and early July, averaging $3.01 per gallon, before rebounding from mid-July to an average of $3.85 per gallon as tensions in the Middle East re-escalated. On 14 August 2026, jet fuel prices closed at $3.9 per gallon, a 1% decrease over the previous two weeks.
- OPEC+ countries continued the gradual unwinding of their 2023 voluntary production cuts, confirming a production target increase of 188K barrels per day for August, the third consecutive monthly increase of that size. This brings the cumulative increase since April 2026 to 800K barrels per day. The group also agreed to a further increase of 188K barrels per day for September, as announced during its 2 August meeting.

En-route air navigation charges for the EUROCONTROL Area (2026)

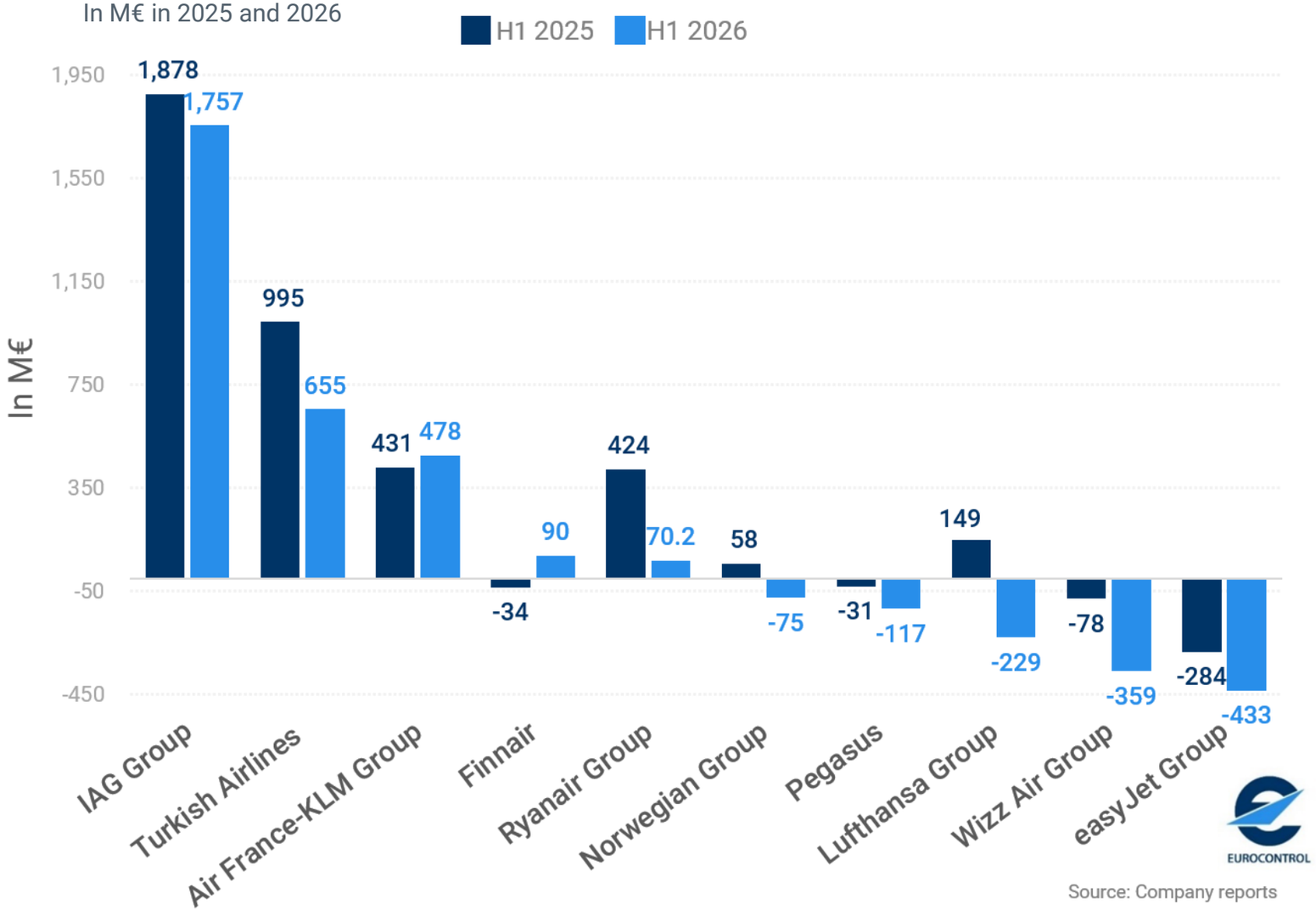
Year-to-date amount billed: 6,805 M€ (+2% vs 2025)



- At network level, 1,207 M€ were billed in July 2026, representing a 3% increase compared to July 2025.
- These changes were driven by the evolution of unit rates and of traffic characterized by the distance flown (-0.6% vs July 2025). The average weight of each aircraft decreased by 0.1%.
- The 3% increase in July 2026 billings compared with July 2025 was driven by a 1% rise in Unit Rates, together with a 1% increase in total en-route Service Units.
- On a year-to-date basis, EUROCONTROL has billed 6,805 M€, up 2% compared to the same period last year.

Operating profits of airlines

In M€ in 2025 and 2026



Source: Company reports

We report the operating profits for the top 10 airlines/airline groups for the first semester of 2026. Overall, the operating profits in this sample recorded a 48% decline in H1 2026 compared with the same period last year. Despite geopolitical uncertainty and higher fuel costs, five airlines/airline groups recorded operating profits (IAG, Turkish Airlines, Air France-KLM, Finnair and Ryanair) while five reported operating losses.

- IAG Group reported the highest operating profit during H1 2026 (€1,757M, 6% below H1 2025) driven by a resilient revenue performance through disciplined cost control (partly mitigating the impact of a significant fuel price increase) despite lower capacity (-0.1%) than planned, especially in Africa/Middle East/South Asia as well as in Europe (excluding Spain and UK).
- Turkish Airlines Group posted an operating profit of €655M (-34% vs H1 2025), proving great adaptability of its diversified business model and flexibility of its global network in a challenging environment (Middle East conflict during Q2), leading to flight restrictions and elevated fuel prices.
- Air France-KLM Group posted an operating profit of €478M for H1 2026, improving (+11%) on H1 2025. While the pressure was high on fuel costs (geopolitical tensions in the Middle East), the Group managed to record robust demand on transatlantic flows, as well as stable demand on Africa and South America. The capacity growth remained limited in Europe to align with the market demand, facing strong competition from low-cost.
- Finnair also reported a year-on-year improvement to €90M (from -€34M) during H1 2026, recording strong profits during the second quarter. Paradoxically, the Middle East crisis helped the airline as the global reduction of seats from/to Asia (especially via Middle East) resulted in an influx of passengers transiting through the Helsinki hub. Finnair's cargo segment brought a competitive offer as well.
- Ryanair Group reported an 83% reduction of its operating profits to €70.2M in H1 2026 (vs €424M in H1 2025) despite an increase in capacities explained by the fact that the airline group chose to absorb the increase in fuel costs (Middle East crisis), freezing its ticket prices to maintain planned demand and very high load factors.

To further assist you in your analysis, EUROCONTROL provides the following additional information on a daily basis (daily updates at 8:45 CET for the first item) and every Friday for the last item:

1. EUROCONTROL Aviation Intelligence Portal:
   www.eurocontrol.int/Economics/
   This dashboard provides daily performance data on Day+1 for all European States; for the largest airports; for each Area Control Centre (ACC) and the largest airline operators.

2. EUROCONTROL Data App: Available at Android Play and Apple Store.
   This app provides daily performance data on Day+1 at network level and top stakeholders.

   Google Play Apple Store

3. EUROCONTROL "Our Data" Portal:
   www.eurocontrol.int/our-data/
   This webpage provides an overview of key charts and publications related to European aviation performance.

4. Rolling Seasonal Plan:
   https://www.eurocontrol.int/publication/european-network-operations-plan-2026-rolling-seasonal-plan
   This Rolling Seasonal Plan covers a rolling eight-week period. It plays a major role in helping European aviation by providing key actors with the global view they need to plan effectively.

You can also follow us on social media: **LinkedIn** **Instagram**

For more information, please contact aviation.intelligence@eurocontrol.int

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