EUROCONTROL

Monthly Network Operations Report

Analysis August 2026

CONSORTIUM COORDINATOR sesar DEPLOYMENT MANAGER

FOUNDING MEMBER sesar JOINT UNDERTAKING

NETWORK MANAGER

1. Executive Summary

August 2026 traffic remained strong across the European network, averaging more than 36,000 daily flights for the second consecutive month with **1,125,564 flights** recorded, **2.6%** above August 2025. Traffic remained strong on the main intra-NM axes, with the southwest axis up 2.8% and the southeast axis up 1.0%, supporting overall network growth. Several operational actors reached new highs and set new daily traffic records in August.

Airspace restrictions linked to both the Middle East situation and the Russian war of aggression against Ukraine continued to affect network operations in August 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.

Compared to August 2025, Low-cost remained the **main driver** of flight growth (excluding overflights) in the EUROCONTROL area, increasing by **5.5%**. Mainline grew by **2.5%,** less than half the Low-cost growth rate. The other two passenger segments declined: Charter fell by **14.4%**, and Regional dropped **7.1%.** Business aviation was up 1.5%, while All-cargo traffic fell 3.4%.

Seven of the Top 20 ACCs—Karlsruhe, Ankara, Maastricht, Budapest, Sofia, Paris, Langen— recorded less traffic than in August 2025. **Eleven ACCs** in the network reached new daily traffic records in August.

The busiest airport was **Istanbul** (1,671 flights/day), followed by **Paris Charles de Gaulle** (1,424 flights/day), **Amsterdam Schiphol** (1,418 flights/day), **London Heathrow** (1,330 flights/day) and **Frankfurt** (1,321 flights/day). **Eight Top 20 airports**—Paris Charles De Gaulle, Amsterdam, London Heathrow, Frankfurt, Antalya, Munich, Vienna, Lisbon— recorded less traffic than in August 2025, while **eleven airports** in the EUROCONTROL region set new daily traffic records in August.

Ryanair was the busiest operator in August, with an average of **3,932 movements/day** (+5.9%), followed by easyJet, Turkish Airlines, Wizz Air and Air France. **Seven of the Top 20 airlines**—Lufthansa, KLM, British Airways, Eurowings, Swiss, Tuifly, Austrian— operated fewer flights compared to August 2025. **Lufthansa** traffic decreased by 12.2%, largely driven by the restructuring of Lufthansa Group's regional operations following the closure of CityLine. By contrast, **Wizz Air** traffic increased by **24% year** on year in August 2026, mainly driven by a significant expansion in capacity following new aircraft deliveries. **Eight airlines/airline groups** reached new daily traffic records in August.

Operational performance during August was largely driven by weather mainly during the second half of the month and generated substantial disruption during the last week of the month. On **28 August**, widespread convective activity induced the highest delay peak of 2026 with over 310,000 minutes of ATFM delays. **Weather delays alone** exceeded **200,000 minutes** across the network on that day.

Network on-time performance was aligned with August 2025. Network arrival punctuality reached **71.6%** (-0.4 p.p.) and departure punctuality reached **65.2%** (+0.6 p.p.). Domestic routes performed above the network level, while the intra-NM southeast axis improved for both arrival and departure punctuality.

ATFM delay totaled **4,014,440 minutes** in August, **0.5%** below the same period last year.

En-route ATFM delay represented **79.6%** of total ATFM delay, while airport delay accounted for **20.4%.** En-route delays increased by **1.8%,** mainly driven by weather (+29.5%), while airport delays decreased by **8.9%.** En-route ATC capacity remained the second-largest cause, down 24%, followed by ATC staffing, up 36.7%. **Marseille ACC** was the main delay contributor, although its delay decreased by 13.2% year-on-year.

The **average en-route ATFM delay** per flight for the network was **2.8** minutes in August, better than August 2025. The **YTD** en-route delay was **1.54** minutes per flight, lower than in 2025.

NM estimates that **3.2 million tonnes** of fuel were burnt in the en-route flight phase in the NM area in August 2026, lower than last year.

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** – continued to guide operational actions in August. Despite sustained summer demand, convective weather and capacity constraints, network coordination helped contain total ATFM delay broadly at last year's level.

The **NOP delivery** remained aligned with the agreed NOP for the vast majority of ANSPs: **59 of 68 ACCs** delivered in accordance with the plan, while **two ACCs** were not delivering in accordance with the NOP.

In August **CWBO[ii] measures** were applied throughout the month (30 days), rerouting **2,735 flights** and saving **1,077,050 minutes** of ATFM delay.

Realistic scheduling was better with an improvement of the network's average available turnaround time, which remained close to scheduled levels for much of the month.

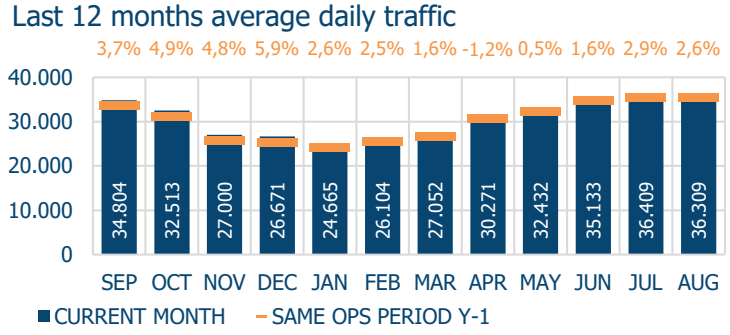
First rotation arrival punctuality **(86.5%)** was slightly down year-on-year, decreasing by **0.3 p.p.**, while departure punctuality **(79.8%)** improved by **1.0 p.p.**

Network predictability: NM estimates that 20.3% of flights[1] in the intra NM area in August 2026 did not adhere to the RFL (Request Flight Level) by at least 1000 feet, -5.0 p.p compared to the same period last year. By identifying variant traffic, NM gains additional insight into trajectory predictability.

The **P-DPI trial** covered approximately **335,000 flights**. Predictability between 180 and 60 minutes prior to EOBT improved by **25.9%**. Estimated delay savings reached around **236,000 minutes**, equivalent to approximately **19.9%** of the total ATFM delay attributable to flights covered by the trial.

The monitored **Datalink performance** indicators showed **mixed developments**. Technical performance remained broadly stable, while ATFCM delays attributable to CPDLC increased significantly compared with August 2025.

2. Traffic evolution

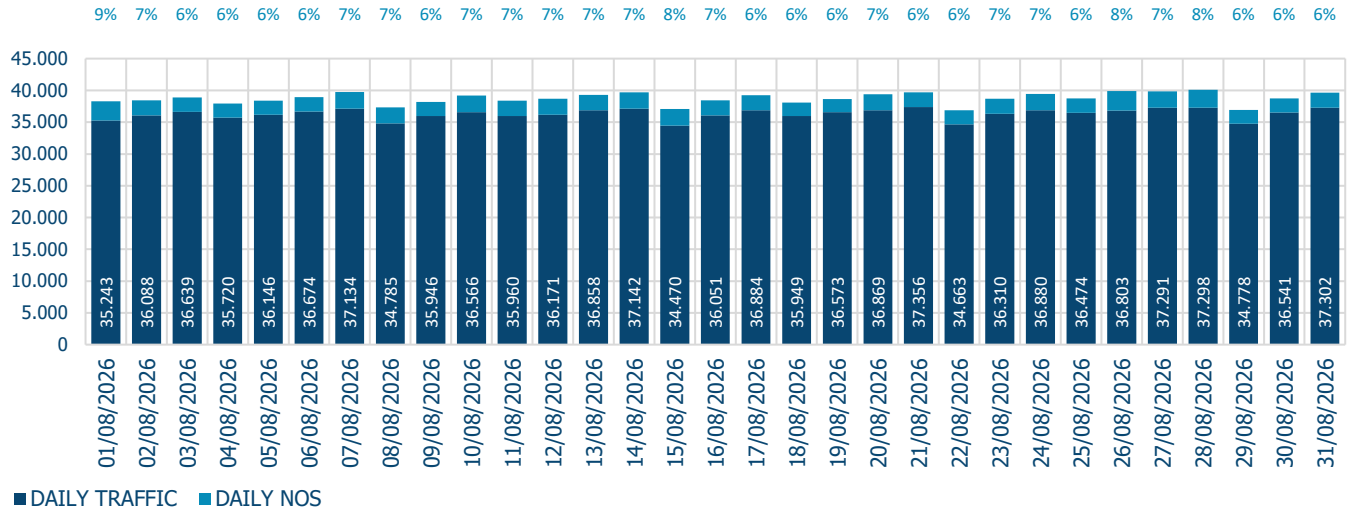


There were **1,125,564 flights** throughout Europe in August 2026, **2.6% up** compared to the same period last year.

Compared to August 2025, **Low-cost** remained the main driver of flight growth (excluding overflights) in the EUROCONTROL area, increasing by **5.5%** (+711 flights per day). This growth was mainly driven by Wizz Air Group (+514 daily flights), and Ryanair Group (+413). **Mainline** grew by 2.5% (+291 flights/day), less than half the Low-cost rate, mainly due to increases by LOT (+101) and KLM (+75). The other two passenger airline segments declined: **Charter** fell by 14.4% (−194 flights per day), reflecting fewer daily arrivals and departures in Türkiye (-81), Germany (-42), Israel (-41), and Greece (-40). Regional traffic decreased by 7.1% (−287 flights per day), largely due to Germany (-229 daily flights), largely driven by the restructuring of Lufthansa Group's regional operations following the closure of CityLine. Business aviation increased by 1.5%, while All-cargo declined by 3.4%. **Seven States** accounted for 82% of the growth in August 2026: Spain Continental (+305), Italy (+286), Poland (+124), Greece (+121), Israel (+118), Türkiye (+106), and the United Kingdom (+104). Intercontinental flows between Europe <-> Middle East fell by 2% in August 2026. Mainline carriers recorded modest growth of 1%, while low-cost carriers declined by 5%; however, Wizz Air Group and Pegasus each increased traffic by 14% compared with August 2025.

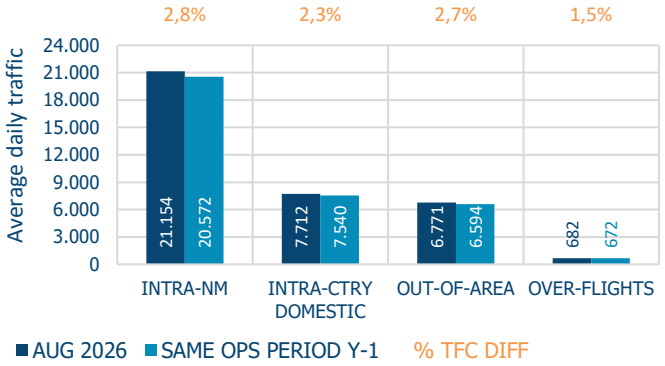
[1] *Flights filtered on 70 to 100% of distance where flights did not adhere to RFL*

Daily network traffic evolution

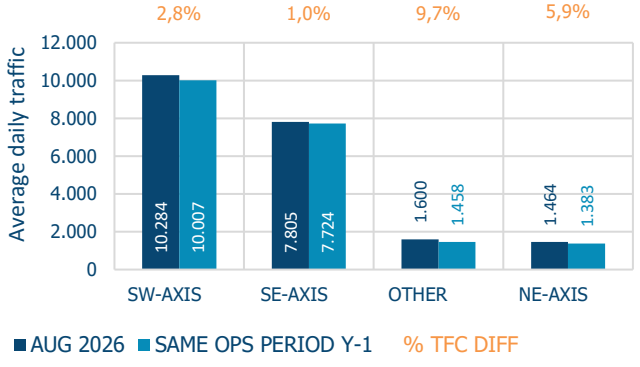


On average**, 6.6%** of scheduled traffic did not operate in August (see Non-Operated Schedules).

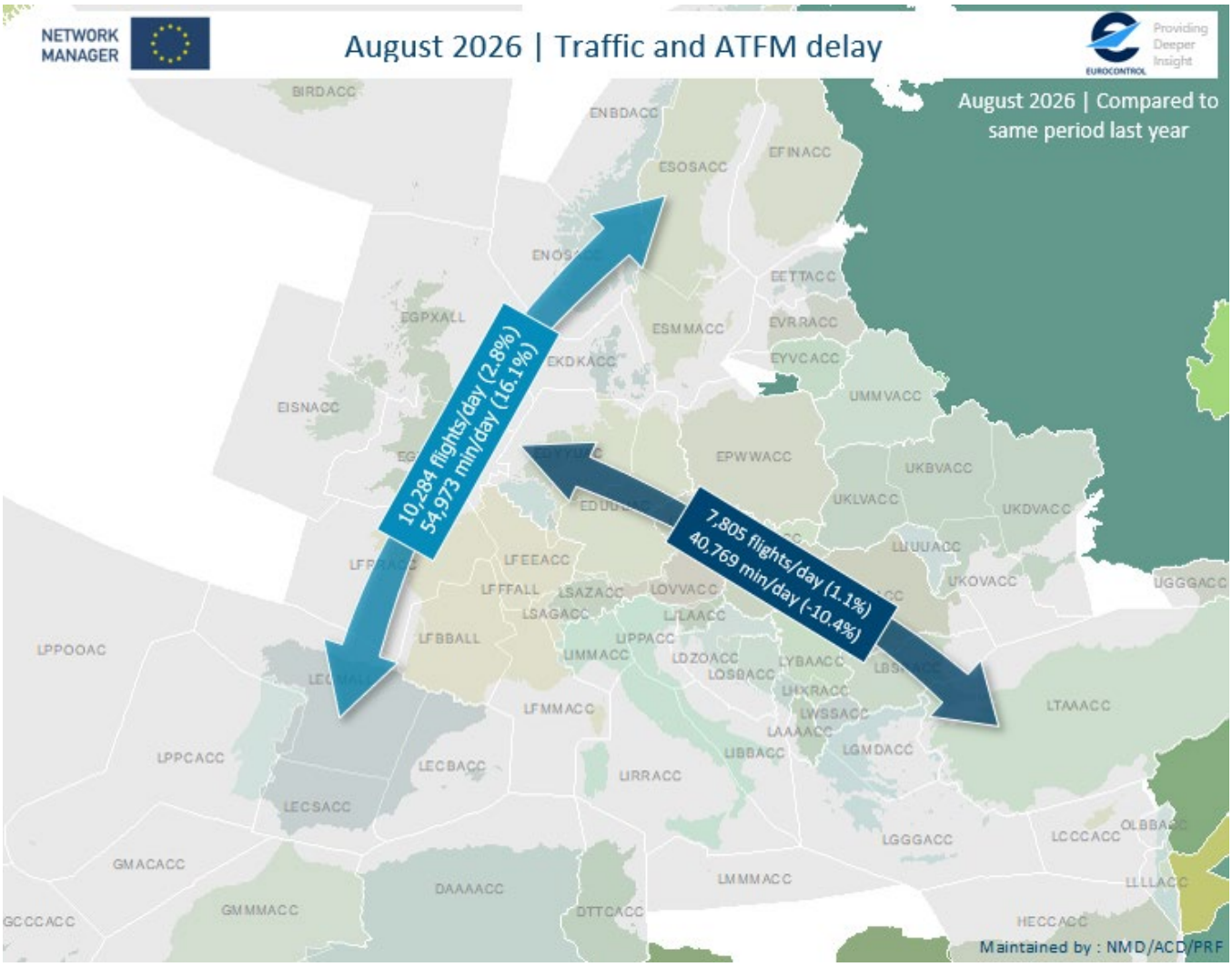
Type of traffic



Intra-NM daily traffic

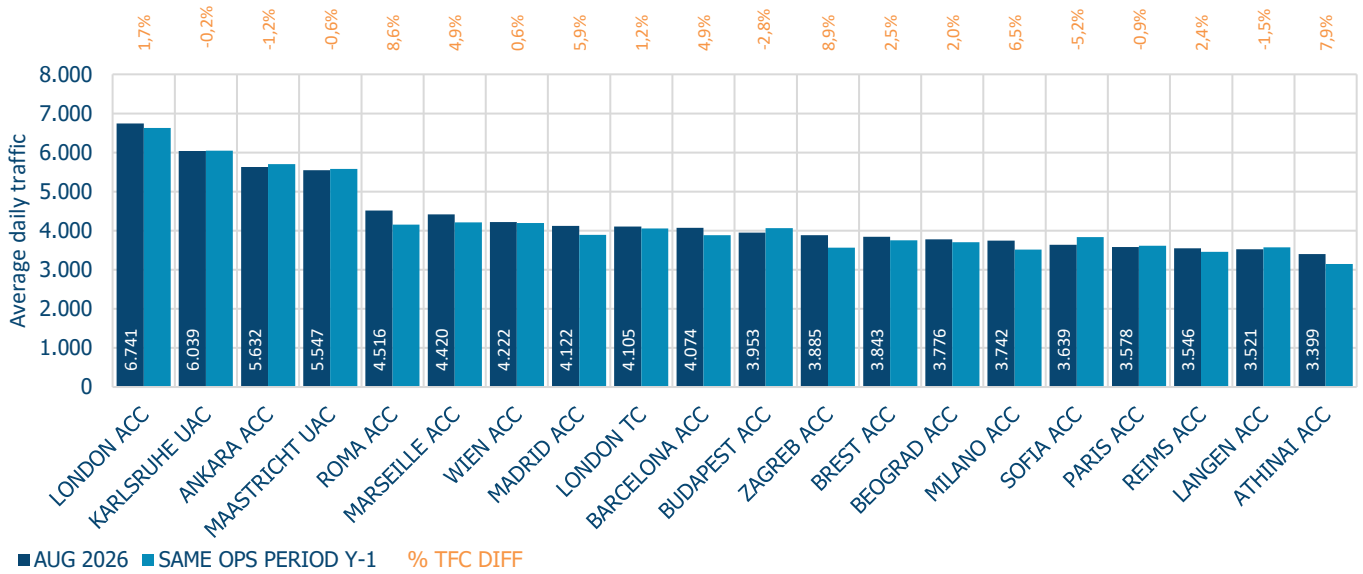


Traffic increased by **2.8%** on the **intra-NM southwest** axis and by **1.0%** on the **intra-NM southeast axis**, supporting the overall network traffic growth of 2.6%.



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.

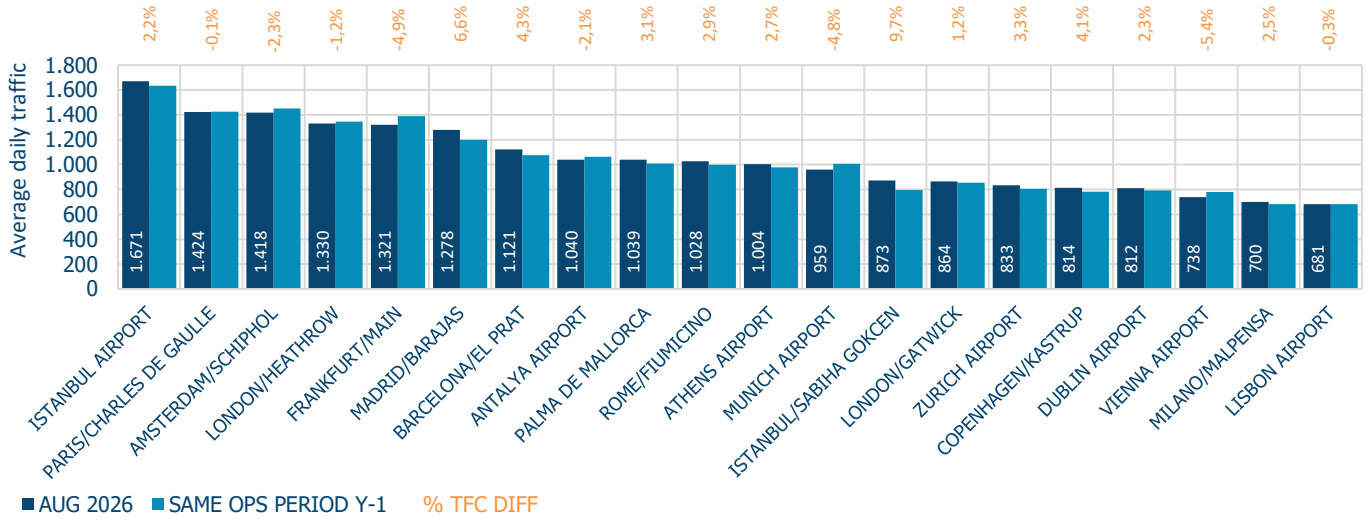
August 2026 | Top 20 ACC daily traffic



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

Eleven ACCs reached new daily traffic records in August: Athens, Barcelona, Bucharest, Dublin, Istanbul, Madrid, Marseille, Padova, Palma, Yerevan and Zurich.

August 2026 | Top 20 Airports daily traffic

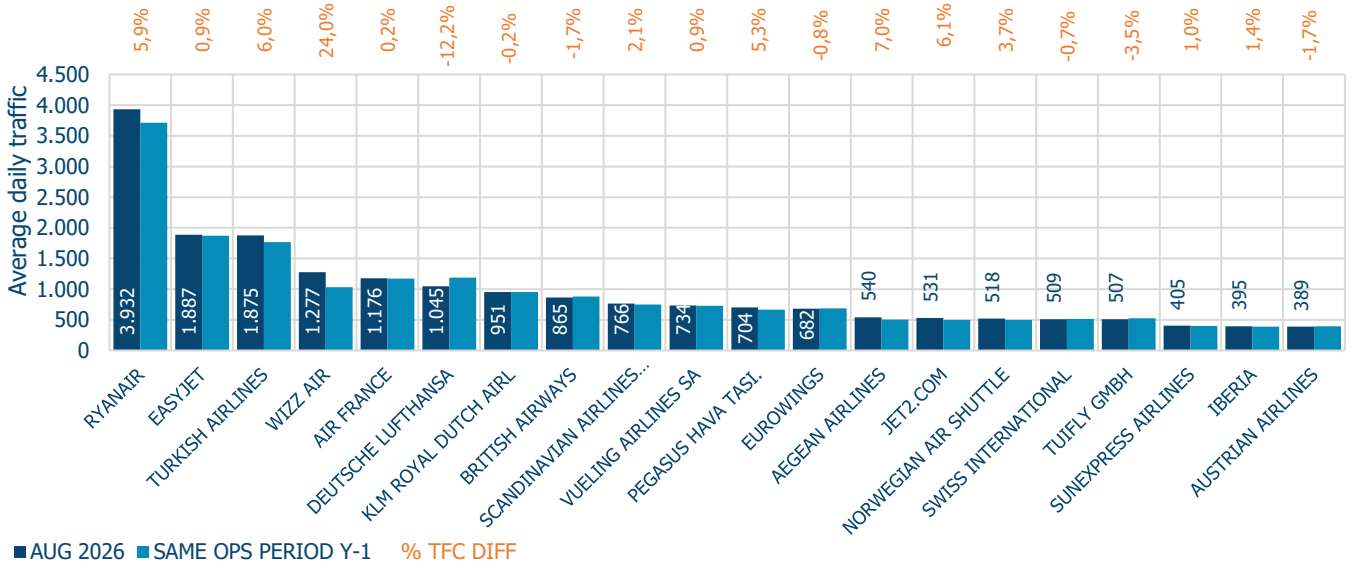


The busiest airport was **Istanbul** (1,671 flights/day) followed by **Paris Charles de Gaulle** (1,424 flights/day), **Amsterdam Schiphol** (1,418 flights/day), **London Heathrow** (1,330 flights/day) and **Frankfurt** (1,321 flights/day).

Eight airports from the Top 20 saw traffic decrease compared to August 2025.

Eleven airports in the EUROCONTROL region reached new daily **traffic records** in August (arr/dep): Athens, Bucharest, Casablanca, Dublin, Istanbul, Istanbul Sabiha Gökçen, London Stansted, Palma, Roma Fiumicino, Tbilisi and Tirana.

August 2026 | Top 20 Air Operator groups daily traffic



Ryanair was the busiest operator with, on average, 3,932 movements (+5.9%) per day followed by easyJet (1,887 mov/day), Turkish Airlines (1,875 mov/day), Wizz Air (1,277 mov/day) and Air France (1,176 mov/day).

Seven of the Top 20 airlines operated fewer flights compared to August 2025. **Lufthansa** traffic decreased by 12.2%, largely driven by the restructuring of Lufthansa Group's regional operations following the closure of CityLine.

Wizz Air traffic increased by **24% year** on year in August 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.

Eight airlines/airlines group reached new daily traffic records in August for flights within the EUROCONTROL region: Emerald Group, Iberia Regional-Air Nostrum, Jet2.com, Pegasus, Ryanair Group, SunExpress, Turkish Airlines Group and WizzAir Group.

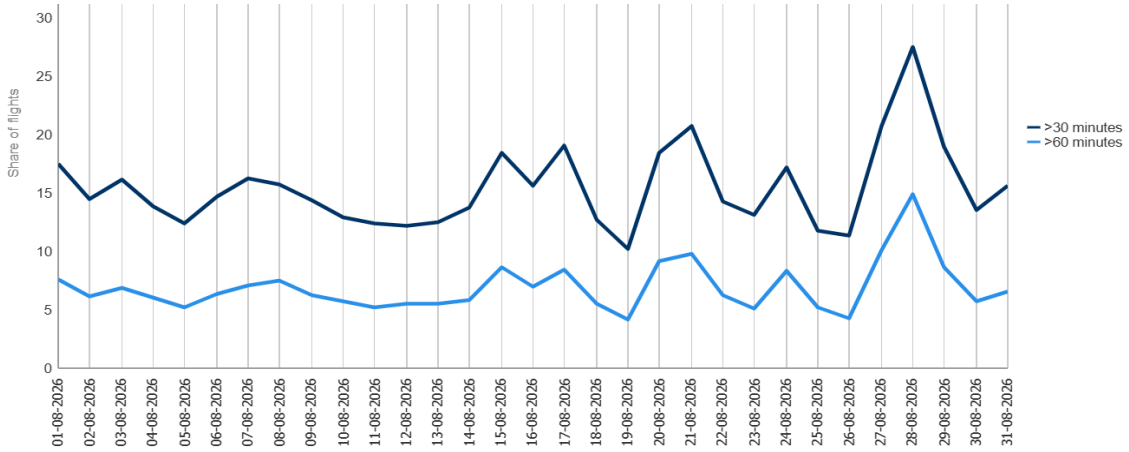
3. On-time performance

Overall, on-time performance in August 2026 was broadly in line with August 2025. The month was marked by recurring capacity constraints, adverse weather and several significant operational disruptions across the network. Weather remained the main cause of delay on the most challenging days, particularly across Western and Central Europe.

The network experienced several periods of adverse weather impacting the United Kingdom, France, Spain, Portugal and Switzerland. The most significant disruption occurred on **28 August** when severe weather phenomena impacted major airports and ACCs across Western and Central Europe, triggering weather regulations, diversions, significant delays, and operational disruption. This caused a significant decline in punctuality and explains the peak shown in the graph for the share of long arrival delays. Zurich airport was particularly impacted by temporary zero-rate regulations and diversions, while **SWISS cancelled just under 100 flights** because of the severe weather conditions.

Persistent capacity constraints in Greece continued to affect Athens, Heraklion, Chania and other high-demand summer destinations, while volcanic activity at Mount Etna caused intermittent disruption at Catania airport, operational issues at Barcelona and Zurich, and ATC industrial action in Norway.

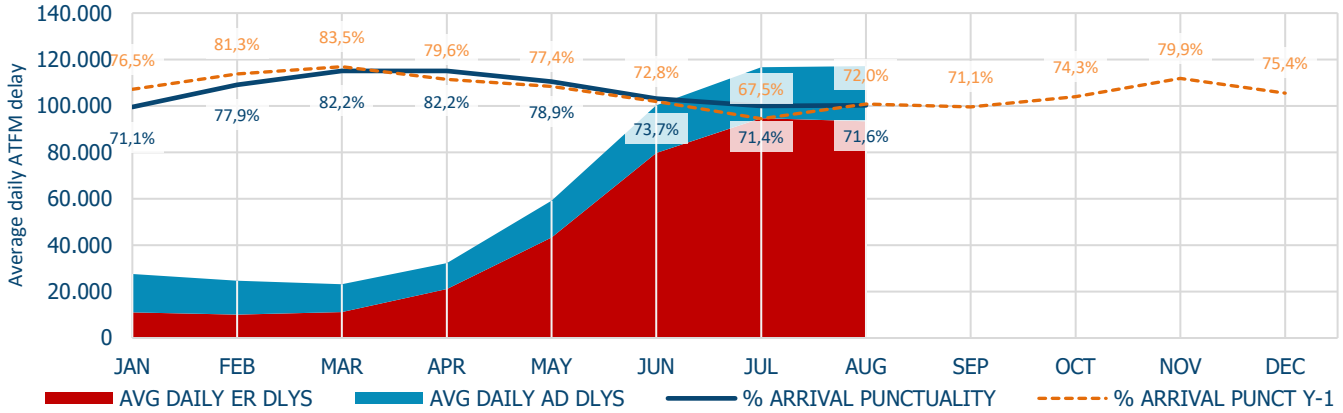
August 2026 | Percentage of long delays on arrival (vs scheduled time)



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 **increased** (14 days vs 7 days in August 2025).

3.1. Arrival punctuality

Network arrival punctuality and ATFM delay

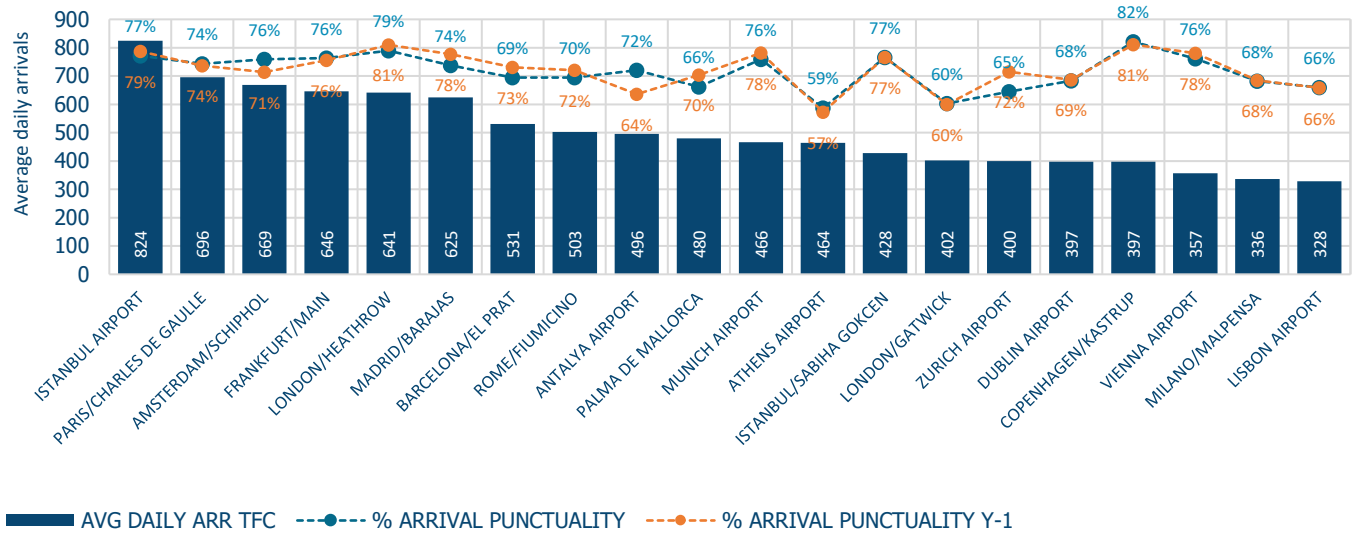


Network arrival punctuality **(71.6%)** was lower than August 2025 (-0.4 p.p.).

Domestic routes **(75.5%)** arrival punctuality was higher than the network level. Domestic routes represented 21.2% of the total traffic in August 2026.

Punctuality on the intra NM southeast axis reached 68.6% **(+1.4 p.p.)** and 69.8% **(-1.5 p.p.)** on the southwest axis in August 2026.

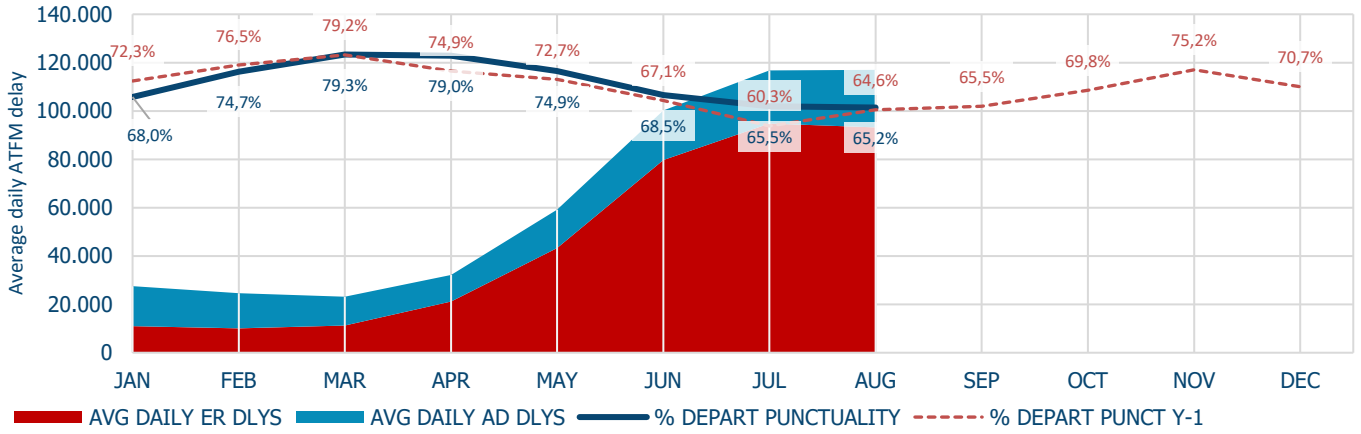
August 2026 | Top 20 Airport arrival traffic and punctuality



Airport punctuality at many of the Top 20 airports **improved or remained stable** compared with August 2025, reflecting the impact of adverse weather (especially on 28 August) and continued capacity constraints. Zurich recorded lower punctuality as weather, aerodrome capacity restrictions and operational issues resulted in several regulations and delays throughout the month. Athens improved slightly despite ongoing ATC and aerodrome capacity constraints.

3.2. Departure punctuality

Network departure punctuality and ATFM delay



Network departure punctuality **(65.2%)** was above the level of August 2025 **(+0.6 p.p.)**.

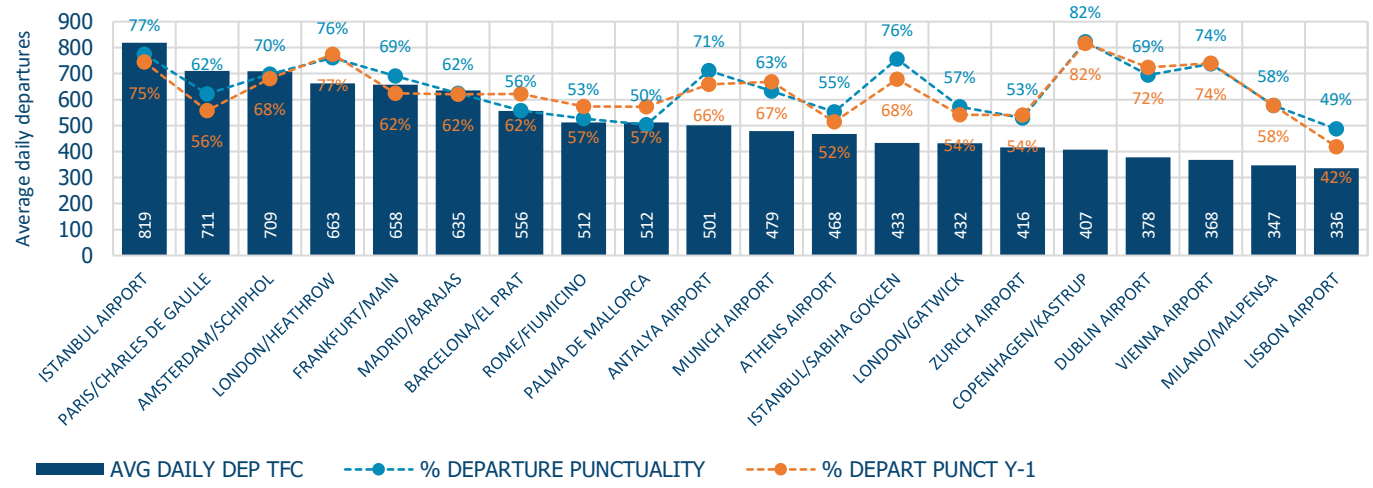
Punctuality on domestic routes was higher (**73.2%**) than punctuality at the network level.

Punctuality on the intra NM southeast axis reached 62.9% **(+2.7 p.p.)** and 63.8% **(-1.3 p.p.)** on the southwest axis in August 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.

August 2026 | Top 20 Airport departure traffic and punctuality



Departure punctuality at many of the Top 20 airports **improved** compared with August 2025. **Athens** achieved slightly better performance despite continued ATC and aerodrome capacity constraints throughout the month. **Zurich** saw lower punctuality due to recurring weather-related disruption and operational restrictions, culminating in the severe weather event of 28 August, which also led SWISS to cancel just under 100 flights. **Lisbon** improved its departure punctuality compared with August 2025, despite continuing operational challenges linked to weather and airport capacity constraints, while **Istanbul Sabiha Gökçen** recorded a notable year-on-year improvement. **Catania** experienced significant operational disruption from repeated restrictions and closures linked to Mount Etna volcanic activity, resulting in widespread delays and knock-on effects across the Central Mediterranean network.

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 August 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 **28 August**, widespread convective activity induced the highest delay peak of 2026 with over 300,000 minutes of ATFM delays. **Weather delays alone** exceeded **200,000 minutes** across the network on that day.

The number of requests received by **NMOC's E-Helpdesk** increased from 95,400 in July to 102,800 in August. Of these, 68,900 were submitted by Airlines, 14,200 by FMPs and 19,700 by Towers. Among all requests, 16,000 related to flights identified as "critical" by the airlines.

NM's Operational Centre **reduced** en-route ATFM delays by **15.5%** and airport ATFM delays by **10.9%** through direct actions.

4.2. ATFM delays

ATFM delay totaled **4,014,440 minutes** in August, 0.5% below the same period last year.

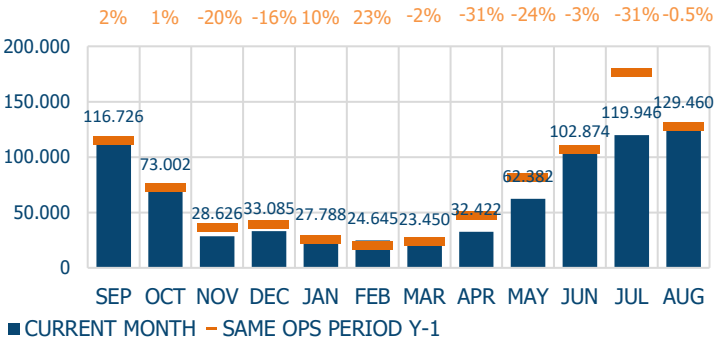
En-route ATFM delay accounted for **79.6%** of total ATFM delay, while airport delay represented **20.4%**. Total en-route ATFM delays increased by 1.8%, while airport ATFM delays decreased by 8.9%. En-route weather was the main cause, rising by 29.5% compared with August 2025; on 28 August, weather delay exceeded 200,000 minutes across the network. En-route ATC capacity was the second-largest cause, down 24%, followed by en-route ATC staffing, up 36.7%.

Marseille ACC was the main delay contributor, although its delay decreased by **13.2%** year-on-year; weather-related delay represented more than half of its total delay.

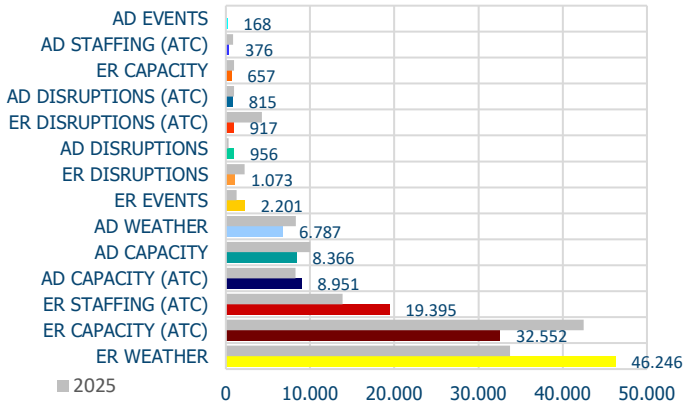
The average en-route ATFM delay per flight for the network was **2.8** minutes in August - better than the same period last year (2.9 minutes in August 2025). The YTD en-route delay was **1.54** minutes, lower than in 2025.

The network departure **schedule delay**[i] was **21.04** minutes/flight in August, +1.46 minutes/flight compared to August 2025.

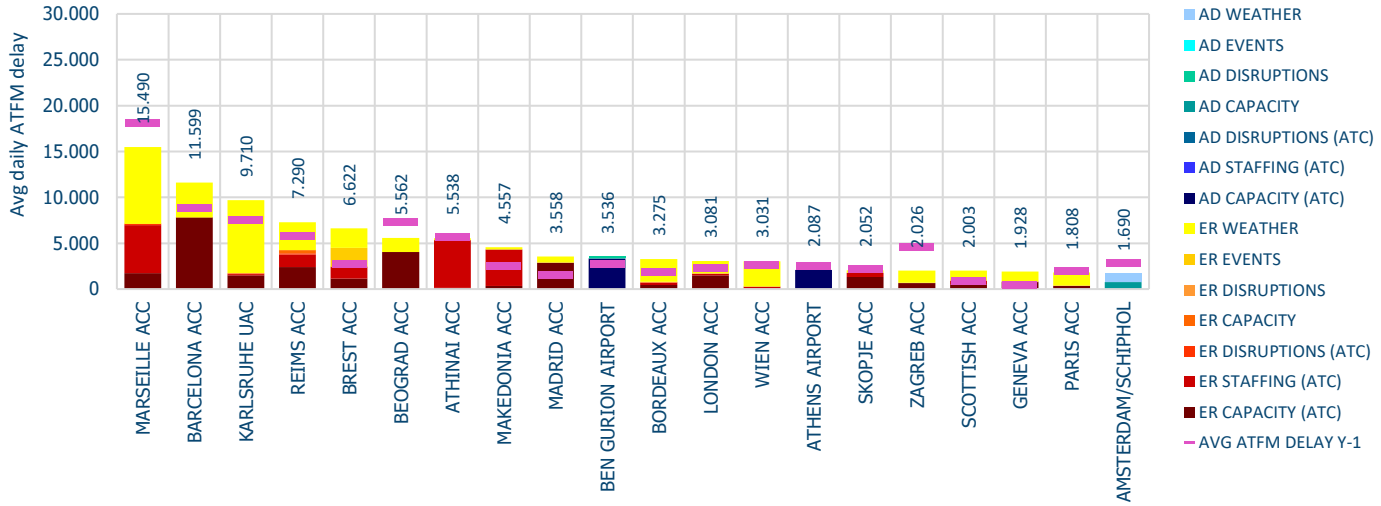
Last 12 months average daily ATFM delays



August 2026 | Reasons for ATFM delays



Top 20 delay reference locations in August 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** significantly affected operations across most of the southwest axis and parts of the southeast, with Karlsruhe UAC and Marseille ACC experiencing the greatest impact. From mid-August onwards, several days were heavily disrupted, culminating on 28 August in the highest delay peak of 2026, when widespread convective weather across much of the network severely affected traffic flows.
- **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.
- **Athens ACC** recorded ATFM delays as **ATC Staffing** on a daily basis although the number of available sectors matched the planned sector availability which was insufficient to sustain the traffic demand.

4.2.1. Significant Events

Few European events took place in August: Summer Boogie Skydive in Amsterdam ACC on 7 August, BIAS 2026 Airshow at Bucharest Airport on 28–29 August, and an air parade in Nice on 30 August. NM and operational stakeholders coordinated effectively to manage these events smoothly, with relatively limited network ATFM delay.

Events

- Sector availability in **Brest ACC** was limited and prompted ATFM delays daily 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 **64,770 minutes**.
- On-going **free route airspace** implementation over UK upper airspace generated **4,275 minutes** of ATFM delay in Prestwick ACC.
- BIAS 2026 airshow in **Bucharest airport** on 28 and 29 August generated **4,732 minutes** of ATFM delay.

Technical

- Frequency issues in **Marseille ACC** throughout the month generated **3,249 minutes** of delay.
- On 12 August, an electrical power failure at Barcelona Tower severely disrupted operations, causing several diversions and cancellations and generating 10,460 minutes of delay in Barcelona TMA.
- On 28 August, a power failure in Tirana ACC generated 2,935 minutes of delay.
- On 31 August, a system failure caused a CPDLC outage in Reims, London and Zurich ACCs, as well as Karlsruhe UAC, generating **5,168 minutes** of delay.

Other

- **The large wildfire** in southwest France, near Bordeaux, continued to affect the network, generating 1,804 minutes of delay in early August.
- The Mount Etna eruption from 4 to 15 August 2026 significantly affected aviation in Southern Europe. It severely disrupted Catania, Palermo and Comiso Airports, led to numerous flight cancellations, affected operations as far as Malta, and generated 22,853 minutes of delay.
- The additional **complexity** due to the Russian war of aggression against Ukraine generated:
  - 3,550 minutes of ATFM delay in **Warsaw ACC**.
  - 19,977 minutes of ATFM in **Budapest ACC.**

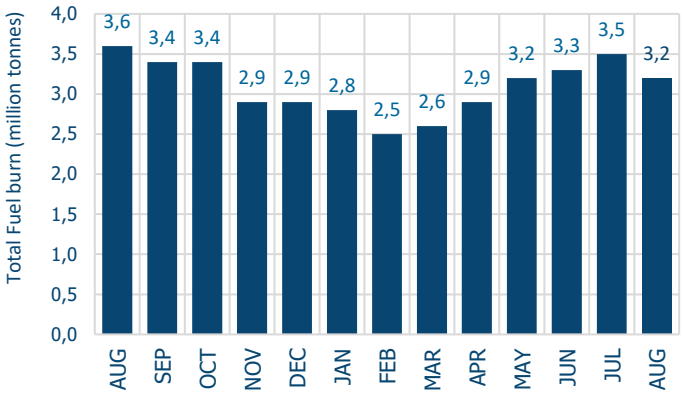
Industrial action

- ATC industrial action in Canary Islands at Fuerteventura and Lanzarote airports throughout August generated 1,264 minutes of ATFM delay.
- ATC industrial action in AVINOR (Norwegian ANSP) from 21 to 24 August generated 15,543 minutes of delay and caused cancellations at major airports, including Oslo and Bergen airports.

4.3. Flight Efficiency

4.3.1. Fuel Burn

Total enroute fuel burn within NM area (tonnes)

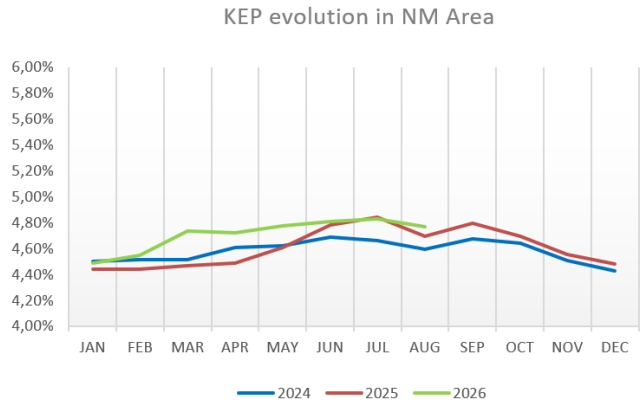


NM estimates that **3.2 million tonnes** of fuel were burnt in the en-route flight phase in the NM area in August 2026, lower than last year.

4.3.2. Horizontal Flight Efficiency

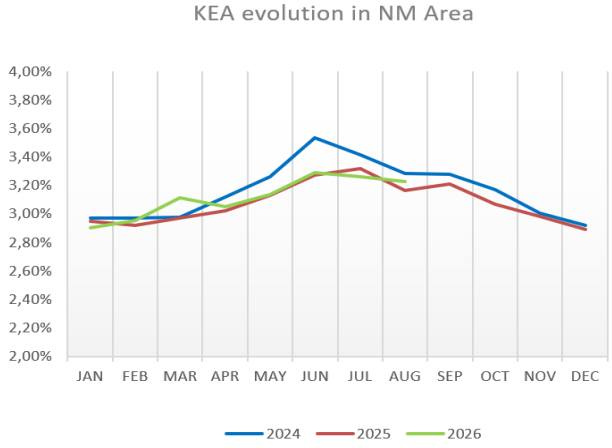
There are two horizontal flight efficiency KPIs. The indicators provide a measure of the average en-route additional distance with respect to the great circle distance. One is based on the last filed flight plan (**KEP**) and the other on actual trajectory (**KEA**).

KEP slightly decreased in August 2026 but remained above previous years' levels. **KEA** also decreased, staying above its 2025 value but below 2024 levels. The sharp increase in both indicators in March was partly linked to developments in the Middle East, which caused airspace closures and required rerouting.



KEP indicator **(4.77%)** was above 2025 and 2024 level.

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



KEA indicator **(3.23%)** was slightly above the 2025 value but below 2024 level.

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 (Athens and Prestwick ACCs).

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

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

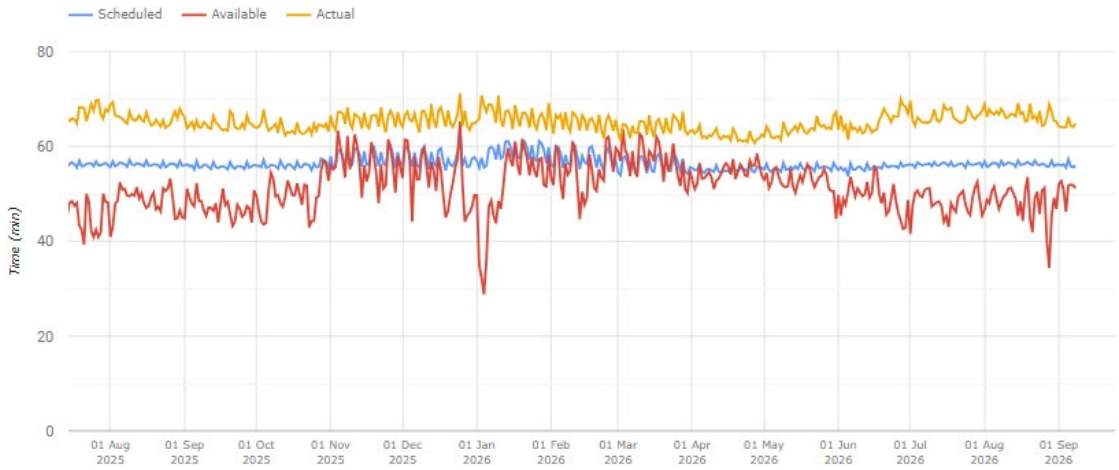
In August, CWBO measures were applied throughout the month (30 days), rerouting **2,735 flights** and saving **1,077,050 minutes** of ATFM delay.

	2026 August			
	Delay Saving	Stability Improvement	Rerouted Flights	Days Applied
Weather	697.172	16,90%	1.571	20
Capacity	327.336	14,10%	959	7
Network Stability	52.542	8,80%	205	25
Total	**1.077.050**	**13,27%**	**2.735**	30
RAD Suspensions	32			

4.4.3. Realistic Scheduling

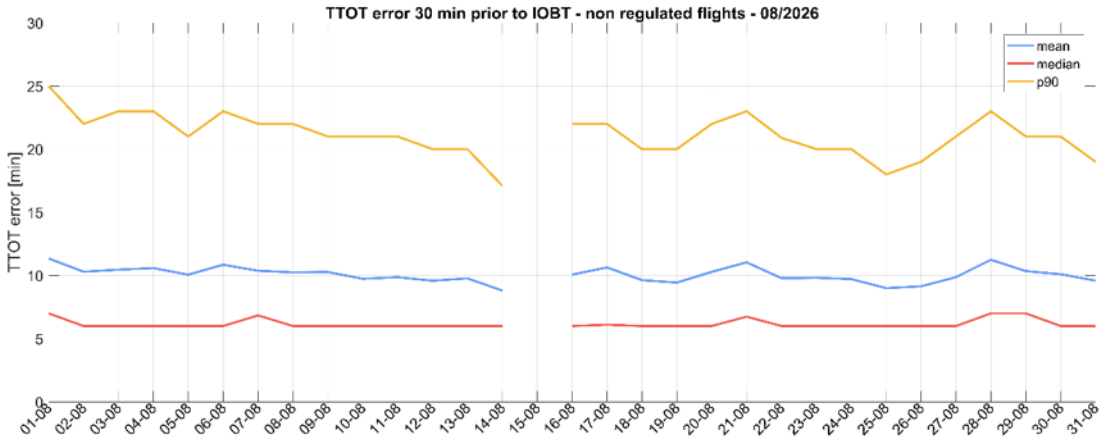
4.4.3.1. Turnaround

MIRROR's indicator shows that in **August 2026** the network's average available turnaround time remained close to scheduled levels for much of the month. However, several periods of disruption towards the end of the month reduced available turnaround time, most notably on **21 August,** when widespread weather disruption, Norwegian ATC industrial action and capacity constraints at several major airports generated network delays, and on **28 August,** when severe thunderstorms across Western and Central Europe significantly impacted operations at airports including Zurich, Geneva, Heathrow and Gatwick.



4.4.3.2. TTOT

NM is monitoring **TTOT calculation** quality across the 33 A-CDM airports. The average TTOT error at network level was approximately **10.0 minutes** in August 2026, slightly improving compared with July 2026 (10.6 minutes) and remaining below the level recorded in August 2025 (10.8 minutes). During August 2026, **Copenhagen** (EKCH) recorded the lowest average error, at approximately 7.2 minutes, while **Naples** (LIRN) recorded the highest, at approximately 16.6 minutes. Daily TTOT error remained broadly stable throughout most of the month, with the network mean generally ranging between 9 and 11 minutes, although some deterioration was observed towards the end of August. NM continues to provide detailed TTOT error information to A-CDM airports and to work with selected airport operators to support further improvements in TTOT quality.

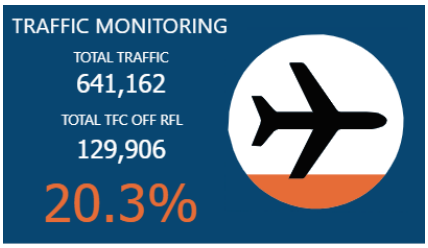


4.4.4. Prioritising first rotation

First rotation arrival punctuality **(86.5%)** was slightly down year-on-year, decreasing by **0.3 p.p.**, while departure punctuality **(79.8%)** improved by **1.0 p.p.**

4.4.5. Disciplined Flight Plan Execution and P-DPI

4.4.5.1. Disciplined Flight Plan Execution



NM estimates that **20.3% of flights**[2] in the intra NM area in August 2026 did not adhere to the RFL (Request Flight Level) by at least 1000 feet, -5.0 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 August, the **P-DPI trial** covered approx. **335.000 flights**. The predictability between 180 and 60 minutes prior to EOBT improved by **25.9%**. The estimated delay saving reached around **236.000 minutes**, which equals approx. **19.9%** of the total ATFM delay attributable to the flights covered by the trial and reduced the Flight Plan suspensions by FAM in **45.5%** for the traffic in the trial**.**

4.4.6. Technological modernisation datalink[3]

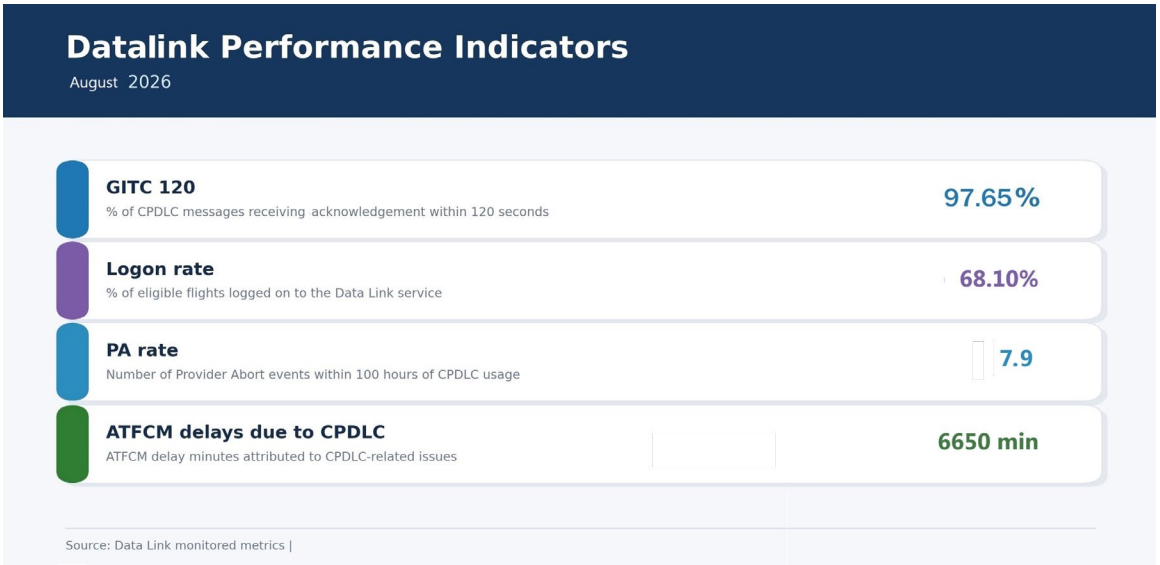
In August 2026, the monitored Datalink performance indicators showed **mixed developments**. Technical performance remained broadly stable, while ATFCM delays attributable to CPDLC increased significantly compared with August 2025.

The **GITC(120)** indicator reached **97.65%**, compared with 97.71% in August 2025, remaining above the target level of 97%.

The **Logon rate** reached **68.10%**, compared with 69.53% in August 2025, remaining above the target level of 65%.

The **Network PA** rate stood at **7.9**, compared with 9.73 in August 2025, representing an 18.8% year-on-year reduction. Despite this improvement, the indicator remained above the target level of 6.

ATFCM delays attributable to CPDLC amounted to **6,650 minutes** in August 2026, compared with 360 minutes in August 2025. This represents a significant year-on-year increase and exceeds the target threshold of 2,700 minutes.



[2] *Flights filtered on 70 to 100% of distance where flights did not adhere to RFL*
[3] *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] ***Departure schedule delay:*** *Actual Off-Block Time (AOBT) – Scheduled Off-Block Time (SOBT)*

[ii] *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.

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