EUROCONTROL

Monthly Network Operations Report

Analysis September 2026

CONSORTIUM COORDINATOR sesar DEPLOYMENT MANAGER

FOUNDING MEMBER sesar JOINT UNDERTAKING

NETWORK MANAGER

1. Executive Summary

Traffic in **September 2026** followed the expected seasonal decline during September, although demand remained strong. Early in the month, traffic was 3.1% above the corresponding period in 2025**.** By mid-month, it was 2.6% above 2025; by late September, year-to-date traffic was 1.7% above 2025. Growth on the main intra-NM axes remained robust, with the southwest axis up **3.1%** and the southeast axis up **1.1%**, supporting overall network growth.

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

Excluding overflights, network growth in September 2026 was led by **low-cost traffic** (+4.3%), followed by **mainline** (+2.5%) and **business aviation** (+3.3%); regional (-6.5%), charter (-13.7%) and all-cargo (-2.9%) traffic declined. Italy, Spain Continental and Poland generated 51% of the network growth, while Germany and Austria saw the largest declines. Asia/Pacific led intercontinental growth (+11.6%), while the Middle East (excl. Israel) was the only region to decline (-8.1%).

Seven of the Top 20 ACCs—Maastricht UAC, Ankara, Budapest, Brest, Langen, Paris, Sofia— recorded less traffic than in September 2025. **Roma and Zagreb ACCs** were still recording strong increase in traffic with +8.3% and + 9.4%% respectively.

The busiest airport remained **Istanbul** (1,614 flights/day), followed by Amsterdam Schiphol (1,414 flights/day), Paris Charles de Gaulle (1,395 flights/day), Frankfurt (1,352 flights/day) and Madrid (1,326 flights). **Eight of the Top 20 airports**—Amsterdam Schiphol, Frankfurt, London Heathrow, Munich, Antalya, London Gatwick, Dublin, Vienna— recorded less traffic than in September 2025, **while Madrid and Istanbul Sabiha Gökçen** each recorded an 8.4% increase.

Ryanair was the busiest operator with, on average, 3,762 movements (+3.7%) per day followed by easyJet (1,860 mov/day), Turkish Airlines (1,772 mov/day), Wizz Air (1,223 mov/day) and Air France (1,138 mov/day). S**even of the Top 20 airlines**—Air France, Lufthansa, British Airways, Vueling, Tuifly, Austrian, Sunexpress— operated fewer flights compared to September 2025. Lufthansa traffic decreased by 10.3%, largely driven by the restructuring of Lufthansa Group's regional operations following the closure of CityLine. Conversely, Wizz Air traffic increased by 22.6% year on year in September 2026, mainly driven by a significant expansion in capacity following new aircraft deliveries.

Operational performance **improved** in September 2026, supported by the seasonal reduction in traffic and generally favourable weather conditions. However, performance remained constrained by **ATC capacity** and **staffing constraints**—particularly in Barcelona ACC, Marseille ACCs and the Greek ACCs —alongside periods of convective weather across the Mediterranean and two major **technical disruptions**: the UK NATS outage on 08 September and the Prestwick and Oceanic FDPS failure on 21 September. Mount Etna volcanic activity also disrupted Catania operations, with knock-on effects at Palermo.

Network on-time performance **improved** in September, with arrival punctuality reaching **75.9%** (+4.8 p.p.) and departure punctuality **70.9%** (+5.4 p.p.). Domestic routes outperformed the network average, while the intra-NM southeast axis performed in line with it. **Longer arrival delays** (those >30 and >60 minutes) compared to the Scheduled Time of Arrival slightly **decreased** (3 days vs 12 days in September 2025).

ATFM delay totaled **2,415,643 minutes** in September **31%** below the same period last year.

En-route ATFM delay represented **73.8%** of total ATFM delay, while airport delay accounted for **26.2%.** En-route delays decreased by **33.2%,** mainly driven by a reduction of weather impact (-46.6%) and ATC disruptions (-73.1%), and airport delays decreased by **24.8%.** En-route ATC capacity was the leading cause of delay despite falling by 20.6%, followed by ATC staffing, which increased by 17.0%. **Barcelona ACC** was the main delay contributor, primarily due to capacity constraints.

The **average en-route ATFM delay** per flight for the network was **1.6** minutes in September, better than September 2025. The **YTD** en-route delay was **1.6** minutes per flight, lower than in 2025 (1.9 min/flt).

NM estimates that **3.3 million tonnes** of fuel were burnt in the en-route flight phase in the NM area in September 2026, lower than last year despite a traffic increase of 2.5%.

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: **58 of 68 ACCs** delivered in accordance with the plan, while **three ACCs** were not delivering in accordance with the NOP.

In September **CWBO[ii] measures** were applied 25 days, rerouting **1,164 flights** and saving **305,135 minutes** of ATFM delay. From beginning of May, **3.4 million minutes** were saved and **11,216 flights** rerouted.

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.

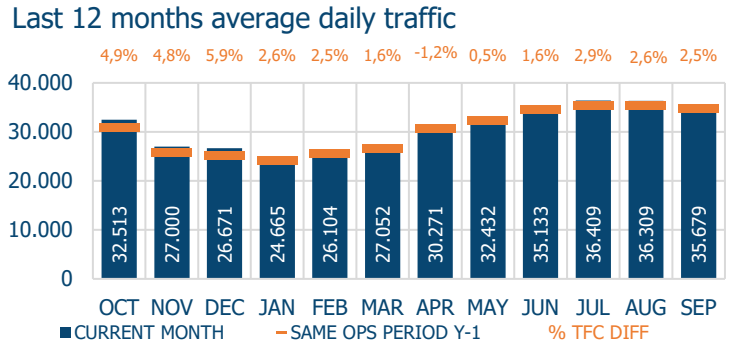
First rotation arrival punctuality reached **87.8%**, up **1.9 p.p.** from September 2025, while departure punctuality rose by **3.3 p.p.** to **82.2%**.

Network predictability: NM estimates that 19.7% of flights[1] in the intra NM area in September 2026 did not adhere to the RFL (Request Flight Level) by at least 1000 feet, -5.8 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 from 01 June to 31 August more than 932,000 flights representing 28.2% of ECAC departures. The trial demonstrated a **26.1% improvement in departure predictability** within the 60 - 180 minutes prior to the EOBT. **Estimated ATFM delay savings exceeded 610,000 minutes**, equivalent to approximately 20% of the total ATFM delay associated with flights covered by the trial. In addition, the trial contributed to **avoiding Flight Plan suspensions by FAM by 48.5%.**

The monitored **Datalink performance** indicators showed an **overall improvement** compared with September 2025. Technical performance remained above the applicable targets, while no ATFCM delays attributable to CPDLC were recorded during the month.

2. Traffic evolution



There were **1,070,365 flights** throughout Europe in September 2026, **2.5% up** compared to the same period last year.

Compared to September 2025, **low-cost** remained the **main driver** of flight growth (excluding overflights) in the EUROCONTROL area, increasing by 4.3% (+543 flights/day). The increase was largely driven by more flights (departures and arrivals) in **Italy** (+262 flights/day), mainly from Wizzair Group, Ryanair Group and Aeroitalia. **Mainline** grew by 2.5% (+285 flights/day) supported by additional flights in Spain-Continental (+95 flights/day), notably from Air Europa, LOT, and City Airlines, and in Israel (+88 flights/day). By contrast the other passenger segments declined. **Regional traffic** fell by 6.5% (-268 flights/day), mainly reflecting fewer flights in **Germany** (-190 flights/day) from Lufthansa Airlines and Air Dolomiti. The discontinuation of Lufthansa Cityline in April 2026 contributed to the decline. **Charter** decreased by 13.7% (-168 flights/day),

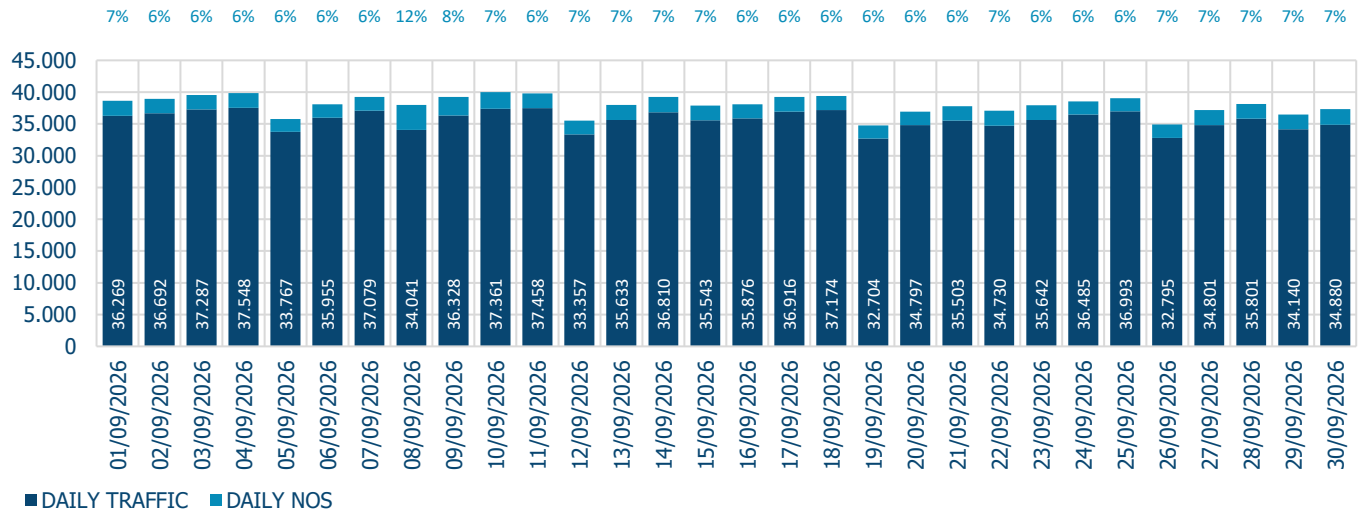
[1] *Flights filtered on 70 to 100% of distance where flights did not adhere to RFL*

partly due to fewer flights in Türkiye (-63 flights/day) and Israel (-36 flights/day). **Business aviation** increased by 3.3% (+81 flights/day), mainly owing to higher traffic in the UK (+27 flights/day), and France (+23 flights/day), while **all-cargo** declined by 2.9% (-29 flights/day), with fewer flights in Spain Continental (-11 flights/day) and the UK (-7 flights/day).

Only **three States** contributed to adding more than 100 daily flights to the network: Italy (+301), Spain Continental (+297), and Poland (+107). Together they accounted for 51% of the overall growth in September 2026, excluding overflights. Conversely, Germany (-47 flights/day) and Austria (-42 flights/day) recorded the largest declines.

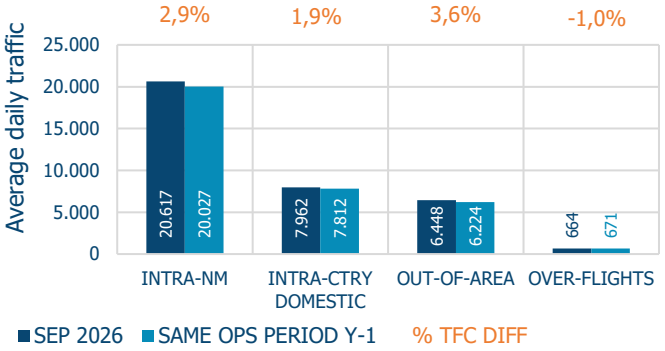
For intercontinental flows with Europe, **Asia/Pacific** posted the strongest growth (+11.6%), supported by additional daily flights to/from China (+36), and to/from India (+22). The **Middle East** (excluding Israel) was the only region to record a decline (-8.1%), mainly due to fewer daily flights to/from the UAE (-37) and to/from Qatar (-31). Most European flag carriers have still not resumed services to the UAE and Qatar.

Daily network traffic evolution

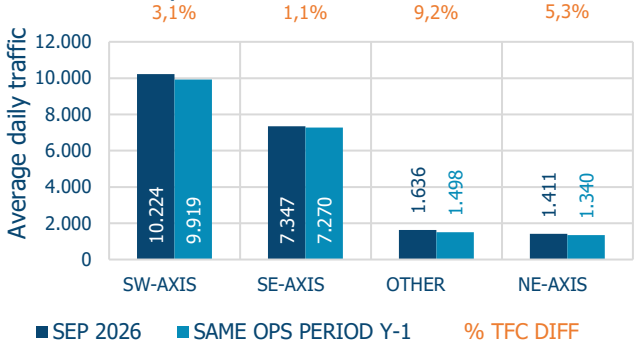


On average**, 6.3%** of scheduled traffic did not operate in September (see Non-Operated Schedules).

Type of traffic

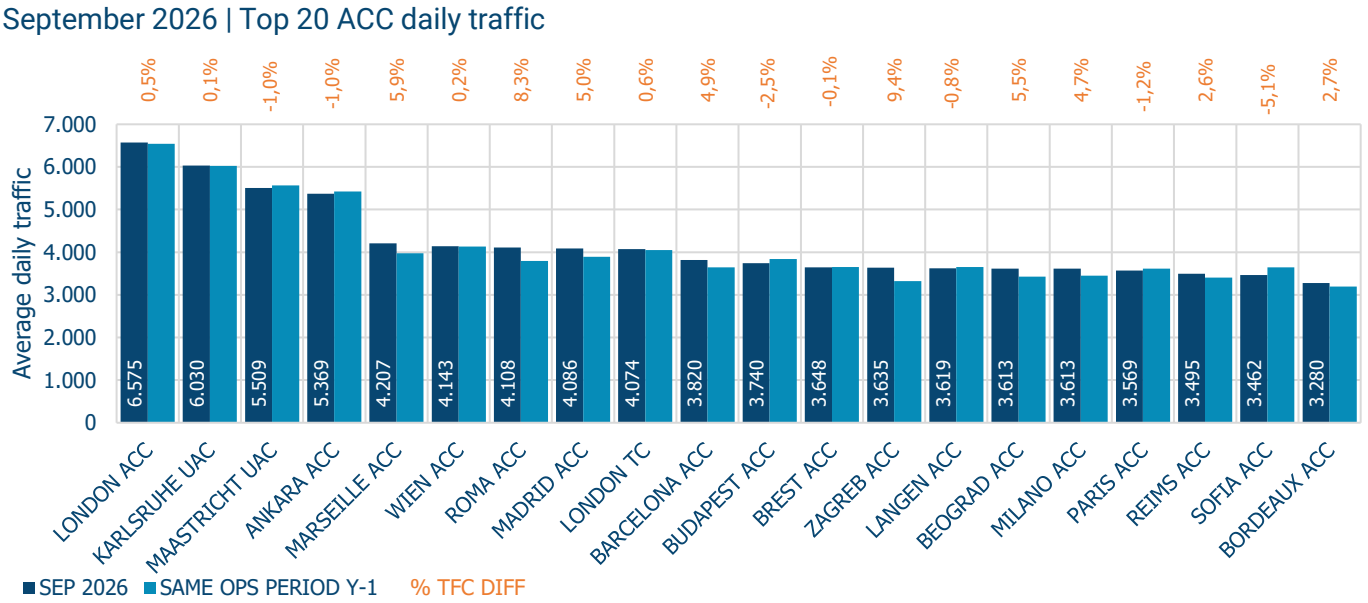


Intra-NM daily traffic



Traffic increased by **3.1%** on the **intra-NM southwest** axis and by **1.1%** on the **intra-NM southeast axis**, supporting the overall network traffic growth of 2.5%.

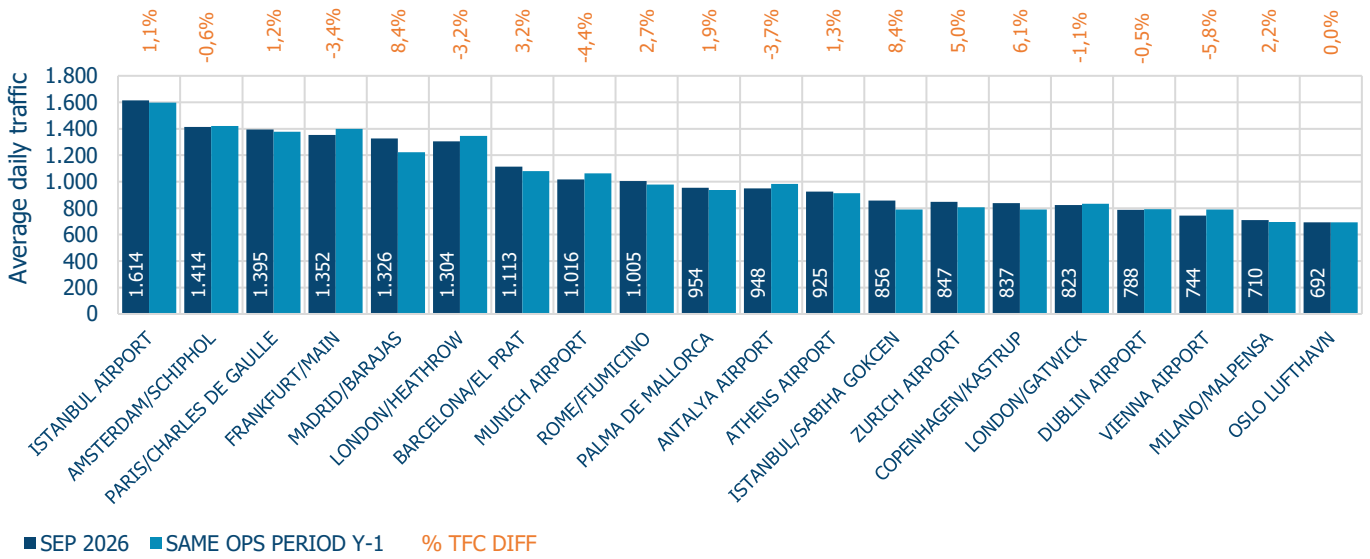
Please note that Iceland joined the NM area on 01-January 2025, which has had a modest effect on the categorisation between 'Intra-NM, Out-of-Area and Over-Flights. The designations employed do not imply the expression of any opinion whatsoever on the part of EUROCONTROL concerning the legal status of 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.



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

Roma and Zagreb ACCs were still recording strong increase in traffic with **+8.3%** and + **9.4%** respectively.

September 2026 | Top 20 Airports daily traffic

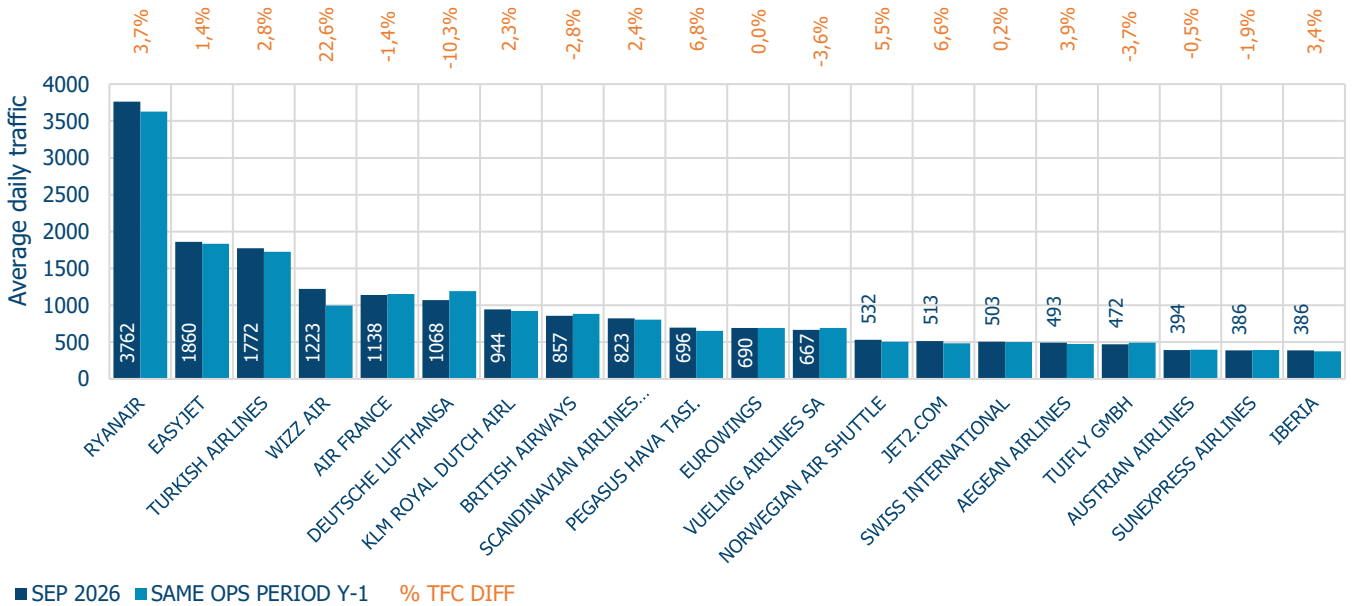


The busiest airport was **Istanbul** (1,614 flights/day), followed by Amsterdam Schiphol (1,414 flights/day), Paris Charles de Gaulle (1,395 flights/day), Frankfurt (1,352 flights/day) and Madrid (1,326 flights).

Eight of the Top 20 airports—Amsterdam Schiphol, Frankfurt, London Heathrow, Munich, Antalya, London Gatwick, Dublin, Vienna— recorded less traffic than in September 2025, **while Madrid and Istanbul Sabiha Gökçen** each recorded an 8.4% increase.

The decline in traffic at **London airports** was partially due to a flight processing system failure in London ACC on 08 September, which caused significant delays, cancellations and flight diversions.

September 2026 | Top 20 Air Operator groups daily traffic



Ryanair was the busiest operator with, on average, 3,762 movements (+3.7%) per day followed by easyJet (1,860 mov/day), Turkish Airlines (1,772 mov/day), Wizz Air (1,223 mov/day) and Air France (1,138 mov/day).

Seven of the Top 20 airlines operated fewer flights compared to September 2025. **Lufthansa** traffic decreased by 10.3%, largely driven by the restructuring of Lufthansa Group's regional operations following the closure of CityLine.

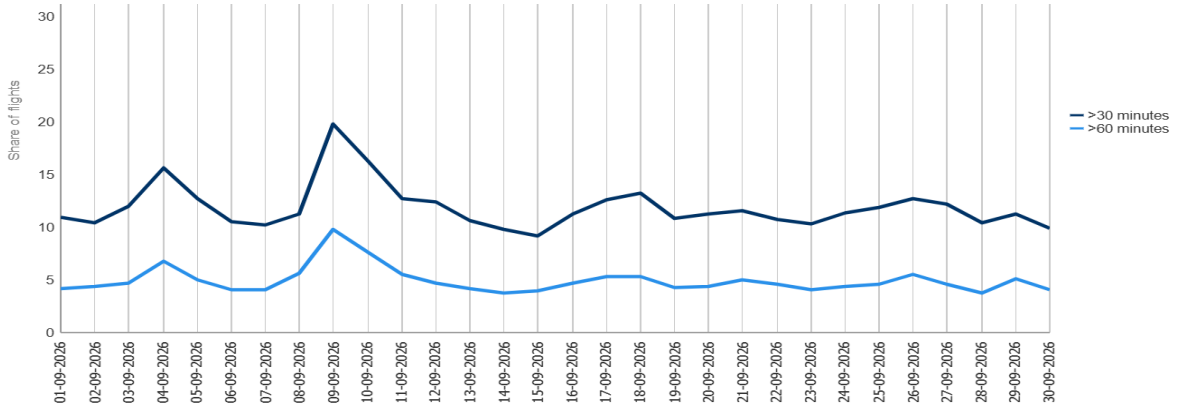
Wizz Air traffic increased by **22.6% year** on year in September 2026, mainly driven by a significant expansion in capacity following new aircraft deliveries.

3. On-time performance

On-time performance improved during September, supported by the progressive seasonal reduction in traffic and generally favourable network conditions.

Periods of convective weather across the Mediterranean added pressure during the middle of the month, notably around Barcelona, Palma, Italy and Greece. Technical disruptions also impacted performance, most significantly a technical issue with FDPS in London ACC on 08 September and an FDPS failure at Prestwick ACC and Oceanic operations on 21 September, while volcanic ash from Mount Etna disrupted Catania operations and generated knock-on effects at Palermo.

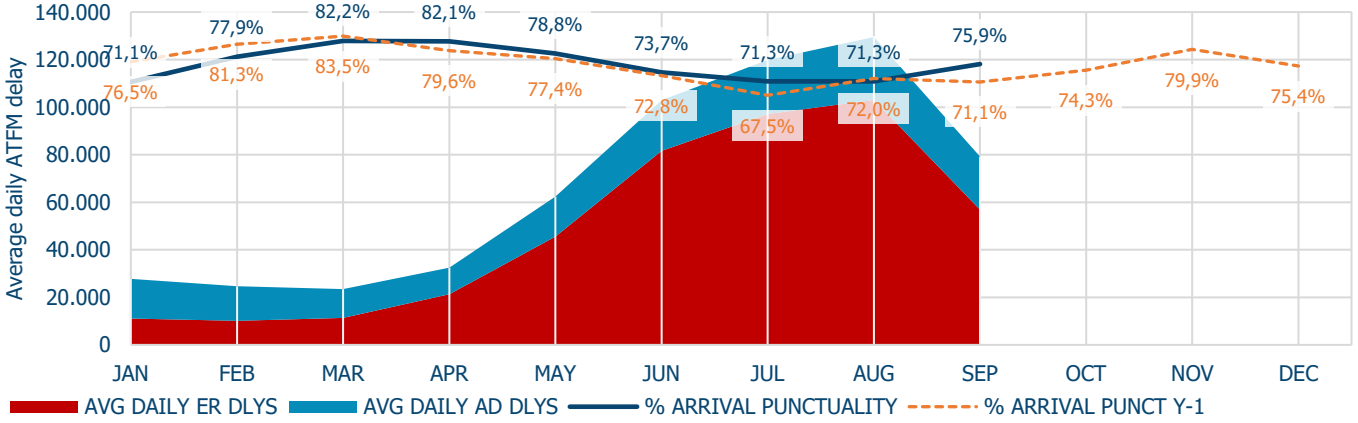
September 2026 | Percentage of long delays on arrival (vs scheduled time)



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 **decreased** (3 days vs 12 days in September 2025).

3.1. Arrival punctuality

Network arrival punctuality and ATFM delay

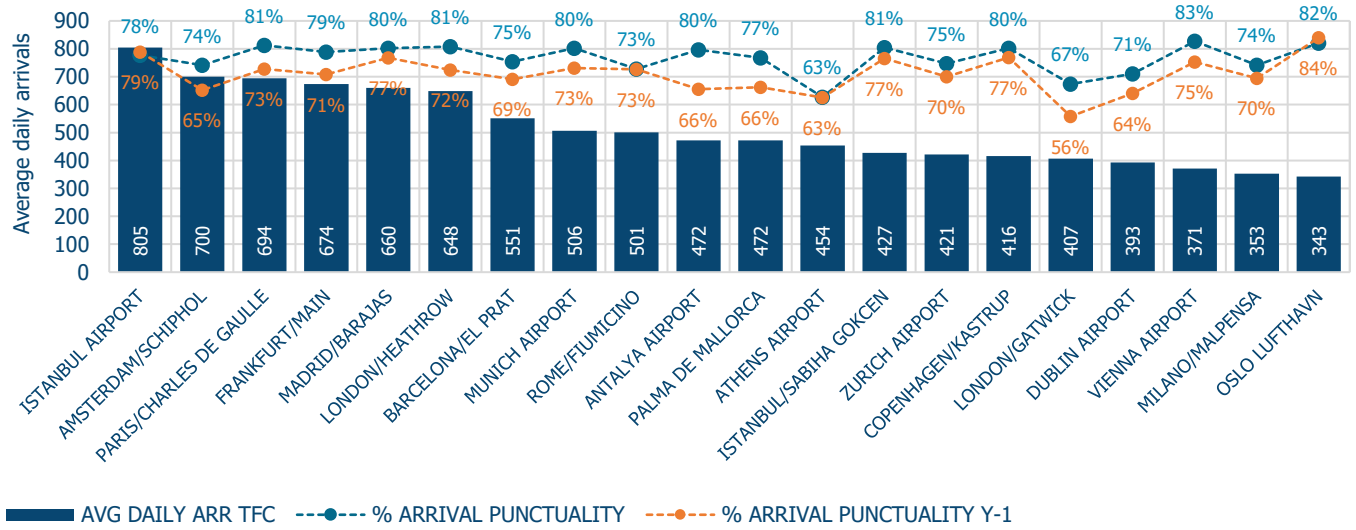


Network arrival punctuality **(75.9%)** was better than in September 2025 (+4.8 p.p.).

Domestic routes **(79.6%)** arrival punctuality was higher than the network level. Domestic routes represented 22.3% of the total traffic in September 2026.

Punctuality on the intra NM southeast axis reached 74.1% **(+8.1 p.p.)** and 75.5% **(+8.1 p.p.)** on the southwest axis in September 2026.

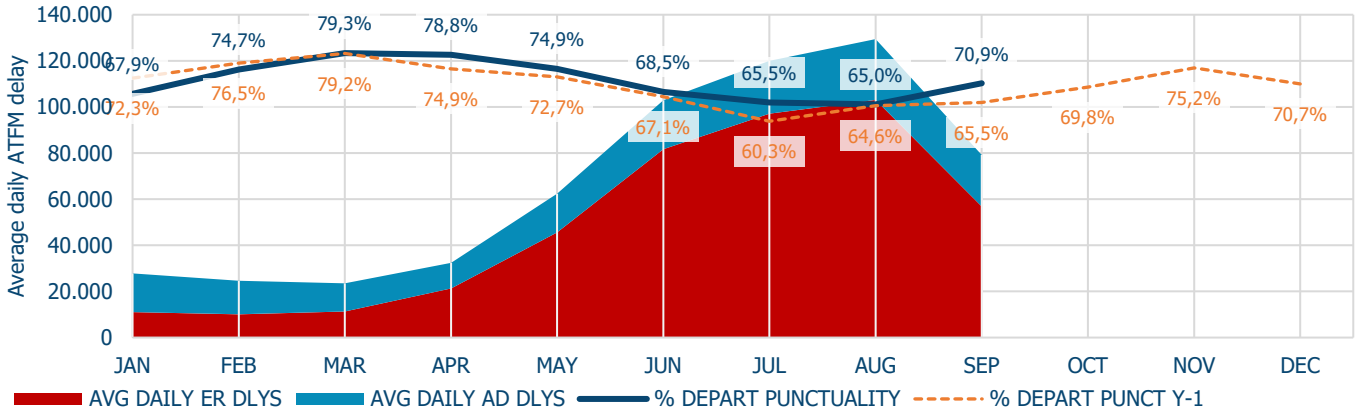
September 2026 | Top 20 Airport arrival traffic and punctuality



Airport punctuality across the Top 20 airports generally **improved** compared with September 2025. **Rome Fiumicino** operated with reduced capacity due to ongoing runway works. The technical issue with FDPS in UK NATS on 08 September impacted the **London airports**, and weather and industrial action also generated disruption across parts of the European network towards the end of the month. **Barcelona** improved punctuality despite experiencing periods of significant weather-related disruption, while Paris Charles de Gaulle also improved despite industrial action in France.

3.2. Departure punctuality

Network departure punctuality and ATFM delay



Network departure punctuality **(70.9%)** was above the level of September 2025 **(+5.4 p.p.)**.

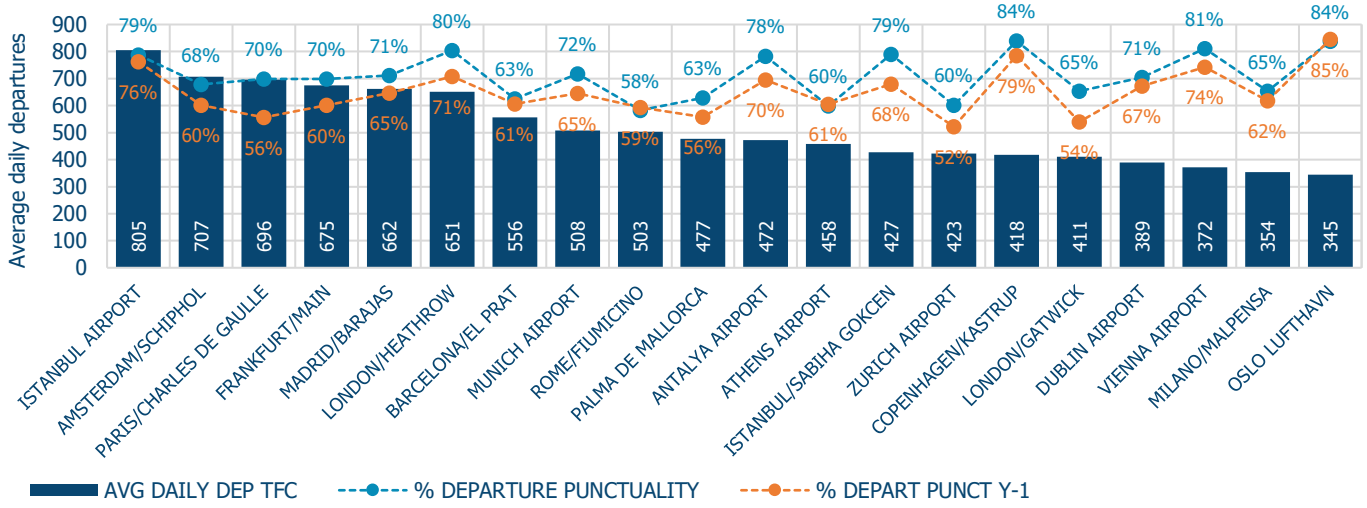
Punctuality on domestic routes was higher (**78.0%**) than punctuality at the network level.

Punctuality on the intra NM southeast axis reached 69.4% **(+8.6 p.p.)** and 70.7% **(+8.1 p.p.)** on the southwest axis in September 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.

September 2026 | Top 20 Airport departure traffic and punctuality



Departure punctuality at many of the Top 20 airports **improved** compared with September 2025. **Rome Fiumicino** continued to operate with reduced capacity due to ongoing runway works, although departure punctuality remained stable year-on-year. **Milano Malpensa** experienced significant disruption on 10 September following a runway blockage, resulting in capacity restrictions and diversions, while still achieving a year-on-year improvement. **Barcelona** was heavily impacted by severe weather on 29 September, although departure punctuality remained slightly above last year's level. **Paris Charles de Gaulle** recorded one of the largest improvements among the Top 20 airports despite disruption associated with industrial action in France towards the end of the month. **Catania** experienced significant operational disruption from repeated restrictions and closures linked to Mount Etna volcanic activity resulting in widespread delays, cancellations and diversions 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 September 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.

The number of requests received by **NMOC's E-Helpdesk** decreased from 102,800 in August to 72,000 in September. Of these, 46,600 were submitted by Airlines, 10,900 by FMPs and 14,500 by Towers. Among all requests, 8,600 related to flights identified as "critical" by the airlines.

NM's Operational Centre **reduced** en-route ATFM delays by **15.8%** (322,846 min) and airport ATFM delays by **11.4%** (88,589 min) through direct actions.

4.2. ATFM delays

ATFM delay totaled **2,415,643 minutes** in September **31%** below the same period last year.

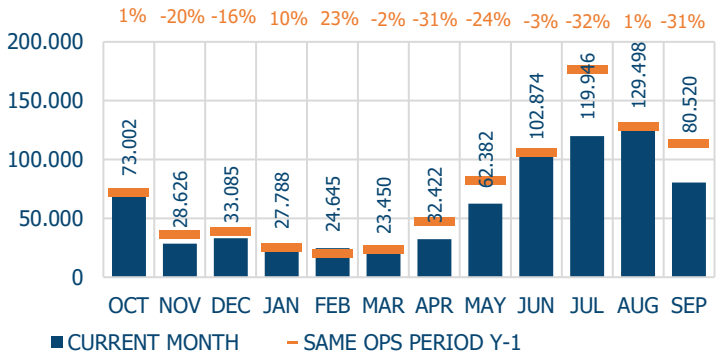
En-route ATFM delay represented **73.8%** of total ATFM delay, while airport delay accounted for **26.2%.** En-route delays decreased by **33.2%,** mainly driven by a reduction of weather impact (-46.6%) and ATC disruptions (-73.1%), and airport delays decreased by **24.8%.** En-route ATC capacity remained the leading cause of delay despite falling by 20.6%, followed by ATC staffing, which increased by 17.0%.

Barcelona ACC was the main delay contributor, primarily due to capacity constraints.

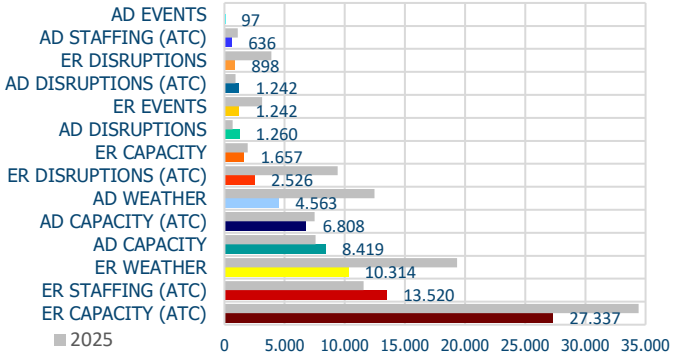
The average en-route ATFM delay per flight for the network was **1.6** minutes in September - better than the same period last year (2.5 minutes in September 2025). The YTD en-route delay was **1.6** minutes, lower than in 2025.

The network departure **schedule delay**[i] was **17.0** minutes/flight in September, -2.2 minutes/flight compared to September 2025.

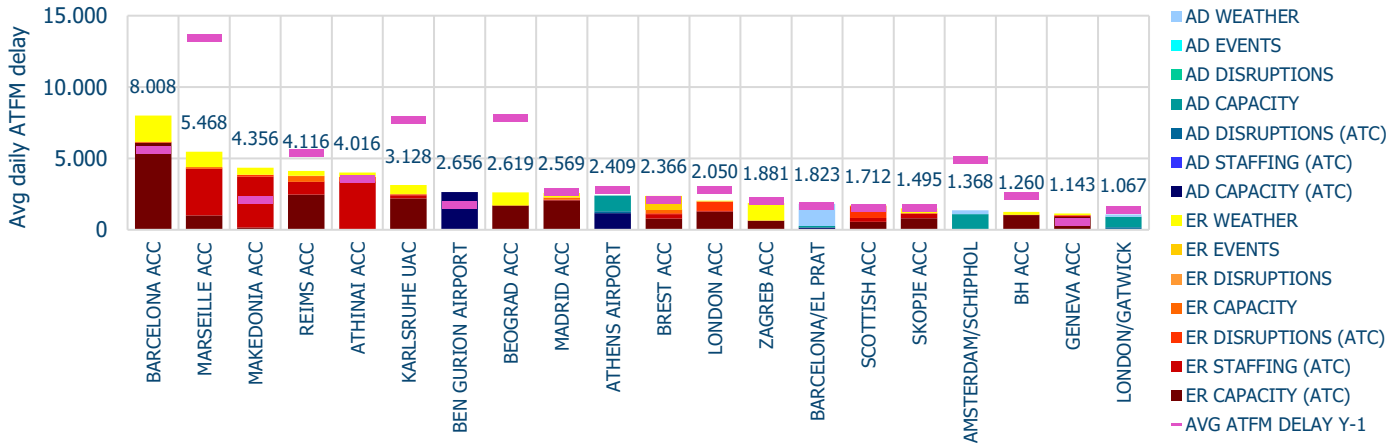
Last 12 months average daily ATFM delays



September 2026 | Reasons for ATFM delays



Top 20 delay reference locations in September 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:

- **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** remained one of the principal area impacted by **ATC staffing** and **capacity** constraints. Marseille delays reduced sharply at the beginning of the month but increased again during subsequent weeks as staffing and limited sector availability constrained operations.
- **Makedonia ACC** experienced persistent **staffing delays** throughout the month.
- **Reims ACC** recorded significant ATFM delays, mainly due to ATC capacity and staffing constraints.
- **ATC staffing** was the main cause of en-route delay at **Athinai ACC.** Delays were particularly high early in the month but decreased notably towards month-end.

4.2.1. Significant Events

There were many events in September: State funeral of King Harald V in Oslo, Tour of Spain cycling race, Formula 1 Grand Prix in Madrid, Military Parade in Palma de Mallorca, Oktoberfest in Munich, Yom Kippur in Israel, Parajumping World cup in Amsterdam. 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 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 **27,814 minutes**.
- On-going training in **Bordeaux ACC** in preparation for the transition to **4-Flight** system generated **5,987 minutes** of ATFM delay between 20 and 30 September.

Technical

- Works to renew the ILS on RWY 25R at **Brussels airport** continued until 16 September and generated 3,087 minutes of ATFM delay.
- An ATC equipment failure disrupted **Greek airspace** on 01 September, generating 8,901 minutes of ATFM delay.
- A communication system issue in **Makedonia ACC** on 05 September impacted operations during the afternoon, generating **4,007 minutes of ATFM delay**, on top of ongoing ATC staffing constraints.

- On 08 September, wildfires in the vicinity of **Antalya airport** generated **1,176 minutes** of ATFM delay with no significant impact on operations.
- On 08 September, a technical issue in NATS' flight processing system led to airspace regulations and high delays, flight diversions and cancellations. Restrictions remained in place for around six hours, causing **19,746 minutes** of en-route ATFM delay and **13,433 minutes** of airport ATFM delay at UK airports, **3,494 minutes** of ATFM delay in neighbouring states, cancellations and diversions, with disruption extending into subsequent days.
- On 10 September, airport operations at **Milano Malpensa** were temporarily suspended following an aircraft emergency during taxiing. The incident generated **1,373 minutes** of ATFM delays.
- Communication system issue in **Tirana ACC** on 12 September generated **1,729 minutes** of ATFM delay.
- On 12 September at **Dublin airport**, operations were constrained by the arrival and departure of the US President, with temporary single-runway operations, and generated **1,723 minutes** of ATFM delay.
- On 15 September, an ATC equipment issue resulted in single-runway operations at **Athens Airport**, reducing airport capacity and generating **3,995 minutes** of ATFM delay.
- Communication equipment maintenance in **Skopje ACC** on 16 September generated **1,272 minutes** of ATFM delays.
- FDPS system failure at **Paris Orly** airport on 20 and 21 September generated **5,409 minutes** of ATFM delays.
- On 21 September, an **FDPS failure** impacted **Prestwick ACC** and **Oceanic** operations, reducing available capacity to around 40% during the disruption and generating approximately 28,000 minutes of ATFM delay, including around 24,000 minutes at Prestwick and 4,000 minutes in Oceanic operations. Regulations were extended while engineers investigated the failure, while NM applied additional flow-management measures to facilitate alternative routings. The situation was compounded by concurrent military airspace activity, requiring the suspension of some flights to safely manage traffic within the reduced capacity.
- FPL data issue in **Karlsruhe UAC** on 28 September generated **1,467 minutes** of ATFM delay.

Other

- Volcanic ash from renewed activity at **Mount Etna** disrupted operations at Catania Airport, especially on 26–27 September, resulting in the suspension of arrivals and departures and diversions to Palermo, Comiso and Trapani airports, and generated **24,408 minutes** of ATFM delay throughout the month.
- The additional **complexity** due to the Russian war of aggression against Ukraine generated:
  - 8,196 minutes of ATFM delay in **Warsaw ACC**.
  - 11,021 minutes of ATFM delay in **Budapest ACC.**

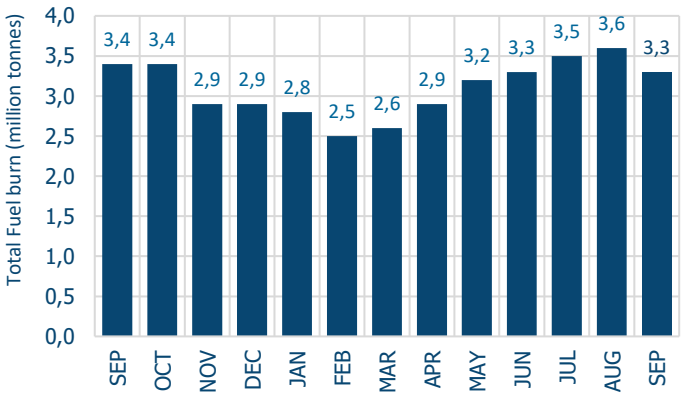
Industrial action

- ATC industrial action in **Canary Islands** at Fuerteventura and Lanzarote airports throughout September generated 1,899 minutes of ATFM delay.
- ATC industrial action in **Belgium** from 16 to 23 September, mainly planned from 22:00 to 08:00 each night, generated 585 minutes of ATFM delay.
- ATC industrial action in **France** on 29 September generated 2,806 minutes of en-route ATFM delay and 2,601 minutes of airport ATFM delay.
- A four-hour ATC industrial action in **Italy** on 30 September generated 473 minutes of ATFM delay.

4.3. Flight Efficiency

4.3.1. Fuel Burn

Total enr fuel burn within NM area (tonnes)

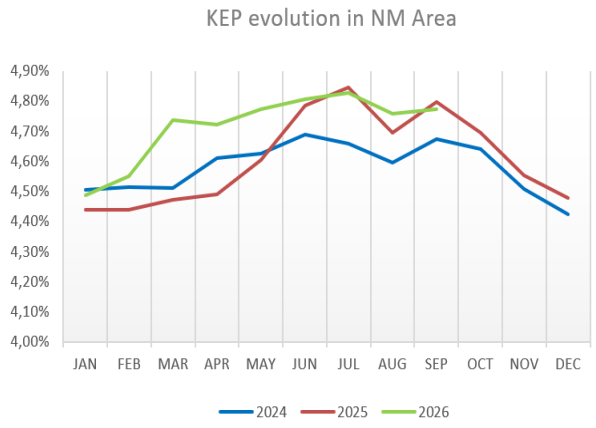


NM estimates that **3.3 million tonnes** of fuel were burnt in the en-route flight phase in the NM area in September 2026, lower than last year despite a traffic increase of 2.5%.

4.3.2. Horizontal Flight Efficiency

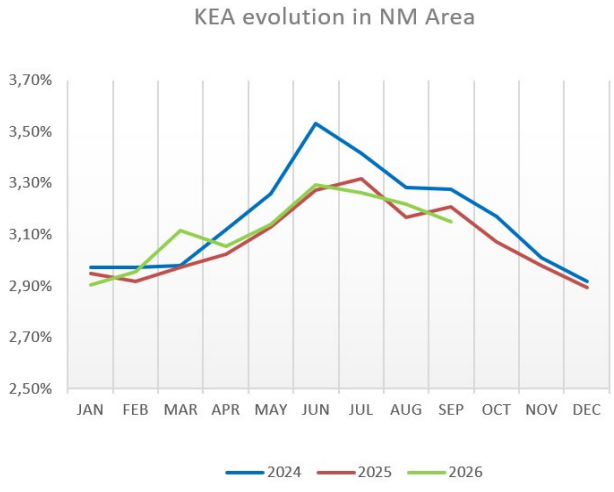
There are two horizontal flight efficiency KPIs. The indicators provide a measure of the average en-route additional distance with respect to the great circle distance. One is based on the last filed flight plan (**KEP**) and the other on actual trajectory (**KEA**).

KEP remained stable compared with August and slightly below its 2025 level. **KEA** continued to decline, falling below both 2024 and 2025 levels. The sharp rise in both indicators in March partly reflected Middle East developments, which led to airspace closures and rerouting.



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

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



KEA indicator **(3.15%)** was below 2025 and 2024 levels.

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:

- **58 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, Agadir and Casablanca ACCs)
- **3 ACCs** are not delivering in accordance with the NOP (Prestwick, Tbilisi, and Athens ACCs).

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

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

In September, CWBO measures were applied 25 days, rerouting **1,164 flights** and saving **305,135 minutes** of ATFM delay.

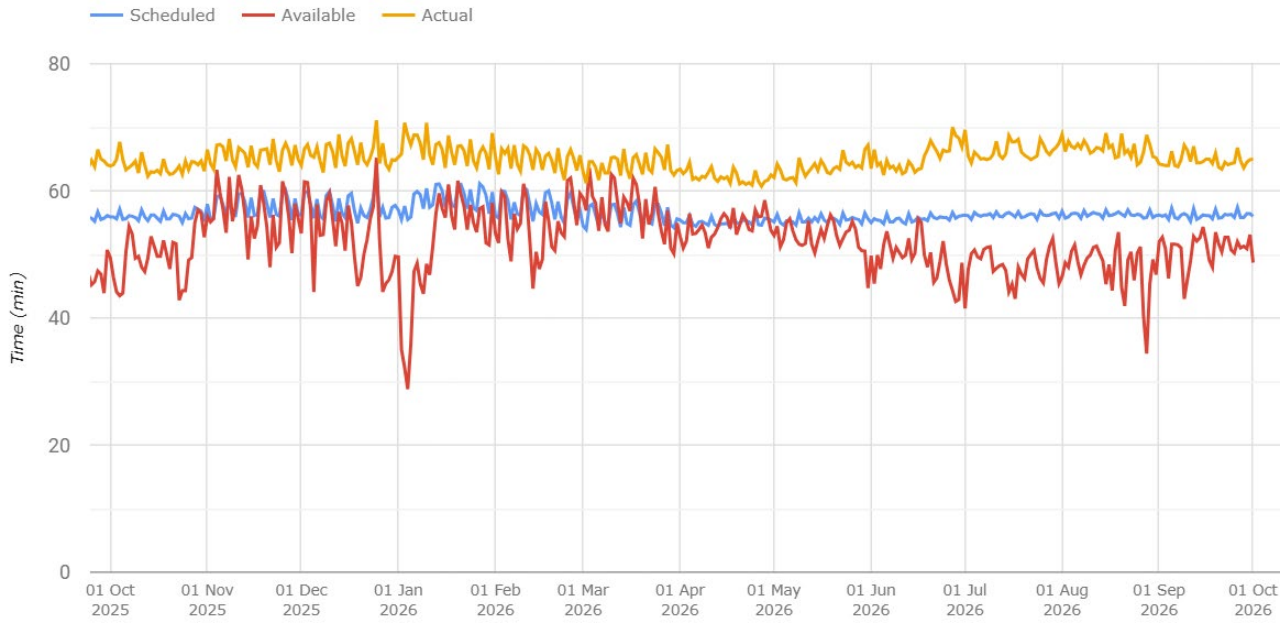
From beginning of May, **3.4 million minutes** of delay were saved with **11,216** flights rerouted.

	2026 September			
	Delay Saving	Stability Improvement	Rerouted Flights	Days Applied
Weather	216,078	10.10%	643	15
Capacity	37,629	8.00%	350	12
Network Stability	51,428	12.30%	171	7
Total	**305,135**	**10.13%**	**1,164**	25
RAD Suspensions	23			

4.4.3. Realistic Scheduling

4.4.3.1. Turnaround

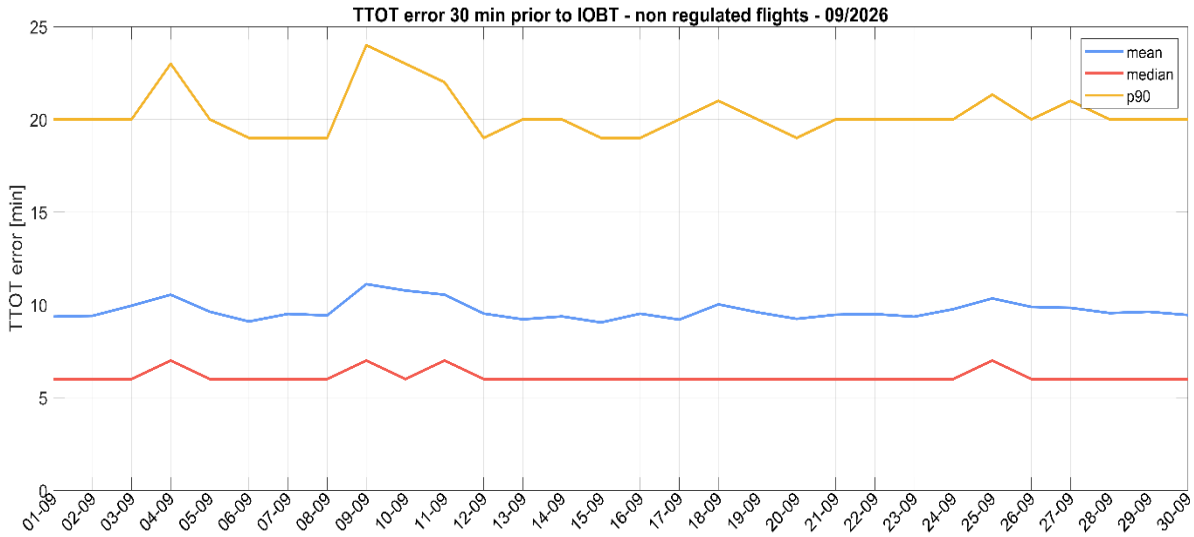
MIRROR's indicator shows that in September 2026 the network's average available turnaround time **remained close** to scheduled times for much of the month. However**, several periods of disruption** reduced available turnaround time, most notably on **09 September,** when adverse weather affecting Spain and Central Europe generated flow restrictions and delays at airports including Barcelona, Palma de Mallorca and Vienna. NATS technical issue on **08 September** impacted the London airports and generated significant reactionary delays. Additional reductions occurred later in the month during periods of industrial action and the repeated operational restrictions at Catania linked to Mount Etna volcanic activity.



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 **9.7 minutes** in September 2026, improving slightly compared with August 2026 (10.0 minutes) and remaining clearly below the level recorded in September 2025 (11.4 minutes). During September 2026, Vienna airport recorded the lowest average TTOT error among the airports, at 7.1 minutes, closely followed by Helsinki and Oslo airports at 7.2 minutes. Naples airport recorded the highest error, at 15.3 minutes, followed by Rome Fiumicino at 14.9 minutes. Overall, the September results indicate a continued improvement in TTOT prediction accuracy, with the network average decreasing by 0.3 minutes month-on-month and by 1.7 minutes compared with September 2025.

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.

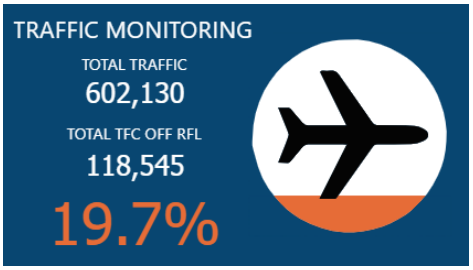


4.4.4. Prioritising first rotation

First rotation arrival punctuality reached **87.8%**, up **1.9 p.p.** from September 2025, while departure punctuality rose by **3.3 p.p.** to **82.2%**.

4.4.5. Disciplined Flight Plan Execution and P-DPI

4.4.5.1. Disciplined Flight Plan Execution



NM estimates that **19.7% of flights**[2] in the intra NM area in September 2026 did not adhere to the RFL (Request Flight Level) by at least 1000 feet, -5.8 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

The P-DPI trial covered since June 1st to August 31st more than 932,000 flights representing 28.2% of ECAC departures. The trial demonstrated a **26.1% improvement in departure predictability** within the 60 - 180 minutes prior to the EOBT. **Estimated ATFM delay savings exceeded 610,000 minutes**, equivalent to approximately 20% of the total ATFM delay associated with flights covered by the trial. In addition, the trial contributed to **avoiding Flight Plan suspensions by FAM by 48.5%.**

4.4.6. Technological modernisation datalink[3]

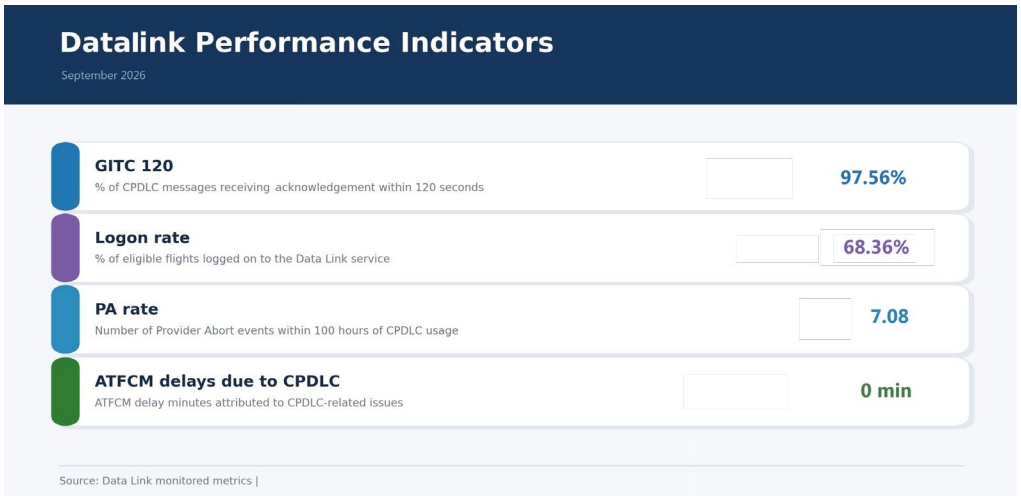
In September 2026, the monitored Datalink performance indicators showed an overall improvement compared with September 2025. Technical performance remained above the applicable targets, while no ATFCM delays attributable to CPDLC were recorded during the month.

The **GITC (120)** indicator reached **97.56%**, compared with 97.85% in September 2025. Despite this slight year-on-year decrease the indicator remained above the target level of 97%.

The **Logon rate** reached 68.36%, compared with 70.35% in September 2025. This represents a year-on-year decrease of almost 2 percentage points, while the indicator remained above the target level of 65%.

The **Network PA** rate stood at **7.08**, compared with 9.04 in September 2025, representing a 21.7% year-on-year reduction. Despite this improvement, the indicator remained above the target level of 6.

No ATFCM delays attributable to CPDLC were recorded in September 2026, unchanged from September 2025.



[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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