



Week Summary

In this final Flash Briefing of Summer 2025, and following the all-summer (June-August) Special Summer Flash Briefing published on Friday 5 September, we examine how the network performed in Week 36.

Traffic: 35,296 daily flights
-1.3% vs the previous week
+4% vs 2024
+1% vs 2019

Air traffic flow management (ATFM) delays: 3.2 min/flight (2.4 en-route / 0.7 airport)
-26% vs the previous week
-34% vs 2024

Arrival punctuality: 74%
+2.1pp vs the previous week
+9.4pp vs 2024

Traffic: During Week 36, there were 35,296 daily flights, slightly below the previous week, +4% vs 2024, and +1% vs 2019 levels.

ATFM delays: Averaged 3.2 minutes per flight – 26% below the previous week, and 34% lower than in 2024. A total of 53,873 flights were delayed by air traffic flow management (ATFM) restrictions, an average of 7,696 flights a day and 22% of all flights.

Arrival punctuality: Up 2.1 percentage points vs Week 35 to 74%, and better than last year by 9.4 percentage points.

Network hot spots:

- France (25% of all delays in the network): Affected by ongoing capacity and staffing issues, and weather.
- Germany (12% of all delays in the network): Affected mostly by staffing issues and weather.
- United Kingdom (9% of all delays in the network): Affected mostly by high airport demand and weather.

Network Operations Plan (NOP) delivery:

- With 3.9% year-to-date traffic growth, en-route ATFM delay so far is 26% better than 2024, with good delivery by all air navigation service providers (ANSPs) in South-East Europe, Central Europe, Italy and Switzerland.
- Most ANSPs are delivering the agreed capacity.
- However, Marseille Area Control Centre (ACC) did not fully provide the capacity planned in the NOP (generating 90K delay minutes).

Actions to be taken: All ACCs revised their plans to align with the NOP for the upcoming weeks. The implementation of capacity management scenarios by EUROCONTROL's Network Manager Operations Centre (NMOC) will be further amplified and, in this context, the proactive support of all ANSPs will be further requested.

Weather: Convective weather continued to affect significant parts of the network, but to a less severe extent than the previous week. The scenarios pre-agreed between the ANSPs and the EUROCONTROL Network Manager (NM), moving traffic away from areas of forecasted convective weather, saved 80K minutes of delay across the week, 30% of the total weather delay in Week 36.

Industrial action: The on-going industrial action at Beograd ACC has resulted in 48k minutes of en-route ATFM delay during Week 36, again of a similar order of magnitude to previous weeks, but of a level very similar to the other summer weeks when they were related to capacity and weather issues in the context of sustained traffic growth.



EUROCONTROL Flash Briefing

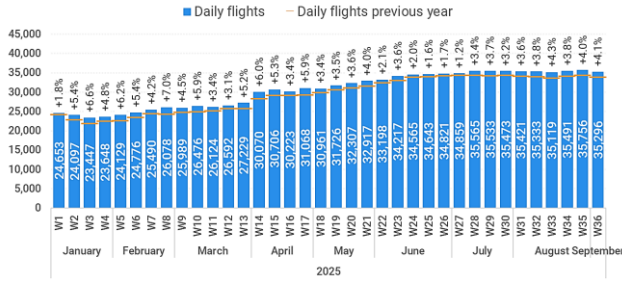
Week 36 (01-07 Sep 2025) – Network Performance

10 Sep 2025

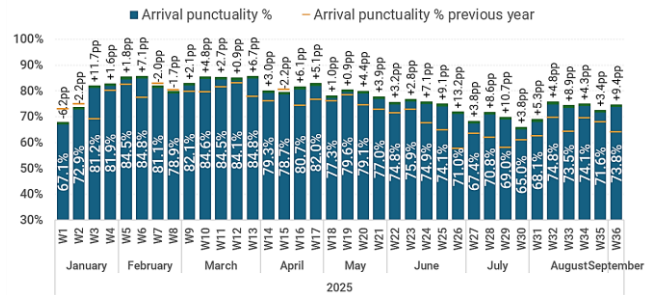


Network

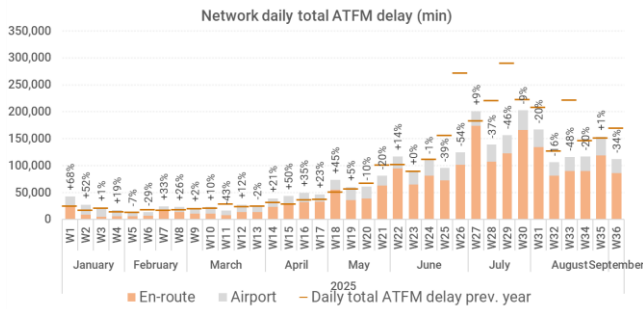
Traffic



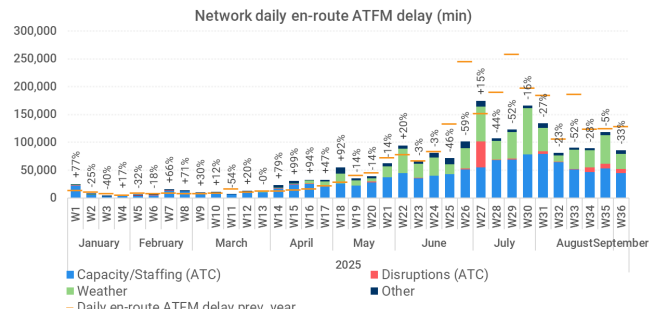
Punctuality (On Time Performance 15')



Total ATFM delay



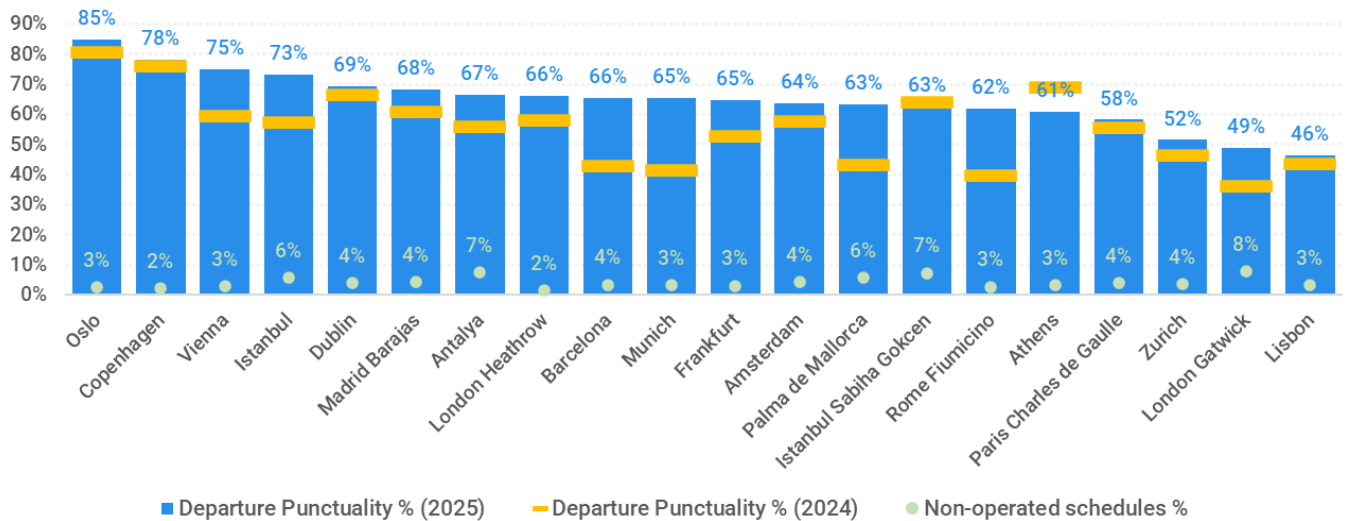
En-route ATFM delay



Airports

Departure punctuality for the top 20 busiest airports in the network.

Departure Punctuality % and Non-Operated Schedules % of top 20 European airports W36 (1 - 7 Sep 2025) vs same operational week of 2024



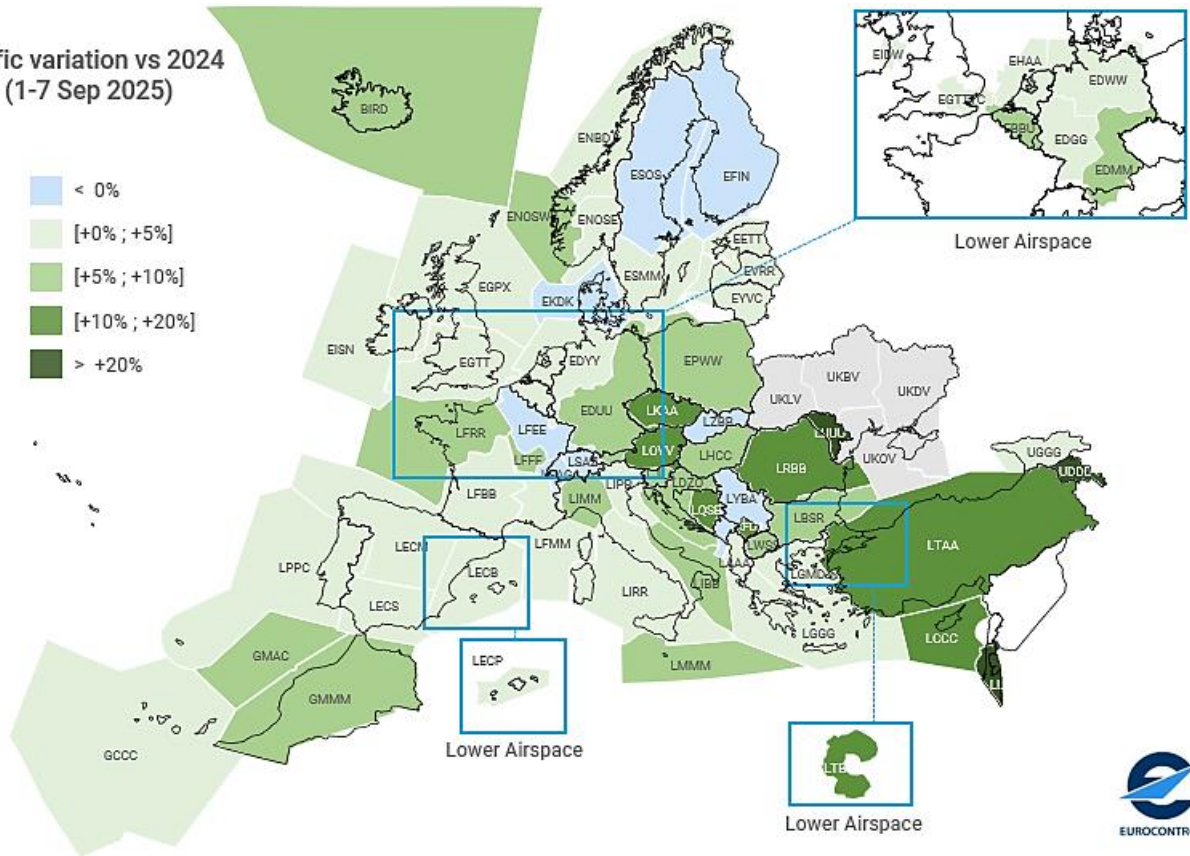
* Non-operated schedules defined @ <https://ansperformance.eu/definition/opschedules/>



Air Navigation Service Providers (ANSPs)

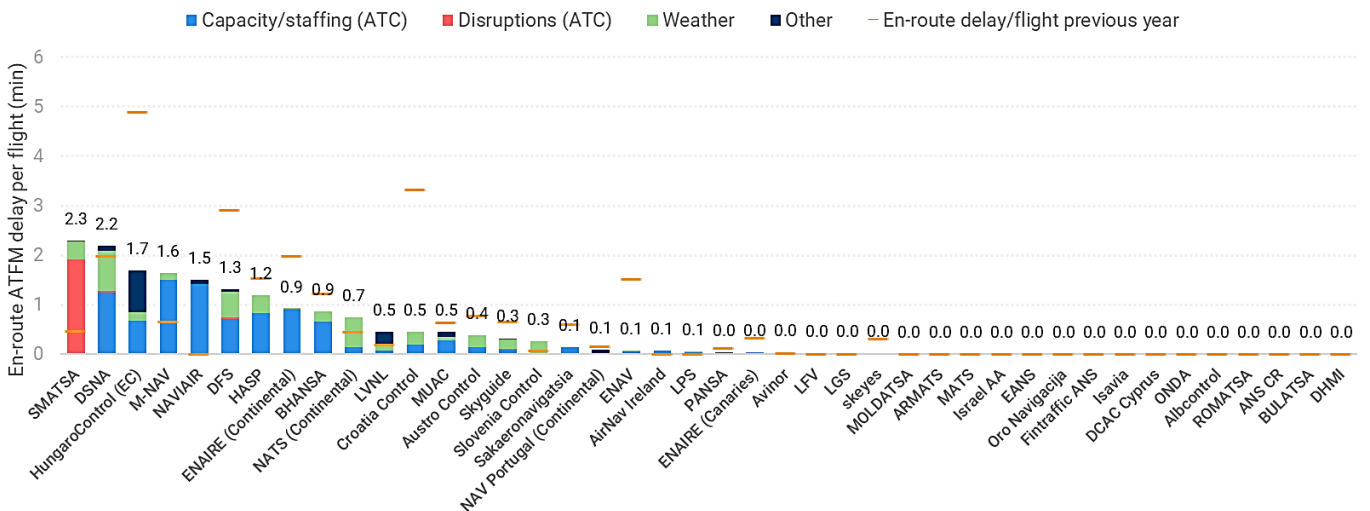
Traffic

Traffic variation vs 2024 W36 (1-7 Sep 2025)



En-route ATFM delay per flight and per ANSP

En-route ATFM delay per flight and per ANSP W36 (1 - 7 Sep 2025)





Aircraft operators

Arrival punctuality and the three most penalising ATFM locations for the 20 busiest aircraft operators*.

Rotation: All

Period: W36 (1 to 7 Sep 2025)

Aircraft operator	Arrival punct (OTP15)	ATFM delay / flight (min)	Most penalising location (ATFM)	2nd most penalising location (ATFM)	3rd most penalising location (ATFM)
Iberia Group	88%	2.18	Marseille ACC - 22%	Barcelona ACC - 17%	Heathrow Airport - 8%
SAS Group	86%	1.88	Copenhagen ACC - 40%	Copenhagen Airport - 6%	Karlsruhe UAC - 6%
Vueling	84%	2.37	Marseille ACC - 21%	Barcelona Airport - 17%	Barcelona ACC - 14%
Austrian Airlines	83%	3.72	Belgrade ACC - 15%	Vienna Airport - 15%	Budapest ACC - 12%
Norwegian Group	81%	2.51	Copenhagen ACC - 29%	Gatwick Airport - 8%	Karlsruhe UAC - 7%
Turkish Airlines Group	80%	1.65	Budapest ACC - 26%	Belgrade ACC - 23%	Karlsruhe UAC - 10%
Air France Group	76%	3.33	Marseille ACC - 21%	Paris ACC - 13%	Paris CdG Airport - 11%
Lufthansa Airlines	76%	3.19	Langen ACC - 11%	Karlsruhe UAC - 11%	Frankfurt Airport - 9%
ITA Airways	75%	1.25	Marseille ACC - 13%	Karlsruhe UAC - 9%	Amsterdam Airport - 8%
Pegasus	73%	2.22	Budapest ACC - 28%	Belgrade ACC - 16%	Karlsruhe UAC - 10%
KLM Group	72%	4.68	Amsterdam Airport - 44%	Amsterdam ACC - 8%	Karlsruhe UAC - 7%
Wizz Air Group	72%	4.36	Belgrade ACC - 20%	Budapest ACC - 14%	Marseille ACC - 10%
AEGEAN Group	72%	3.58	Athens Airport - 32%	Makedonia ACC - 11%	Athens ACC - 10%
Ryanair Group	71%	3.43	Marseille ACC - 17%	Barcelona ACC - 9%	Karlsruhe UAC - 8%
SWISS Group	71%	4.62	Zurich Airport - 38%	Marseille ACC - 10%	Karlsruhe UAC - 6%
TUI Group	69%	5.86	Karlsruhe UAC - 10%	Belgrade ACC - 9%	Reims ACC - 8%
Eurowings Group	67%	4.95	Karlsruhe UAC - 18%	Marseille ACC - 16%	Belgrade ACC - 8%
easyJet Group	66%	5.34	Marseille ACC - 19%	Reims ACC - 10%	Gatwick Airport - 7%
British Airways Group	63%	5.40	Heathrow Airport - 30%	Reims ACC - 9%	London ACC - 9%
TAP Group	61%	4.00	Marseille ACC - 19%	Lisbon Airport - 16%	Barcelona ACC - 11%

* Aircraft operator groups in the table above are defined @ <https://www.eurocontrol.int/directory/airline-groups-lookup>

