



Monthly Network Operations Report

Overview February 2026



1. Summary

In February 2026, traffic increased by 2.2%, totaling 730,922 flights. The month was marked by considerable operational disruptions caused by winter weather conditions.

The Russian war of aggression against Ukraine still affects overflights in several countries. EUROCONTROL continues to help manage the war's impact on aviation.

As of 06:30 CET on 28 February 2026, following military activities in the region, Israel closed its airspace. A number of areas of airspace and some airports in the Middle East that are outside the EUROCONTROL zone of responsibility were also closed to commercial flights. The situation remains dynamic and volatile. The European Aviation Crisis Coordination Cell - co-chaired by NM and the European Commission- has been activated. The Network Manager is working closely with all involved operational partners to ensure the safety of flights leaving and arriving to the Network and to limit the impact of the closures.

The network had an average of 26,114 flights/day in February, about 640 flights/day more than in February 2025. The busiest day was Friday 27 February (29,396 flights). The intra-NM southwest axis saw a 1.2% traffic increase while the intra-NM southeast axis increased by 0.9% growth, lower than overall network growth.

The Mainline and Low-cost segments remained the main contributors to local traffic growth, increasing by 3.9% and 3.7% respectively and jointly adding 648 flights per day, while maintaining their dominant market shares of 35% and 34% in February 2026 (vs February 2025).

As in January 2026, five of the Top 20 ACCs—Maastricht UAC, London TC, Langen, Reims, and Munich—had less traffic, while Istanbul ACC experienced double-digit traffic growth of 10.1%. London ACC was the busiest with 4,394 flights per day.

Ryanair was the busiest operator with, on average, 2,729 movements (+5.9%) per day followed by Turkish Airlines (1,471 mov/day), easyJet (1,410 mov/day), Air France (963 mov/day) and Wizz Air (857 mov/day). Three of the Top 20 aircraft operators experienced a double-digit traffic growth compared to the same period in 2025: Turkish Airlines, Scandinavian Airlines and Pegasus.

Istanbul (1,394 flights/day) was the busiest airport followed by London Heathrow (1,269 flights/day), Paris Charles de Gaulle (1,211 flights/day), Amsterdam Schiphol (1,194 flights/day) and Madrid Barajas (1,170 flights/day). Eight airports from the top 20 – London Heathrow, Amsterdam Schiphol, Frankfurt, Barcelona, Rome Fiumicino, London Gatwick, Vienna, and Oslo Gardermoen - saw decreased traffic compared to February 2025. Istanbul Sabiha Gökçen, Copenhagen and Dublin saw a double-digit traffic increase.

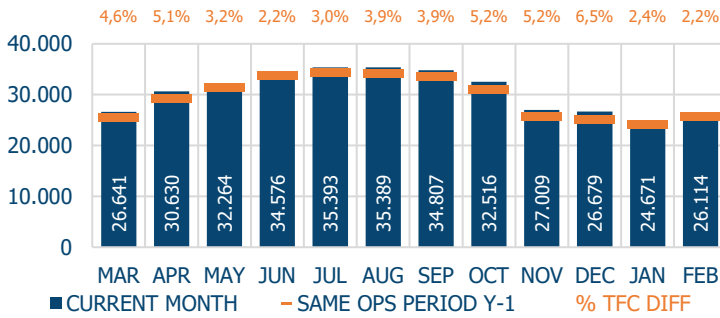
Network departure punctuality declined to 74.7%, while arrival punctuality decreased to 78.0%, representing reductions compared to February 2025 figures. On the intra NM southwest, departure punctuality declined by 2.8 p.p. while it increased slightly on the southeast axis (+ 0.3 p.p.). Network first rotation departure punctuality was 83.0% and first rotation arrival punctuality was 85.7%. Improving first rotation punctuality remains a key objective for the Network Manager (NM). Long arrival delays increased compared to February 2025. In February 2026, six days recorded peaks (> 13%) for delays over 30 minutes, compared to two days in February 2025.

There were 690,000 minutes of ATFM delays in February 2026, an increase of 22.6% compared to February 2025, largely due to an increase in airport weather delay. En-route ATFM delay represented 41.0% of total ATFM delay and airport was 59.0%. The average en-route ATFM delay per flight for the network was 0.39 minutes in February. Total en-route ATFM delays decreased by 13.3% and total airport ATFM delays increased by 72.2%. The primary concern was airport weather, which doubled compared to February 2025 and represented 35% of all ATFM delays. Amsterdam Schiphol was the most impacted airport followed by Lison and Copenhagen airports. Although en-route ATC capacity delays decreased by 12.6%, they remained the second largest contributing factor.

NM's Operational Centre reduced en-route ATFM delays by 9.5% and airport ATFM delays by 8.8% through direct actions.

2. Traffic evolution

Last 12 months average daily traffic

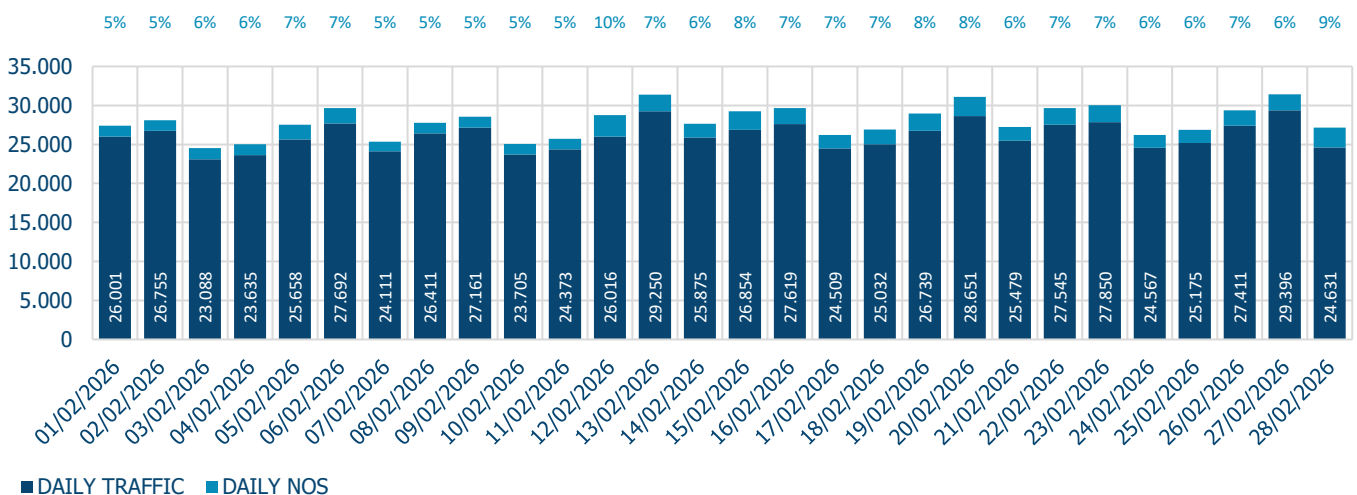


There were 730,922 flights throughout Europe in February 2026, 2.2% up compared to the same period last year.

In February 2026 (compared to the same month in 2025), the Mainline segment (+3.9%) remained the largest contributor to local¹ traffic in the NM area, adding 337 flights per day (flights/day). This increase was mainly driven by Turkey (+113 flights/day), Israel (+59 flights/day), and Denmark (+58 flights/day). The Low-cost segment (+3.7%) contributed an additional 311 flights per day, largely due to growth in Italy (+146 flights/day) led by Ryanair (+109 flights/day), and in Türkiye (+125 flights/day) driven by Pegasus (+100 flights/day) and AJet (+61 flights/day). The All-cargo segment (+2.3%) added 22 flights per day, mainly driven by increases in Türkiye and Morocco (each +11 flights/day). However, this growth was partly offset by a decline of 30 flights per day in Sweden. The Business aviation segment (+1.4%) recorded an increase of 25 flights per day, driven by growth in Italy (+55 flights/day), partly offset by a decline in France (- flights/day). The Charter segment (-6.2%) saw 32 fewer flights per day owing to Türkiye (-33 flights/day) and Israel (-22 flights/day). The Regional segment (-2.1%) declined by 69 flights per day, primarily driven by decreases in Germany (-70 flights/day) following the pilots' and cabin crew strike at Lufthansa Group on 12 February as well as reductions in the UK (-65 flights/day), and the Netherlands (-50 flights/day). In terms of market share, Mainline and Low-cost led the market with 35% and 34% respectively. They were followed by Regional with 13%, Business aviation with 7%, All-cargo with 4% and Charter with 2% of the total market. These shares remained unchanged compared with February 2025.

The busiest day was Friday 27 February with 29,936 flights.

Daily network traffic evolution

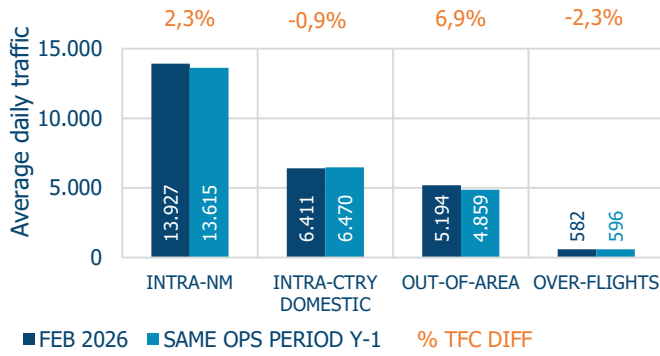


On average, 6.7% of scheduled traffic did not operate in February (see Non-Operated Schedules).

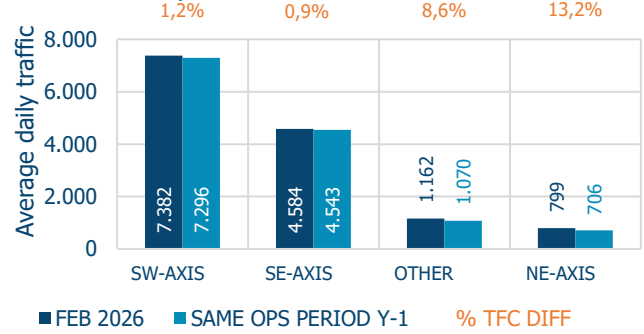
A major 24h Lufthansa strike took place on 12 February with around 800 flights cancelled across Germany.

¹ Internals, international departures and arrivals, excluding overflights.

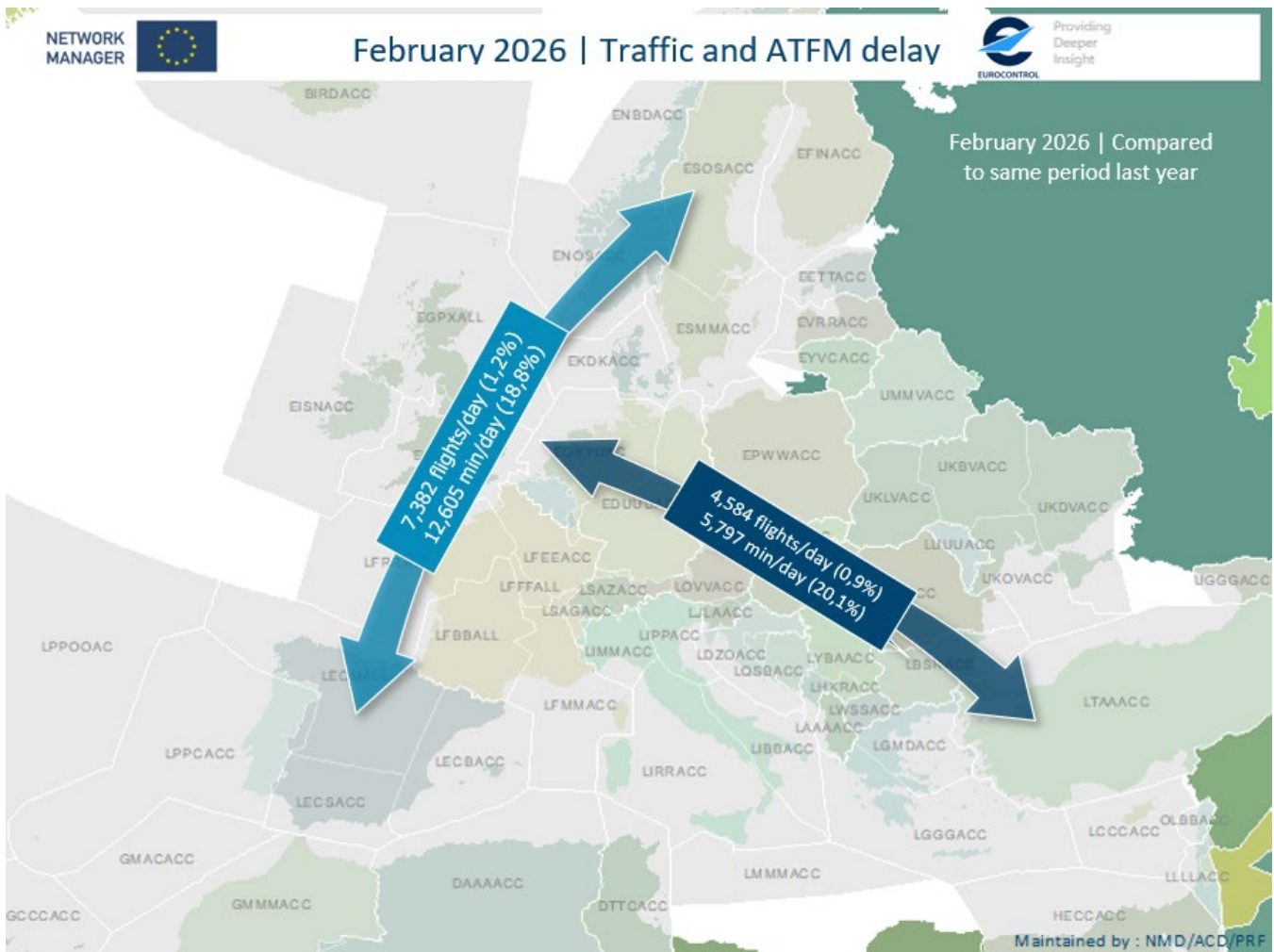
Type of traffic



Intra-NM daily traffic

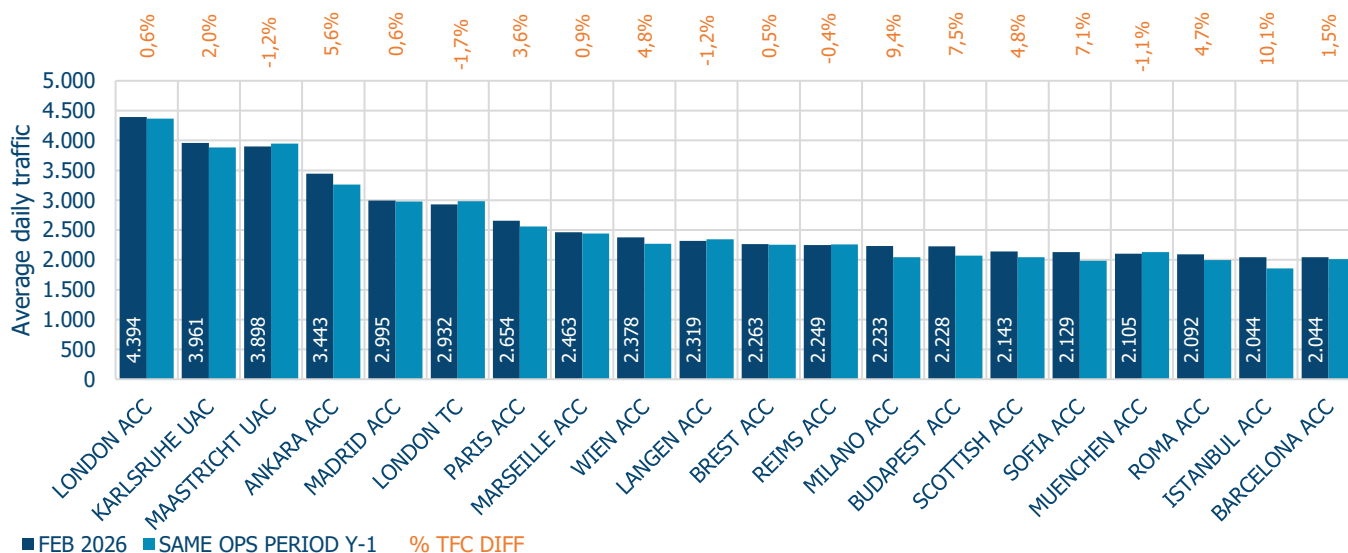


The intra-NM southeast axis saw a 0.9% traffic increase while the intra-NM southwest axis saw a 1.2% growth, lower than overall network growth.



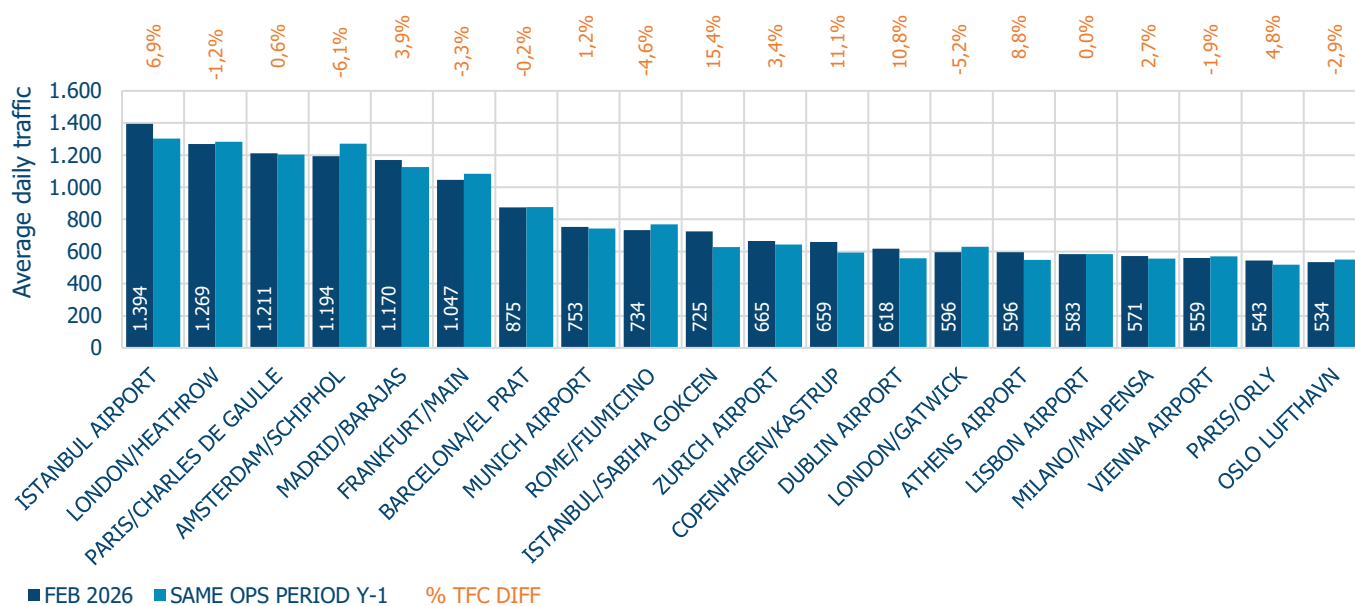
Please note that Iceland joined the NM area on 01-January 2025, which has had a modest effect on the categorisation between 'Intra-NM, Out-of-Area and Over-Flights. The designations employed do not imply the expression of any opinion whatsoever on the part of EUROCONTROL concerning the legal status of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

February 2026 | Top 20 ACC daily traffic



London ACC was the busiest followed by Karlsruhe UAC, Maastricht UAC, Ankara and Madrid ACCs. Maastricht UAC, London TC, Langen, Reims, and Munich saw a decrease in traffic compared to last year, while Istanbul ACC saw double-digit traffic rise driven by strong passenger demand in Türkiye.

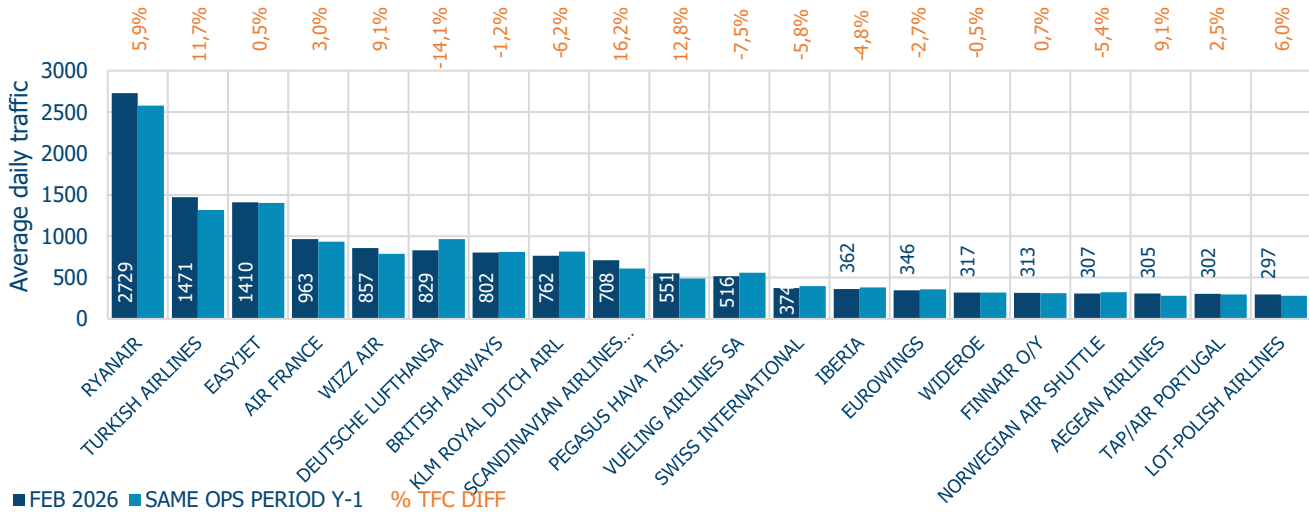
February 2026 | Top 20 Airports daily traffic



The busiest airport was Istanbul (1,394 flights/day) followed by London Heathrow (1,269 flights/day), Paris Charles de Gaulle (1,211 flights/day), Amsterdam Schiphol (1,194 flights/day) and Madrid Barajas (1,170 flights/day).

Eight of the Top 20 airports – London Heathrow, Amsterdam Schiphol, Frankfurt, Barcelona, Rome Fiumicino, London Gatwick, Vienna, Oslo Gardermoen - saw decreased traffic compared to February 2025. Istanbul Sabiha Gökçen, Copenhagen and Dublin saw a double-digit traffic increase.

February 2026 | Top 20 Air Operator groups daily traffic



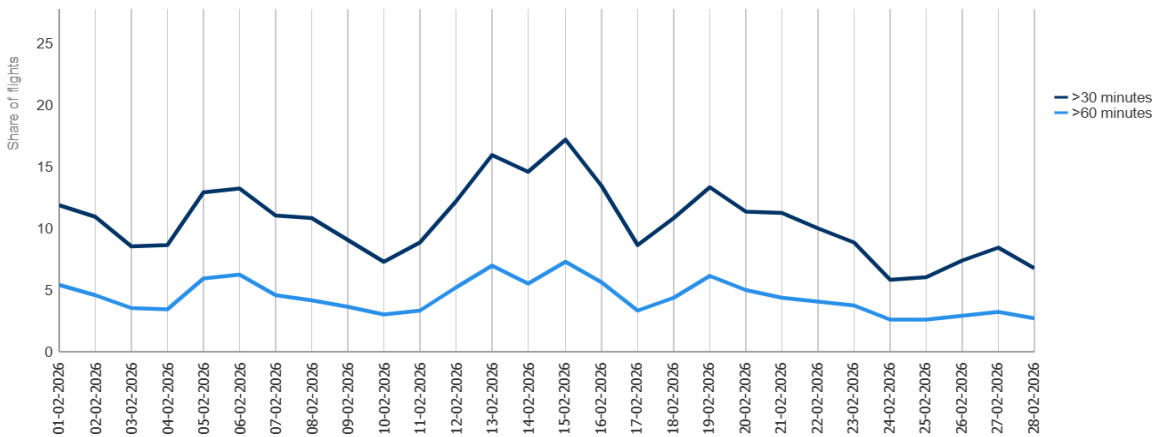
Ryanair was the busiest operator with, on average, 2,279 movements (+5.9%) per day followed by Turkish Airlines (1,471 mov/day), easyJet (1,410 mov/day), Air France (963 mov/day) and Wizz Air (857 mov/day).

Turkish Airlines, Scandinavian Airlines and Pegasus saw a double-digit growth compared to the same period last year. Scandinavian Airlines saw increased traffic mainly due to domestic growth in Sweden, the opening of 28 new routes and fleet modernisation.

Nine of the Top 20 airlines - Lufthansa, British Airways, KLM, Vueling, Swiss, Iberia, Eurowings, Wideroe and Norwegian Air Shuttle operated fewer flights compared to February 2025. Lufthansa experienced a drop in traffic, influenced by decreased demand for flights to the US and a strike that occurred on 12 February.

3. Punctuality

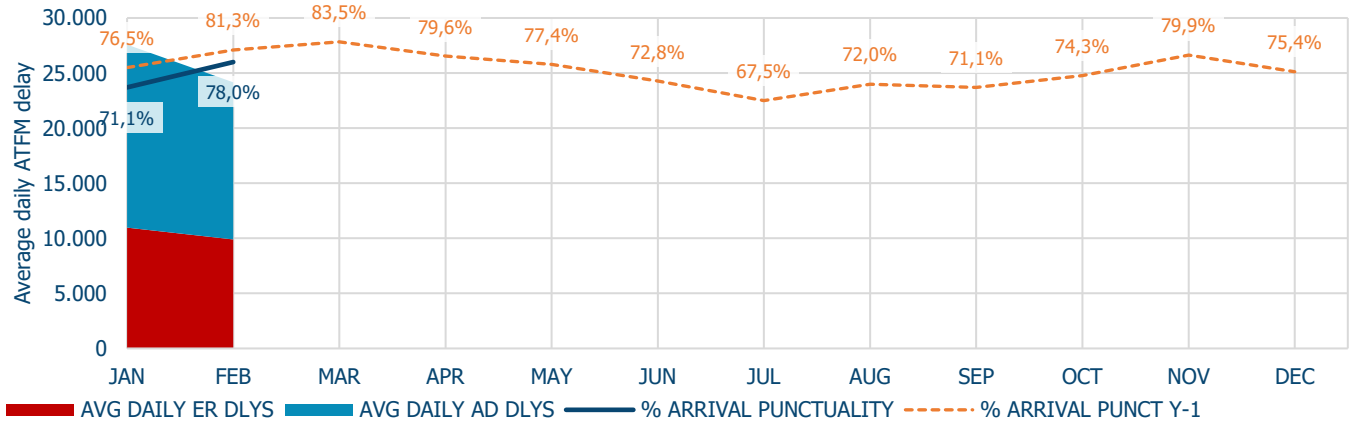
Percentage of long delays on arrival (vs the scheduled time)



The graph above shows the daily evolution of longer arrival delays (>30 and >60 minutes) compared to the Scheduled Time of Arrival. Overall, long arrival delays increased compared to February 2025, mainly due to snow, fog and convective activity across Europe. Amsterdam Schiphol was heavily impacted by snow on 15 February (164 cancellations) and a ground radar failure on 10 February. London Heathrow experienced frequent morning LVP and strong winds, causing moderate to high delays. Frankfurt saw reduced arrival rates due to repeated fog and snow events, while Vienna experienced heavy snow on 20 February, leading to 65 cancellations and 25 diversions. Strong winds in Copenhagen also required single runway operations. Zurich and St. Moritz saw increased traffic during the month due to ski holiday demand combined with snow and low visibility, while additional traffic was also observed at Milan area airports (LIM*) related to the Winter Olympics, with peaks around the opening ceremony on 6 February and the closing ceremony on 22 February.

3.1 Arrival Punctuality

Network arrival punctuality and ATFM delay



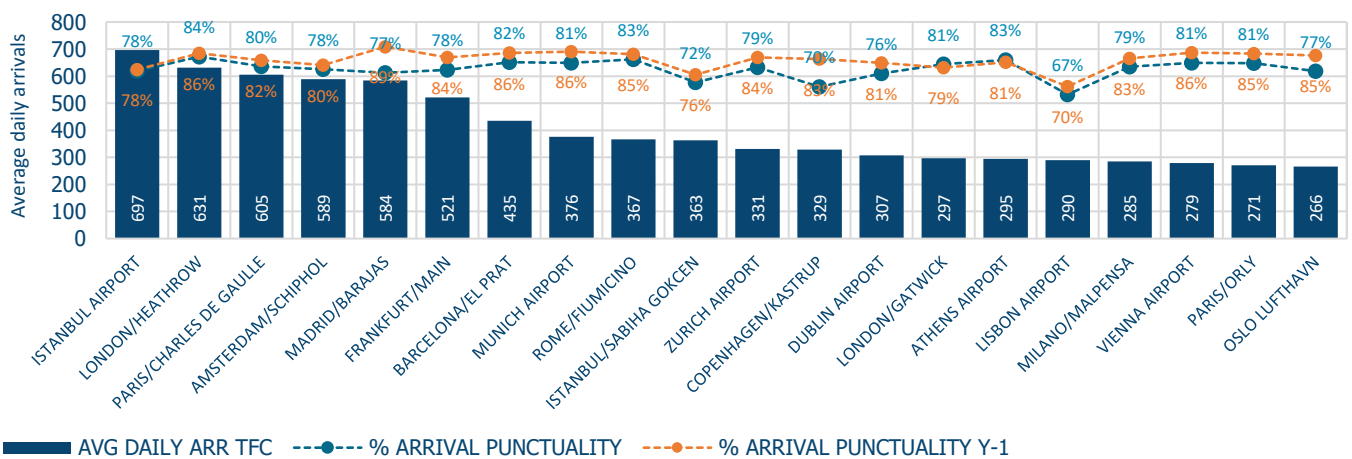
Network arrival punctuality (78.0%) was lower than February 2025 (-2.3 p.p.).

Domestic routes (80.9%) arrival punctuality was higher than the network level.

Punctuality on the intra NM southeast axis and intra NM southwest were lower than February 2025, -0.8 p.p. and -4.3 p.p. respectively.

First rotation arrival punctuality (85.6%) decreased by 1.8 p.p. compared to February 2025.

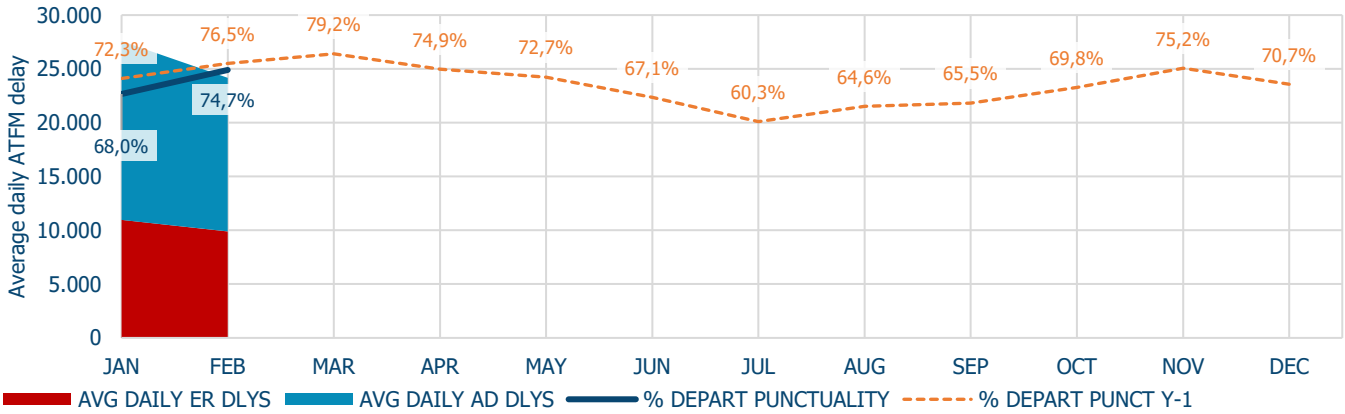
February 2026| Top 20 Airport arrival traffic and punctuality



Airport punctuality at many of the Top 20 airports declined compared to February 2025, mainly due to adverse weather conditions and increased traffic linked to the Winter Olympics throughout the month. While Istanbul Airport maintained a similar punctuality level, London Heathrow experienced a decline compared to February 2025 due to strong winds and frequent morning LVP. Amsterdam, Frankfurt and Vienna were heavily impacted by snow events, resulting in several cancellations and diversions.

3.2 Departure punctuality

Network departure punctuality and ATFM delay



Network departure punctuality (74.7%) was below the level of February 2025 (-1.8 p.p.).

Punctuality on domestic routes was higher (80.4%) than punctuality at the network level.

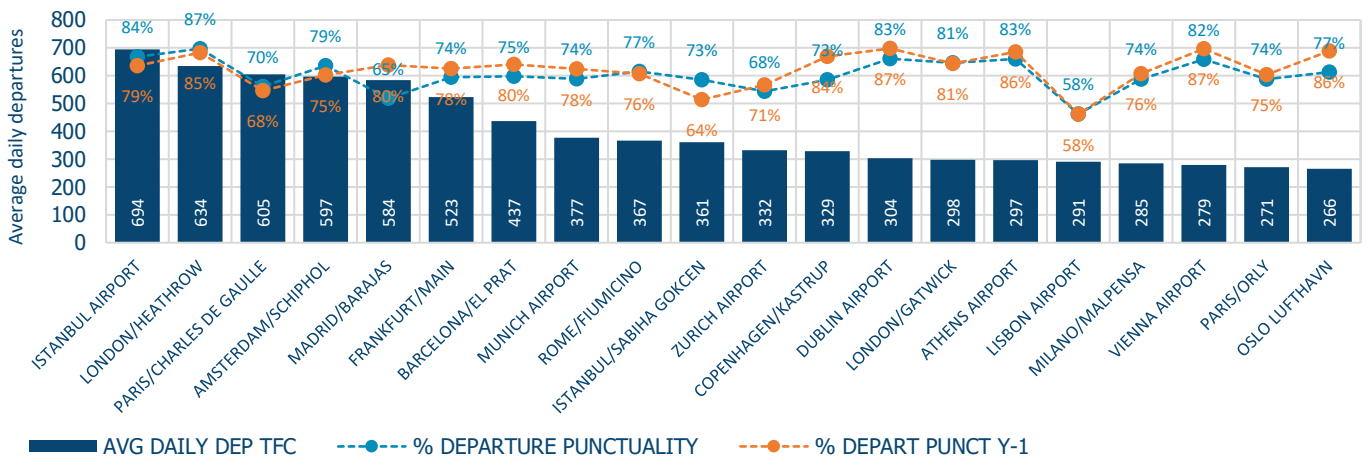
Punctuality on the intra NM southeast axis reached 78.7% and 74.6% on the southwest axis in February 2026.

Network first rotation departure punctuality was 83.0% and was higher (+ 0.3 p.p.) than the 2025 level.

*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.

February 2026 | Top 20 Airport departure traffic and punctuality



Departure punctuality at many of the Top 20 airports was lower than in February 2025, mainly due to seasonal weather and increased demand related to the Winter Olympics throughout the month. Lisbon experienced persistent fog and convective activity in the airport vicinity. Madrid Barajas faced regulations during the month due to low visibility, thunderstorms and airport capacity constraints. Athens was affected by daily ATC capacity regulations.

4. Operations

4.1 Network Manager

NM continued to support operations affected by the Russian war of aggression against Ukraine. It maintained airspace closures and NM systems supporting EU Sanctions Regulation for the Russian Federation and Belarus.

As of 06:30 CET on 28 February 2026, following military activities in the region, Israel has closed its airspace with some departures for evacuation/repatriation still being permitted. A number of areas of airspace and some airports in the Middle East that are outside the EUROCONTROL zone of responsibility are also closed to commercial flights. The situation remains dynamic and volatile.

The European Aviation Crisis Coordination Cell - co-chaired by NM and the European Commission- has been activated and on Saturday a joint EACCC-NDOP teleconference with 185 attendees took place. The Network Manager is working closely with all involved operational partners to ensure the safety of flights leaving and arriving to the Network and to limit the impact of the closures.

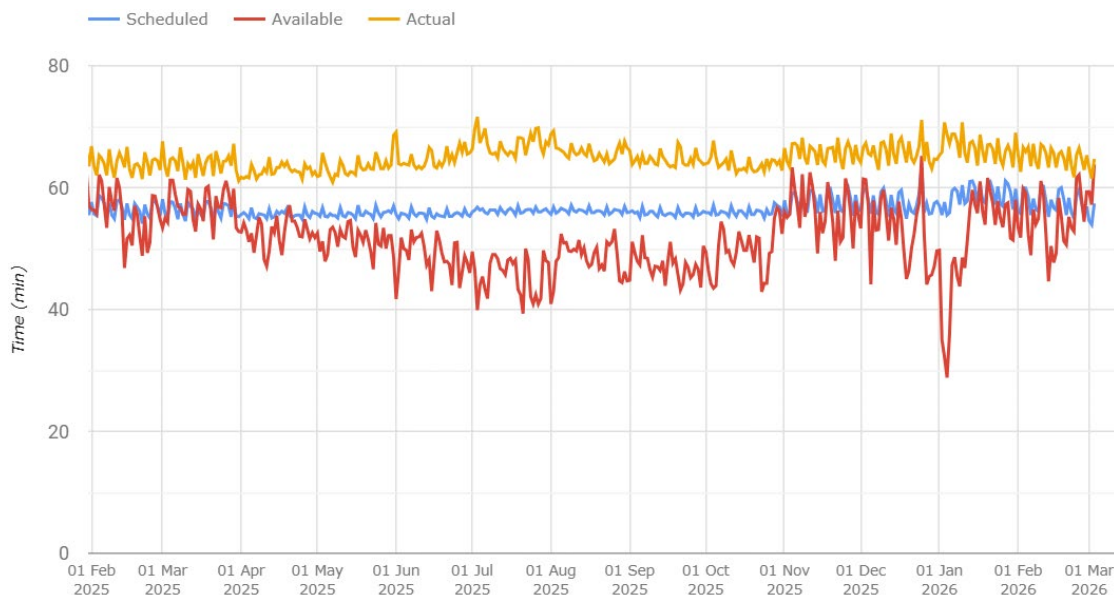
The number of requests received by NMOC's E-Helpdesk decreased, down from 20,600 in January to 17,700 in February. Of these, 11,300 were submitted by Airlines, 3,900 by FMPs and 2,500 by Towers. Among all requests, 1,300 related to flights identified as "critical" by the airlines. The average delay saved per processed request was 30 minutes.

NM's Operational Centre reduced en-route ATFM delays by 9.5% and airport ATFM delays by 8.8% through direct actions.

4.2 Ground

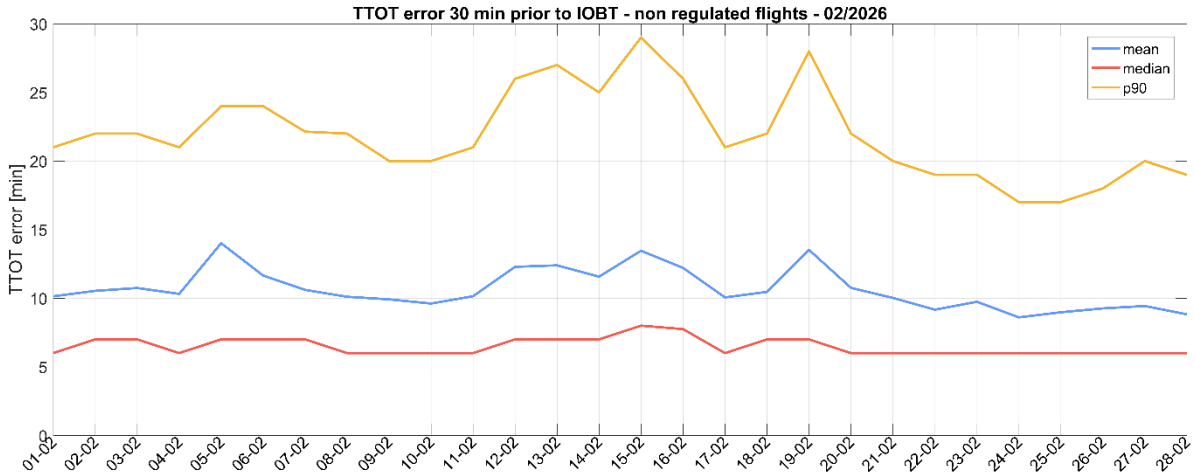
4.2.1 Turnaround

MIRROR's indicator shows that in February the network's average available turnaround time followed a similar trend to February 2025. However, several airports experienced longer ground times due to snowfall and associated operations such as de-icing. Amsterdam Schiphol, Frankfurt, Vienna and Copenhagen were particularly affected during the month, with notable snowfall at Amsterdam on 15 February and Vienna on 20 February. Zurich and St. Moritz were also impacted by snowfall combined with increased demand during the ski holiday season.



4.2.2 TTOT

NM is monitoring TTOT calculation quality for the 33 A-CDM airports. The average error at a network level increased by 0.3 minutes compared to February 2025 (10.5 minutes in 2026). The value was, however, significantly lower than in January, when the error was equal to 13.1 minutes. The decrease correlates with improvement in the weather conditions, which were the main contributor to the previous month's TTOT error increase. Palma de Mallorca (LEPA) continues showing the lowest error value among the airports (8.5 minutes), while Madrid (LEMD) records the highest error of 13.2 minutes. NM is providing the details of the TTOT error to the A-CDM airports and is working with selected airport operators to improve the TTOT quality.



4.3 Network

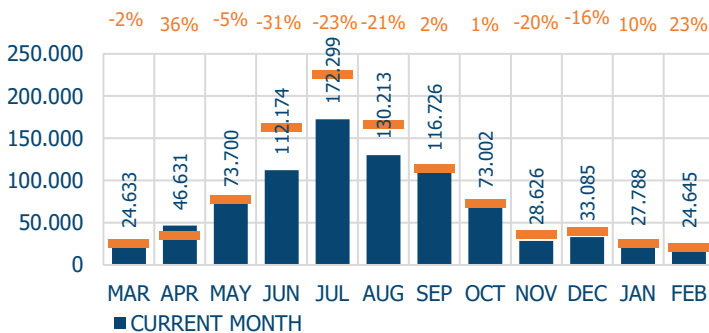
There were 690,052 minutes of ATFM delay in February, an increase of 22.6% compared to February 2025, largely due to an increase in airport weather delay.

En-route ATFM delay represented 41.0% of total ATFM delay and airport was 59.0%. Total en-route ATFM delays decreased by 13.3% and total airport ATFM delays increased by 72.2% compared to February 2025. The primary concern was airport weather, which doubled compared to February 2025 and represented 35% of all ATFM delays. Amsterdam Schiphol was the most impacted airport. Although en-route ATC capacity delays decreased by 12.6%, they remained the second largest contributing factor.

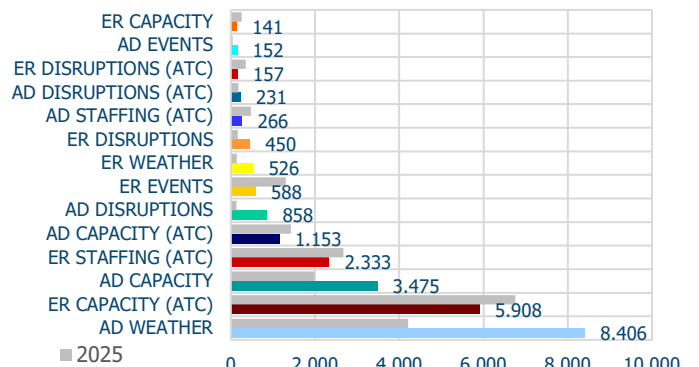
The average en-route ATFM delay per flight for the network was 0.39 minutes in February.

The network departure schedule delay was 15.1 minutes/flight in February, +1.8 minutes/flight compared to February 2025.

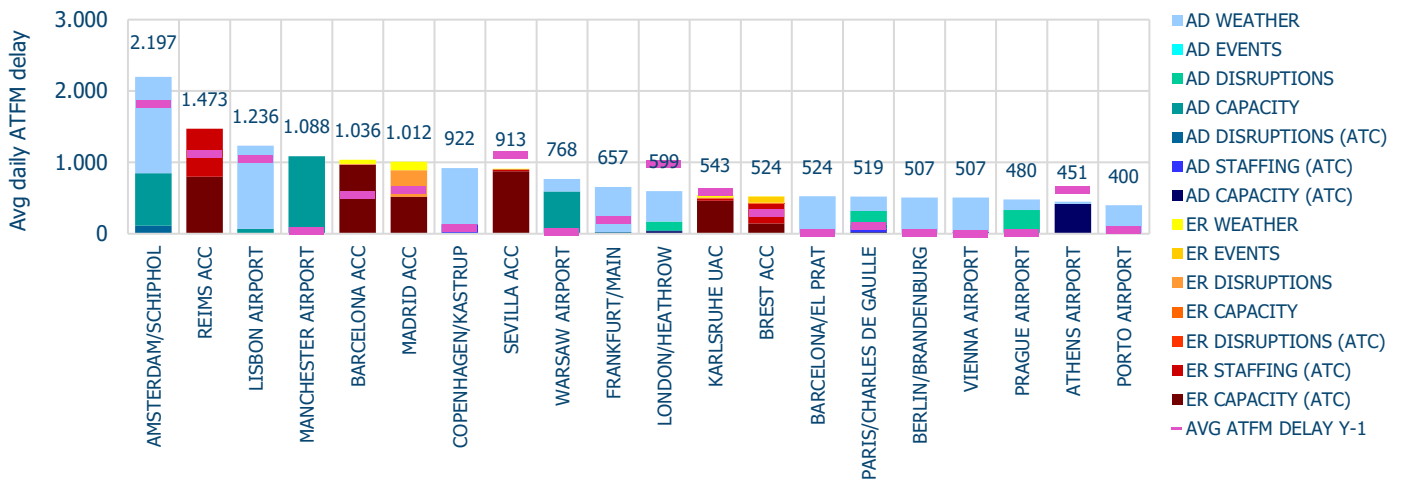
Last 12 months average daily ATFM delays



February 2026 | Reasons for ATFM delays



Top 20 delay reference locations in February 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:

- Seasonal weather conditions, including snowfall and reduced visibility, significantly impacted operations at Amsterdam Schiphol throughout the month. During the first half of the month, strong winds and poor visibility caused significant delays at Lisbon airport.
- ATC capacity issues in Barcelona, Sevilla, Reims and Karlsruhe UAC.
- ATC staffing issues generated delays in Reims ACC throughout the month.

4.4 Significant Events

There were several European events in February: Winter Olympic Games from 06 to 22 February, White Turf in St Moritz and 62nd Munich Security Conference from 09 to 15 February. NM and all operational stakeholders worked well together to handle these events smoothly and with relatively fewer network ATFM delays.

Events

- On-going training in Brest ACC in preparation for the transition to 4-Flight system generated 2,380 minutes of ATFM delay throughout the month.
- Ongoing precautionary reduced capacity measures in Skopje ACC following the implementation on 24 November 2025 of a new ATM system generated 2,771 minutes of ATFM delay throughout the month.
- Several trials of 'Occupancy' type ATFM regulations occurred throughout the month and generated delays:
 - 2,963 minutes of ATFM delay in Lisbon ACC
 - 925 minutes of ATFM delay in Bordeaux ACC
 - 403 minutes of ATFM delay in Maastricht UAC
 - 362 minutes of ATFM delay in Oslo ACC
- The Approach service at Marseille-Provence Airport was relocated, and the resulting temporary limited capacities generated 3,304 minutes of airport ATFM delay and 1,769 minutes of en-route ATFM delay until 16 February.
- A radar fallback exercise in Bremen ACC on 07 and 28 February generated a total of 3,059 minutes of ATFM delay.

Technical

- Ground radar issue at Amsterdam Schiphol airport on 10 February generated 3,121 minutes of ATFM delay.
- De-icing issues at Prague airport on 16 and 17 February generated 9,275 minutes of ATFM delay.
- Fire alarm in the control room at Paris Charles de Gaulle airport on 18 February disrupted operations and generated 4,286 minutes of ATFM delay.
- Ground radar issue at Paris Charles de Gaulle airport on 19 and 20 February generated 1,448 minutes of ATFM delay.
- Work in progress in Brest control tower generated 2,819 minutes of ATFM delay throughout the month.
- Target Time Management System (TTMS) live trials at London Heathrow airport generated 3,387 minutes of ATFM delay throughout the month.
- Target Time Management System (TTMS) live trials combined with weather and aerodrome capacity issues at Zurich airport generated 3,478 minutes of ATFM delay throughout the month.

Other

- Military exercise Orion 2026 limited airspace availability in Madrid ACC on 08, 09 and 23 February and generated 10,136 minutes of ATFM delay in Madrid ACC. Several neighbouring ACCs were also impacted and some delays were generated in Barcelona, Bordeaux and London ACCs.

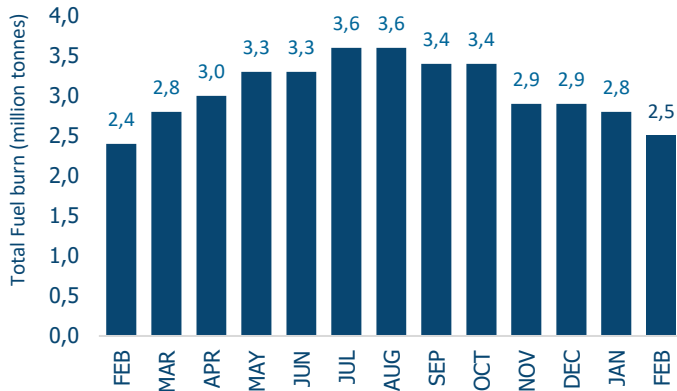
Industrial action

- A major 24-hour Lufthansa strike took place on 12 February 2026 in Germany. NM estimated that around 800 flights were cancelled across Germany. Frankfurt and Munich airports were the most impacted.

5. Flight Efficiency

5.1 Fuel Burn

En-route fuel burn within NM area (tonnes)



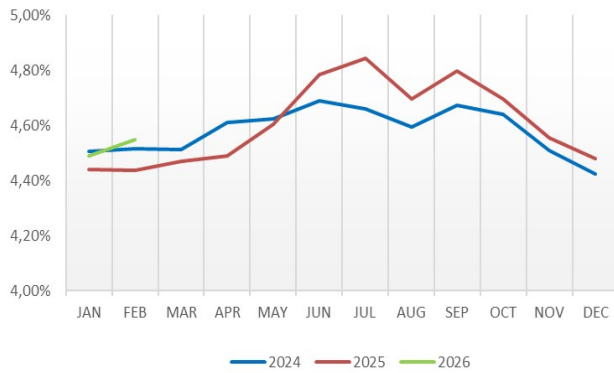
NM estimates that 2.5 million tonnes of fuel were burnt in the en-route flight phase in the NM area in February 2026.

5.2 Horizontal Flight Efficiency

There are two horizontal flight efficiency KPIs¹. 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 and KEA both increased in February 2026 and were higher than 2025 levels. Additionally, KEP exceeded its 2024 level.

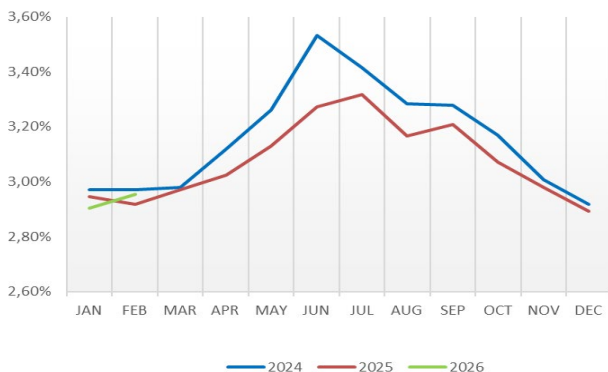
KEP evolution in NM Area



KEP indicator (4.55%) exceeded both 2024 and 2025 levels.

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

KEA evolution in NM Area



KEA indicator (2.95%) was below 2024 and above 2025 levels.

6. 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>

Operational Performance Unit,

Network Management Directorate (NMD), EUROCONTROL,

96 Rue de la Fusée,

B - 1130 Brussels

<mailto:nm.ops.perf@eurocontrol.int>

<https://www.eurocontrol.int/>

ⁱ More information on KEP and KEA, see [ANS performance page](#).



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