



Monthly Network Operations Report

Overview April 2026



1. Summary

In April 2026, **908,119 flights** operated in the Network Manager (NM) area, representing a **1.2% decrease** compared to April 2025. Average daily traffic stood at 30,280 flights, about 350 flights per day fewer than last year. The busiest day of the month was **Thursday 30 April**, with 32,737 flights. Traffic growth was constrained by ongoing geopolitical instability, notably the continued impact of the Russian war of aggression against Ukraine and airspace restrictions in the Middle East. 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. Several States in the Middle East outside the EUROCONTROL zone of responsibility closed their Flight Information Regions and some airports were also closed to commercial flights. The situation remained dynamic and volatile through early April, but Israeli airspace reopened with effect from 14:00 CET on 12 April. Throughout April 2026 the **European Aviation Crisis Coordination Cell** - co-chaired by NM and the European Commission- remained active and operated in crisis alert mode, supporting pan-European coordination on airspace risk, rerouting and Network stability in response to the widespread Middle East airspace closures and security threats. The Network Manager continued to work 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.

Traffic evolution differed across network axes. The **intra-NM southwest axis** increased by **1.2%**, while the **intra-NM southeast axis** decreased by **3.4%**, contributing to the overall network decline.

In April 2026 (vs April 2025), despite the impact of the Middle East crisis, the **Low-cost segment** grew by **2.6%** and remained the main driver of flight growth (+288 flights/day, excluding overflights). In contrast, the Mainline segment was more heavily affected and decreased by 3.2% (-329 flights/day) and was further impacted by repeated airline strikes at Lufthansa Group involving cabin crew and pilots.

Ten of the Top 20 ACCs—Karlsruhe UAC, Maastricht UAC, Ankara, London TC, Paris, Vienna, Langen, Budapest, Munich, Beograd—had less traffic compared to the same period last year. Ankara ACC experienced a double-digit traffic decrease due to reduction in transit traffic, although local demand remained consistent.

Ryanair was the busiest operator with, on average, 3,663 movements (+5.2%) per day followed by easyJet (1,692 mov/day), Turkish Airlines (1,493 mov/day), Air France (1,098 mov/day) and Wizz Air (1,086 mov/day). Nine of the Top 20 airlines operated fewer flights compared to April 2025.

Istanbul (1,432 flights/day) followed by Amsterdam Schiphol (1,364 flights/day), Paris Charles de Gaulle (1,339 flights/day), London Heathrow (1,288 flights/day) and Madrid Barajas (1,253 flights/day). Ten airports from the top 20 airports saw traffic decrease compared to April 2025 with Frankfurt and Munich seeing a double-digit traffic decrease, mainly due to Lufthansa strikes throughout April.

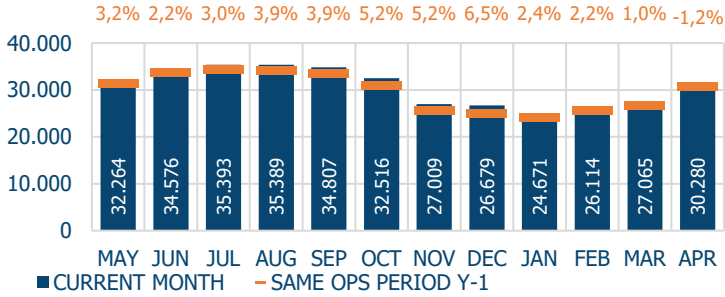
There were **972,671 minutes** of ATFM delay in April, a **decrease of 30.8%** compared to April 2025. En-route ATFM delay represented **65.6%** of total ATFM delay and airport was **34.4%**. Total en-route ATFM delays decreased by 33.7% and total airport ATFM delays decreased by 24.6%. En-route ATC capacity remained the main issue, though it dropped 27.3% from April 2025. En-route ATC Staffing was next, decreasing by 38.8%. Together, ATC capacity and staffing caused 66% of all ATFM delays. The third major reason was airport weather, which dropped by 30.6% compared to the previous year.

Network on-time performance **improved** overall. Both Network departure and arrival punctuality increased compared to the same period last year. Arrival punctuality on the intra NM southeast axis and southwest axis increased, +3.5 p.p. and +3.9 p.p. respectively. Network first rotation departure punctuality was 86.7% (+ 3.0 p.p.) and first rotation arrival punctuality (89.3%) increased by 1.1 p.p. Improving first rotation punctuality remains a key objective for the Network Manager (NM). Longer arrival delays (>30 and >60 minutes) compared to the Scheduled Time of Arrival decreased, with five days recording peaks >10% of long arrival delays >30mins compared to eight days in April 2025.

The average en-route ATFM delay per flight for the network was **0.70 minutes** in April - better than the same period last year. NM's Operational Centre reduced en-route ATFM delays by **13.5%** and airport ATFM delays by **12.2%** through direct actions.

2. Traffic evolution

Last 12 months average daily traffic

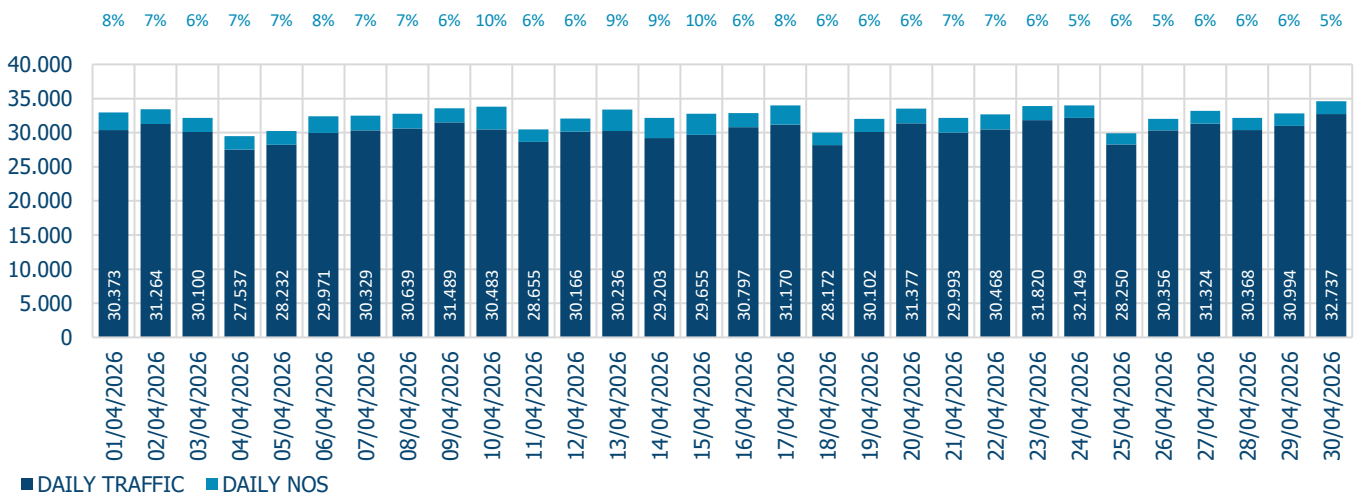


There were 908,119 flights throughout Europe in April 2026, -1.2% up compared to the same period last year.

In April 2026 (compared to April 2025), the **Low-cost segment** (+2.6%) remained the main driver of growth in the NM area (excluding overflights), adding 288 flights/day. This increase was largely driven by Spain-Continental which added 177 flights/day, supported by the Wizz Air Group, launching five new Spanish routes in April (+62 flights/day). This growth, however, was partly offset by a reduction of 247 low-cost flights to/from the Middle East, affecting European airlines including Pegasus and the Wizz Air Group. In contrast, the **Mainline segment** saw a 3.2% decrease, corresponding to 329 fewer flights per day compared to April 2025. The sharpest declines were in the Middle East (-515 flights/day) largely driven by airspace restrictions that heavily disrupted Gulf carriers' operations and led European airlines to suspend operations in the region. Mainline traffic was also impacted by a reduction in flights in Germany (-262 flights/day), partially driven by pilot and cabin crew strikes at Lufthansa. The **Charter segment** dropped significantly by 17.4% (-111 flights/day), partially due to the timing shift of Easter (early April in 2026 vs late April in 2025), which impacted leisure demand, particularly flows between Germany and Türkiye, Greece and Egypt (together, -13 flights/day). In addition, the Middle East crisis negatively affected Charter traffic between the Middle East and Türkiye, and Morocco. The **Regional segment** declined by 6.2% (-234 flights/day), mainly due to fewer flights in Germany (-154 flights/day) following Lufthansa pilot's and cabin crew strikes, as well as decreases in France (-77 flights/day) and Poland (-68 flights/day). The **Business aviation segment** rose by 2.1% supported by more flights in Italy (+37 flights/day), Spain-Continental (+28 flights/day), and Switzerland (+23 flights/day). The **All-cargo segment** recorded a marginal increase of 0.3%, despite a 5% decrease in intra-network flights and a 35% drop in flows to and from the Middle East, which were offset by strong growth on Asia/Pacific flows, which surged by 32%.

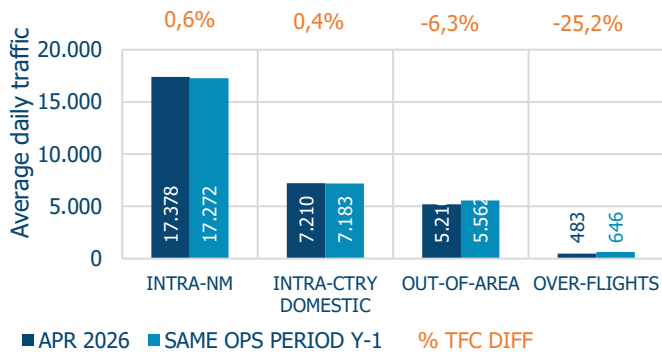
The busiest day was **Thursday 30 April** with 32,737 flights.

Daily network traffic evolution

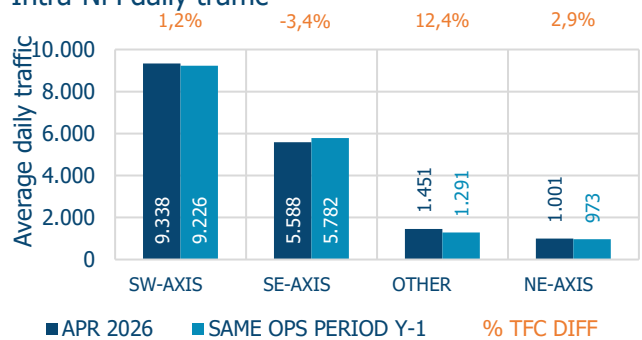


On average, 6.9% of scheduled traffic did not operate in April (see Non-Operated Schedules).

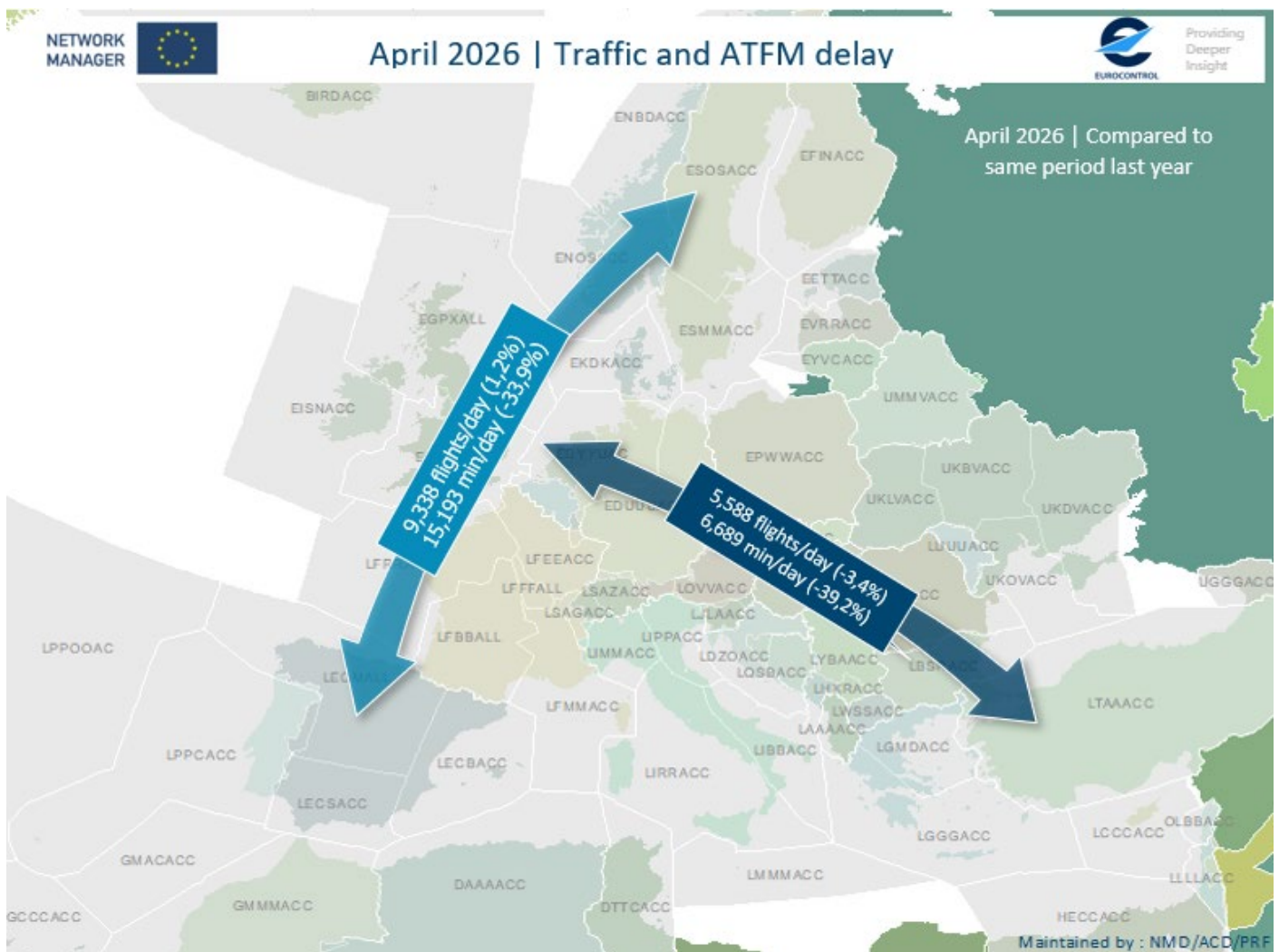
Type of traffic



Intra-NM daily traffic

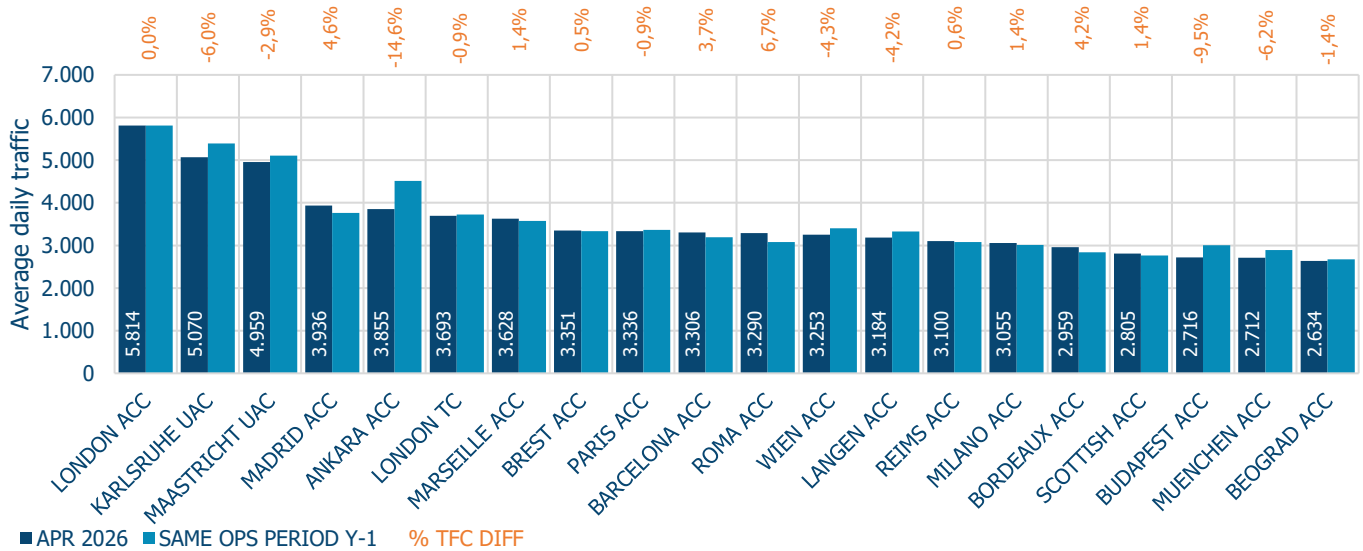


Traffic on the **intra-NM southwest** axis grew by 1.2%, whereas the **intra-NM southeast axis** experienced a 3.4% drop, contributing to an overall network decline of 1.2%.



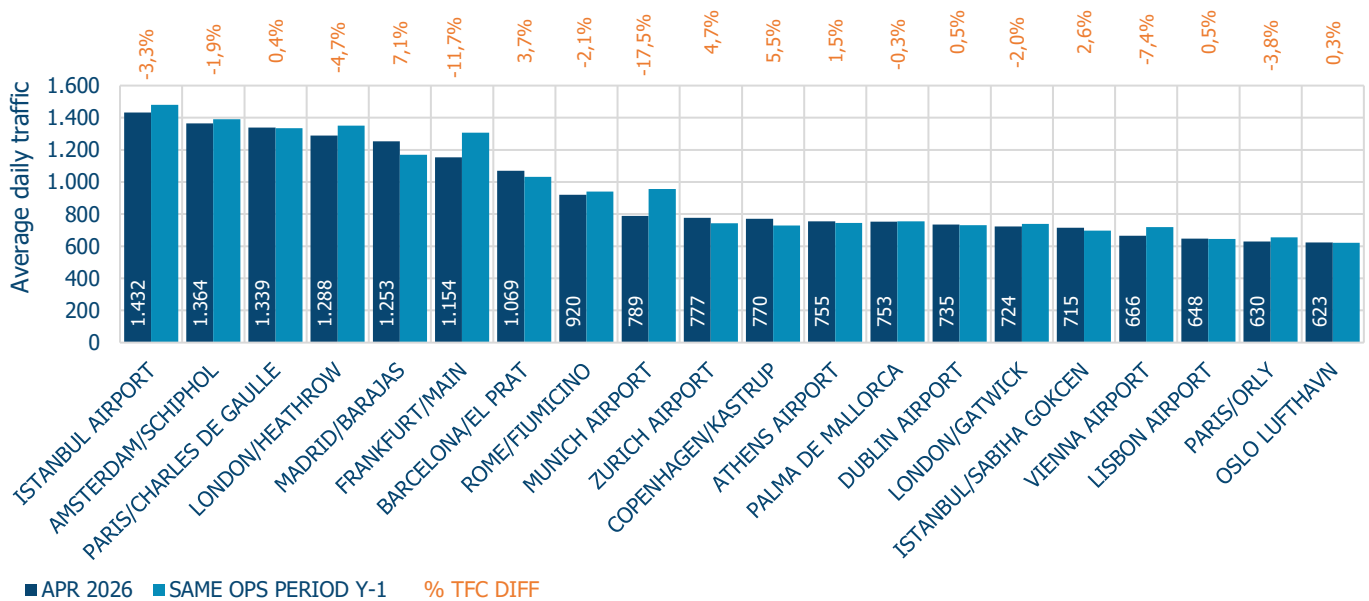
Please note that Iceland joined the NM area on 01-January 2025, which has had a modest effect on the categorisation between 'Intra-NM, Out-of-Area and Over-Flights. The designations employed do not imply the expression of any opinion whatsoever on the part of EUROCONTROL concerning the legal status of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

April 2026 | Top 20 ACC daily traffic



London ACC was the busiest followed by Karlsruhe UAC, Maastricht UAC, Madrid and Ankara. Ten of the Top 20 saw a decrease in traffic compared to last year with Ankara experiencing a double-digit drop. Ankara ACC experienced a reduction in overflights traffic to/from the Middle East, although local demand remained consistent. Karlsruhe UAC traffic reduction was partially due to repeated airline strikes at Lufthansa Group involving cabin crew and pilots.

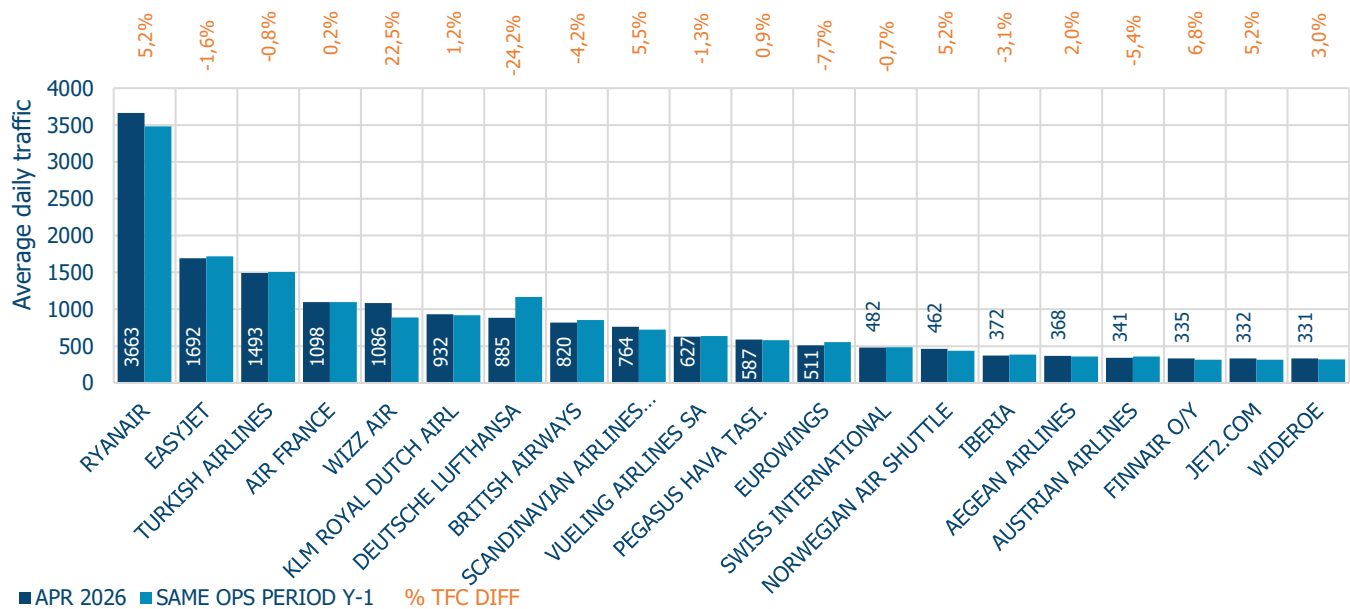
April 2026 | Top 20 Airports daily traffic



The busiest airport was Istanbul (1,432 flights/day) followed by Amsterdam Schiphol (1,364 flights/day), Paris Charles de Gaulle (1,339 flights/day), London Heathrow (1,288 flights/day) and Madrid Barajas (1,253 flights/day).

Ten airports from the top 20 airports saw traffic decrease compared to April 2025 with Frankfurt and Munich seeing a double-digit traffic decrease. This was partially due to five separate strikes at Lufthansa Group causing widespread disruption and flight cancellations.

April 2026 | Top 20 Air Operator groups daily traffic



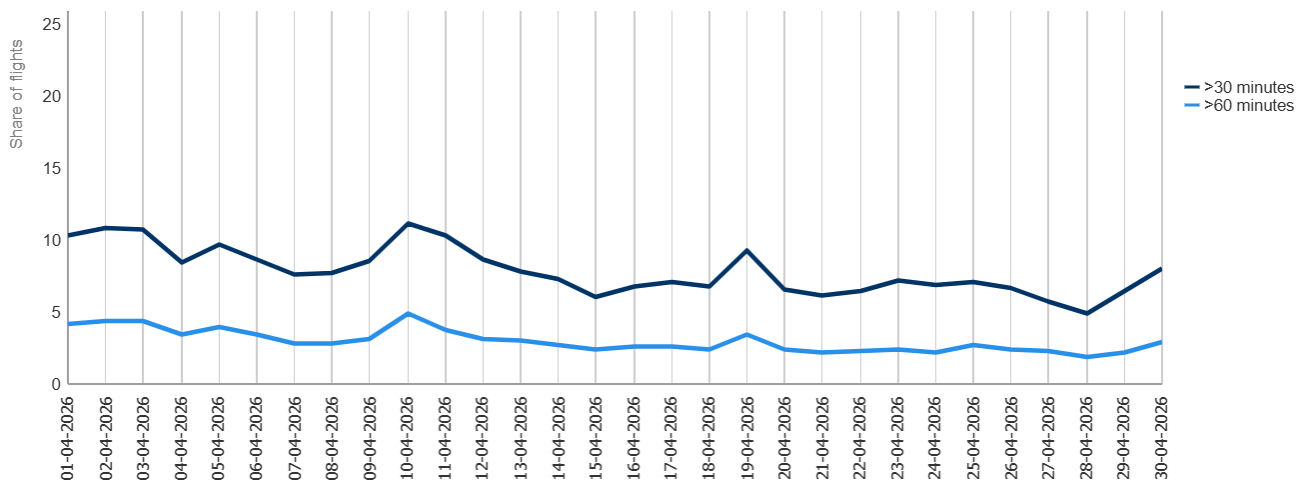
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Nine of the Top 20 airlines operated fewer flights compared to April 2025. Lufthansa experienced a drop in traffic, influenced by several industrial actions and the shutdown of Lufthansa CityHopper operations as part of a restructuring of Lufthansa Group's regional operations in April.

Wizz Air traffic increased by around 22% year on year in April 2026, mainly driven by a significant expansion in capacity. Growth reflects continued network and base expansion, notably in Italy, alongside the ramp-up of the summer schedule with new routes and higher frequencies.

3. Punctuality

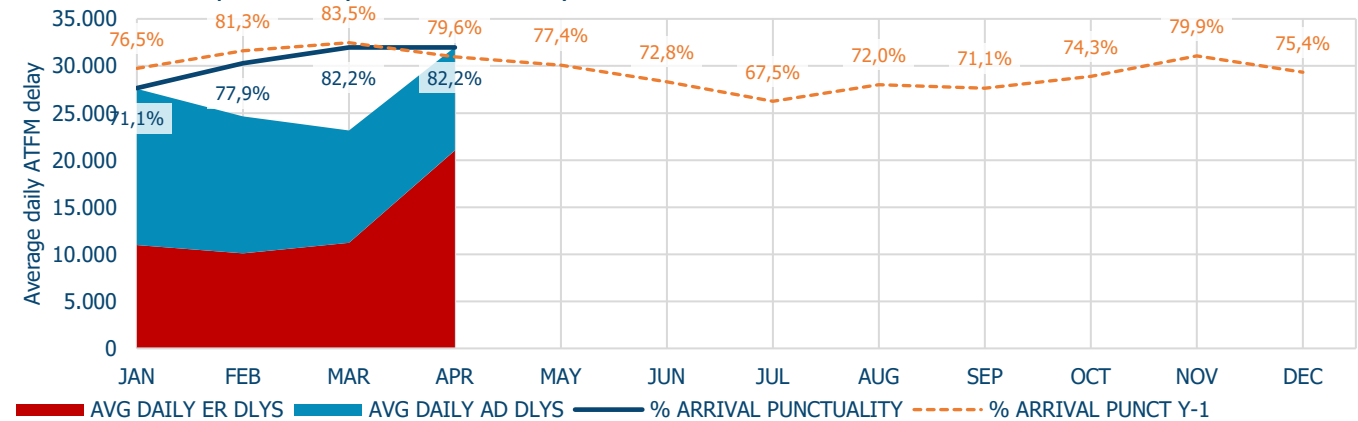
Percentage of long delays on arrival (vs the scheduled time)



The graph above shows the daily evolution of longer arrival delays (>30 and >60 minutes) compared to the Scheduled Time of Arrival. Overall, days with long arrival delays >30mins slightly decreased (5 days vs 8 days in April 2025), The start of the month saw days with higher delays as Storm Erminio transited the eastern Mediterranean causing weather related disruption (CBs and dust storms) in Athens and several Greek island airports. 10 April saw an increase in with multi-factors of industrial action in Italy and weather impacting airports such as Dublin, Lisbon, and Copenhagen. Weather was responsible on 19 April for a further peak in delays, with Frankfurt, Paris CDG, Prague and Munich affected by CB activity and low visibility.

3.1 Arrival Punctuality

Network arrival punctuality and ATFM delay



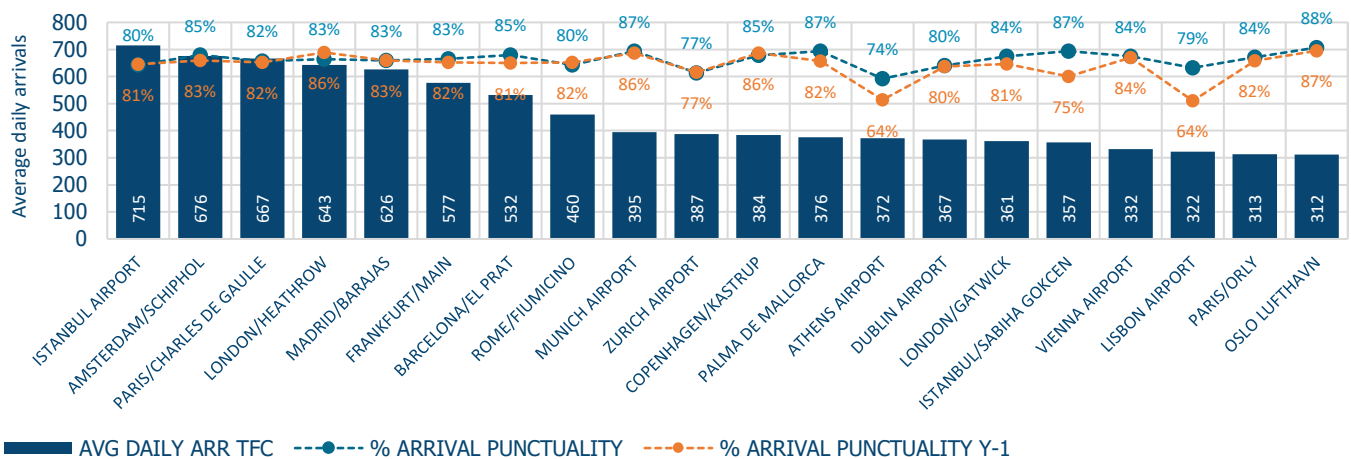
Network arrival punctuality (**82.2%**) was higher than April 2025 (+2.6 p.p.).

Domestic routes (85.4%) arrival punctuality was higher than the network level. Domestic routes represented 23.8% of the total traffic in April 2026.

Punctuality on the intra NM southeast axis and southwest axis increased compared to the same period last year, +3.5 p.p. and +3.9 p.p. respectively.

First rotation punctuality (**89.3%**) increased by 1.1 p.p.

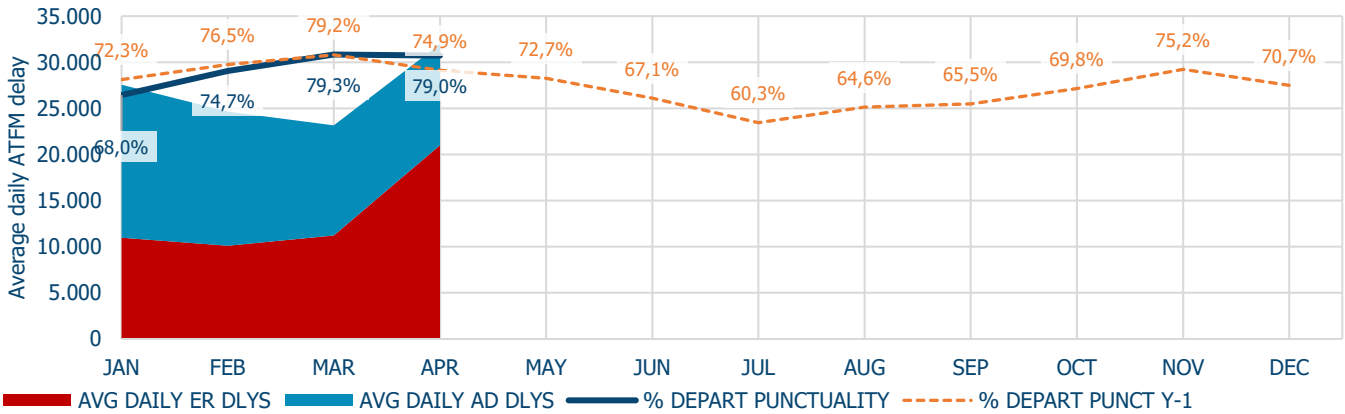
April 2026 | Top 20 Airport arrival traffic and punctuality



Airport punctuality at many of the Top 20 airports improved when compared to April 2025, with many of the Top 20 seeing OTP above 80%. Athens was a little lower despite seeing an improvement to April 2025. In a similar trend to last year the airport suffered from daily ATC capacity regulations as winter season arrival capacity of 22/60 remained in place despite higher demand due to the summer season schedule. Lisbon saw better arrival performance as fewer weather regulations affected the airport, although there were still some days with high delays due to weather (mainly CB/TS and related high winds).

3.2 Departure punctuality

Network departure punctuality and ATFM delay



Network departure punctuality (**79.0%**) was above the level of April 2025 (+4.1 p.p.).

Punctuality on domestic routes was higher (84.1%) than punctuality at the network level.

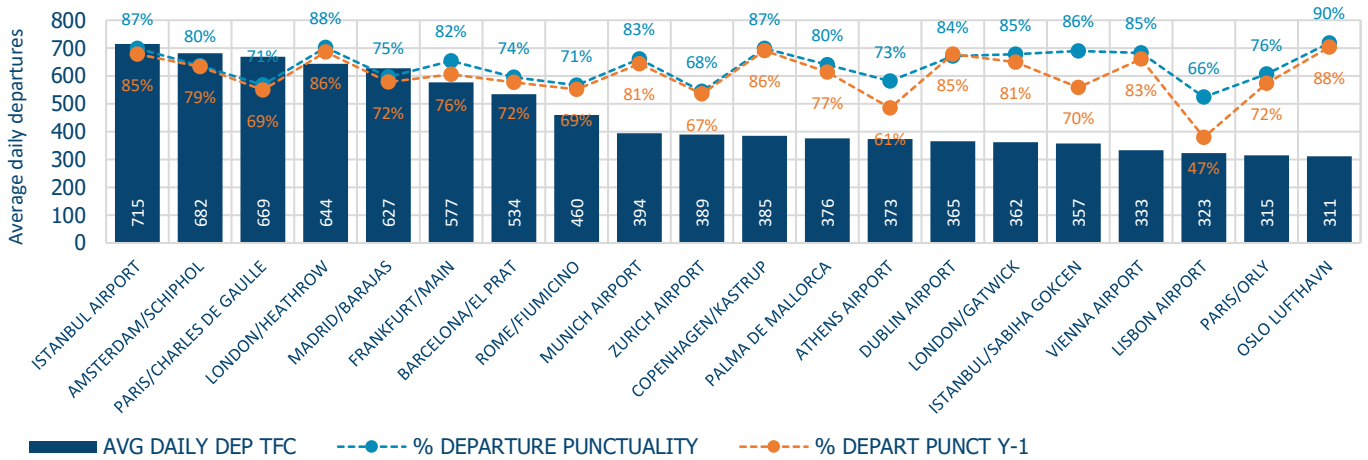
Punctuality on the intra NM southeast axis reached 81.1% (+4.9 p.p.) and 79.3% (+4.3 p.p.) on the southwest axis in April 2026.

Network first rotation departure punctuality was 86.7% and was higher (+ 3.0 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.

April 2026 | Top 20 Airport departure traffic and punctuality



Departure punctuality at many of the Top 20 airports also remained **relatively stable** when compared to April 2025. Paris CDG saw taxiway work in progress during the month. Athens saw daily ATC capacity delays, this caused knock-on delays to departures. Despite the better performance due to less weather, flights departing from Lisbon experienced reactionary (knock-on delays) and en-route ATFM delays. Flights departing from Zurich also experienced reactionary delays as the airport conducted a TTMS trial that impacted arrivals, there were also some weather regulations due to north-easterly wind direction.

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 closed its airspace. Several States in the Middle East outside the EUROCONTROL zone of responsibility closed their Flight Information Regions and some airports were also closed to commercial flights. The situation remained dynamic and volatile through early April, but Israeli airspace reopened with effect from 14:00 CET on 12 April.

Throughout April 2026 the European Aviation Crisis Coordination Cell - co-chaired by NM and the European Commission- remained active and operated in crisis alert mode, supporting pan-European coordination on airspace risk, rerouting and Network stability in response to the widespread Middle East airspace closures and security threats. The Network Manager continued to work 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.

On 20 April 2026, EUROCONTROL hosted the 7th General Assembly of the Alliance for Zero-Emission Aviation (AZEA) at its headquarters in Brussels. The meeting brought together key public and private stakeholders from across the European aviation ecosystem to advance discussions on the transition towards zero-emission flight and the deployment of hybrid, electric and hydrogen-powered aviation.

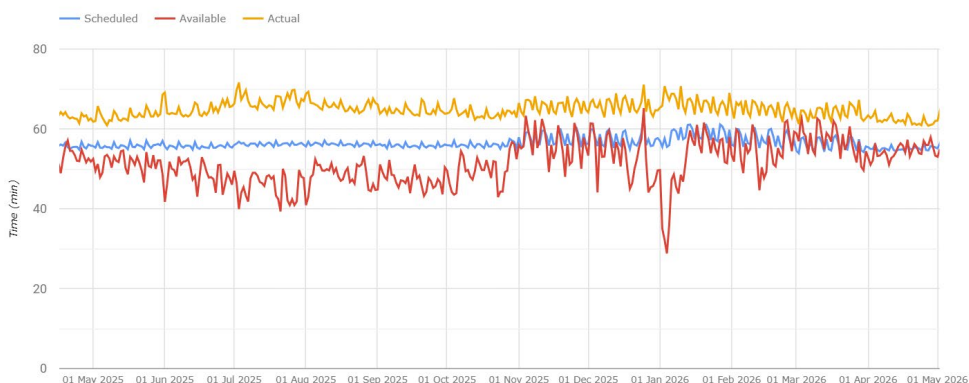
The number of requests received by NMOC's E-Helpdesk increased from 23,700 in March to 32,600 in April. Of these, 22,600 were submitted by Airlines, 6,000 by FMPs and 4,000 by Towers. Among all requests, 3,100 related flights identified as "critical" by the airlines.

NM's Operational Centre reduced en-route ATFM delays by 13.5% and airport ATFM delays by 12.2% through direct actions.

4.2 Ground

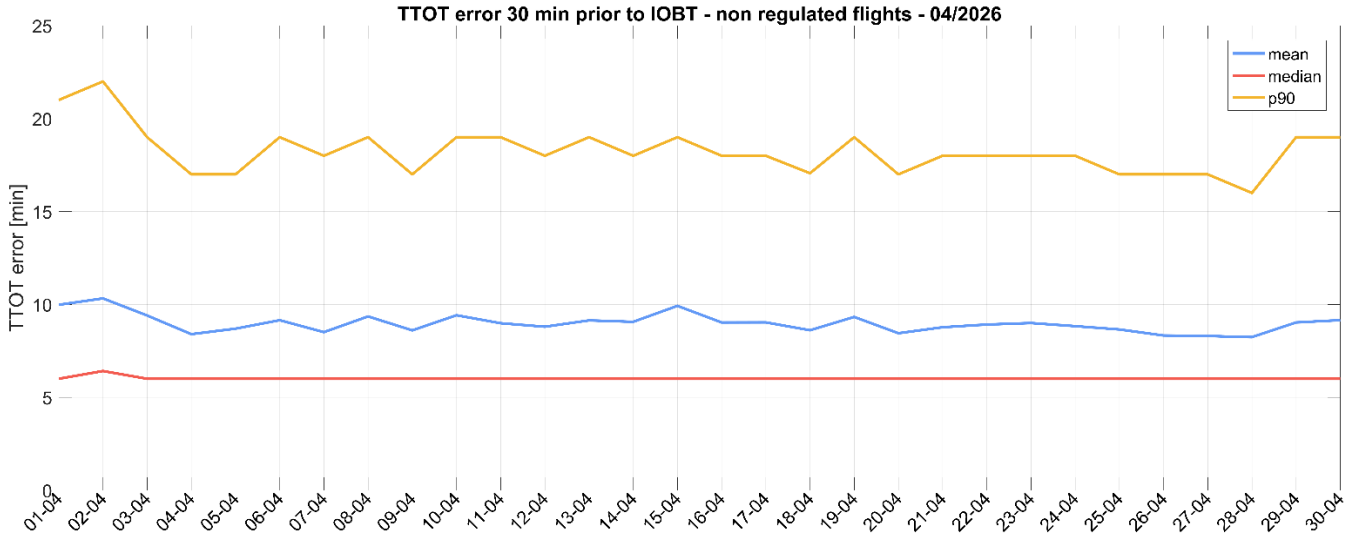
4.2.1 Turnaround

MIRROR's indicator shows that in March 2025 the network's average available turnaround time was a little **better** than April 2025 as less weather impacted airports. There were few days where delays caused longer turnarounds such as 10 April due to industrial action in Italy and weather disruptions affecting Dublin, Lisbon, and Copenhagen. Another peak occurred on 19 April, when thunderstorms and low visibility impacted Frankfurt, Paris CDG, Prague and Munich airports.



4.2.2 TTOT

NM is monitoring TTOT calculation quality for the 33 A-CDM airports. The average error at a network level was **9.0 minutes** in April 2026 and equals to 0.8 minutes decrease as compared to April 2025. The value was also lower than in March 2026, when the error was equal to 9.2 minutes. For the second consecutive month Helsinki (EFHK) showed the lowest error value among the airports (6.9 minutes, same result as in March), while Rome Fiumicino (LIRF) recorded the highest error, 12.2 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

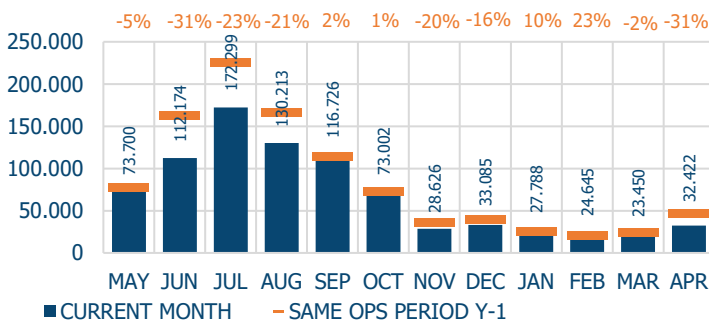
There were **972,671 minutes** of ATFM delay in April, a decrease of 30.8% compared to April 2025.

En-route ATFM delay represented **65.6%** of total ATFM delay and airport was **34.4%**. Total en-route ATFM delays decreased by 33.7% and total airport ATFM delays decreased by 24.6%. En-route ATC capacity remained the main issue, though it dropped 27.3% from April 2025. En-route ATC Staffing was next, decreasing by 38.8%. Together, ATC capacity and staffing caused 66% of all ATFM delays. The third major reason was airport weather, which dropped by 30.6% compared to the previous year.

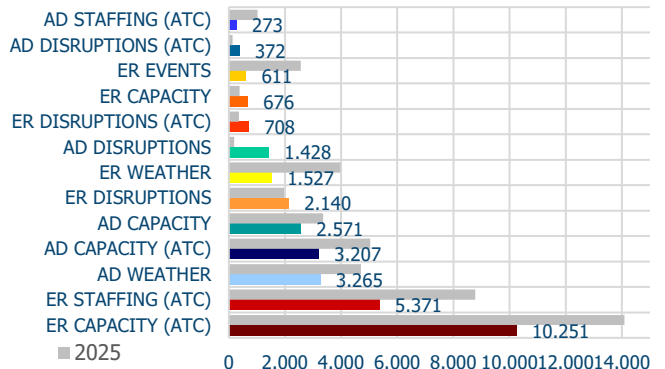
The average en-route ATFM delay per flight for the network was **0.70 minutes** in April - better than the 1.0 minutes per flight in the same period last year.

The network departure schedule delay was 12.0 minutes/flight in April, -1.8 minutes/flight compared to April 2025.

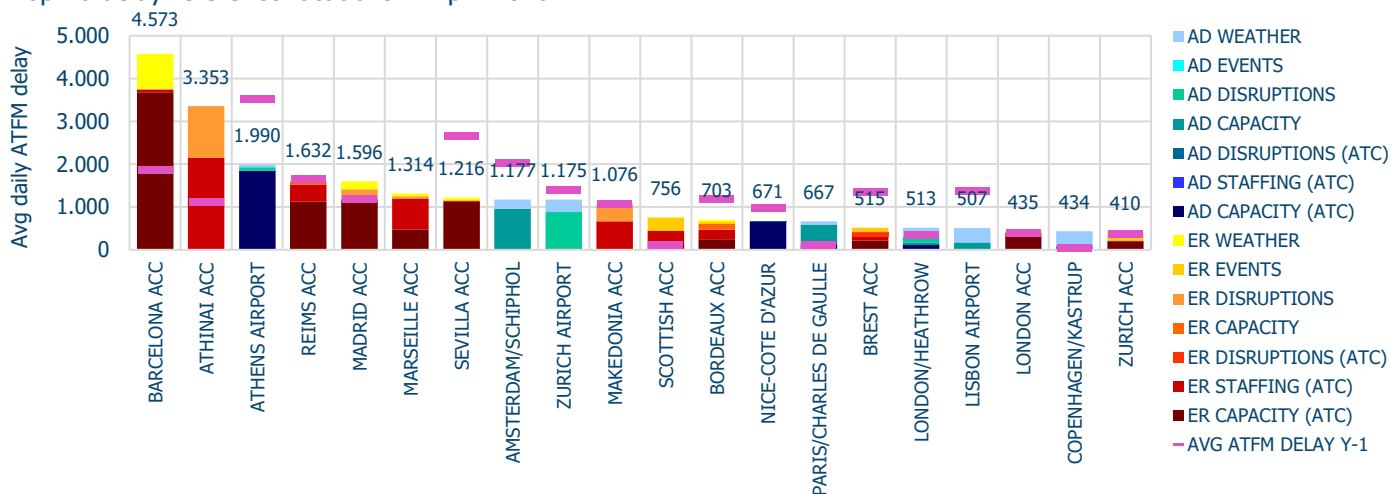
Last 12 months average daily ATFM delays



April 2026 | Reasons for ATFM delays



Top 20 delay reference locations in April 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:

- ATC capacity issues generated high delays in Spanish ACCs and were mainly due to a combination of traffic growth and staffing issues.
- ATFM measures attributed to Staffing issues generated high delays in Athens ACC throughout the month as negotiations continued around the issue of compensation for additional working hours by Air Traffic personnel during Summer 2026.
- Additional complexity due to the Middle East crisis generated high delays in Athens and Makedonia ACCs.
- Aerodrome capacity issues at Amsterdam Schiphol due to high demand.

4.4 Significant Events

Events

- On-going training and live trials in Brest ACC in preparation for the transition to 4-Flight system generated 2,402 minutes of ATFM delay throughout the month.
- On-going free route airspace implementation over UK upper airspace generated 569 minutes of ATFM delay in London ACC and 9,270 minutes of ATFM delay in Scottish ACC.
- Target Time Management System (TTMS) live trials at London Heathrow airport generated 1,965 minutes of ATFM delay throughout the month.
- Target Time Management System (TTMS) live trials combined with aerodrome capacity issues at Zurich airport generated 25,314 minutes of ATFM delay throughout the month.
- AERO 2026 international trade fair and airshow took place in Friedrichshafen, Germany, from 22 to 25 April generating high demand and 4,283 minutes of ATFM delay.
- On-going training in Bordeaux ACC in preparation for the transition to 4-Flight system generated 1,542 minutes of ATFM delay on 25 and 26 April.

Technical

- Work in progress in Brest control tower generated 5,738 minutes of ATFM delay throughout the month.
- Work in progress on runway 25R at Brussels airport throughout the month generated 3,592 minutes of ATFM delay.
- ATM system upgrade in Brussels ACC from 03 to 13 April generated 1,016 minutes of ATFM

delay.

- Radar issues in Brest ACC on 29 April generated 2,946 minutes of ATFM delay.

Other

- A NATO military exercise in France limited airspace availability and the resulting traffic displacement and interface constraints resulted in a transfer of congestion and complexity to sectors in Madrid ACC. The resulting ATFM measures produced 6,497 minutes of en-route ATFM delay.
- French military activity limited airspace availability in Marseille West ACC and generated 1,427 minutes of en-route ATFM delay and 2,653 minutes of airport ATFM delay.
- The additional complexity due to the Middle East crisis generated:
 - 36,307 minutes of ATFM delay in Athens ACC.
 - 11,976 minutes of ATFM delay in Makedonia ACC.
 - 4,219 minutes of ATFM delay at Tel Aviv Ben Gurion airport.
 - 2,398 minutes of ATFM delay in Tel Aviv ACC.
 - 1,564 minutes of ATFM delay in Tbilisi ACC.

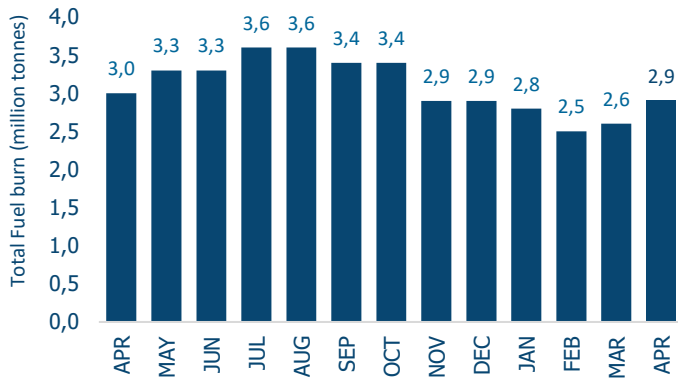
Industrial action

- National industrial action in Italy on 10 April impacted air traffic operations during the afternoon peak period, causing cancellations and generating 8,665 minutes of en-route ATFM delay and 3,725 minutes of airport ATFM delay in Italy. Neighbouring states were also affected with 1,890 minutes of en-route ATFM delay due to unload of traffic.
- Between 10 and 17 April 2026, repeated airline strikes at Lufthansa Group involving cabin crew and pilots considerably disrupted operations at Frankfurt and Munich airports, leading to widespread flight cancellations and delays.

5. Flight Efficiency

5.1 Fuel Burn

En-route fuel burn within NM area (tonnes)



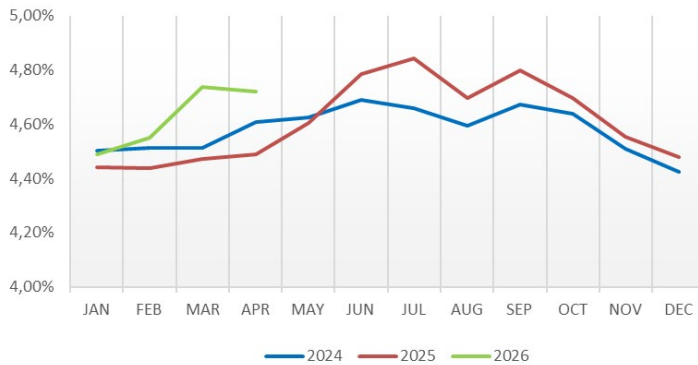
NM estimates that 2.9 million tonnes of fuel were burnt in the en-route flight phase in the NM area in April 2026.

5.2 Horizontal Flight Efficiency

There are two horizontal flight efficiency KPIsⁱ. 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 decreased in April 2026 and were higher than 2025 levels. The sharp rise in both indicators in March was partially attributed to developments in the Middle East, which led to airspace closures and necessitated rerouting.

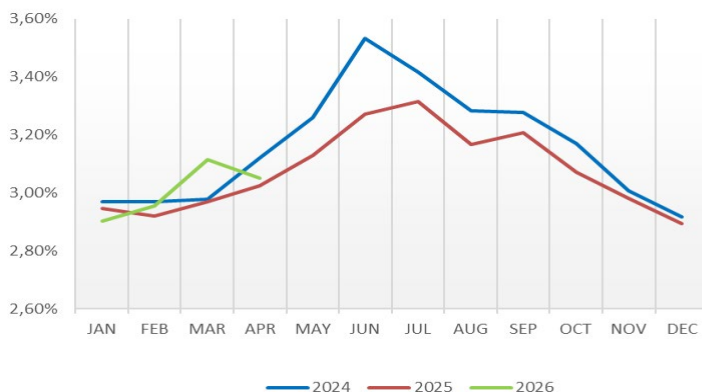
KEP evolution in NM Area



KEP indicator (4.72%) 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 (3.05%) exceeded 2025 level but was below 2024 value.

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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