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EUROCONTROL

EUROPEAN AVIATION OVERVIEW

07-13 Sep 2026

SUPPORTING EUROPEAN AVIATION

EUROCONTROL

17 September 2026

Headlines

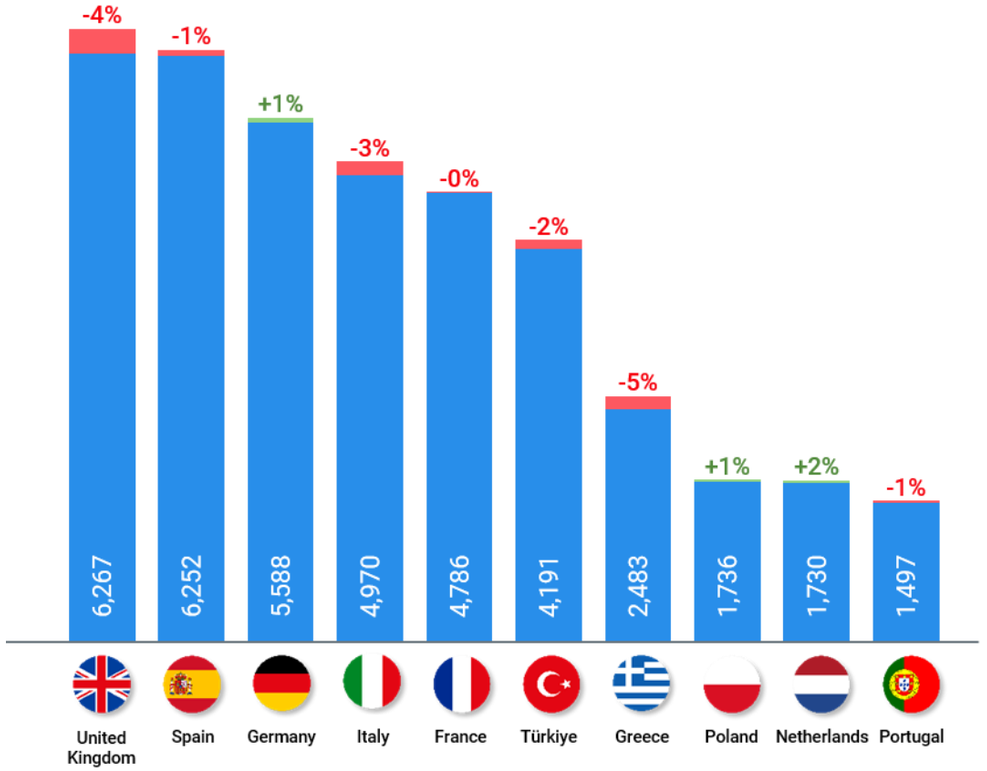
(Week 37, 07-13 Sep 2026)

- The network averaged 35,893 daily flights in Week 37, down 1.4% compared to Week 36 and 2.6% higher than in 2025.
- On average, capacity among the 10 busiest carriers decreased by 1.7% compared to the previous week.
- At State level, flight volumes across the busiest 10 States decreased by 1.6% compared to the previous week. Greek traffic declined the most as the summer season wound down (-5%), followed by the UK (-4%) reflecting the impacts of a major ATC technical issue on 8 September, with knock-on effects for the remainder of the week.
- Network arrival and departure punctuality were 74.5% and 68.8%, better than in the equivalent week of 2025.
- En-route ATFM delays increased by 22% compared to the previous week, averaging circa 75K delay minutes per day, and were 19% below 2025 levels. Total air traffic flow management (ATFM) delay per flight was 2.7 mins/flight (2.1 for en-route and 0.6 for airport).
- ATC capacity & staffing was the top delay cause (60% of all en-route ATFM delays), followed by weather (33%).
- The area control centres contributing the most to en-route ATFM delays (in mins/flight) were Barcelona (2.5 mins/flight), Marseille (2.2 mins/flight), Makedonia (1.8 mins/flight), Athens (1.5 mins/flight), and Belgrade (1.4 mins/flight).
- Jet fuel prices have rebounded sharply in September 2026 and are now approaching the April all-time highs as the US-Iran conflict resumed. On 11 September 2026, jet fuel prices averaged $4.58 per gallon, up 18% from the previous two weeks.
- Air ticket prices (excluding inflation) were circa 1% lower in January-July 2026 compared with the same period in 2025.
- EUROCONTROL billed €1,212 million in en-route charges in August 2026, up 3% compared to August 2025. The growth reflects a 1% rise in unit rates combined with a 1% increase in total en-route Service Units.

Top 10 busiest States

On week 07-13 Sep 2026

(all flights excl. overflights compared with previous week)



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Traffic situation

Average daily flights (including overflights)

Week 07-13 Sep 2026

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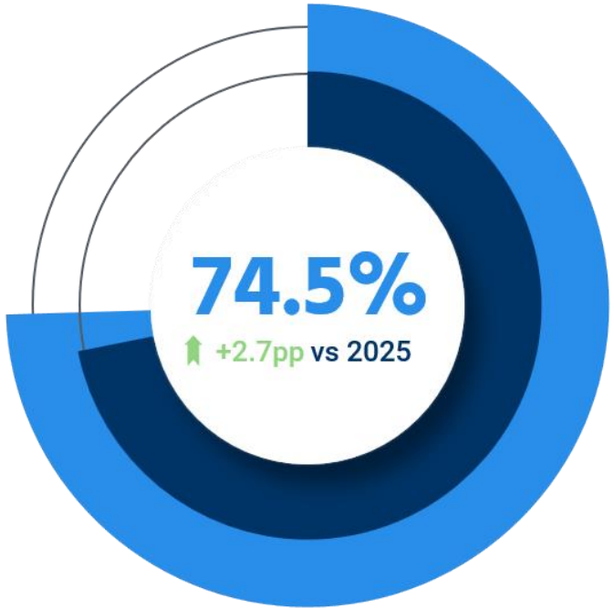
Arrival & departure punctuality

(all network scheduled flights)

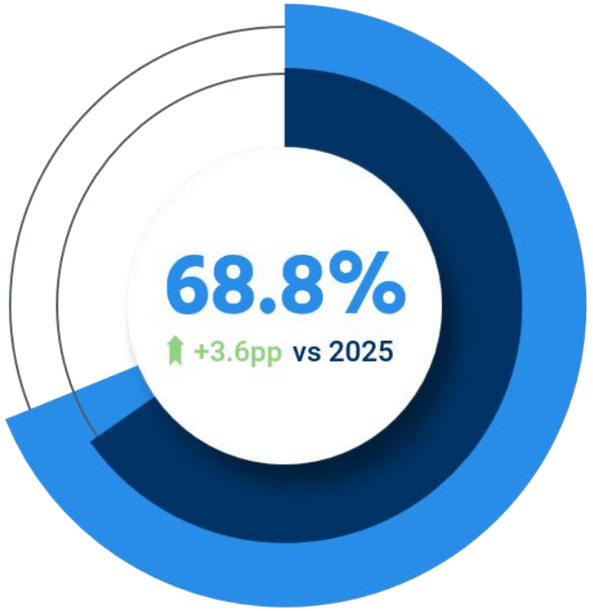
Week 07-13 Sep 2026

ARRIVAL PUNCTUALITY



71.9% _____ in 2025

DEPARTURE PUNCTUALITY



65.3% _____ in 2025

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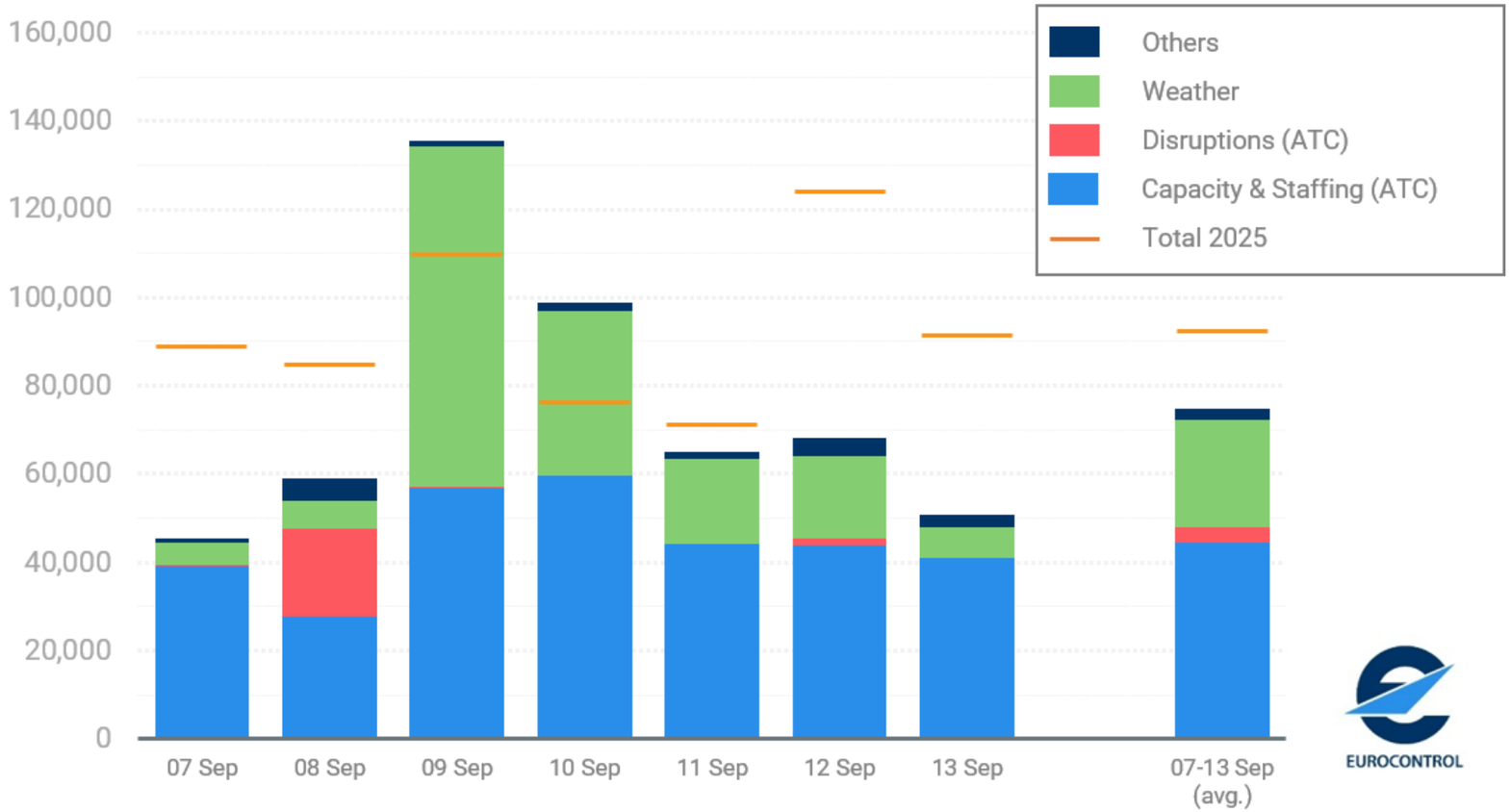
- Both arrival and departure punctuality improved compared to the same week in 2025. Arrival punctuality increased by 2.7pp to 74.5%, while departure punctuality rose by 3.6pp to 68.8%.
- **Tel Aviv** continued to experience daily ATC capacity regulations, with the highest delays on Monday.
- **Athens** suffered from daily ATC capacity regulations with the highest delays recorded on Thursday.
- **London Stansted** experienced aerodrome capacity, weather and ATC equipment regulations with significant delays on Tuesday.
- **London Gatwick** experienced a combination of aerodrome capacity, ATC capacity and ATC equipment regulations with the highest delays recorded on Tuesday.
- **Barcelona** suffered from a combination of aerodrome capacity, ATC capacity and weather regulations due to convective activity (Cumulonimbus) and thunderstorms in the vicinity of the airport.

The pictures show the share of flights arriving/departing no later than 15 minutes after/before the scheduled time (OTP15).

En-route ATFM delays

Delays per cause (EUROCONTROL Area)

In minutes (total daily and 7-day average) in 2026

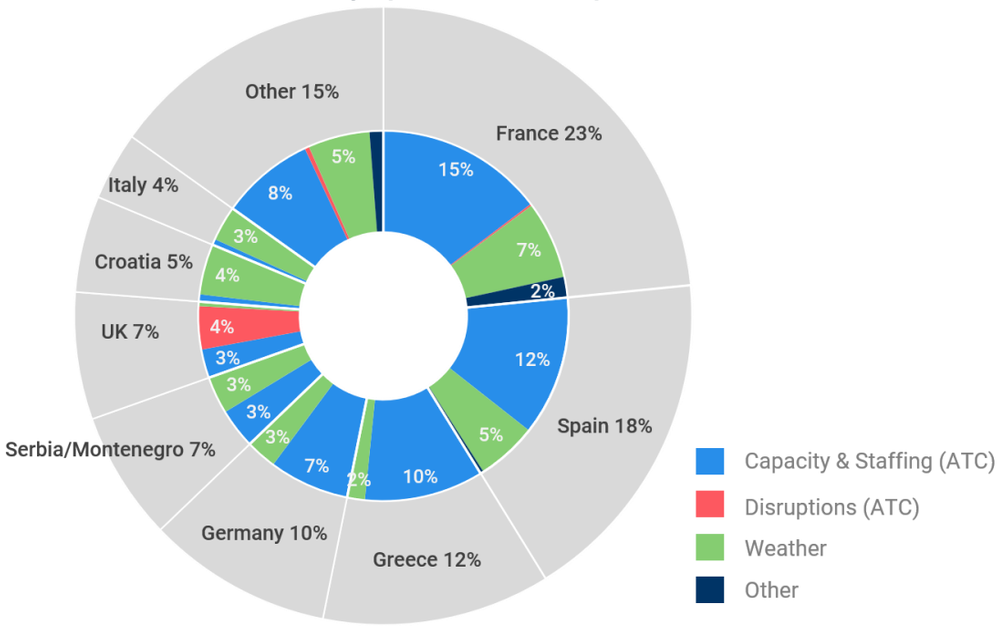


- Week 37 saw a 22% increase in en-route ATFM delays compared to the previous week, averaging 74,705 minutes per day. En-route ATFM delays were 19% lower than during the corresponding operational week in 2025.
- ATC capacity & staffing accounted for 60% of all en-route ATFM delays, primarily affecting France, Spain, Greece, and Germany.
- Weather accounted for 33% of all en-route ATFM delays, impacting mostly France, Spain, and Croatia.
- ATC disruption accounted for 4% of all en-route ATFM delays, entirely attributable to the major system failure in the UK on 8 September.
- There were 2.7 minutes of total ATFM delay per flight in Week 37, comprising 2.1 mins/flight en-route delay and 0.6 mins/flight airport delay.

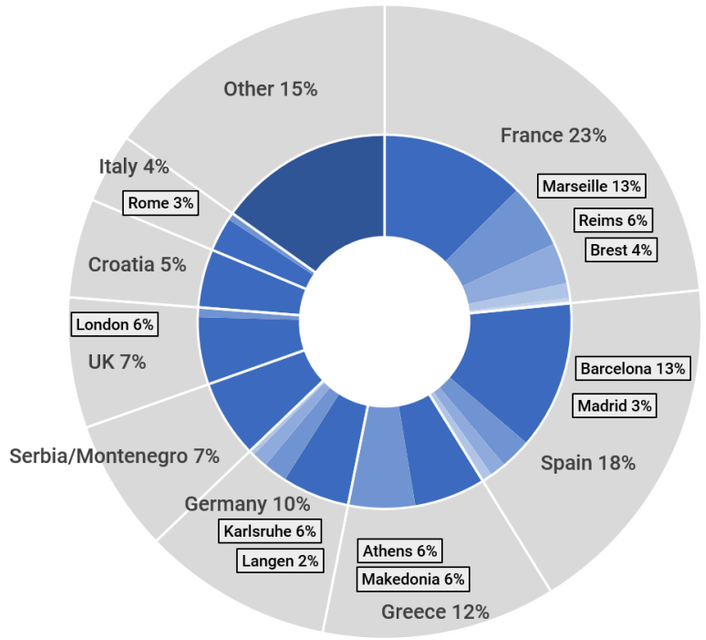
En-route ATFM delays per States per cause & per ACC

Week 07-13 Sep 2026

En-route ATFM delays per cause for top 8 States

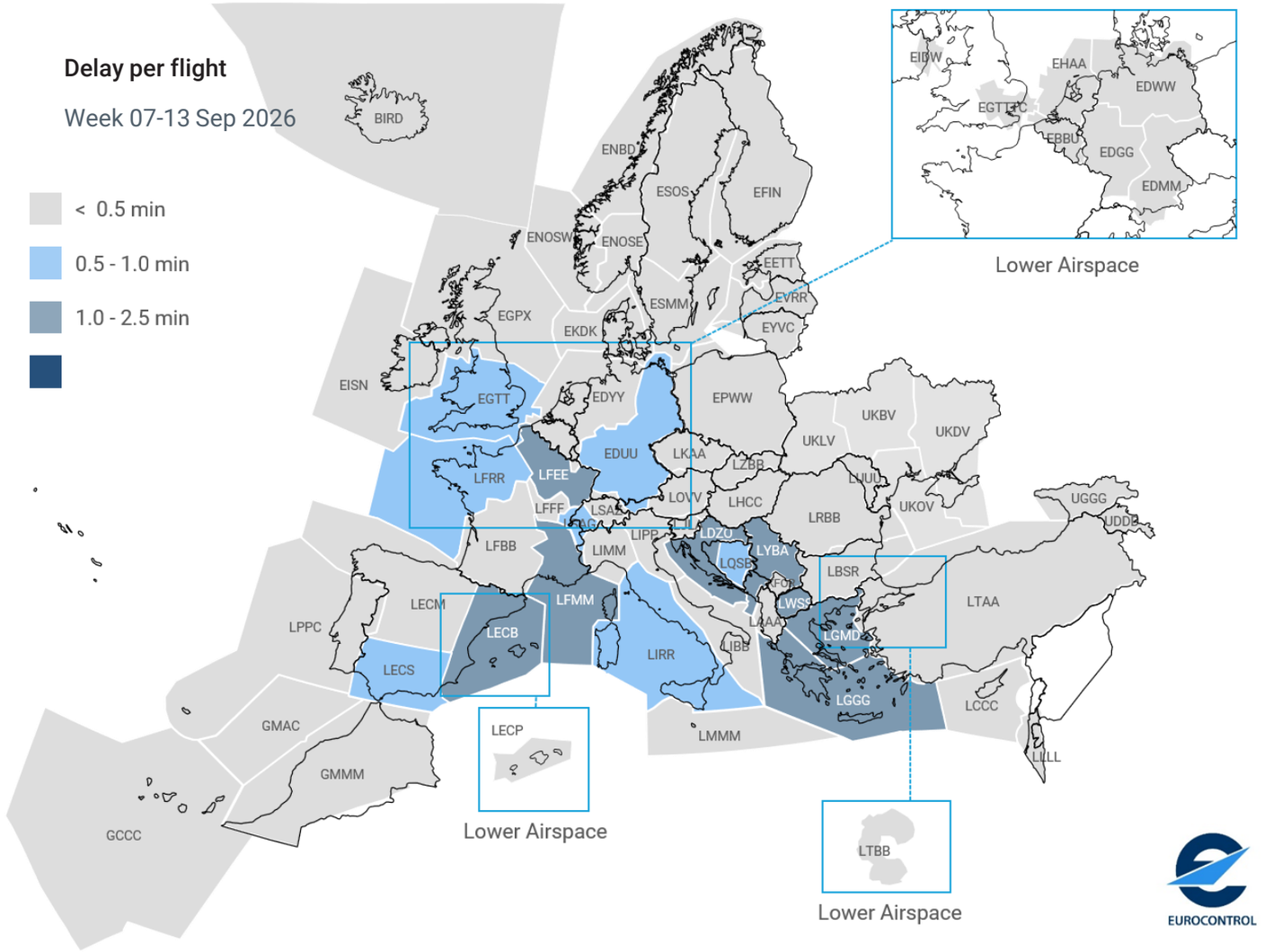


En-route ATFM delays per ACC for top 8 States



- France accounted for 23% of all en-route ATFM delays, primarily attributed to Marseille ACC (13%), Reims ACC (6%), and Brest ACC (4%). The primary causes were ATC capacity and staffing (15%), weather (7%), and other causes (2%).
- Spain accounted for 18% of all en-route ATFM delays, mainly attributed to Barcelona ACC (13%) and Madrid ACC (3%), due to ATC capacity & staffing (12%), and weather (5%).
- Greece accounted for 12% of all en-route ATFM delays, split equally between Athens ACC and Makedonia ACC at 6% each, due to ATC capacity & staffing (10%) and weather (2%).
- Germany accounted for 10% of all en-route ATFM delays, mainly attributed to Karlsruhe UAC (6%) and Langen ACC (2%), due to ATC capacity & staffing (7%) and weather (3%).
- Serbia/Montenegro accounted for 7% of all en-route ATFM delays, with ATC capacity & staffing and weather each contributing 3%.
- UK also accounted for 7% of all en-route ATFM delays, mainly at London ACC (6%), driven by ATC disruption (4%) following the UK ATC system failure, and ATC capacity & staffing (3%).
- Croatia accounted for 5% of all en-route ATFM delays, almost entirely due to weather (4%).

En-route ATFM delayed flights per Area Control Centre



- In Week 37, five ACCs recorded en-route ATFM delays between 1.4 and 2.5 mins/flight:): Barcelona (2.5 mins/flight), Marseille (2.2 mins/flight), Makedonia (1.8 mins/flight), Athens (1.5 mins/flight), and Belgrade (1.4 mins/flight).
- **Barcelona ACC** recorded ATC capacity delays daily, most notably in the Western Sector Group where the number of available sectors remains limited. Convective weather complicated traffic management on Wednesday morning.
- **Marseille ACC** sector availability in both the Western and Eastern sector groups was compromised on a daily basis due to ATC staffing issues but most notably in the East. Complex convective weather complicated traffic management most notably on Wednesday but also on Thursday, and ATC Industrial Action resulted in the loss of a sector on Saturday afternoon in the Eastern ACC.
- **Makedonia ACC** recorded delays as ATC staffing on a daily basis although the number of available sectors matched the planned sector availability, with some moderate capacity delays Wednesday, and some convective weather-related delays on Saturday.
- **Athens ACC** recorded delays as ATC staffing on a daily basis although the number of available sectors matched the planned sector availability. Convective weather complicated traffic management on Saturday. Traffic demand for the week was +7% compared to 2025.
- **Belgrade ACC**'s capacity was constrained by convective weather complicating traffic management from Thursday to Saturday. ATC capacity delays were notable on a daily basis with the exception of Friday.

Busiest 10 States

Departures and arrivals

Week 07-13 Sep 2026

No.	Country	Average daily flights	% prev week	% prev year
1.	United Kingdom	6,267	-4%	-1%
2.	Spain	6,252	-1%	+5%
3.	Germany	5,588	+1%	-1%
4.	Italy	4,970	-3%	+5%
5.	France	4,786	-0%	+1%
6.	Türkiye	4,191	-2%	+2%
7.	Greece	2,483	-5%	+5%
8.	Poland	1,736	+1%	+8%
9.	Netherlands	1,730	+2%	+1%
10.	Portugal	1,497	-1%	+0%

See all States

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- The busiest ten States collectively recorded a 1.6% week-on-week decrease in departure and arrival flights in Week 37. Only three States reported higher traffic than in the previous week: the **Netherlands** (+2%), mainly driven by higher KLM Group traffic on flows to/from Spain, Germany, and Norway; **Germany** (+1%), supported by stronger domestic traffic; and **Poland** (+1%), also benefitting from increased domestic traffic.

- All six States reporting week-on-week decreases in departure and arrival flights were impacted, to varying degrees, by the ATC system failure in the UK on 8 September. **Greece** recorded a 5% decrease, mainly driven by fewer flights on Greece ↔ Italy, Greece ↔ UK and domestic flows as the summer season came to an end. The **UK** declined by 4%, reflecting weaker domestic traffic and fewer flights on UK ↔ Italy and UK ↔ Spain flows, impacting British Airways, easyJet and Ryanair groups. **Italy** was down 3%, driven by reductions in traffic between Italy ↔ Greece, Italy ↔ UK, together with lower domestic traffic. **Türkiye** decreased by 2%, primarily due to fewer flights on the Türkiye ↔ UK flow. **Portugal** and **Spain** both declined by 1%, also partly impacted by the UK ATC system failure. **France** remained broadly stable (-0%).

- Compared to the equivalent week of 2025, seven of the busiest 10 States recorded growth in arrival and departure flights: Poland posted the strongest increase (+8%), followed by Spain and Greece (each +5%), Türkiye (+2%), and France and the Netherlands (each +1%). Portugal remained stable (+0%). By contrast, traffic declined in the UK and Germany (each -1%).

Busiest 10 aircraft operators

Week 07-13 Sep 2026 (avg daily flights)

No.	Aircraft operator	Average daily flights	% prev week	% prev year
1.	Ryanair Group	3,744	-2%	+3%
2.	Turkish Airlines Group	1,831	-1%	+6%
3.	easyJet Group	1,821	-4%	-2%
4.	Wizz Air Group	1,237	-2%	+24%
5.	Lufthansa Airlines	1,169	+1%	-7%
6.	Air France Group	1,151	-2%	-1%
7.	KLM Group	945	+1%	+2%
8.	SAS Group	819	+1%	+2%
9.	British Airways Group	800	-9%	-9%
10.	Pegasus	703	+0%	+7%

See top 40 airlines

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- The busiest 10 aircraft operators collectively recorded a 1.7% decrease in flight numbers in Week 37 compared to the previous week.
- Six airlines/airline groups recording week-on-week decreases were impacted, to varying degrees, by the ATC system failure in the UK on 8 September. **British Airways** reported the largest decline (-9%) mainly due to fewer flights on UK ↔ Italy, UK ↔ France, UK ↔ Spain, UK ↔ US, and UK ↔ Switzerland flows, as well as weaker domestic traffic. **easyJet** followed, with a 4% decrease, driven by a significant reduction in UK domestic traffic and fewer flights on the UK ↔ Spain, UK ↔ France, and UK ↔ Italy flows. Three airline groups each decreased by 2%: **Ryanair** operated fewer flights on UK ↔ Spain, UK ↔ Ireland, Italy ↔ Spain and UK ↔ Italy flows. **Air France** recorded fewer flights on France ↔ Algeria, France ↔ Tunisia, and France ↔ Morocco flows. **Wizz Air** saw reductions on Greece ↔ Italy, Italy ↔ Spain, Poland ↔ UK flows, together with weaker domestic traffic within Italy. **Turkish Airlines** decreased by 1%, mainly due to fewer flights on the Türkiye ↔ UK flow.
- Three airlines/airline groups each increased by 1%: Lufthansa, KLM, and SAS. Pegasus remained broadly stable (+0%).
- Six airlines/airline groups posted higher flight volumes than in the same week of 2025. Wizz Air led the growth (+24%), once again outpacing every other carrier. Pegasus (+7%) and Turkish Airlines (+6%) followed, with Ryanair up 3%, and KLM and SAS each up 2%. On the downside, British Airways (-9%), Lufthansa (-7%), easyJet (-2%), and Air France (-1%) all declined.

Europe’s 6 largest airline groups

Week 07-13 Sep 2026 (average daily flights)

No.	Aircraft operator	Average daily flights	% prev week	% prev year
1.	Ryanair Group	3,744	-2%	+3%
2.	Lufthansa Group	3,079	+0%	-4%
3.	IAG Group	2,375	-5%	-3%
4.	Air France-KLM Group	2,096	-1%	+0%
5.	Turkish Airlines Group	1,831	-1%	+6%
6.	easyJet Group	1,821	-4%	-2%

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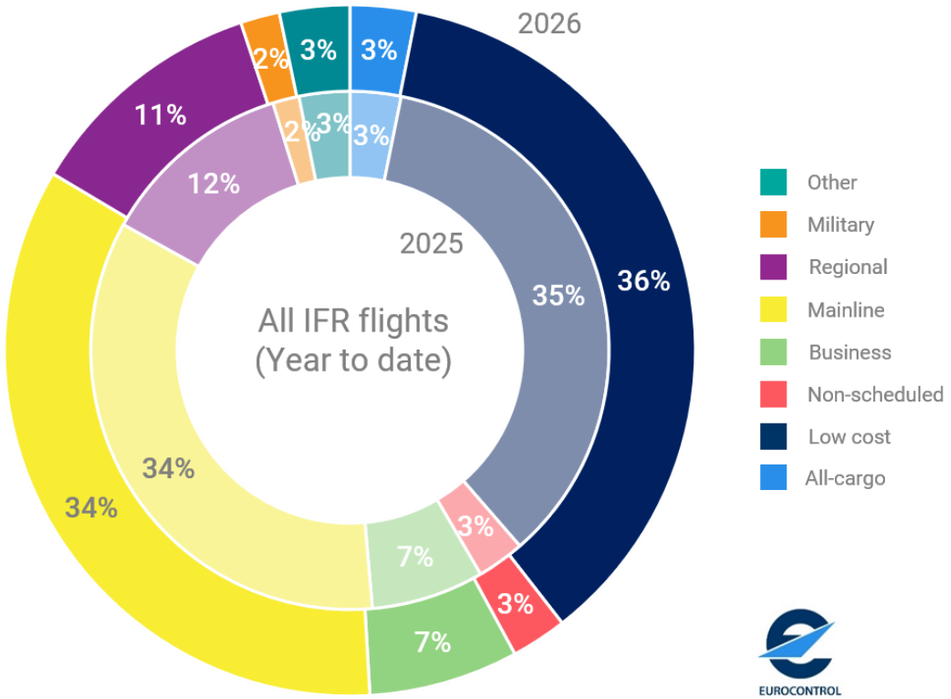
- The six largest European airline groups, aggregating the constituent members of Lufthansa, IAG and AFR-KLM Groups to join Ryanair, easyJet and Turkish Airlines Groups from the previous slide, together posted a 1.8% week-on-week decline.
- Lufthansa was the only one of the six to remain steady (+0%) in Week 37; the other five airline groups all saw week-on-week declines. IAG posted the sharpest drop (-5%), followed by easyJet (-4%), and Ryanair (-2%); these three were hit hardest by the ATC system failure in the UK on 8 September. Air France-KLM and Turkish Airlines each declined by -1%.
- Compared to the same week in 2025, two airline groups recorded higher flight volumes: Turkish Airlines was up 6%, while Ryanair was up 3%. Air France-KLM remained stable (+0%). By contrast, Lufthansa (-4%), IAG (-3%), and easyJet (-2%) decreased.

Market segments in the EUROCONTROL Network

Average share of total flights (year to date)



No.	Market segment	Avg. flights	% prev week	% prev year
1.	Low Cost	13,343	-2%	+5%
2.	Mainline	12,203	-2%	+3%
3.	Regional	3,874	-1%	-7%
4.	Business	2,600	+2%	+5%
5.	Non-Scheduled	1,164	-0%	-9%
6.	Other	1,134	-0%	+15%
7.	All-cargo	973	+1%	-3%
8.	Military	615	+3%	+10%

- Year-to-date, Low-cost remained the largest market segment and the only segment to gain market share, rising by 1 percentage point (pp) from 35% to 36%. Mainline maintained its 34% share, while Regional declined by 1pp, from 12% to 11%. Business aviation (7%), Non-scheduled (3%) and All-cargo (3%), all remained unchanged.
- Over the past week, among the passenger airline segments, Low-cost and Mainline both declined by 2% in Week 37, largely reflecting the impact of the ATC system failure in the UK on 8 September. The disruption reduced UK departures and arrivals by 37% for Mainline and 30% for Low-cost. The Regional segment was down 1%, and Non-scheduled traffic remained broadly flat (-0%). Business aviation and All-cargo were up 2% and 1% respectively.
- Compared to 2025, the strongest growth was recorded in the Low-cost and Business aviation segments, both up 5%, followed by Mainline with a 3% increase. Conversely, Non-scheduled traffic fell by 9% mainly due to declines on the Germany ↔ Greece and Türkiye ↔ Russia flows. Regional traffic decreased by 7%, driven by a sharp decrease in German domestic traffic, fewer flights between Germany ↔ Poland, and weaker domestic traffic in France. All-cargo declined by 3% due to lower traffic on the Germany ↔ UK, Spanish domestic, and UK domestic flows.

Busiest 10 airports

Week 07-13 Sep 2026 (avg daily flights)

No.	Airport	Avg. daily dep/arr flights	% prev week	% prev year
1.	Istanbul	1,643	-2%	+3%
2.	Amsterdam	1,413	+1%	-1%
3.	Paris Charles de Gaulle	1,407	-2%	+1%
4.	Frankfurt	1,359	+1%	-3%
5.	Madrid Barajas	1,346	+3%	+9%
6.	London Heathrow	1,232	-7%	-9%
7.	Barcelona	1,125	-0%	+4%
8.	Munich	1,015	+2%	-5%
9.	Rome Fiumicino	989	-4%	-0%
10.	Antalya	969	-3%	-3%

See top 40 airports

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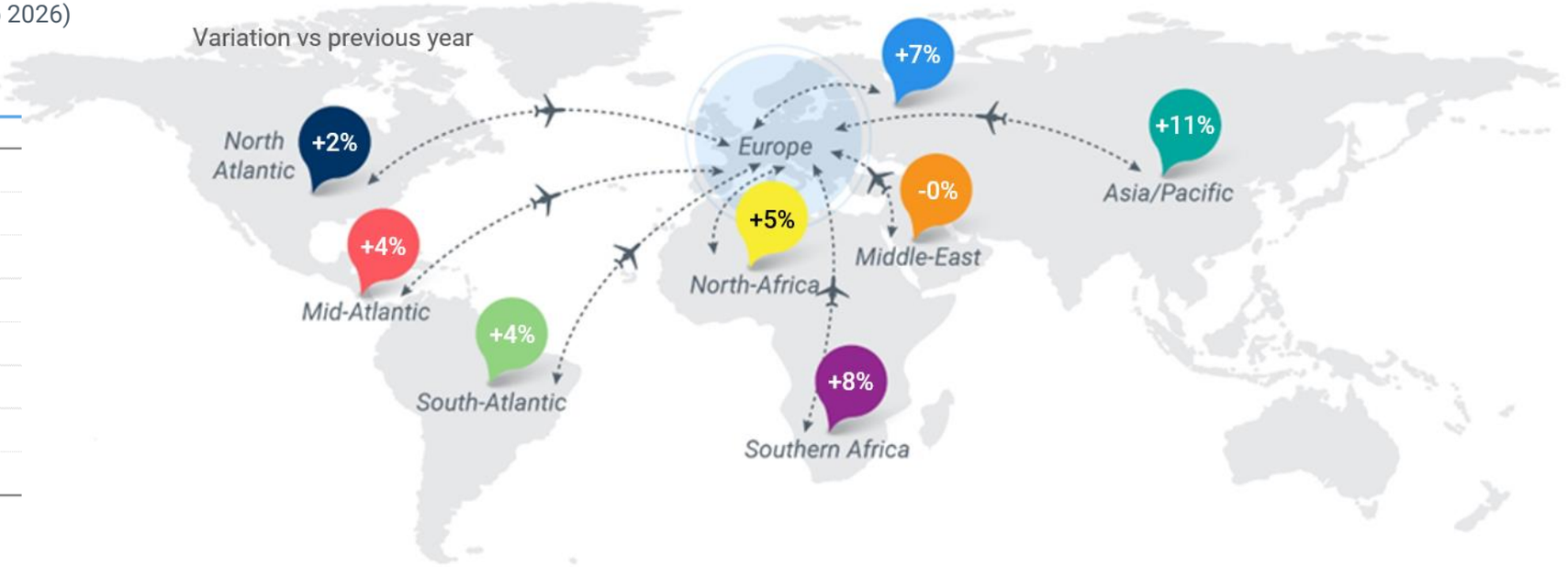
- The busiest 10 airports collectively recorded a 1% decrease in traffic in Week 37 compared to Week 36.
- Four airports recorded week-on-week growth in flight volumes. **Madrid Barajas** increased by 3%, supported by higher traffic on the Spain ↔ France, and Spain ↔ Italy flows from Air France Group and Volotea. **Munich** followed with a 2% increase, driven by stronger domestic traffic in Germany, and more flights between Germany ↔ Türkiye for Lufthansa Airlines and Pegasus. **Frankfurt** and **Amsterdam** each recorded a 1% increase.
- Five airports recorded week-on-week declines in flight volumes. **London Heathrow**, severely affected by the ATC system failure in the UK on 8 September, posted the largest decrease, at 7%, reflecting fewer flights to and from the US, weaker UK domestic traffic, and reduced traffic to and from Italy, Germany, France, Spain and Switzerland, mainly within British Airways Group. **Rome Fiumicino** followed with a 4% decrease, owing mainly to fewer flights to and from Greece and Spain, as well as weaker Italian domestic traffic, notably from ITA Airways, Wizz Air, Ryanair and easyJet groups. **Antalya** posted a 3% decrease driven mainly by significant reductions in traffic to and from the UK, Russia, and Azerbaijan, notably for Corendon Group, SunExpress, and Azerbaijan Airlines. Istanbul and Paris CDG each declined by 2%. **Istanbul**'s decrease partly reflected fewer flights to and from the UK, Saudi Arabia, Iran, and France, mainly from Turkish Airlines, and Air France Group. **Paris Charles de Gaulle**'s decrease was driven by reduced traffic to and from Morocco, UK, Canada, and Tunisia, notably from Air France, Royal Air Maroc, and Nouvel Air Tunisie. **Barcelona** remained broadly stable (-0%).
- Compared to the equivalent week of 2025, four of the 10 busiest airports handled more flights. Madrid Barajas recorded the strongest growth (+9%), followed by Barcelona (+4%), Istanbul (+3%), and Paris CDG (+1%). On the downside, London Heathrow recorded the largest decline (-9%), followed by Munich (-5%), Frankfurt and Antalya (each -3%), and Amsterdam (-1%). Rome Fiumicino remained unchanged (-0%).

Traffic flows

(average daily departure/arrival flights for week 07-13 Sep 2026)

Region	Average daily flights	% prev week	% prev year
Intra-Europe	**27,684**	**-1%**	**+2%**
Europe ↔ North Atlantic	1,698	-2%	+2%
Europe ↔ Middle-East	1,588	-4%	-0%
Europe ↔ North-Africa	1,578	-5%	+5%
Europe ↔ Asia/Pacific	1,127	-1%	+11%
Europe ↔ Other Europe	560	-2%	+7%
Europe ↔ Southern Africa	338	-1%	+8%
Europe ↔ South-Atlantic	224	-2%	+4%
Europe ↔ Mid-Atlantic	153	-5%	+4%
Non Intra-Europe	**7,266**	**-3%**	**+4%**



- Intra-European traffic saw 27,684 daily flights on average during Week 37, slightly lower (-1%) compared to the previous week. Intercontinental flows amounted to 7,266 daily flights on average; a 3% decrease compared to Week 36.
- All flows recorded week-on-week decreases. The largest declines were in Europe ↔ North Africa and Europe ↔ Mid-Atlantic flows, each down 5%, followed by Europe ↔ Middle East, down 4%, driven by fewer flights to and from Israel (-9%), and the United Arab Emirates (-3%). Europe ↔ North Atlantic, Europe ↔ Other Europe, and Europe ↔ South Atlantic each fell 2%, while Europe ↔ Asia/Pacific and Europe ↔ Southern Africa each declined 1%.
- Compared to the same week in 2025, all intercontinental flows recorded higher or broadly stable flight volumes. The strongest year-on-year growth was observed on the Europe ↔ Asia/Pacific flow (+11%), followed by Europe ↔ Southern Africa (+8%), Europe ↔ Other Europe (+7%), Europe ↔ North Africa (+5%), Europe ↔ South Atlantic and Europe ↔ Mid-Atlantic (+4% each), and Europe ↔ North Atlantic (+2%). Europe ↔ Middle East traffic remained stable (-0%).

Top 10 long-haul country pairs

(average daily departure/arrival flights for the last week)

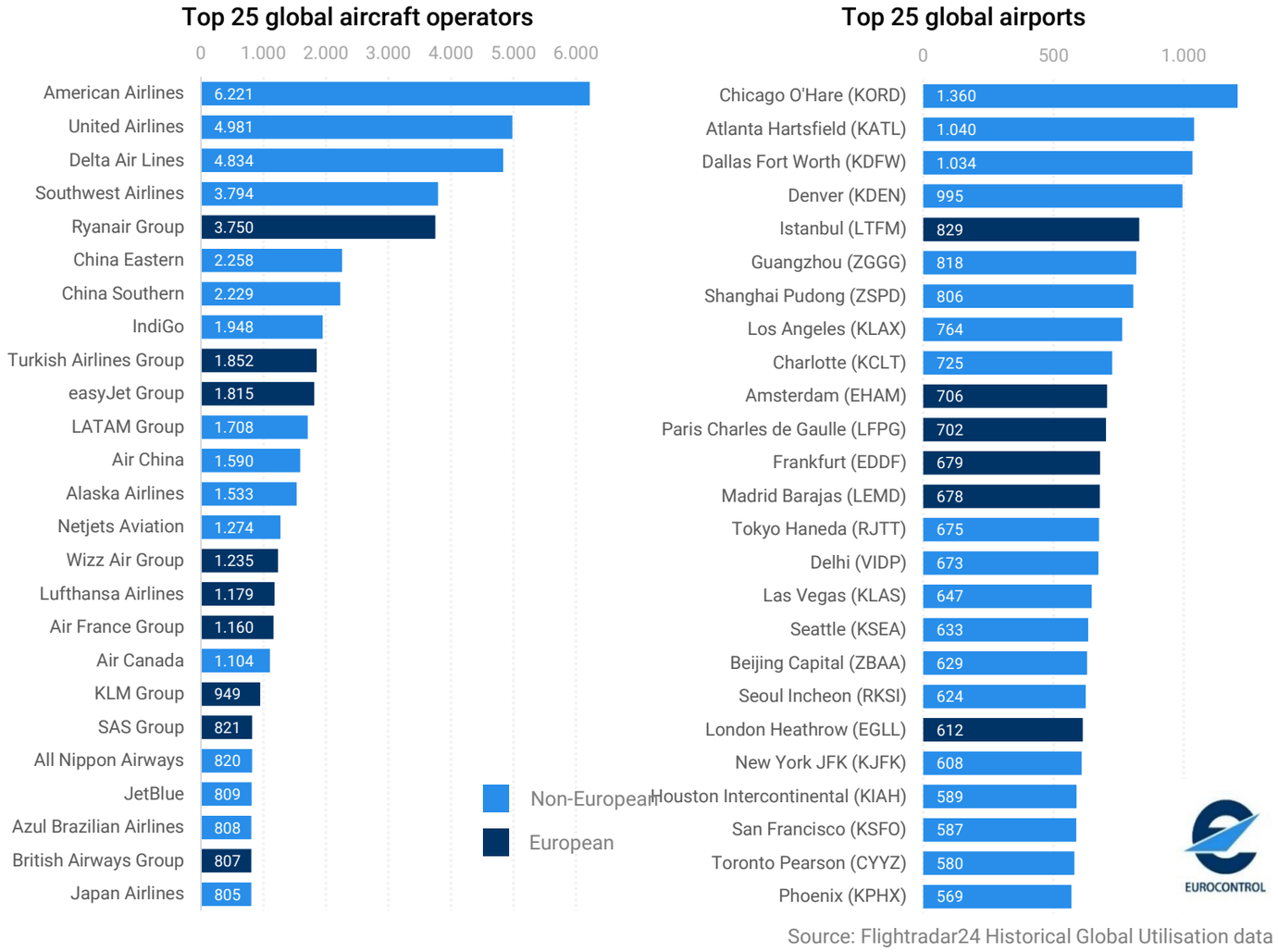
Week 07-13 Sep 2026

No.	Country pair	Average daily flights	% prev week	% prev year
1.	UK ↔ US	314	-2%	-8%
2.	Germany ↔ US	178	-1%	+3%
3.	France ↔ US	152	+1%	+9%
4.	Italy ↔ US	133	-1%	+7%
5.	Ireland ↔ US	99	+4%	+11%
6.	Spain ↔ US	96	+2%	+5%
7.	Netherlands ↔ US	82	+2%	+3%
8.	UAE ↔ UK	61	+2%	-1%
9.	Egypt ↔ Russia	61	-4%	+33%
10.	Canada ↔ UK	53	-5%	+0%

- Seven of the top ten long-haul country pairs in Week 37 involved the US, with the four largest flows being the UK ↔ US, Germany ↔ US, France ↔ US, and Italy ↔ US.
- The remaining three non-US long-haul flows were UAE ↔ UK, Egypt ↔ Russia (i.e. overflying the network), and Canada ↔ UK.
- Compared to the previous week, half of the top 10 long-haul country pairs recorded higher flight volumes: Ireland ↔ US (+4%), Spain ↔ US, Netherlands ↔ US, and UAE ↔ UK (+2% each), and France ↔ US (+1%). Conversely, Canada ↔ UK recorded the largest decline in flight volumes (-5%), followed by Egypt ↔ Russia (-4%), UK ↔ US (-2%), Germany ↔ US and Italy ↔ US (-1% each).
- Compared to the same week in 2025, seven of the top ten long-haul flows recorded year-on-year growth. The strongest increase was between Egypt ↔ Russia (+33%), followed by Ireland ↔ US (+11%), France ↔ US (+9%), Italy ↔ US (+7%), Spain ↔ US (+5%), Germany ↔ US and Netherlands ↔ US (+3% each). Canada ↔ UK remained stable (+0%), while UK ↔ US (-8%) and UAE ↔ UK (-1%) recorded declines.

Top 25 global aircraft operators and airport departures

(average daily departure flights) **(Week 07-13 Sep 2026)**



Source: Flightradar24 Historical Global Utilisation data

- **Aircraft operators**: in Week 37, nine European aircraft operators ranked among the top 25 global aircraft operators.
- Three European carriers ranked among the global top 10 in Week 37. Ryanair Group moved down to 5th from 4th in Week 35, while Turkish Airlines Group (9th), and easyJet Group (10th), both held their position compared to two weeks earlier.
- A further six European carriers made the top 25, starting with Wizz Air Group (15th), Lufthansa Airlines (16th), Air France Group (17th), KLM Group (19th), SAS Group (20th) and British Airways Group (24th).
- **Airports**: six European airports ranked among the global top 25 for departures in Week 37, unchanged from two weeks earlier. Two of these were in the global top 10: Istanbul (5th) and Amsterdam (10th). The remaining four were Paris CDG ranked (11th), Frankfurt (12th), Madrid (13th), and London Heathrow (20th), down from 15th place in Week 35.
- Among the ten busiest airports, six were American, and two were Chinese (Shanghai and Guangzhou).

Jet fuel price (Europe)

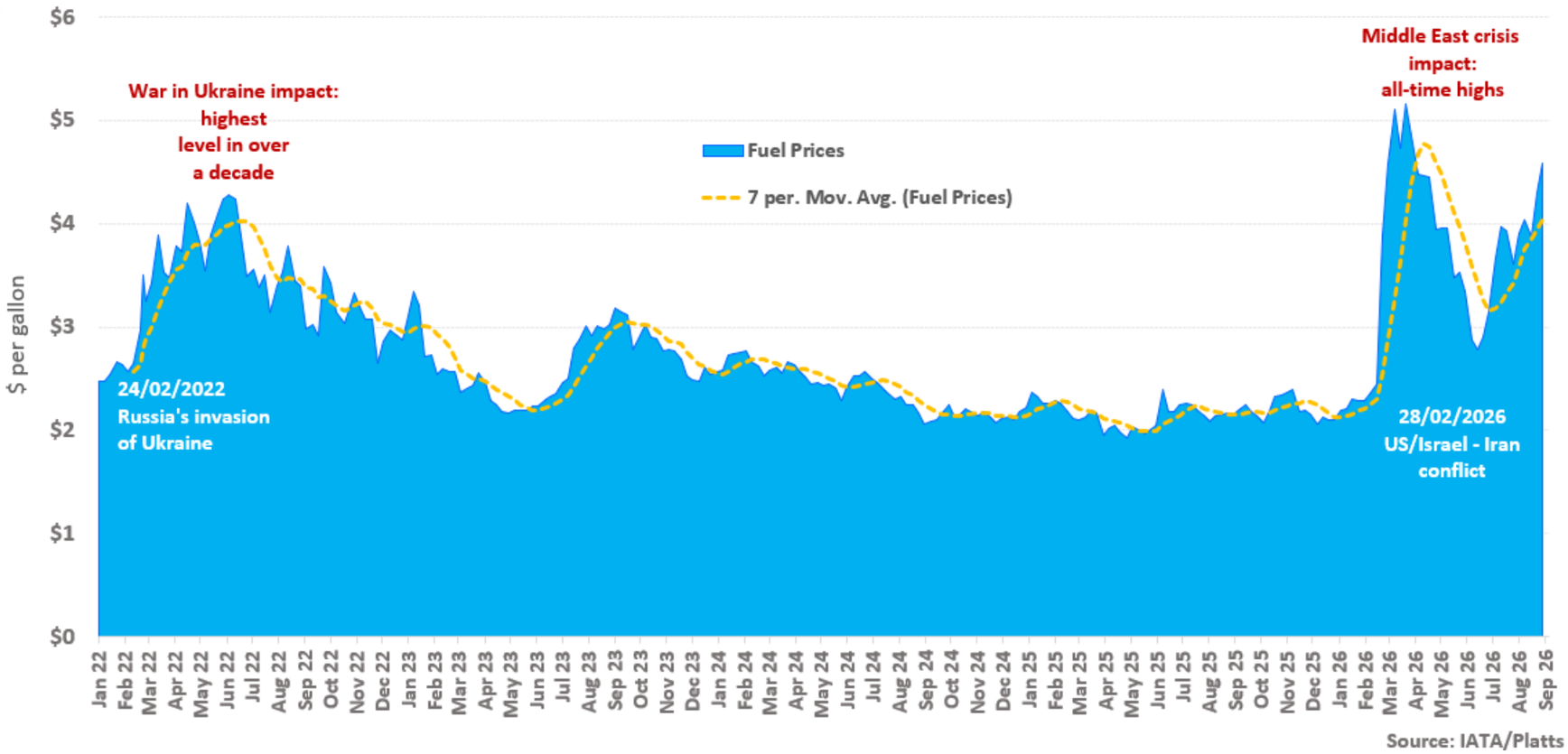
Week 07-13 Sep 2026

11 Sep 2026
avg fuel price:

$4.58 /gallon

+18%
vs. $3.88 /gallon
on 28 Aug 2026

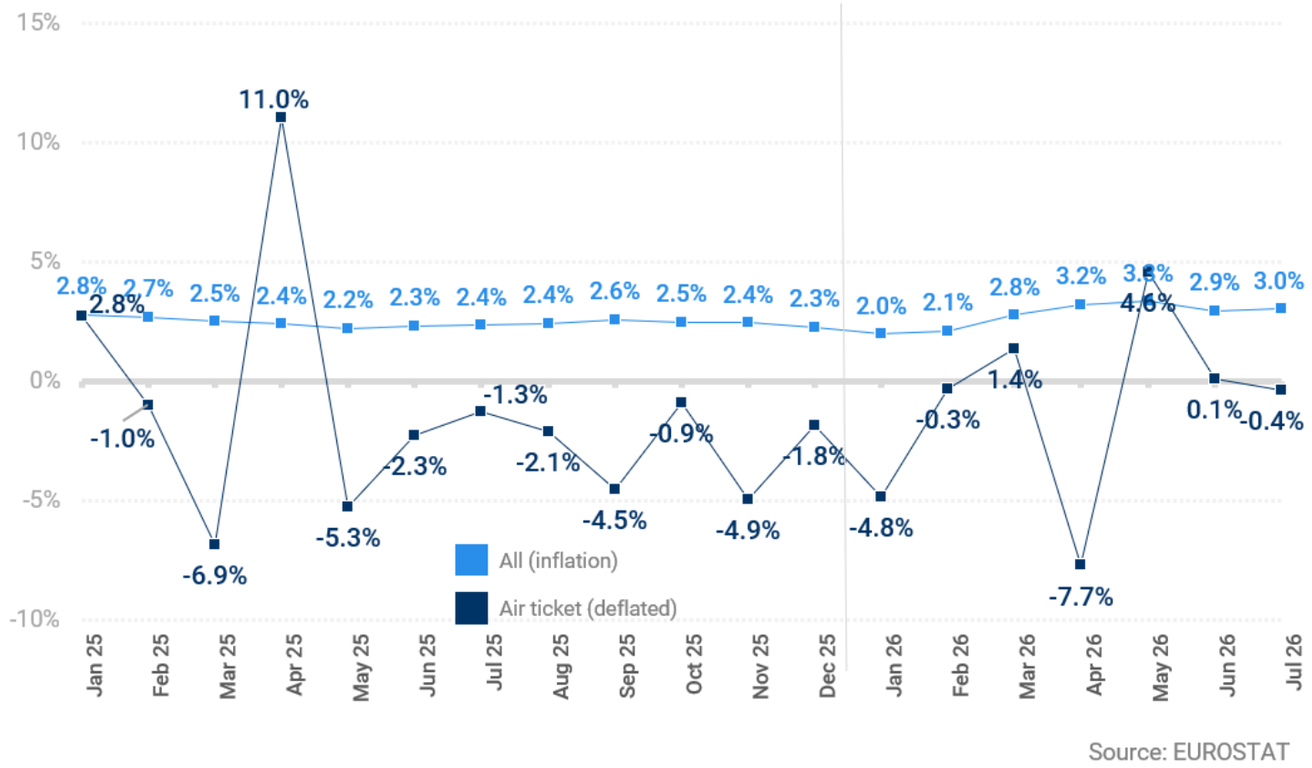
Source: IATA/Platts



- Jet fuel prices have rebounded sharply in September 2026 and are now approaching the highs recorded in April as the US-Iran conflict resumed. On 11 September 2026, jet fuel prices were at their highest since April 2026, averaging $4.58 per gallon, up 18% from the previous two weeks.
- At its 6 September meeting, OPEC+ kept October production targets unchanged from September, pausing further output increases after completing the planned unwinding of its 1.65 million barrels/day voluntary cut. The decision offered no additional supply relief to a market that remained affected by ongoing disruptions in the Middle East.

Price change per month (EU27)

Values compare to the same month of the previous year



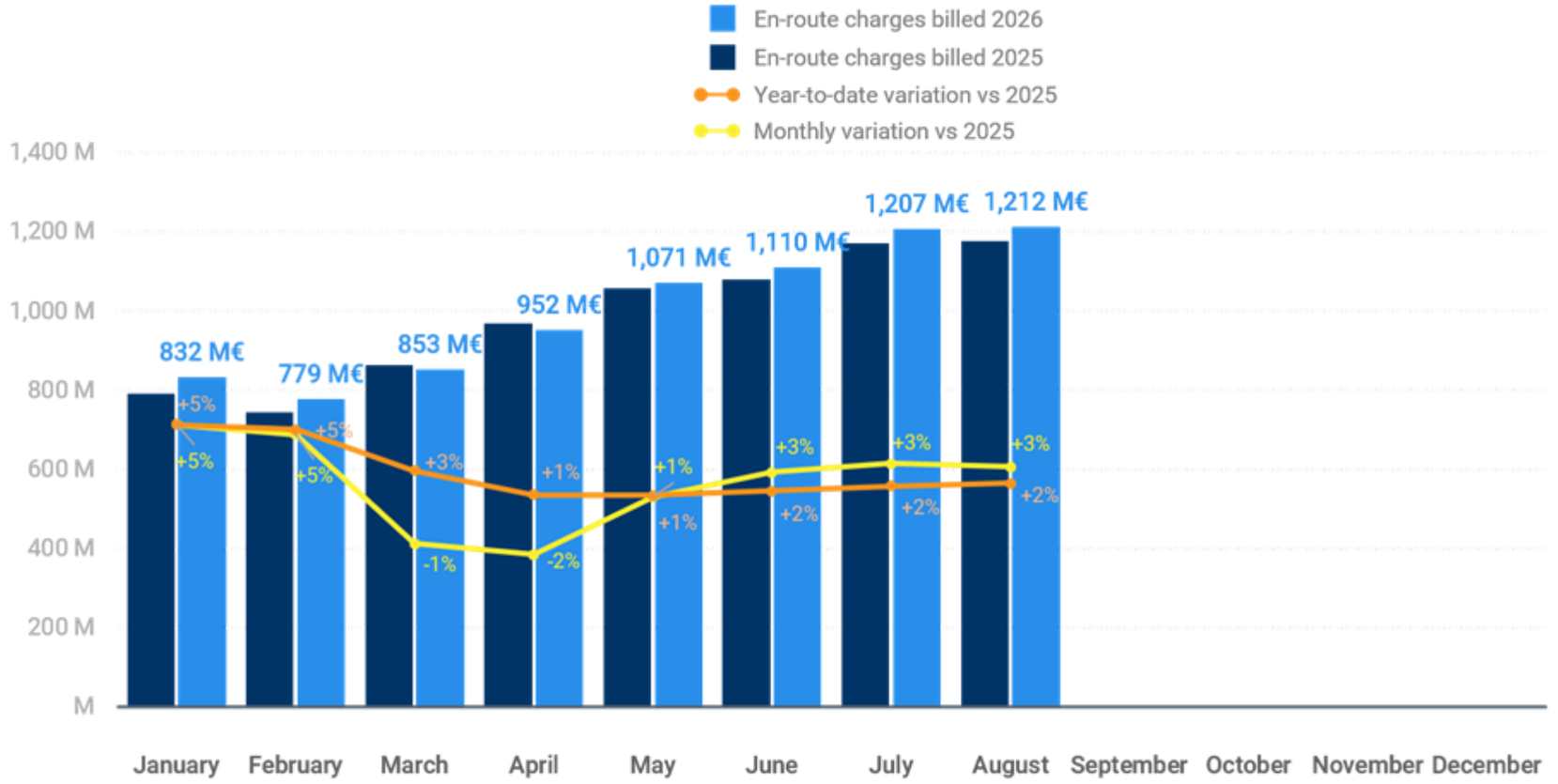
Source: EUROSTAT

The latest information from EUROSTAT for the EU27 shows that:

- Overall, **all-prices inflation** was 2.8% year-on-year over January-July 2026, compared with the same months in 2025. It accelerated from 2.0% in January to above 3% in April-May, before easing slightly to 2.9% in June and 3.0% in July.
- **Air ticket prices**, in real terms, were circa 1% lower in January-July 2026 compared with the same period in 2025.
- Since March 2026, overall inflation remained around 3% year-on-year, while real air ticket prices fluctuated significantly: +1.4% in March, -7.7% in April, +4.6% in May, +0.1% in June and -0.4% in July. The sharp April decline partly reflected the early timing of Easter in 2026 vs 2025, during which air ticket prices dropped. At the same time, higher jet fuel prices during the Middle East crisis contributed to upward pressure on fares in the second quarter. However, by June and July air ticket prices returned to +0.1% and -0.4% respectively compared to the same months in 2025.

En-route air navigation charges for the EUROCONTROL Area (2026)

Year-to-date amount billed: 8,018 M€ (+2% vs 2025)



- At network level, €1,212 million were billed in August 2026, representing a 3% increase compared to August 2025.
- The 3% increase in August 2026 billings compared with August 2025 was driven by a 1% rise in unit rates, together with a 1% increase in total en-route Service Units.
- These changes were driven by the evolution of traffic characterised by changes in the volumes of traffic (+2.5% in August 2026 vs August 2025), the average distance flown (-0.7%) and the average weight of each aircraft (+0.3%).
- On a year-to-date basis, EUROCONTROL has billed €8,018 million, up 2% compared to the same period last year.

To further assist you in your analysis, EUROCONTROL provides the following additional information on a daily basis (daily updates at 8:45 CET for the first item) and every Friday for the last item:

1. EUROCONTROL Aviation Intelligence Portal:
   www.eurocontrol.int/Economics/
   This dashboard provides daily performance data on Day+1 for all European States; for the largest airports; for each Area Control Centre (ACC) and the largest airline operators.

2. EUROCONTROL Data App: Available at Android Play and Apple Store.
   This app provides daily performance data on Day+1 at network level and top stakeholders.

   Google Play Apple Store

3. EUROCONTROL "Our Data" Portal:
   www.eurocontrol.int/our-data/
   This webpage provides an overview of key charts and publications related to European aviation performance.

4. Rolling Seasonal Plan:
   https://www.eurocontrol.int/publication/european-network-operations-plan-2026-rolling-seasonal-plan
   This Rolling Seasonal Plan covers a rolling eight-week period. It plays a major role in helping European aviation by providing key actors with the global view they need to plan effectively.

You can also follow us on social media: **LinkedIn** **Instagram**

For more information, please contact aviation.intelligence@eurocontrol.int

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