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EUROPEAN AVIATION OVERVIEW

19-25 Oct 2026

SUPPORTING EUROPEAN AVIATION

EUROCONTROL

29 October 2026

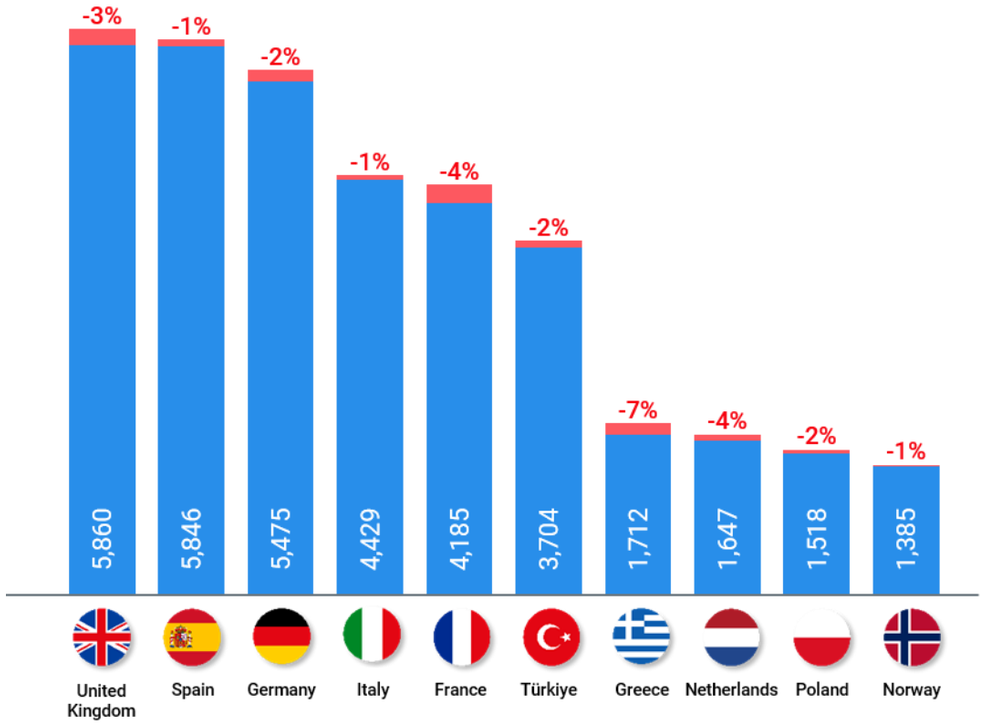
Headlines
(Week 43, 19-25 Oct 2026)

- The network averaged 32,480 daily flights (including overflights), down 2.3% from Week 42 and 0.7% higher compared to the same week in 2025. Storms Austen and Boelo caused widespread flight disruptions across northern and western Europe between 23-25 October 2026.
- Among the 10 busiest carriers, capacity declined by an average of 1.3% week-on-week. Pegasus was the only carrier to record growth (+1%), while the KLM Group registered the largest decrease (-4%).
- Flight volumes across the 10 busiest States fell by an average of 2.5% with none recording growth. Greece saw the most significant decrease (-7%).
- Network arrival and departure punctuality were 73.5% and 69.4%, better than in the equivalent week of 2025.
- En-route ATFM delays decreased by 12% compared to the previous week, with a daily average of circa 54K delay minutes, and were 6% above 2025 levels. Total air traffic flow management (ATFM) delay was 2.4 min/flight (1.7 for en-route and 0.7 for airport).
- ATC capacity & staffing was the top delay cause (65% of all en-route ATFM delays), followed by weather (20%).
- The area control centres contributing the most to en-route ATFM delays (in min/flight) were Barcelona (2.7 min/flight), Marseille (2.6 min/flight), Madrid (1.9 min/flight), Reims (1.1 min/flight), and Brest (1.0 min/flight).
- Jet fuel prices in Europe averaged $4.84 per gallon in October 2026, reaching their highest monthly level since the onset of the Middle East crisis. This represented a 114% increase over pre-crisis levels (January-February average of $2.26 per gallon), and exceeded the previous all-time highs recorded in March and April 2026. On 27 October 2026, jet fuel prices closed at $4.93 per gallon, a 2.1% increase over the previous two weeks.
- EUROCONTROL billed €1,135 million in en-route charges in September 2026, up 3% compared to September 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 19-25 Oct 2026

(all flights excl. overflights compared with previous week)



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Traffic situation

Average daily flights (including overflights)

Week 19-25 Oct 2026

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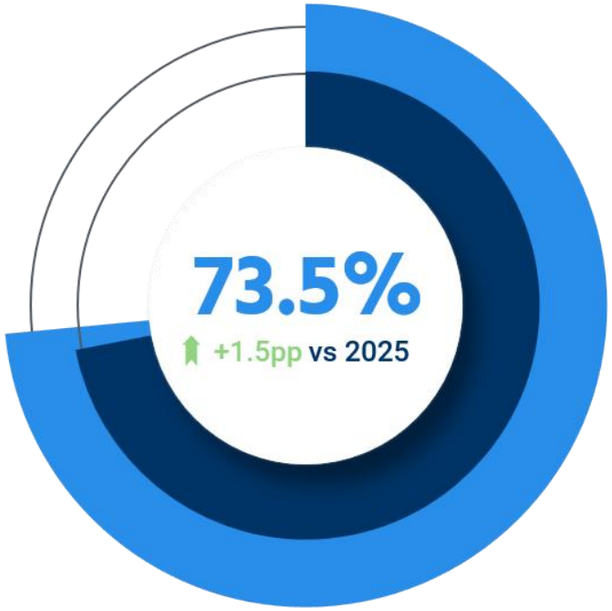
Arrival & departure punctuality

(all network scheduled flights)

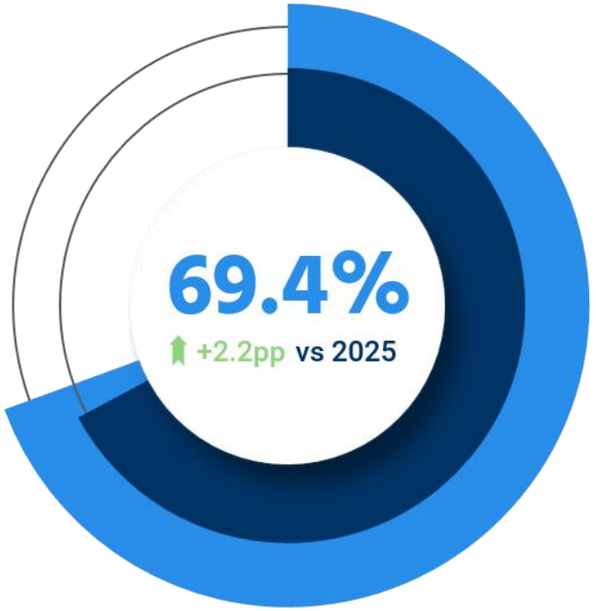
Week 19-25 Oct 2026

ARRIVAL PUNCTUALITY



72.0% _____ in 2025

DEPARTURE PUNCTUALITY



67.2% _____ in 2025

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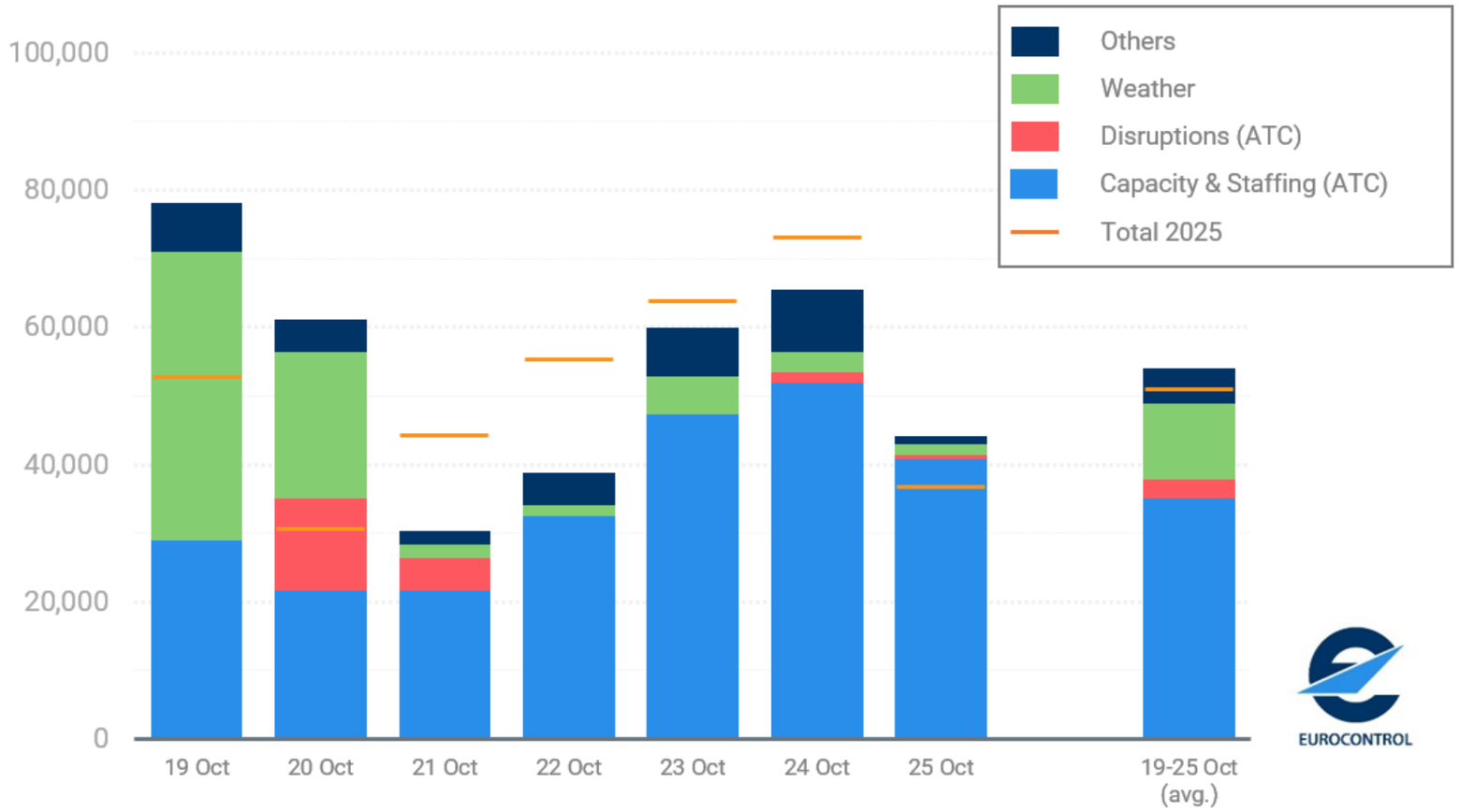
The pictures show the share of flights arriving/departing no later than 15 minutes after/before the scheduled time (OTP15).

- Both arrival and departure punctuality improved compared to the same week in 2025. Arrival punctuality was up by 1.5pp to 73.5%, while departure punctuality was up by 2.2pp to 69.4%.
- Storms Austen and Boelo caused widespread flight disruptions across northern and western Europe between 23-25 October 2026.
- **Paris Orly** was subject to daily aerodrome capacity regulations, in combination with weather regulations due to convective activity (CB) resulting in significant delays on Friday.
- **Amsterdam** experienced a combination of aerodrome capacity and weather regulations due to strong wind and convective activity (CB).
- **Manchester** suffered from weather regulations due to strong winds with the highest delays recorded on Sunday.
- **Athens** was affected by a combination of aerodrome capacity and weather regulations due to work in progress (WIP) and convective activity (CB) in the airport vicinity.
- **Tel Aviv** continued to experience a daily combination of aerodrome and ATC capacity regulations.

En-route ATFM delays

Delays per cause (EUROCONTROL Area)

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

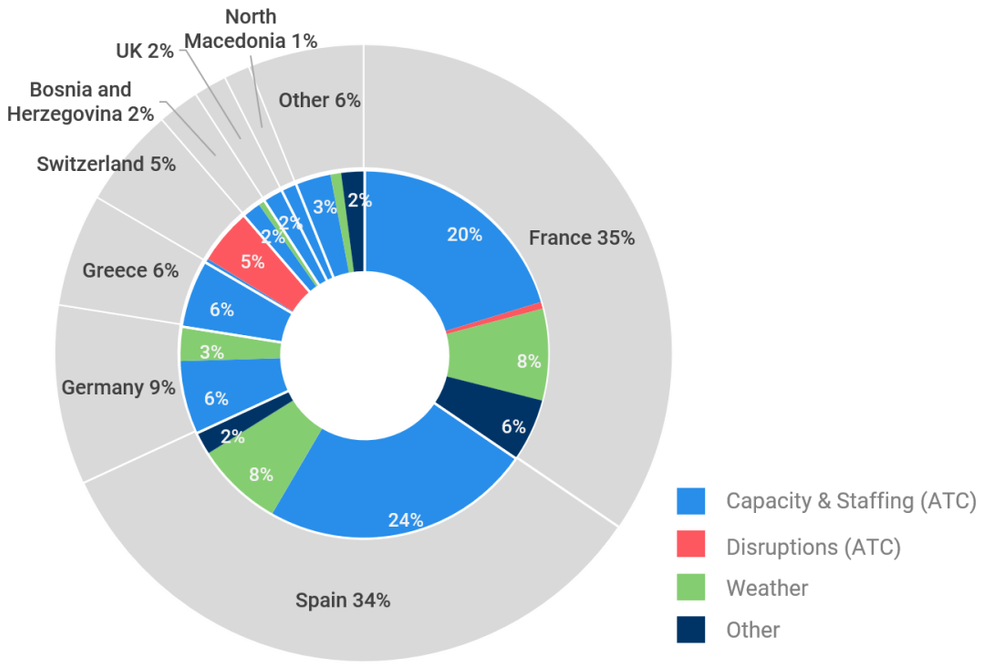


- In Week 43, en-route ATFM delays averaged 54,040 minutes per day, down 12% from the previous week, but 6% higher than in the corresponding operational week of 2025.
- **ATC capacity & staffing** accounted for 65% of all en-route ATFM delays, primarily affecting Spain, France, Germany, and Greece.
- **Weather** accounted for 20% of all en-route ATFM delays, impacting Spain, France, and Germany.
- **Other (causes)** accounted for 10% of all en-route ATFM delays, owing partly to the implementation of the new ATFM system (4-FLIGHT) in France.
- **ATC disruptions** accounted for 5% of all en-route ATFM delays primarily due to a technical system failure in Switzerland.
- There were 2.4 minutes of total ATFM delay per flight in Week 43, comprising 1.7 min/flight en-route delay and 0.7 min/flight airport delay. This represented a decline of 8% compared to Week 42.

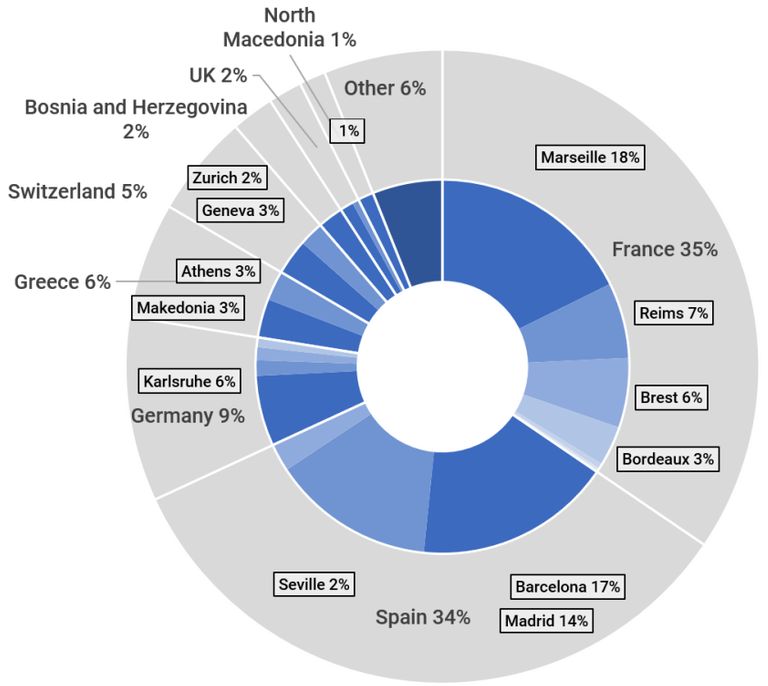
En-route ATFM delays per State, per cause & per ACC

Week 19-25 Oct 2026

En-route ATFM delays per cause for top 8 States

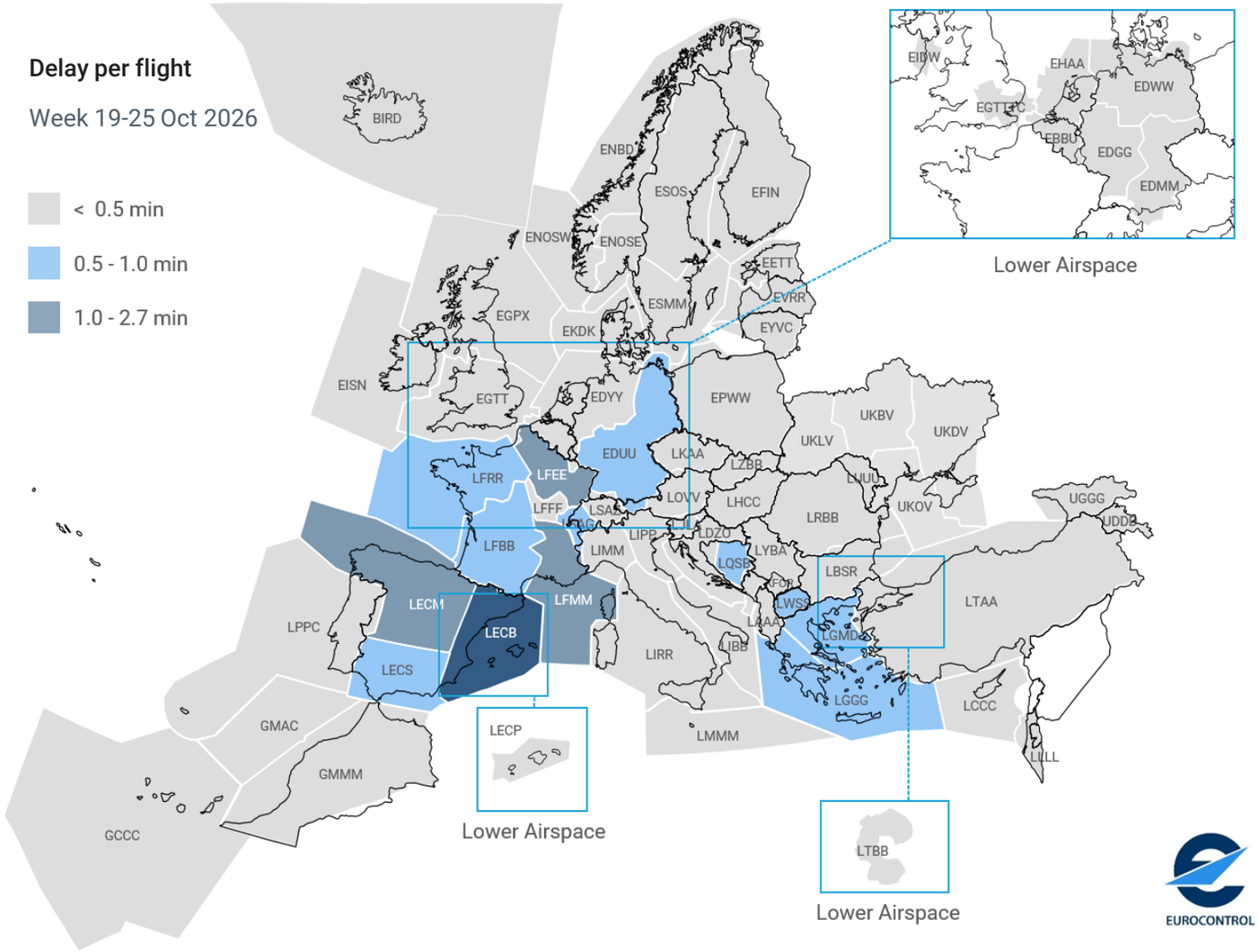


En-route ATFM delays per ACC for top 8 States



- **France** accounted for 35% of all en-route ATFM delays, primarily attributed to Marseille ACC (18%), Reims (7%), Brest ACC (6%), and Bordeaux ACC (3%). The primary causes were ATC capacity & staffing (20%), weather (8%), and other causes (6%).
- **Spain** accounted for 34% of all en-route ATFM delays, mainly attributed to Barcelona ACC (17%) and Madrid ACC (14%), due to ATC capacity & staffing (24%) and weather (8%).
- **Germany** accounted for 9% of all en-route ATFM delays, mainly attributed to Karlsruhe UAC (6%), driven mainly by ATC capacity & staffing (6%) and weather (3%).
- **Greece** accounted for 6% of all en-route ATFM delays, equally split between Makedonia ACC (3%) and Athens ACC (3%), due to ATC capacity & staffing (6%).
- **Switzerland** accounted for 5% of all en-route ATFM delays, due to ATC disruptions (technical system failure at Skyguide).

En-route ATFM delayed flights per Area Control Centre



- In Week 43, five ACCs recorded en-route ATFM delays between 1.0 and 2.7 min/flight: Barcelona (2.7 min/flight), Marseille (2.6 min/flight), Madrid (1.9 min/flight), Reims (1.1 min/flight), and Brest (1.0 min/flight).
- **Barcelona ACC** recorded ATC capacity delays daily, balanced between the Eastern and Western Sector Groups where the number of available sectors remains limited. Convective weather associated with storm Adam complicated traffic management on Monday and Tuesday.
- **Marseille ACC** sector availability in both the Western and Eastern sector groups was compromised on a daily basis due to ATC staffing issues, most notably in the Western group. Convective weather associated with Storm Adam complicated traffic management on Monday and Tuesday.
- **Madrid** ACC produced ATC capacity delays throughout the week. Military Exercise 'SIRIO' limited airspace availability and prompted ATFM delays from Monday through Friday, alongside ATC staffing issues. Turbulence associated with Storm Adam complicated traffic management on Monday.
- **Reims ACC** was notably affected daily by ATC capacity, but also ATC staffing intermittently through the week. On Saturday morning ATC industrial action limited sector availability.
- **Brest ACC** sector availability was limited by the unavailability of controllers removed from operational rostering for pre-transition activities related to preparation for the new ATFM system ('4-FLIGHT'), planned for implementation in November 2027. Staffing issues limited sector availability Friday and Saturday, and on Saturday morning ATC industrial action further limited sector availability, prompting more delay.

Busiest 10 States

Departures and arrivals

Week 19-25 Oct 2026

No.	Country	Average daily flights	% prev week	% prev year
1.	United Kingdom	5,860	-3%	-1%
2.	Spain	5,846	-1%	+3%
3.	Germany	5,475	-2%	-1%
4.	Italy	4,429	-1%	+6%
5.	France	4,185	-4%	-4%
6.	Türkiye	3,704	-2%	-2%
7.	Greece	1,712	-7%	+3%
8.	Netherlands	1,647	-4%	-2%
9.	Poland	1,518	-2%	+7%
10.	Norway	1,385	-1%	+0%

See all States

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- In Week 43, departures and arrivals across the ten busiest States declined by 2.5% week-on-week, with all States recording decreases ranging from 1% in Spain, Italy, and Norway to 7% in Greece.
- **Greece** recorded the largest week-on-week decline (-7%), driven by a sharp drop in domestic traffic, followed by fewer flights to/from Denmark, Poland, and Germany, reducing capacity mainly for the Aegean and Ryanair Groups.
- The following States saw declines ranging from 2% to 4%, primarily **driven by weaker domestic traffic** (except in Poland), as well as reductions in international flights:
  - **France** (-4%): fewer flights to/from UK, mainly operated by Air France Group.
  - **Netherlands** (-4%): fewer flights to/from UK, France, and Spain from the KLM Group.
  - **UK** (-3%): fewer flights to/from France and Spain, from the easyJet Group and Loganair.
  - **Germany** (-2%): fewer flights to/from Italy, Austria, and Spain from the Eurowings Group and Lufthansa Airlines.
  - **Türkiye** (-2%): fewer flights to/from Poland and Russia, affecting the Turkish Airlines Group.
  - **Poland** (-2%): fewer flights to/from Türkiye and Greece from LOT, Enter Air and the Wizz Air Group mainly.
- Three States, **Spain**, **Italy** and **Norway**, each recorded a 1% decline.
- Compared to the equivalent week of 2025, four of the busiest ten States recorded growth in departure and arrival flights. Poland and Italy recorded the strongest increases (+7%) and (+6%) respectively, followed by Spain and Greece (each +3%), while Norway remained stable. Conversely, France (-4%), Türkiye and the Netherlands (each -2%), and UK and Germany (each -1%) declined.

Busiest 10 aircraft operators

Week 19-25 Oct 2026 (avg daily flights)

No.	Aircraft operator	Average daily flights	% prev week	% prev year
1.	Ryanair Group	3,605	+0%	+2%
2.	easyJet Group	1,778	-2%	-1%
3.	Turkish Airlines Group	1,619	-3%	-2%
4.	Wizz Air Group	1,186	-2%	+21%
5.	Lufthansa Airlines	1,136	-3%	-0%
6.	Air France Group	1,086	-1%	-3%
7.	KLM Group	909	-4%	+1%
8.	British Airways Group	840	-1%	-3%
9.	SAS Group	767	-1%	-2%
10.	Pegasus	661	+1%	+3%

See top 40 airlines

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- In Week 43, flight numbers for the ten busiest aircraft operators decreased by 1.3% week-on-week. **Pegasus** was the only operator to register growth (+1%), mainly driven by a slight increase in flights between Türkiye ↔ Spain, Türkiye ↔ Denmark, and Türkiye ↔ Russia. The Ryanair Group remained broadly unchanged.
- **KLM Group** saw the largest decline (-4%), owing mainly to fewer flights between Netherlands ↔ UK, Netherlands ↔ France, and Netherlands ↔ Spain.
- The following airlines/airline groups recorded declines ranging from -2% to -3%:
  - **Turkish Airlines Group** (-3%): weaker domestic traffic, fewer flights between Türkiye ↔ Germany and Türkiye ↔ Russia.
  - **Lufthansa Airlines** (-3%): fewer flights between Germany ↔ Italy, Germany ↔ France, and Germany ↔ US.
  - **easyJet Group** (-2%): weaker domestic traffic, fewer flights between UK ↔ Spain, UK ↔ Greece, and UK ↔Portugal.
  - **Wizz Air Group** (-2%): fewer flights between Italy ↔ Albania, Italy ↔ Romania, and Italy ↔ Spain.
- Three airline groups, **Air France**, **British Airways**, and **SAS**, each recorded a 1% decline.
- Four airlines/airline groups posted higher flight volumes than in the same week of 2025. Wizz Air remained the main growth leader, with a 21% increase that placed it well ahead of all other operators. In contrast, Pegasus, Ryanair Group, and KLM Group recorded more modest increases of 3%, 2% and 1% respectively. On the downside, the Air France Group and the British Airways Group recorded the largest decline (each -3%), followed by the Turkish Airlines Group and the SAS Group (each -2%), while the easyJet Group was down 1%, and Lufthansa Airlines remained stable.

Europe’s 6 largest airline groups

Week 19-25 Oct 2026 (average daily flights)

No.	Aircraft operator	Average daily flights	% prev week	% prev year
1.	Ryanair Group	3,605	+0%	+2%
2.	Lufthansa Group	2,938	-3%	-5%
3.	IAG Group	2,269	-2%	-4%
4.	Air France-KLM Group	1,995	-2%	-1%
5.	easyJet Group	1,778	-2%	-1%
6.	Turkish Airlines Group	1,619	-3%	-2%

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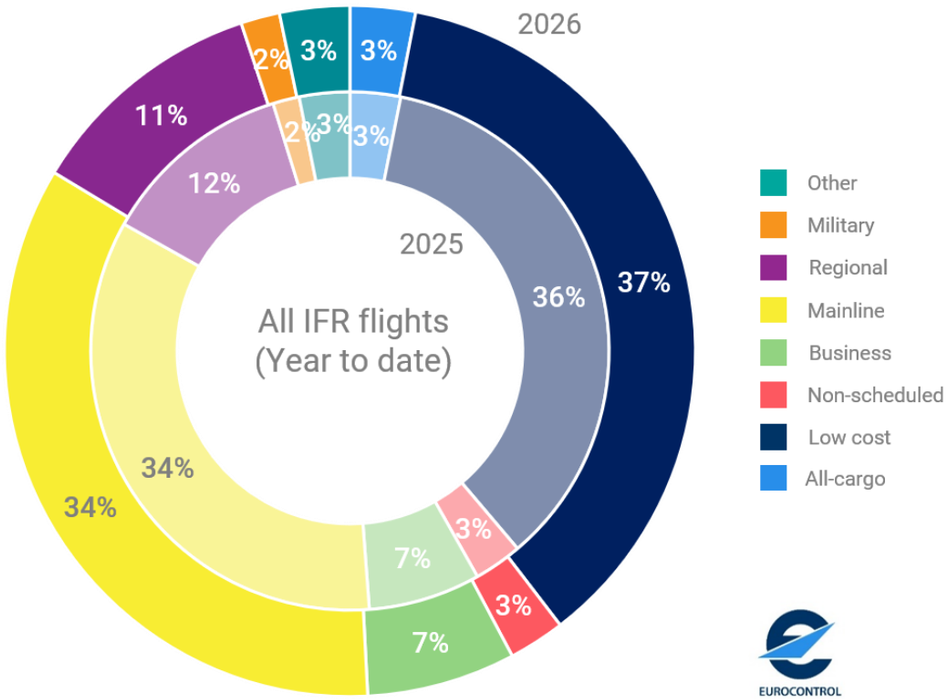
- The 6 largest European airline groups – i.e. aggregating the constituent members of the Lufthansa, IAG and AFR-KLM groups to join the Ryanair, easyJet and Turkish Airlines Groups from the previous slide – in aggregate recorded a combined week-on-week decrease in flights of 1.7%.
- None of the airline groups recorded week-on-week growth, with **Ryanair** remaining stable.
- **Lufthansa** and **Turkish Airlines** registered the sharpest declines (-3% each), followed by **IAG**, **Air France-KLM** and **easyJet**, all down 2%.
- Compared to 2025, only Ryanair recorded growth (+2%). All other groups posted declines, led by Lufthansa (-5%), followed by IAG (-4%), Turkish Airlines (-2%), and Air France-KLM and easyJet (each -1%).

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	12,308	-1%	+1%
2.	Mainline	11,338	-2%	+3%
3.	Regional	3,472	-4%	-8%
4.	Business	2,056	-2%	-0%
5.	Other	988	-9%	+14%
6.	All-cargo	977	+0%	-5%
7.	Non-Scheduled	797	-5%	-11%
8.	Military	556	-5%	+10%

- Year-to-date, Low-cost remained the largest market segment and increased its market share by 1pp from 36% to 37%, followed by Mainline with 34%, maintaining its market share unchanged compared to 2025. Regional declined by 1pp, from 12% to 11%. Business aviation (7%), Non-scheduled (3%) and All-cargo (3%) all remained unchanged.
- In Week 43, all market segments recorded week-on-week declines, except All-cargo, which remained stable. Non-scheduled experienced the sharpest drop (-5%), followed by Regional (-4%), Mainline and Business aviation (both -2%), and Low-cost (-1%).
- Compared to 2025, the strongest growth was recorded in the Mainline segment (+3%), followed by Low-cost (+1%). All other passenger segments declined, with Non-scheduled posting the largest decrease (-11%), followed by Regional (-8%). All-cargo traffic fell by 5%, while Business aviation remained stable.

Busiest 10 airports

Week 19-25 Oct 2026 (avg daily flights)

No.	Airport	Avg. daily dep/arr flights	% prev week	% prev year
1.	Istanbul	1,491	-2%	-3%
2.	Amsterdam	1,371	-3%	-2%
3.	Paris Charles de Gaulle	1,369	-0%	+1%
4.	Frankfurt	1,303	-4%	-4%
5.	Madrid Barajas	1,299	+1%	+5%
6.	London Heathrow	1,293	-1%	-3%
7.	Barcelona	1,080	-0%	+1%
8.	Rome Fiumicino	974	-1%	+7%
9.	Munich	953	-2%	-4%
10.	Antalya	875	-2%	-6%

See top 40 airports

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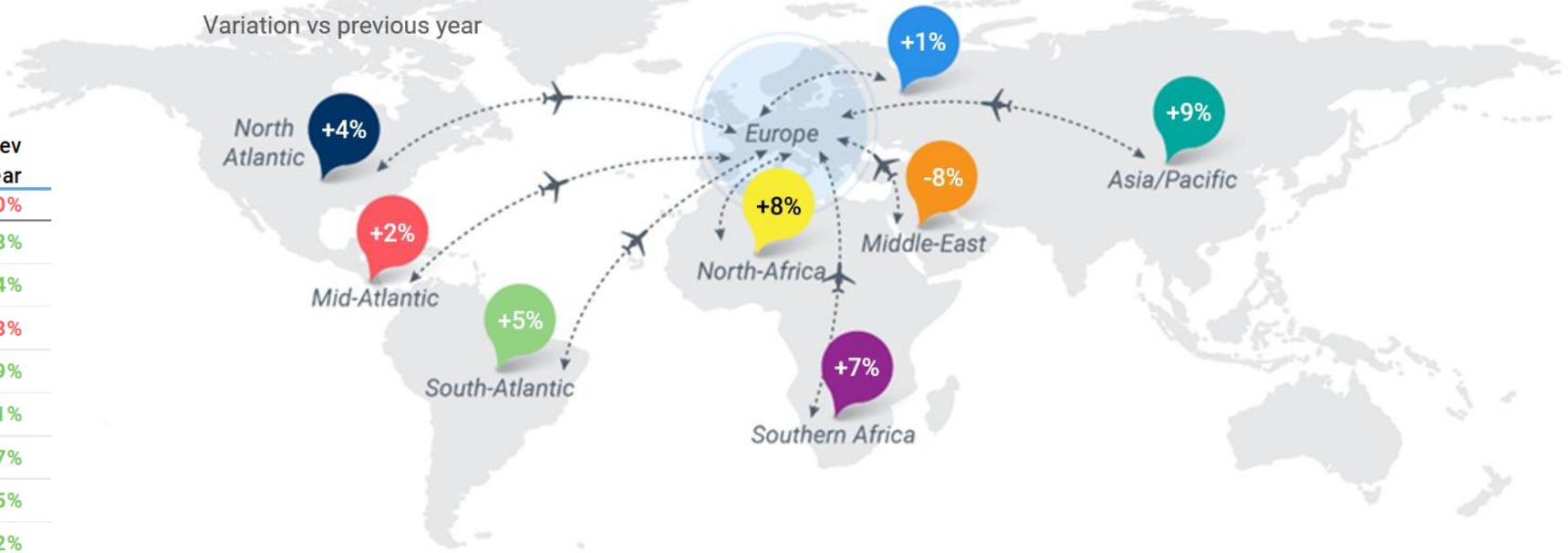
- In Week 43, the busiest 10 airports collectively recorded a week-on-week decrease of 1.6%.
- Only one top 10 airport registered week-on-week growth, with **Madrid Barajas** recording a minor 1% increase partly due to more flights within Spain, and higher flight volumes on the Spain ↔ Germany, and Spain ↔ Switzerland flows from Gestair Executive Jet, Netjets Europe, and Ryanair Group.
- Seven top 10 airports recorded week-on-week declines ranging from -1% to -4%:
  - **Frankfurt** (-4%): weaker domestic traffic, fewer flights on the Germany ↔ Spain, Germany ↔ Italy and Germany ↔ Greece flows from Condor, Lufthansa Airlines, Discover Airlines and Corendon Group.
  - **Amsterdam** (-3%): fewer flights on the flows between the Netherlands and the UK, France, Spain, Türkiye, and Croatia, impacting KLM Group, Netjets Europe and Vueling.
  - **Istanbul** (-2%): weaker domestic traffic within Türkiye, fewer flights on the Türkiye ↔ Russia, and Türkiye ↔ Germany flows, mainly from the Turkish Airlines Group.
  - **Munich** (-2%): weaker domestic traffic within Germany, fewer flights on the Germany ↔ Italy, Germany ↔ Spain and Germany ↔ Greece flows, affecting Lufthansa Airlines and Condor.
  - **Antalya** (-2%): fewer flights on flows between Türkiye and Poland, Switzerland, Russia and Moldova, and weaker domestic traffic from Aeroflot, the Corendon Group and SunExpress.
  - **London Heathrow** and **Rome Fiumicino** each declined by 1%, while **Barcelona** and **Paris CDG** remained stable.
- Compared to the same week in 2025, four airports posted increases, starting with Rome Fiumicino (+7%), followed by Madrid Barajas (+5%), Paris CDG and Barcelona (each +1%). Conversely, six airports recorded decreases: Antalya (-6%), Frankfurt and Munich (each -4%), Istanbul and London Heathrow (each -3%) and Amsterdam (-2%).

Traffic flows

(average daily departure/arrival flights for week 19-25 Oct 2026)

Region	Average daily flights	% prev week	% prev year
Intra-Europe	24,772	-3%	-0%
Europe ↔ North-Africa	1,601	+3%	+8%
Europe ↔ North Atlantic	1,503	-3%	+4%
Europe ↔ Middle-East	1,392	+0%	-8%
Europe ↔ Asia/Pacific	1,097	-2%	+9%
Europe ↔ Other Europe	444	-5%	+1%
Europe ↔ Southern Africa	343	+1%	+7%
Europe ↔ South-Atlantic	220	-2%	+5%
Europe ↔ Mid-Atlantic	162	+3%	+2%
Non Intra-Europe	6,763	-1%	+3%



- Intra-European traffic averaged 24,772 flights per day in Week 43, down 3% from the previous week, while intercontinental traffic averaged 6,763 daily flights, a 1% decrease compared to Week 42. The largest intercontinental flows were between Europe and North Africa, the North Atlantic, the Middle East, and Asia/Pacific.
- Week-on-week, three international flows recorded increases, while the Europe ↔ Middle East flow remained stable. The Europe ↔ North Africa flow rose by 3%, mainly driven by additional flights between France ↔ Morocco, France ↔ Algeria and Italy ↔ Egypt. The Europe ↔ Mid-Atlantic flow (+3%) was supported in part by more flights between France ↔ Netherlands Antilles and UK ↔ Barbados. Europe ↔ Southern Africa was up 1%, owing to higher flights between UK ↔ South Africa and France ↔ Cape Verde. On the downside, the Europe ↔ Other Europe flow declined by 5%, mainly due to fewer flights between Türkiye ↔ Russia, Azerbaijan ↔ Russia and Georgia ↔ Russia. Europe ↔ North Atlantic decreased by 3%, driven primarily by reduced traffic between UK ↔ US, Italy ↔ US, Ireland ↔ US, Greece ↔ US and UK ↔ Canada. The Europe ↔ Asia/Pacific flow fell 2% due to reduced flights between UK ↔ India, UK ↔ China and Türkiye ↔ Uzbekistan. The Europe ↔ South Atlantic flow was also down 2%.
- Compared to the same week in 2025, Europe ↔ the Middle East was the only flow to record a decline (-8%), with Saudi Arabia experiencing the sharpest drop (-29%) amid an escalation of Houthi attacks in October 2026. In contrast, Europe ↔ Asia/Pacific recorded the strongest growth (+9%), followed by North Africa (+8%) and Southern Africa (+7%). More moderate increases were observed on Europe ↔ South Atlantic (+5%), North Atlantic (+4%), Mid-Atlantic (+2%) and Other Europe (+1%) flows.

Top 10 long-haul country pairs

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

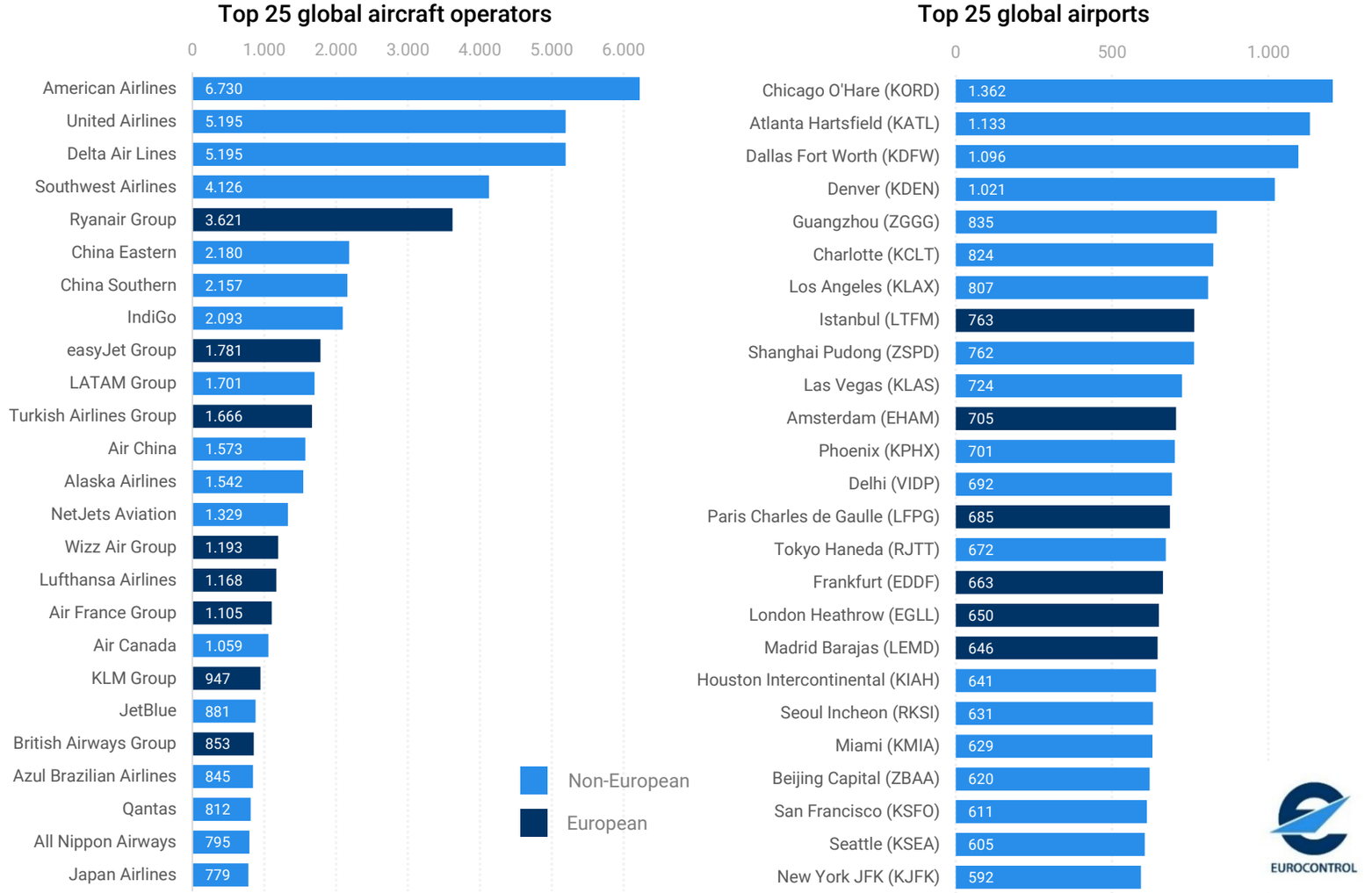
Week 19-25 Oct 2026

No.	Country pair	Average daily flights	% prev week	% prev year
1.	UK ↔ US	310	-3%	+0%
2.	Germany ↔ US	173	-2%	+7%
3.	France ↔ US	137	+1%	+8%
4.	Italy ↔ US	112	-9%	+10%
5.	Spain ↔ US	91	+0%	+16%
6.	Ireland ↔ US	80	-8%	+0%
7.	Netherlands ↔ US	78	-0%	-1%
8.	Egypt ↔ Russia	64	+5%	+13%
9.	UAE ↔ UK	59	-3%	-7%
10.	Russia ↔ UAE	52	+36%	+6%

- Seven of the top ten long-haul country pairs in Week 43 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 Egypt ↔ Russia (i.e. overflying the network), UAE ↔ UK, and Russia ↔ UAE.
- Compared to the previous week, three of the top 10 long-haul country pairs recorded growth, with the largest one between Russia ↔ UAE (+36%), followed by Egypt ↔ Russia (+5%), and France ↔ US (+1%), while Spain ↔ US remained stable. On the downside, five pairs recorded declines, led by Italy ↔ US (-9%), Ireland ↔ US (-8%), UK ↔ US and UAE ↔ UK, both down 3%, and Germany ↔ US (-2%). Netherlands ↔ US remained stable.
- Compared to the same week in 2025, six of the top ten long-haul flows recorded year-on-year growth. The strongest increase was between Spain ↔ US (+16%), followed by Egypt ↔ Russia (+13%), Italy ↔ US (+10%), France ↔ US (+8%), Germany ↔ US (+7%), Russia ↔ UAE (+6%). UK ↔ US and Ireland ↔ US remained stable. By contrast, UAE ↔ UK was down 7%, and Netherlands ↔ US was down 1%.

Top 25 global aircraft operators and airport departures

(average daily departure flights) **(Week 19-25 Oct 2026)**



Source: Flightradar24 Historical Global Utilisation data

- **Aircraft operators:** in Week 43, eight European aircraft operators ranked among the top 25 global aircraft operators, unchanged compared to the previous two weeks.
- Two European carriers ranked among the global top 10 in Week 43: Ryanair Group (5th), followed by easyJet Group (9th), both retaining their Week 41 rankings. Meanwhile, Turkish Airlines dropped out of the Top 10, slipping from 10th to 11th place.
- A further five European carriers made the top 25: Wizz Air Group (15th), Lufthansa Airlines (16th), Air France Group (17th), KLM Group (19th), British Airways Group (21st).
- **Airports:** six European airports ranked among the global top 25 for departures in Week 43, unchanged from two weeks earlier. Istanbul was the only European airport in the global top 10, moving up one position from 9th to 8th place.
- The other five airports had the following rankings: Amsterdam (from 12th to 11th), Paris CDG (unchanged at 14th), Frankfurt (from 13th to 16th), London Heathrow (from 18th to 17th, and Madrid Barajas (from 17th to 18th).
- Among the ten busiest airports, seven were American, and two were Chinese (Guangzhou and Shanghai).

Jet fuel price (Europe)

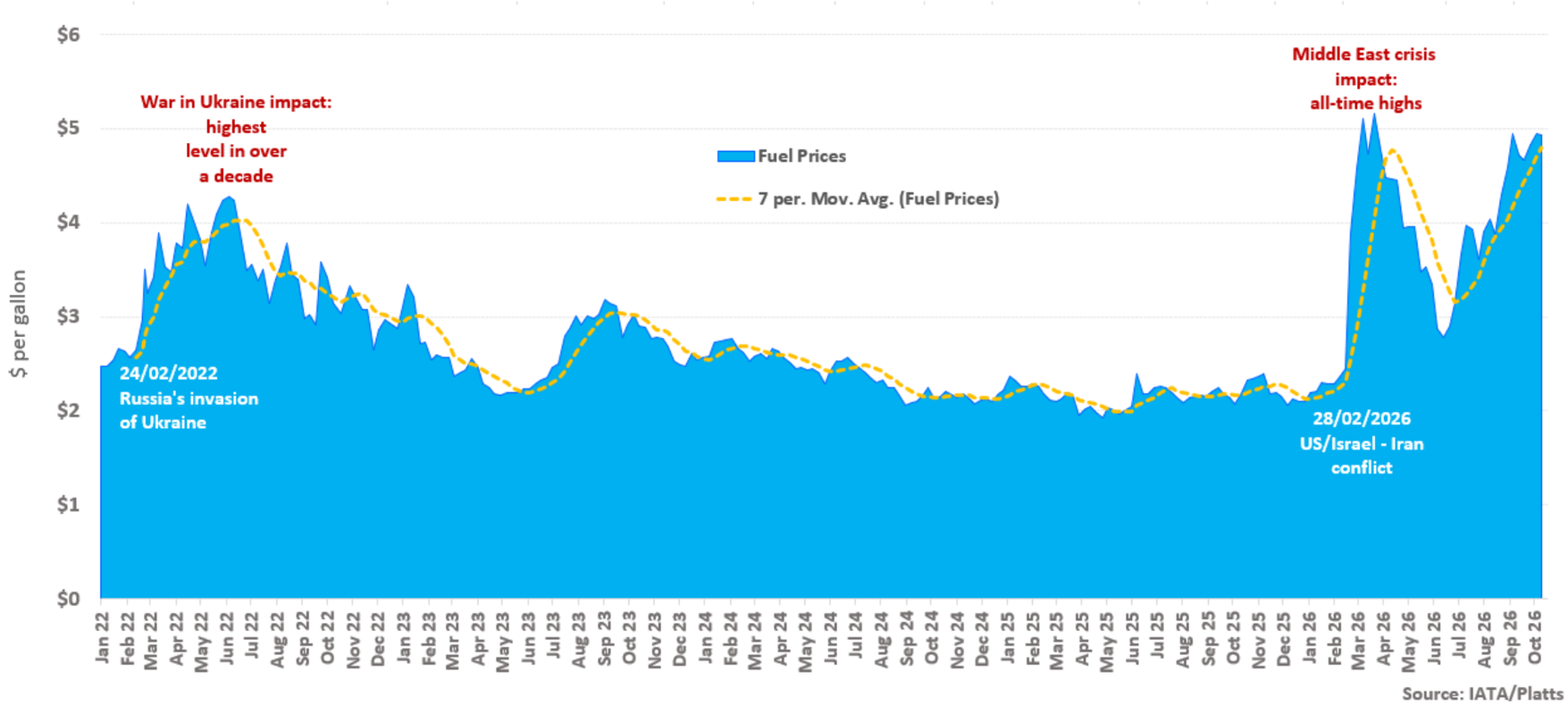
Week 19-25 Oct 2026

23 Oct 2026
avg fuel price:

$4.93 /gallon

+2%
vs. $4.82 /gallon
on 09 Oct 2026

Source: IATA/Platts



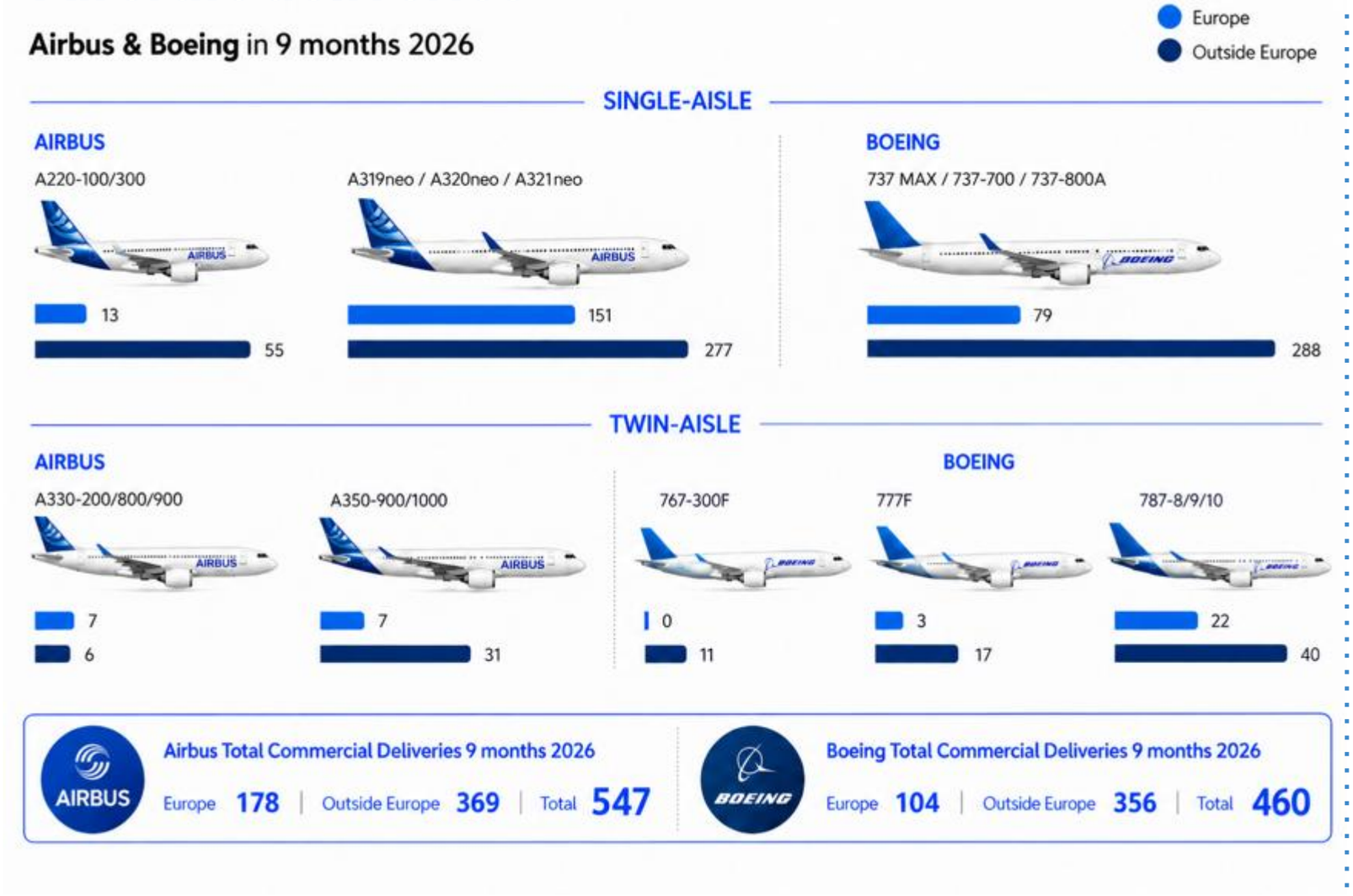
Source: IATA/Platts

- Jet fuel prices in Europe averaged $4.84 per gallon in October 2026, reaching their highest monthly level since the onset of the Middle East crisis. This represented a 114% increase over pre-crisis levels (January – February average of $2.26 per gallon) and exceeded the previous all-time highs recorded in March and April 2026. On 27 October 2026, jet fuel prices closed at $4.93 per gallon, a 2.1% increase over the previous two weeks.

- At its 4 October meeting, OPEC+ decided to maintain the production targets of its participating countries at circa 31 million barrels per day for November, unchanged from October levels.

- The European Commission confirmed on 22 October that jet fuel supplies remained tight, although there was no actual physical shortage in Europe. The EC nevertheless acknowledged the risks of further disruptions.

Aircraft deliveries

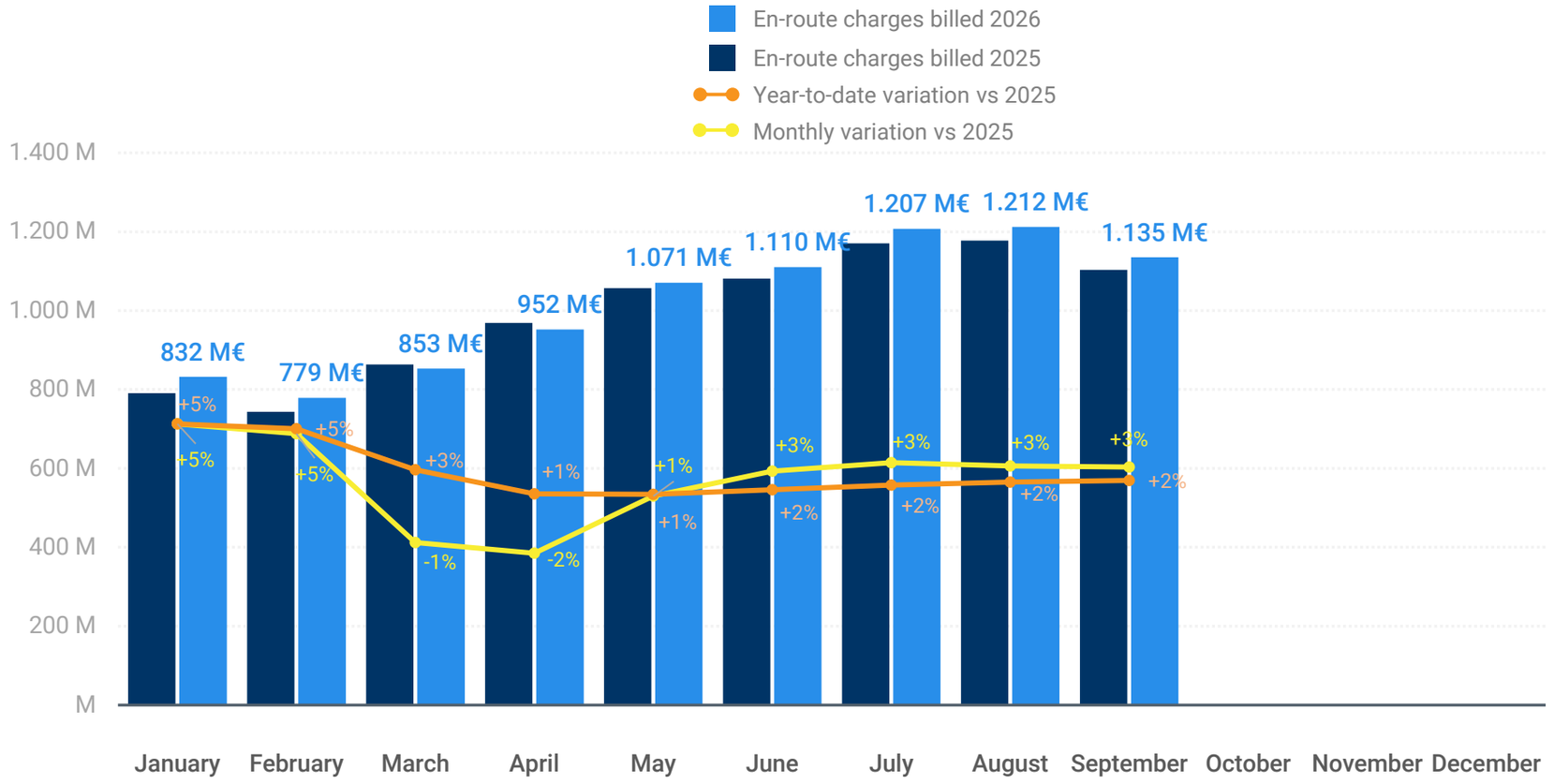


- During the first nine months of 2026, Airbus maintained its lead over Boeing, delivering 547 commercial aircraft compared to Boeing's 460 units. Airbus accounted for 54% of combined deliveries vs 46% for Boeing.
- In the European market, Airbus delivered 178 aircraft, representing 33% of its global commercial deliveries, while Boeing delivered 104 aircraft, accounting for 23% of its commercial total. Outside Europe, Airbus delivered 369 aircraft vs Boeing's 356 aircraft.
- Single-aisle aircraft continued to dominate deliveries. Airbus delivered 496 aircraft from the A220 and A320neo family aircraft, representing 91% of its total deliveries, compared with 367 Boeing 737 family aircraft, accounting for 80% of Boeing's commercial deliveries.
- In the twin-aisle segment, Boeing significantly outperformed Airbus, delivering 93 aircraft compared with Airbus' 51 units. Boeing's deliveries comprised 62 Boeing 787 Dreamliners, 20 Boeing 777 freighters and 11 Boeing 767 freighters. Airbus delivered 38 A350s and 13 A330s. Boeing accounted for circa 65% of combined twin-aisle deliveries, reinforcing its leading position in the long-haul and freighter segments.

Note: the aircraft illustrations are indicative only and are not accurate representations of the actual aircraft.

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

Year-to-date amount billed: 9,153 M€ (+2% vs 2025)



- At network level, €1,135 million were billed in September 2026, representing a 3% increase compared to September 2025.
- The 3% increase in September 2026 billings compared with September 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 (+2.4% in September 2026 vs September 2025), the average distance flown (-0.6%) and the average weight of each aircraft (-0.2%).
- On a year-to-date basis, EUROCONTROL has billed €9,153 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 six or 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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