EUROCONTROL

Network Operations Report 2025

Annex III ACC capacity evolution

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Introduction

The following annex provides a detailed ACC analysis for 2025. The source of statistics is the NMOC unless otherwise indicated. The analysis covers:

- **Traffic & Delay**

  The chart and data table provide comprehensive information concerning the evolution of traffic and delay from 2019 to 2025. It includes the following values:

  - **Peak day traffic:** the number of flight entries on the peak day of each year.
  - **Summer & Yearly Traffic:** the daily average number of flight entries during the summer season (May to October inclusive) and over the whole year (January to December inclusive).
  - **Summer & Yearly En-route Delay:** the average En-route delay per flight (for all reasons) attributed to the ACC during the summer season (May to October inclusive) and over the whole year (January to December inclusive).

- **Capacity Plan Achievements 2025**
  - **Traffic 2025 vs. 2024**
    - **Forecast:** the forecast percentage of the total traffic (number of flight entries) in 2025 compared to 2024, for the whole year (January to December inclusive) as published in the last edition of the European Network Operations Plan (NOP 2025/2026-2029 – Edition July 2025).
    - **Actual:** the percentage of the total traffic (number of flight entries) in 2025 compared to 2024, for the summer season (May to October inclusive) and the whole year (January to December inclusive).
    - **% of 2019:** the percentage of 2019 traffic in 2025, for the summer season (May to October inclusive) and the whole year (January to December inclusive).
  - **En-route Delay (All reasons - min per flight)**
    - **Forecast:** the forecast en-route minutes of delay per flight for all causes, for the summer season (May to October inclusive) and the whole year (January to December inclusive) as published in the last edition of the European Network Operations Plan (NOP 2025/2026-2029 – Edition July 2025).
    - **Actual:** the en-route minutes of delay per flight for all causes, for the summer season (May to October inclusive) and the whole year (January to December inclusive).
    - **ACC Reference Value:** the ACC Reference Value, expressed as en-route minutes of delay per flight for all causes, for the whole year (January to December inclusive) as published in the last edition of the European Network Operations Plan (NOP 2025/2026-2029 – Edition July 2025).
  - **Capacity**
    - **NOP Plan:** the planned ACC capacity increase for 2025 compared to 2024, as published in the last edition of the European Network Operations Plan (NOP 2025/2026-2029 – Edition July 2025).
    - **Actual:** the actual ACC capacity variation for 2025 compared to 2024

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- **Capacity Gap:** the indication of a capacity gap based on the capacity performance (en-route delay) in 2025
- **Baseline:** the ACC capacity, expressed as number of entries per hour, measured for summer 2025 (Reference NOP 2025/2026-2029 Chapter 3.1.2 En-route Planning Processes).

- **Performance Assessment:** summary evaluation of performance based on the en-route minutes of delay per flight for all causes, for the whole year (January to December inclusive) and for the summer season (May to October inclusive) and including a breakdown by reason for the en-route delay.
- **Operational actions:** reporting for each measure planned to be implemented before Summer 2025 as published in the European Network Operations Plan NOP 2025/2026-2029.
- **Remedial measures:** reporting for each remedial measure proposed by the Network Manager to further enhance operational performance or to mitigate capacity demand imbalance at local level. (Reference NOP 2025/2026-2029 Chapter 10.4 En-route: ACC capacity enhancement remedial measures).

- **Allocation of and reasons for En-route delay**

  The table lists the reference locations causing most of the en-route delay in 2025, the average daily minutes of en-route delay attributed to each reference location and the percentage of the total ACC en-route delay.

  The graph shows the average daily en-route delay, broken down into the 5 most significant reasons given for the delay in 2025 compared to 2024.

  Note: The scale on all graphs varies from ACC to ACC - graphs should not be directly compared.

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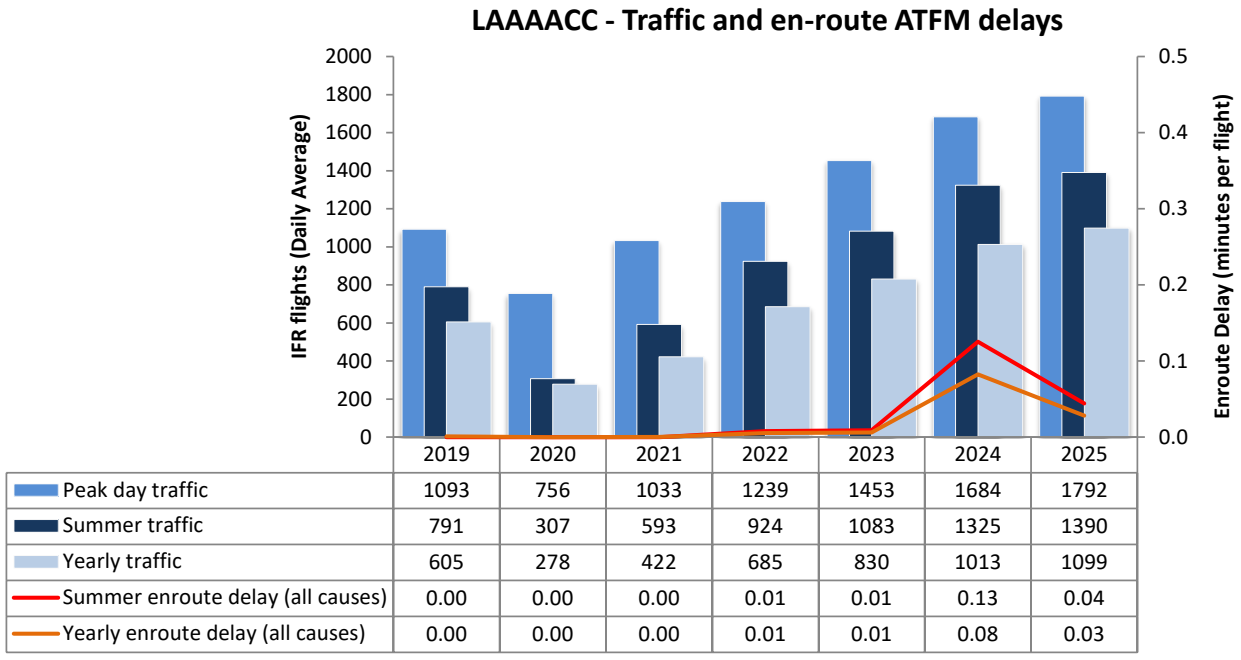
1. ALBANIA - TIRANA ACC

Traffic & Delay



	2019	2020	2021	2022	2023	2024	2025
Peak day traffic	1093	756	1033	1239	1453	1684	1792
Summer traffic	791	307	593	924	1083	1325	1390
Yearly traffic	605	278	422	685	830	1013	1099
Summer enroute delay (all causes)	0.00	0.00	0.00	0.01	0.01	0.13	0.04
Yearly enroute delay (all causes)	0.00	0.00	0.00	0.01	0.01	0.08	0.03

Capacity Plan Achievements 2025

Tirana ACC	Traffic 2025 vs. 2024			En-route Delay (All reasons - min. per flight)			Capacity			
	Forecast	Actual	% of 2019	Forecast	Actual	ACC Reference Value	NOP Plan	Actual	Capacity Gap?	Baseline
Year	+4%	+8%	182%	0.2	0.03	0.15			No	
Summer		+5%	176%		0.04		3%	5%		109

Year 2025 Performance Assessment

The average delay was 0.03 minutes per flight in 2025, below the reference value.
38% of the summer delays were due to the reason ATC Capacity, 34% due to Weather and 28% due to the reason ATC Equipment.

Summer 2025 performance assessment

The average delay was 0.04 minutes per flight in Summer 2025.
38% of the summer delays were due to the reason ATC Capacity, 34% due to Weather and 28% due to ATC Equipment.

The level of capacity provided during the summer 2025 was sufficient to meet the actual traffic evolution.

Operational actions	Achieved	Comments
New Airport of Vlora in South Albania and associated network connecting procedures	Ongoing	Working in progress. Start of operations still unknown.
Implementation of airspace changes (phase 2)	No	Depending on start of operations in LAVL.
New Procedure for Vlora International Airport (GNSS, ILS Cat 1)	Ongoing	
Maintain sufficient level of staffing to open 3 ENR + 1 APP sectors	Yes	
Staffing: +12 (60)	Yes	
New VHF Radios in Vlora Airport	Ongoing	Installation in progress.
Extend MLAT for Vlora TMA	No	
Implementation of MLAT for Tirana TMA	No	Expected March 2026.

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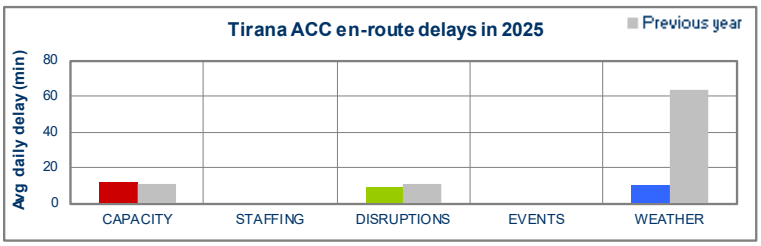
New ATM system in Vlora Airport (TWR)	No	Already procured, expecting installation.
New AWOS System in Vlora Airport	No	Already procured, expecting installation.
New ILS in Vlora Airport	No	
New VCS/VCR in Vlora Airport	No	Expecting installation.
Max sectors: 3 ENR + 1 APP	Yes	3 ENR + 1 TIA APP
Proposed remedial measures	Achieved	Comments
Continued effort to increase staffing levels and/or availability	Yes	Staffing levels significantly increased compared to 2024. New wave of recruitment planned for Q2 2026.
Continued alignment of traffic demand and sector opening times	Yes	Third en-route sector was flexibly opened to accommodate traffic peaks.
Ensure on-time implementation of planned airspace changes	Ongoing	Depending on the opening of new Vlora Airport

Allocation of and Reasons for En-route Delay

Year	Reference Location	Avg Daily ER Delays	% of Total ACC ER Delay
2025	LAAAHI	15	47.1%
2025	LAAAMD3A	8	26.8%
2025	LAAATP3A	8	24.5%
2025	LAAATP3	0	1.6%



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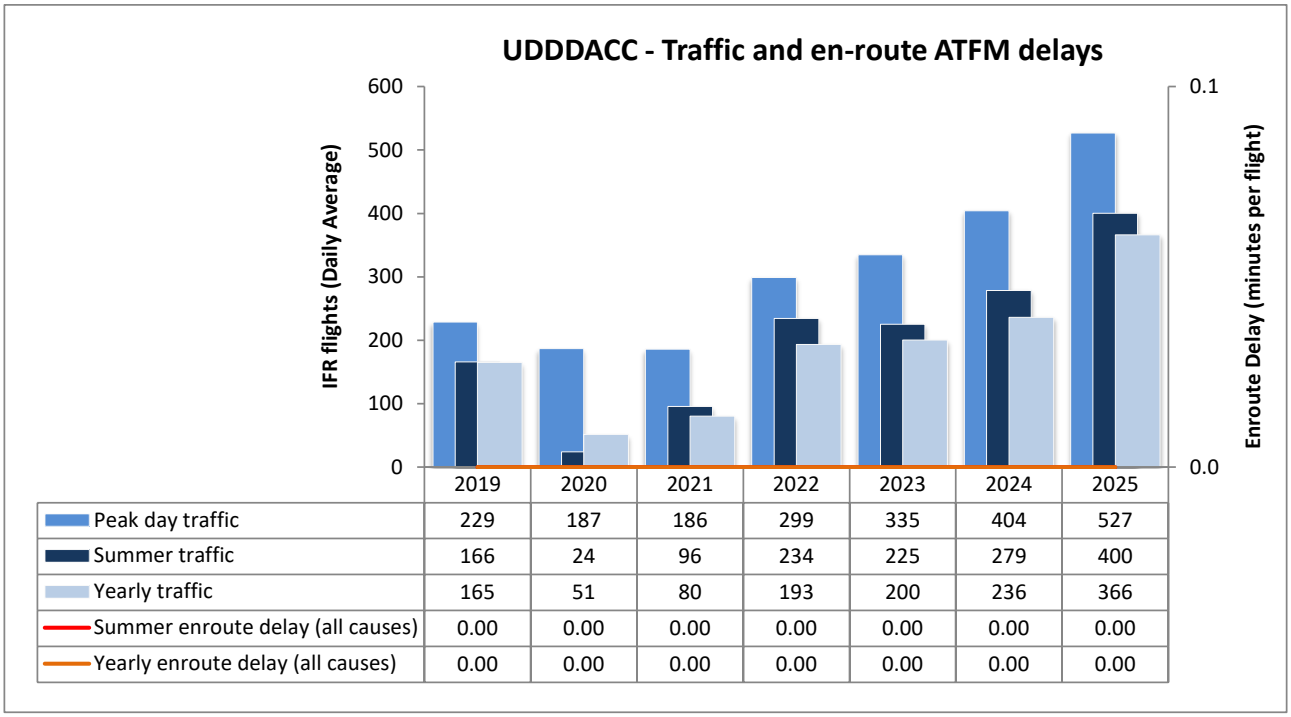
2. ARMENIA - YEREVAN ACC

Traffic & Delay



	2019	2020	2021	2022	2023	2024	2025
Peak day traffic	229	187	186	299	335	404	527
Summer traffic	166	24	96	234	225	279	400
Yearly traffic	165	51	80	193	200	236	366
Summer enroute delay (all causes)	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Yearly enroute delay (all causes)	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Capacity Plan Achievements 2025

Yerevan ACC	Traffic 2025 vs. 2024			En-route Delay (All reasons - min. per flight)			Capacity			
	Forecast	Actual	% of 2019	Forecast	Actual	ACC Reference Value	NOP Plan	Actual	Capacity Gap?	Baseline
Year	+10%	+55%	222%	0.01	0.00	0.01			No	
Summer		+44%	241%		0.00		0%	0%		40

Year 2025 Performance Assessment
The average delay per flight was zero minutes per flight in 2025, below the reference value
Summer 2025 performance assessment
The average delay per flight was zero minutes per flight in Summer 2025. The level of capacity provided during the summer 2025 was sufficient to meet the actual traffic evolution.

Operational actions	Achieved	Comments
Staffing: +1 (31)	Yes	32 ATCOs available (16 ACC and 16 APP)
Max sectors: 1	Yes	Introduction of 2nd sector planned in Q4 2026

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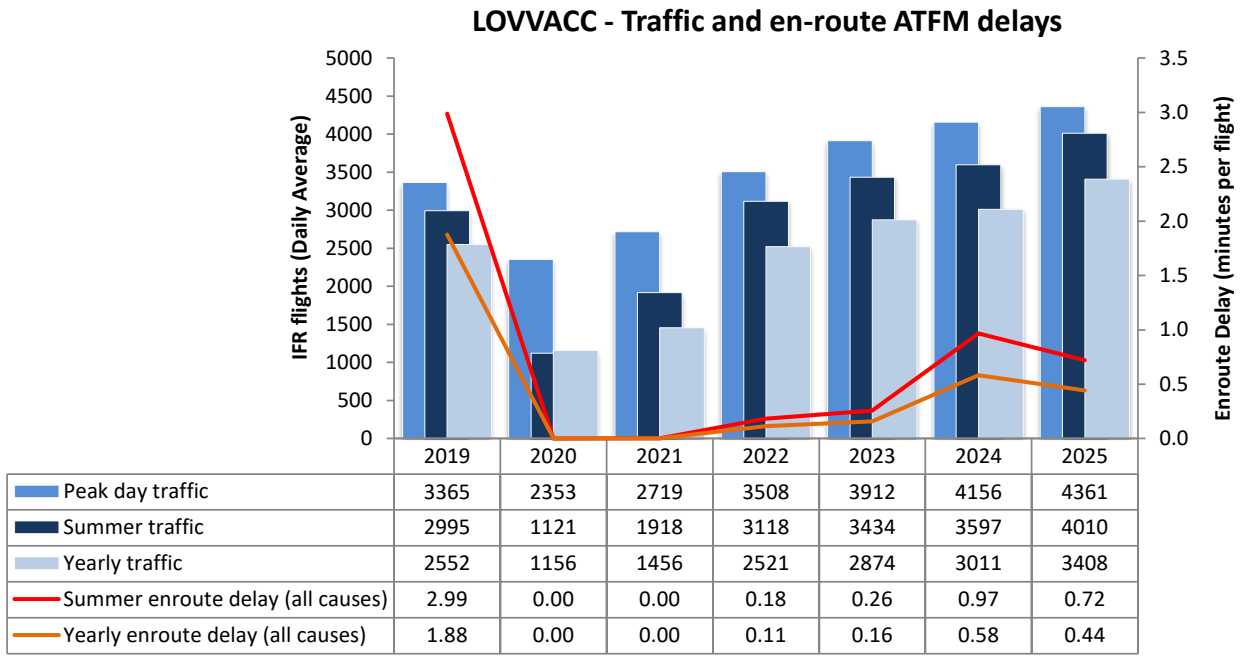
3. AUSTRIA - WIEN ACC

Traffic & Delay



	2019	2020	2021	2022	2023	2024	2025
Peak day traffic	3365	2353	2719	3508	3912	4156	4361
Summer traffic	2995	1121	1918	3118	3434	3597	4010
Yearly traffic	2552	1156	1456	2521	2874	3011	3408
Summer enroute delay (all causes)	2.99	0.00	0.00	0.18	0.26	0.97	0.72
Yearly enroute delay (all causes)	1.88	0.00	0.00	0.11	0.16	0.58	0.44

Capacity Plan Achievements 2025

Wien ACC	Traffic 2025 vs. 2024			En-route Delay (All reasons - min. per flight)			Capacity			
	Forecast	Actual	% of 2019	Forecast	Actual	ACC Reference Value	NOP Plan	Actual	Capacity Gap?	Baseline
Year	+9%	+13%	134%	0.8	0.44	0.28			Yes	
Summer		+11%	134%		0.72		1%	6%		255

Year 2025 Performance Assessment

The average delay was 0.44 per flight in 2025, above the reference value.
51% of the delays were due to the reason Weather, 42% were due to the reason ATC Staffing and 7% were due to ATC Capacity.

Summer 2025 performance assessment

The average delay was 0.72 minutes per flight in Summer 2025.
52% of the delays were due to the reason Weather, 41% were due to the reason ATC Staffing and 7% were due to ATC Capacity.
The level of capacity provided during the summer 2025 was better than planned, it was sufficient to meet the actual traffic growth on most days.

Operational actions	Achieved	Comments
FRA according to ERNIP proposals	Yes	FRA fully implemented. Cross-border initiatives implemented with FRAIT and SEEFRA
LARA v.5	Ongoing	Pending B2B certification
Improved ATFCM techniques, including STAM, MCP, ACP	Yes	
According ERNIP proposals Enhanced sectorisation scenarios as described in the FAB CE Airspace Plan	Yes	
Improved operational procedures including FMP/AMC; optimization of procedures in Letters of Agreement with adjacent units	Yes	Procedures optimisation leading to less first rotation delays

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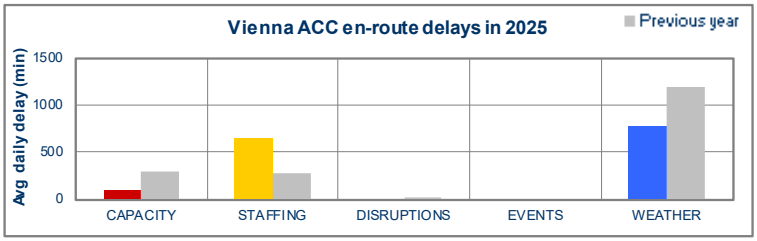
7th Layer Q1/2025 live trials for new horizontal sectorisation	Yes	Implemented in February 2025. Capacity increased due to dynamic sector management. Live trial performed and new horizontal sectorisation planned in AIRAC February 2026.
Staffing: -2 (138) +/- Number of ATCOs before summer compared to the previous summer (total number of ATCOs)	Yes	End of April 2025 figures
Continuous system improvements	Yes	
Capacity enhancing technical improvements / airspace developments are under evaluation	Ongoing	
Complexity tool Evaluation phase	Yes	Implementation foreseen for Q2 2026
Max sectors: 12*	Yes	*12 sectors as a maximum but for longer hours than in 2024. Overall higher availability of sectors throughout the 24 hours. Increase of sectors in the morning hours. Increase to a higher number possible on some occasions (e.g. adverse weather).
Proposed remedial measures	Achieved	Comments
Continued effort to increase staffing levels and/or availability	Yes	Incentive scheme prior summer 2025
Continued alignment of traffic demand and sector opening times	Yes	Additional shifts on voluntary/overtime basis
Network weather mitigation measures	Yes	
Ensure on-time implementation of planned airspace changes	Yes	

Allocation of and Reasons for En-route Delay

Year	Reference Location	Avg Daily ER Delays	% of Total ACC ER Delay
2025	LOVVS17	197	13.1%
2025	LOVVWB12	169	11.2%
2025	LOVVE14	144	9.5%
2025	LOVVN14	94	6.2%
2025	LOVVWB37	80	5.3%
2025	LOVVWB1	60	4.0%



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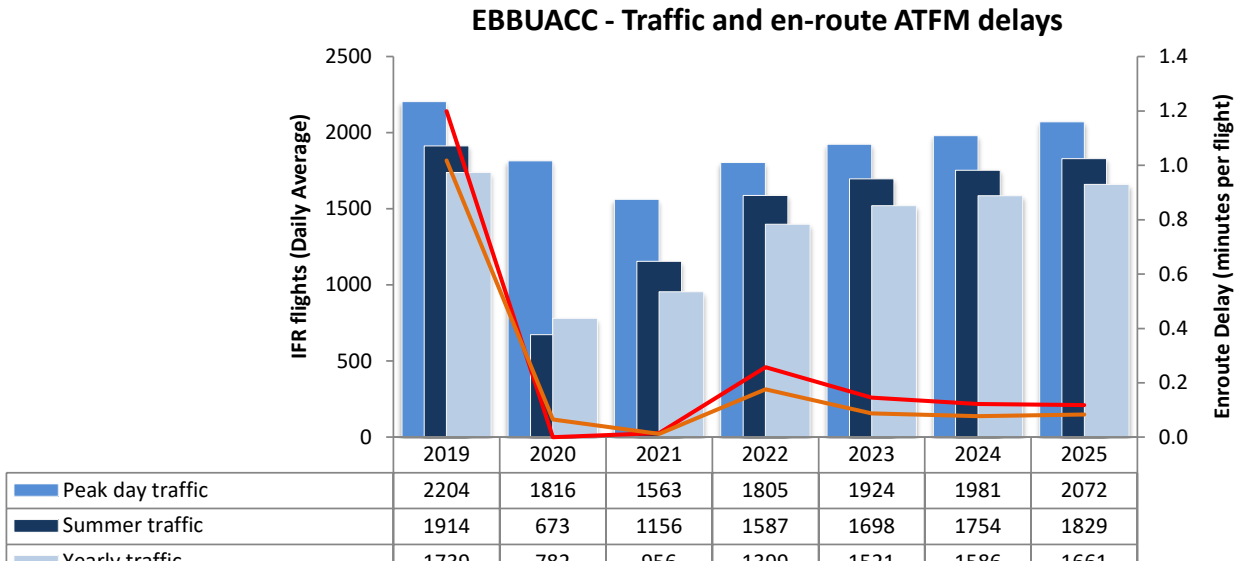
4. BELGIUM - BRUSSELS ACC

Traffic & Delay



	2019	2020	2021	2022	2023	2024	2025
Peak day traffic	2204	1816	1563	1805	1924	1981	2072
Summer traffic	1914	673	1156	1587	1698	1754	1829
Yearly traffic	1739	782	956	1399	1521	1586	1661
Summer enroute delay (all causes)	1.20	0.00	0.02	0.26	0.15	0.12	0.12
Yearly enroute delay (all causes)	1.02	0.06	0.01	0.18	0.09	0.08	0.08

Capacity Plan Achievements 2025

Brussels ACC	Traffic 2025 vs. 2024			En-route Delay (All reasons - min. per flight)			Capacity			
	Forecast	Actual	% of 2019	Forecast	Actual	ACC Reference Value	NOP Plan	Actual	Capacity Gap?	Baseline
Year	+7%	+5%	96%	0.12	0.08	0.22			No	
Summer		+4%	96%		0.12		3%	3%		127

Year 2025 Performance Assessment

The average delay was 0.08 minutes per flight in 2025, below the reference value.

45% of the delays were due to the reason ATC Equipment, 35% due to Weather, 12% due to ATC Capacity, 7% due to the reason ATC Staffing and 1% due to Other.

Summer 2025 performance assessment

The average delay was 0.12 minutes per flight in Summer 2025.

42% of the delays were due to the reason Weather, 39% due to ATC Equipment, 15% due to ATC Capacity and 4% due to the reason ATC Staffing.

The level of capacity provided during the summer 2025 was sufficient to meet the actual traffic evolution.

Operational actions	Achieved	Comments
Enhanced Civ/Mil ASM procedures	Ongoing	
Improved use of the route network as a result of FUA enhancement	Ongoing	Although this is an ongoing process, the deliberations of the Belgian airspace review working group, particularly regarding F-35 requirements, may have adverse consequences.
Enhancement of ATFCM procedures, including enhanced STAM	Ongoing	
Segregation of EBCI and EBBR flows (Airspace)	Ongoing	
Segregation of EBCI and EBBR flows (Procedures)	Ongoing	

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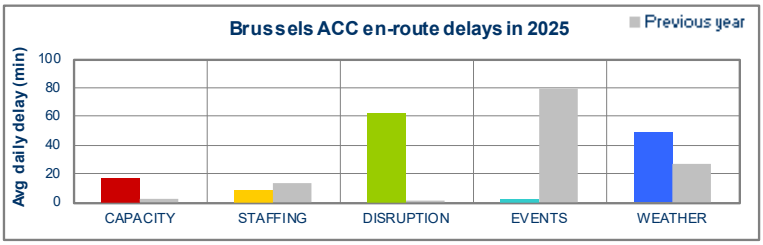
Recruitment of ATCOs at maximum training capacity	Yes	
New ATCOs (maintaining or slightly increasing staffing levels)	Yes	
Staffing: +4 (97)	Yes	
ATM system upgrades	Yes	Regular system updates
Max sectors: 4/6	Yes	6 sectors opened based on traffic demand

Allocation of and Reasons for En-route Delay

Year	Reference Location	Avg Daily ER Delays	% of Total ACC ER Delay
2025	EBBUHLC	41	29.6%
2025	EBBUEEC	30	21.8%
2025	EBBUESC	19	13.5%
2025	EBBUNWC	14	10.2%
2025	EBBUWSC	11	7.6%
2025	ELLXTA	8	5.9%



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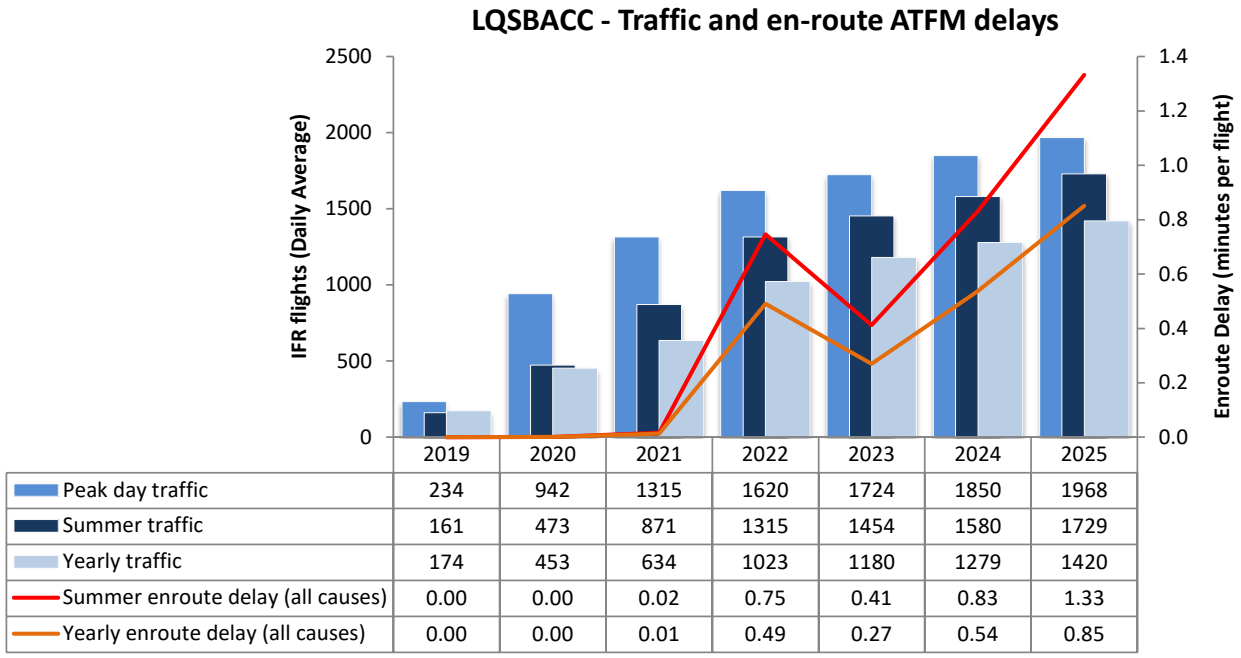
5. BOSNIA AND HERZEGOVINA - BH ACC

Traffic & Delay



	2019	2020	2021	2022	2023	2024	2025
Peak day traffic	234	942	1315	1620	1724	1850	1968
Summer traffic	161	473	871	1315	1454	1580	1729
Yearly traffic	174	453	634	1023	1180	1279	1420
Summer enroute delay (all causes)	0.00	0.00	0.02	0.75	0.41	0.83	1.33
Yearly enroute delay (all causes)	0.00	0.00	0.01	0.49	0.27	0.54	0.85

Capacity Plan Achievements 2025

BH ACC	Traffic 2025 vs. 2024			En-route Delay (All reasons - min. per flight)			Capacity			
	Forecast	Actual	% of 2019	Forecast	Actual	ACC Reference Value	NOP Plan	Actual	Capacity Gap?	Baseline
Year	+10%	+11%	816%	0.18	0.85	0.17			Yes	
Summer		+9%	1074%		1.33		9%	0%		107

Year 2025 Performance Assessment

The average delay was 0.85 minutes per flight in 2025, above the reference value.

64% of the yearly delays were due to the reason ATC Capacity, 20% due to Weather, 14% due to ATC Staffing and 2% due to the reason ATC Equipment.

Summer 2025 performance assessment

The average delay was 1.33 minutes per flight in Summer 2025.

64% of the summer delays were due to the reason ATC Capacity, 21% due to Weather, 13% due to ATC Staffing and 2% due to the reason ATC Equipment.

The capacity increase during summer 2025 was not at the expected level, mainly due to unexpected ATCO absences during peak summer months. Therefore, the benefits of the implemented actions could not be fully exploited.

Operational actions	Achieved	Comments
New PBN procedures at LQSA and LQBK	Yes	
Enhanced ATFM techniques, including STAM	Yes	STAM shall be used tactically based on the coordination with neighbouring ACCs, whenever there is a chance to reduce the complexity in sectors.
Study supported by simulations for the lateral sector split (Q4)	No	Project postponed for Q2/2028
Upgrade of the rostering tool (Q1)	No	Postponed to Q1/2026
Staffing +9 (76)	Yes	Additional ATCOs were expected to enable longer working hours of sectors, and hopefully eliminate the delay caused by staffing. Unfortunately, unexpected ATCO absence prevented full exploitation of the additional staffing.

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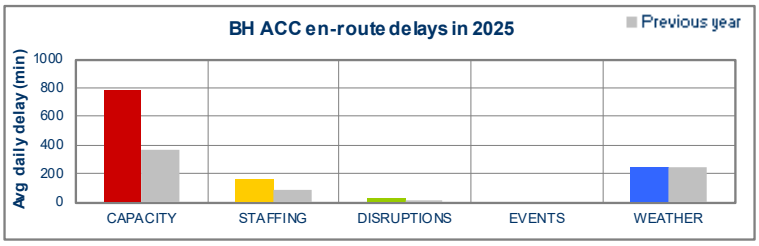
ATM system upgrade (Q1)	No	Postponed to Q4/2025. Additional system upgrade expected in Q1/2026.
Continuous capacity assessment	Yes	Capacity increase of 15-20% expected in elementary sectors after the system upgrade before summer 2026.
Max sectors: 5	Yes	Five sectors were open occasionally to handle traffic peaks. Longer duration was not possible due to staffing.

Allocation of and Reasons for En-route Delay

Year	Reference Location	Avg Daily ER Delays	% of Total ACC ER Delay
2025	LQSBHIGH37	481	39.7%
2025	LQSBUPP35	202	16.7%
2025	LQSBALL	139	11.5%
2025	LQSBHT37	133	11.0%
2025	LQSBHT38	83	6.8%
2025	LQSBLU35	60	4.9%



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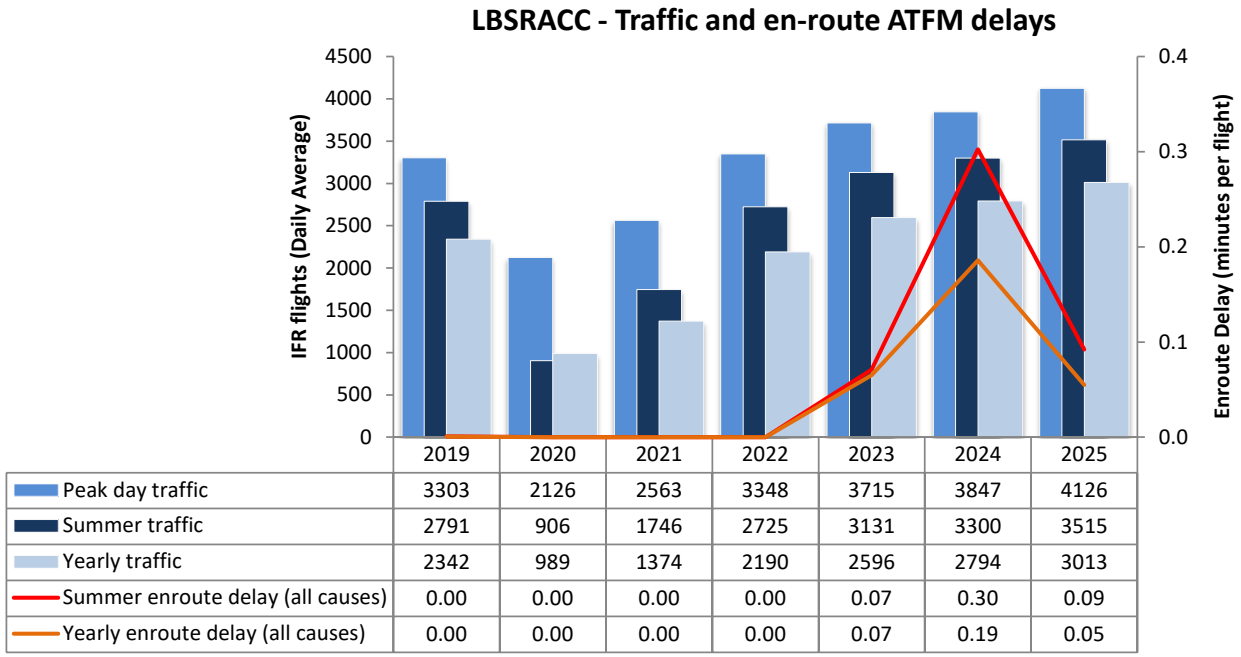
6. BULGARIA - SOFIA ACC

Traffic & Delay



	2019	2020	2021	2022	2023	2024	2025
Peak day traffic	3303	2126	2563	3348	3715	3847	4126
Summer traffic	2791	906	1746	2725	3131	3300	3515
Yearly traffic	2342	989	1374	2190	2596	2794	3013
Summer enroute delay (all causes)	0.00	0.00	0.00	0.00	0.07	0.30	0.09
Yearly enroute delay (all causes)	0.00	0.00	0.00	0.00	0.07	0.19	0.05

Capacity Plan Achievements 2025

Sofia ACC	Traffic 2025 vs. 2024			En-route Delay (All reasons - min. per flight)			Capacity			
	Forecast	Actual	% of 2019	Forecast	Actual	ACC Reference Value	NOP Plan	Actual	Capacity Gap?	Baseline
Year	+8%	+8%	129%	0.23	0.05	0.24			No	
Summer		+7%	126%		0.09		1%	3%		250

Year 2025 Performance Assessment

The average delay per flight was 0.05 minutes per flight in 2025, well below the reference value.
99% of the delays were due to the reason Weather and 1% due to Other.

Summer 2025 performance assessment

The average delay per flight was 0.09 minutes per flight in Summer 2025.
99% of the delays were due to the reason Weather and 1% due to Other.
During summer 2025, the capacity supplied matched or exceeded the requirements of the actual traffic evolution.

Operational actions	Achieved	Comments
Gradual implementation of AFUA functionalities	Yes	
Improved ATFCM and STAM	Yes	
Airspace improvements in accordance with ERNIP	Yes	
Training in accordance with traffic demand in line with short term fluctuations, taking into account medium- and long-term trends	Yes	
Staffing: 11[1] (164.5)[2]	Yes	[1]Number of additional ATCOs in OPS who started working in the OPS room (FTEs) [2]Number of ATCOs in OPS operational at year-end (FTEs)
Max sectors: 18	Yes	According to the traffic demand and ATCO availability

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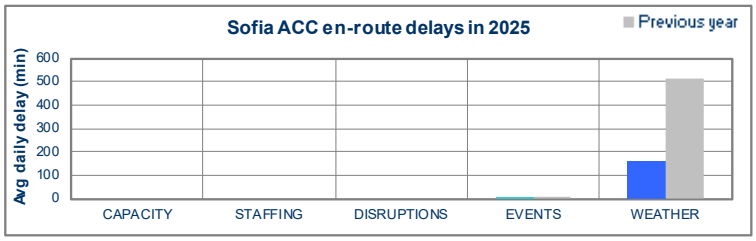
Allocation of and Reasons for En-route Delay

Year	Reference Location	Avg Daily ER Delays	% of Total ACC ER Delay
2025	LBSRSYA0	26	15.6%
2025	LBSRSYL5	19	11.4%
2025	LBSRSWA0	17	10.2%
2025	LBSRVNL5	16	9.6%
2025	LBSRSDEFA0	8	4.9%
2025	LBSRSWL6	7	4.4%



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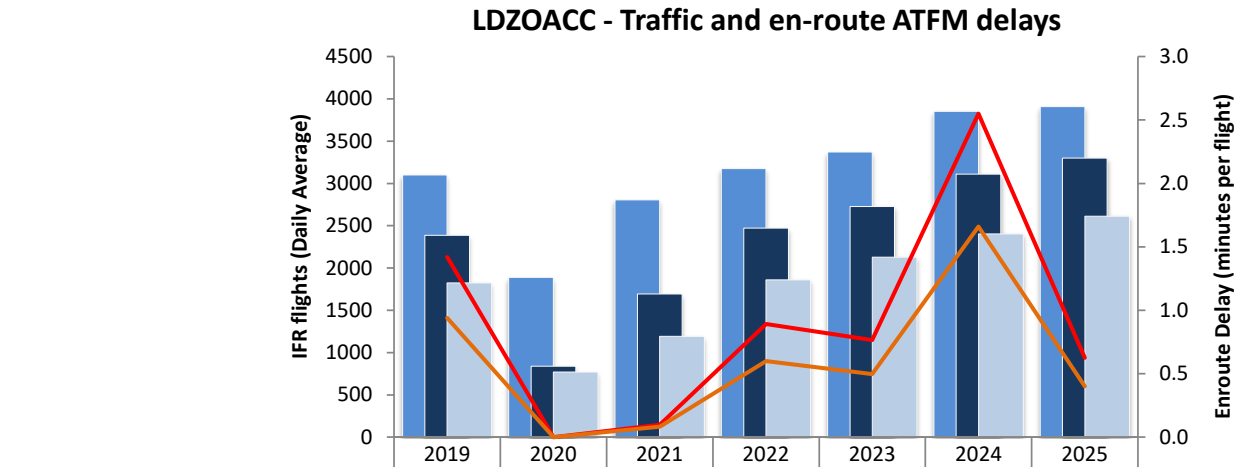
7. CROATIA - ZAGREB ACC

Traffic & Delay



	2019	2020	2021	2022	2023	2024	2025
Peak day traffic	3101	1889	2806	3175	3372	3854	3910
Summer traffic	2386	839	1694	2473	2726	3109	3299
Yearly traffic	1824	771	1194	1861	2130	2402	2614
Summer enroute delay (all causes)	1.42	0.00	0.10	0.89	0.77	2.55	0.63
Yearly enroute delay (all causes)	0.94	0.00	0.08	0.60	0.50	1.66	0.40

Capacity Plan Achievements 2025

Zagreb ACC	Traffic 2025 vs. 2024			En-route Delay (All reasons - min. per flight)			Capacity			
	Forecast	Actual	% of 2019	Forecast	Actual	ACC Reference Value	NOP Plan	Actual	Capacity Gap?	Baseline
Year	+8%	+9%	143%	1.57	0.40	0.29			Yes	
Summer		+6%	138%		0.63		5%	10%		223

Year 2025 Performance Assessment

The average delay per flight was 0.40 minutes per flight in 2025, above the reference value.
58% of the delays were due to the reason Weather, 35% due to ATC Capacity, 4% due to the reason Other and 3% due to ATC Staffing.

Summer 2025 performance assessment

The average delay per flight was 0.63 minutes per flight in Summer 2025.
58% of the delays were due to the reason Weather, 35% due to ATC Capacity, 4% due to the reason Other and 3% due to ATC Staffing
Although the capacity provided during summer 2025 did not fully meet traffic growth, the actual capacity increase significantly surpassed planned levels thanks to the successful implementation of operational measures.

Operational actions	Achieved	Comments
Further extensions according to ERNIP part II	Yes	Extensions of SECSI FRA cross border operations
Improvement of CDM process and procedures ASM/ATS/ATFCM	Yes	Continuous improvement on a regular basis
Upgrade and extension of AMC portal	Yes	Introducing an enhanced portal with improved tactical management capabilities.
ASM Improvements for the purpose of state UAS operations	Yes	To support the operational needs of state-level Unmanned Aircraft Systems (UAS)
U – Space declaration	No	U-Space is not yet active; implementation awaits national policy decisions. Waiting for strategic guidance to be issued, steps will follow to align with European regulations and integrate UAS operations.

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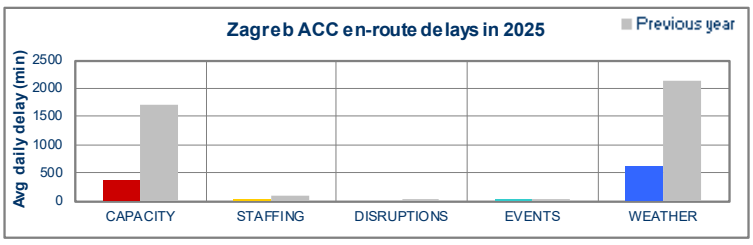
ASM and USSP (U-space service provider) integration	No	ASM–USSP integration is not yet implemented; progress depends on national policy decisions. Once direction is set, technical and operational integration will proceed in line with U-space regulations.
Supporting tool for ATFCM	Yes	CroFAST is a locally developed tool enhanced with MCP functionality enabled through NM B2B services. Related RFL tool has been developed to support ATCOs in optimizing flow and improving predictability.
Adjustment of airspace structures according to the operational needs and traffic demand	Yes	Change of Division Flight Level (DFL) between lower and upper sectors, enabling more flexible and efficient use of airspace
Improved sectorisation and interface between LD LY LH	No	Planned sectorisation and interface coordination improvements between LD, LY, and LH are not implemented; instead, an ERNIP-based alternative framework is in effect, enabling regional airspace optimization and cross-border coordination.
Introduction of additional modular flexible structures at the request of STATE users (MIL)	Yes	Modular, flexible airspace structures are introduced ad hoc to meet STATE user needs, ensuring safe integration into controlled airspace while maintaining efficiency and civil-military coordination.
Adjustment of procedures according to the operational needs and traffic demand	Yes	System-level enhancements are regularly implemented to improve ATS coordination and efficiency.
Procedure development and introduction of coordination procedures between ATS and USSP for the safe integration of UAS	Ongoing	Still in progress, with prerequisites ongoing through FAB CE UCG projects.
Optimization of manpower planning	Yes	Manpower planning is optimized through roster adjustments aligned with operational demand, complemented by an increase in the number of ATCO licenses.
Recruitment and training at maximum capacity	Yes	
Staffing: +8 (115)	Yes	
VoIP G-G	Yes	
Implementation of SWIM services	Ongoing	SWIM (System Wide Information Management) infrastructure has been established; the actual deployment of SWIM services is scheduled to begin next year.
Max sectors: 11	Yes	Up to 12 sectors were opened for limited periods
Proposed remedial measures	Achieved	Comments
Continued effort to increase staffing levels and/or availability	Yes	Recruitment and training continued at the maximum capacity.
Continued alignment of traffic demand and sector opening times	Yes	Further optimization of sector opening times specifically related to the first rotation.
Network weather mitigation measures	Yes	Active cooperation with Eurocontrol NMOC.
Ensure on-time implementation of planned airspace changes	Yes	Change of Division Flight Level (DFL) between lower and upper sectors, enabling more flexible and efficient use of airspace.

Allocation of and Reasons for En-route Delay

Year	Reference Location	Avg Daily ER Delays	% of Total ACC ER Delay
2025	LDZOHULS	154	14.7%
2025	LDZOULQ	148	14.1%
2025	LDZOULA	111	10.5%
2025	LDZOULW	84	8.0%
2025	LDZOULN	83	7.8%
2025	LDZOHA	80	7.6%



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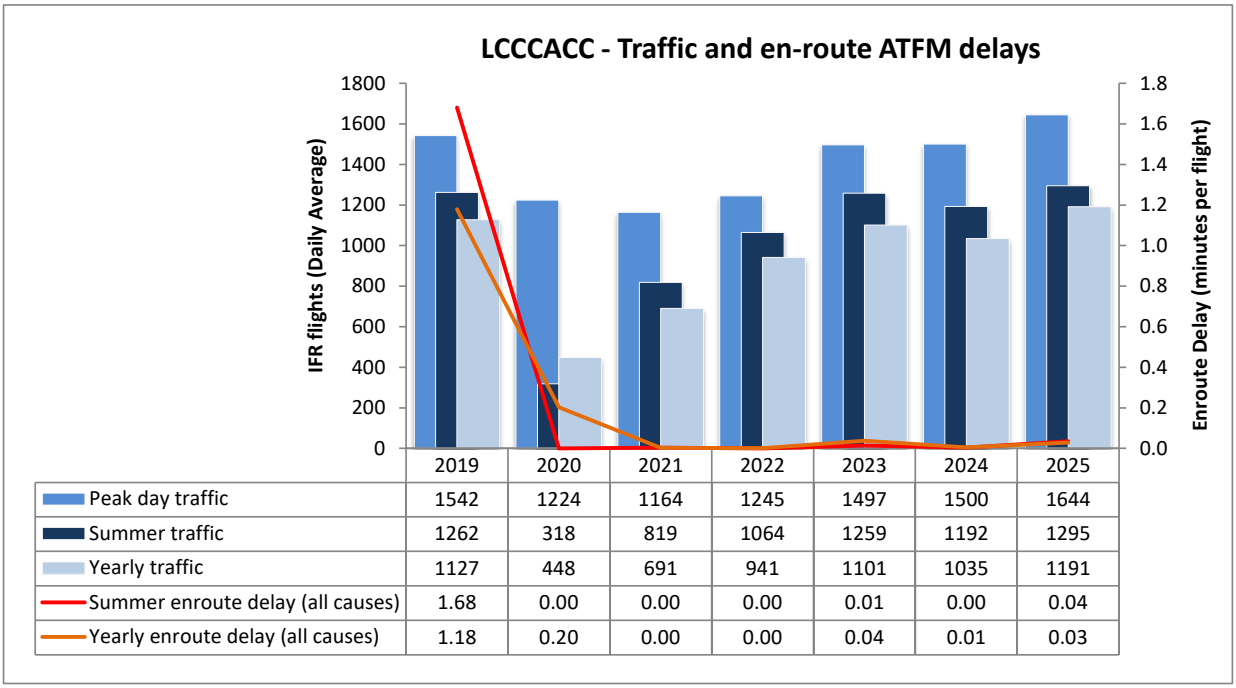
8. CYPRUS - NICOSIA ACC

Traffic & Delay



	2019	2020	2021	2022	2023	2024	2025
Peak day traffic	1542	1224	1164	1245	1497	1500	1644
Summer traffic	1262	318	819	1064	1259	1192	1295
Yearly traffic	1127	448	691	941	1101	1035	1191
Summer enroute delay (all causes)	1.68	0.00	0.00	0.00	0.01	0.00	0.04
Yearly enroute delay (all causes)	1.18	0.20	0.00	0.00	0.04	0.01	0.03

Capacity Plan Achievements 2025

Nicosia ACC	Traffic 2025 vs. 2024			En-route Delay (All reasons - min. per flight)			Capacity			
	Forecast	Actual	% of 2019	Forecast	Actual	ACC Reference Value	NOP Plan	Actual	Capacity Gap?	Baseline
Year	+13%	+15%	106%	0.10	0.03	0.17			No	
Summer		+9%	103%		0.04		10%	10%		86

Year 2025 Performance Assessment

The average delay was 0.03 minutes per flight in 2025, below the reference value.

49% of the delays were due to the reason Other, 41% due to ATC Capacity, 6% due to Airspace Management and 4% due to the reason Special Event.

Summer 2025 performance assessment

The average delay was 0.04 minutes per flight in Summer 2025.

72% of the delays were due to the reason Other, 19% due to ATC Capacity and 9% due to Airspace Management.

The level of capacity provided during the summer 2025 was sufficient to meet the actual traffic evolution.

Operational actions	Achieved	Comments
FRA Phase 2	Yes	FRA H24 implemented in February 2025
Stepped implementation of A-FUA	Ongoing	
Larnaca APS Daily Service	Yes	Radar Service at Larnaca (LCLK) Approach every day 04:30-16:30 UTC
Improved ATFCM, including STAM	No	Postponed for 2026
Continuous improvement of route network	Ongoing	New waypoint and routes to Athens FIR implemented in 2025. Proposal for the northern interface with Ankara FIR.
Assessment and implementation of re-sectorisation of Nicosia ACC	Ongoing	Project spanning over 2025 and 2026 to allow the possibility of a seventh en-route sector in summer 2026
Continuous effort for recruitment	Yes	10 new ACC ATCOs available for the ACC
Staffing: +5 (97)	Yes	

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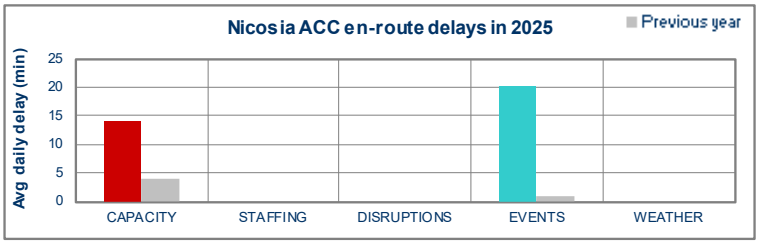
Annual ATM system upgrades, based on upcoming requirements	Yes	Minor upgrades implemented in 2025
Continue to provide flexibility in sector configuration openings	Yes	
Continue Civil-Military cooperation in the South-East part of the FIR	Yes	
Dynamic management of sector capacities	Yes	
Max sectors: 6	Yes	

Allocation of and Reasons for En-route Delay

Year	Reference Location	Avg Daily ER Delays	% of Total ACC ER Delay
2025	LCCCS12H	22	64.6%
2025	LCCCWH	7	21.1%
2025	LCCCES0	3	9.6%
2025	LCCCW	1	3.8%
2025	LCCCE	0	0.6%
2025	LCCCS12	0	0.3%



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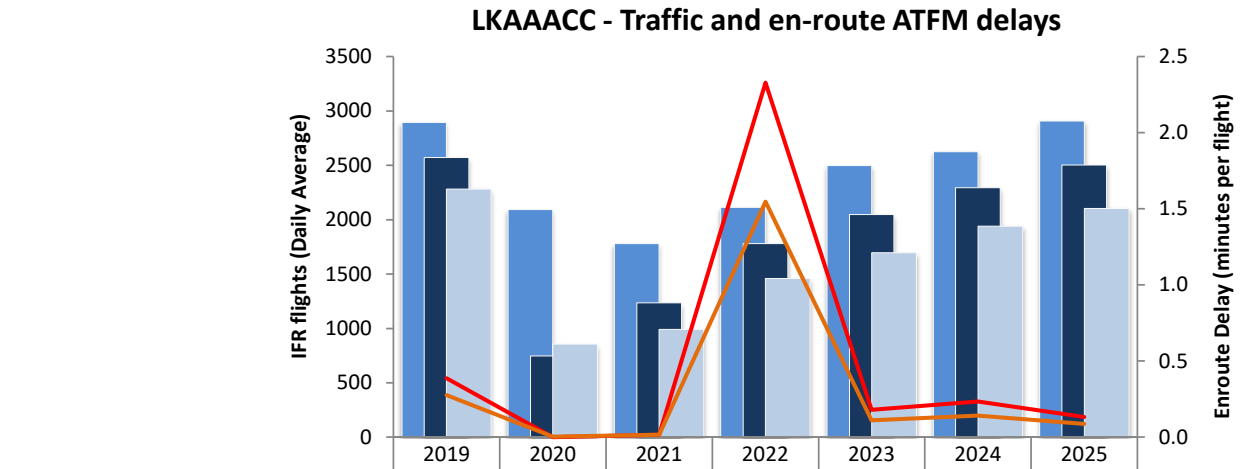
9. CZECH REPUBLIC - PRAHA ACC

Traffic & Delay



	2019	2020	2021	2022	2023	2024	2025
Peak day traffic	2896	2093	1781	2114	2498	2626	2907
Summer traffic	2571	748	1235	1781	2046	2294	2502
Yearly traffic	2282	855	990	1460	1697	1940	2104
Summer enroute delay (all causes)	0.39	0.00	0.02	2.33	0.18	0.23	0.13
Yearly enroute delay (all causes)	0.28	0.00	0.02	1.55	0.11	0.14	0.09

Capacity Plan Achievements 2025

Praha ACC	Traffic 2025 vs. 2024			En-route Delay (All reasons - min. per flight)			Capacity			
	Forecast	Actual	% of 2019	Forecast	Actual	ACC Reference Value	NOP Plan	Actual	Capacity Gap?	Baseline
Year	+7%	+8%	92%	0.17	0.09	0.19			No	
Summer		+9%	97%		0.13		5%	12%		180

Year 2025 Performance Assessment

The average delay per flight was 0.09 minutes per flight in 2025, below the reference value.
55% of the delays were due to the reason Weather, 39% due to ATC Capacity and 6% due to the reason ATC Staffing.

Summer 2025 performance assessment

The average delay per flight was 0.13 minutes per flight in Summer 2025.
60% of the delays were due to the reason Weather, 35% due to ATC Capacity and 5% due to the reason ATC Staffing
The level of capacity provided during the summer 2025 was sufficient to meet the actual traffic evolution.

Operational actions	Achieved	Comments
Sectorisation upgrade	Yes	New sector configurations created and optimized
Additional controllers	Yes	8 new ATCOs
Staffing: +6 (169)	Yes	8 new ATCOs -> altogether 171
MTCD Implementation	Yes	Operationally available as of March 2025
Re-evaluation of sector capacities following the system improvements in Autumn 2024	Yes	Increased capacity in individual sectors
Max sectors: 13 (10 ENR + 3 TERM)	Yes	Airspace optimization project was completed

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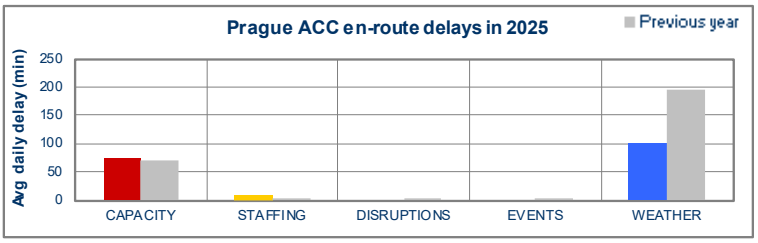
Allocation of and Reasons for En-route Delay

Year	Reference Location	Avg Daily ER Delays	% of Total ACC ER Delay
2025	LKAAESMU	50	26.9%
2025	LKAAENSH	34	18.5%
2025	LKAATL	17	9.3%
2025	LKAAENSHT	16	8.6%
2025	LKAAENSMU	14	7.4%
2025	LKAATNWL	10	5.1%



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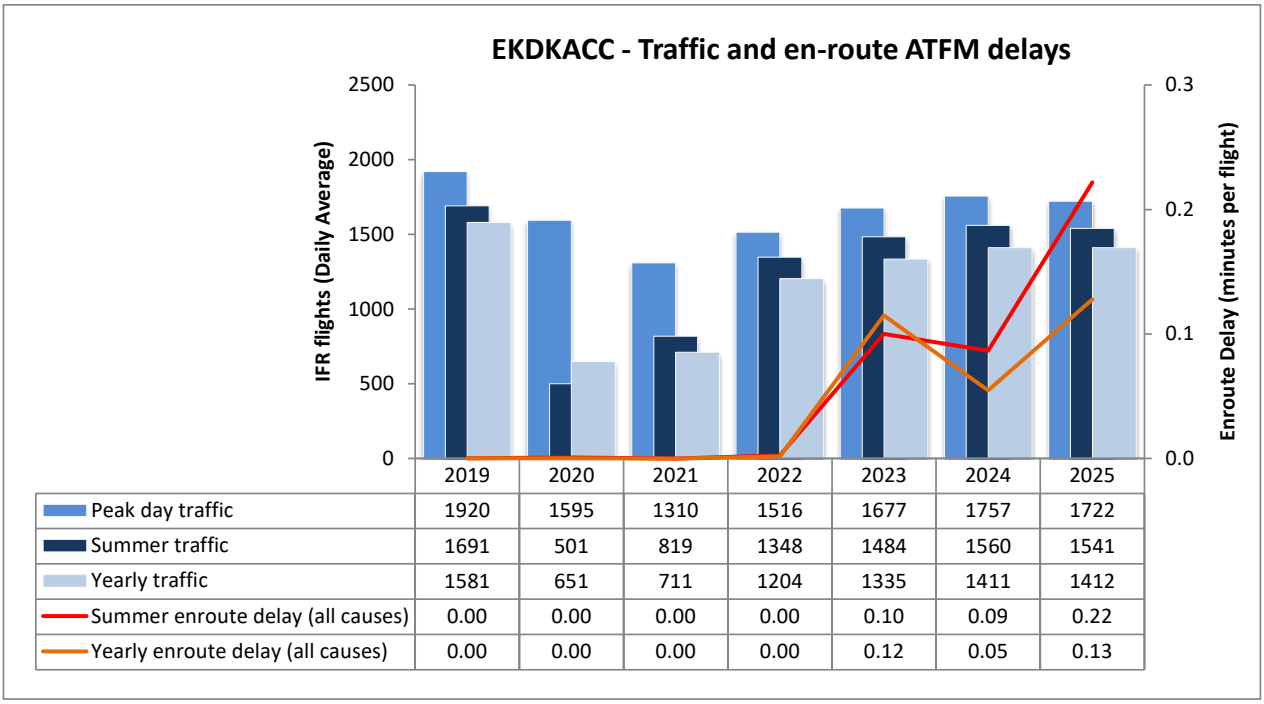
10. DENMARK - KOBENHAVN ACC

Traffic & Delay



	2019	2020	2021	2022	2023	2024	2025
Peak day traffic	1920	1595	1310	1516	1677	1757	1722
Summer traffic	1691	501	819	1348	1484	1560	1541
Yearly traffic	1581	651	711	1204	1335	1411	1412
Summer enroute delay (all causes)	0.00	0.00	0.00	0.00	0.10	0.09	0.22
Yearly enroute delay (all causes)	0.00	0.00	0.00	0.00	0.12	0.05	0.13

Capacity Plan Achievements 2025

Kobenhavn ACC	Traffic 2025 vs. 2024			En-route Delay (All reasons - min. per flight)			Capacity			
	Forecast	Actual	% of 2019	Forecast	Actual	ACC Reference Value	NOP Plan	Actual	Capacity Gap?	Baseline
Year	+3%	0%	89%	0.12	0.13	0.17			No	
Summer		-1%	91%		0.22		2%	0%		120

Year 2025 Performance Assessment

The average delay was 0.13 minutes per flight in 2025, below the reference value.

52% of the delays were due to the reason ATC Staffing, 29% due to ATC Capacity, 13% due to the reason Weather and 6% due to the reason Airspace Management.

Summer 2025 performance assessment

The average delay was 0.22 minutes per flight in Summer 2025.

54% of the delays were due to the reason ATC Staffing, 26% due to ATC Capacity, 13% due to the reason Weather and 7% due to the reason Airspace Management.

The level of capacity provided during the summer 2025 was sufficient to meet the actual traffic evolution.

Operational actions	Achieved	Comments
Optimizing the use of FRA when military areas are active	Ongoing	Additional intermediate FRA points for the F-35 areas.
New training areas for F-35	Yes	Implemented May 2025
FAST Project	Yes	Step 1 implemented (ATCOs be trained, the system is ready)
Improved ATFCM techniques	Ongoing	
Continuous improvements on the ATS route network and FRA sectorisation	Ongoing	
Maintain appropriate level of staffing to open up to 6 sectors (max 7 during peak hours)	Yes	For 2025 no use of planned overtime, which enables staff availability for better handling of day-to-day issues.

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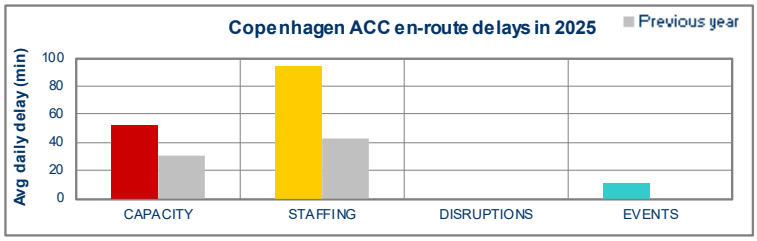
Staffing: +6 (114)	Yes	
Minor updates of ATM system	Yes	06/2025 Further SWIM enablers and handling of SSR7601
Sector configurations adapted to traffic demand	Yes	N and S sector volumes collapsed and split vertically in N and UN to enable increased capacity. Implemented Q4 2024, capacity increase target Summer 2025.
Max sectors: 3 (E) + 4 (W)	Yes	

Allocation of and Reasons for En-route Delay

Year	Reference Location	Avg Daily ER Delays	% of Total ACC ER Delay
2025	EKDKLVUV	56	31.1%
2025	EKDKACUAUC	41	22.8%
2025	EKDKBDEI	24	13.2%
2025	EKDKNUN	23	12.5%
2025	EKDKACCE	19	10.3%
2025	EKDKACCW	10	5.7%



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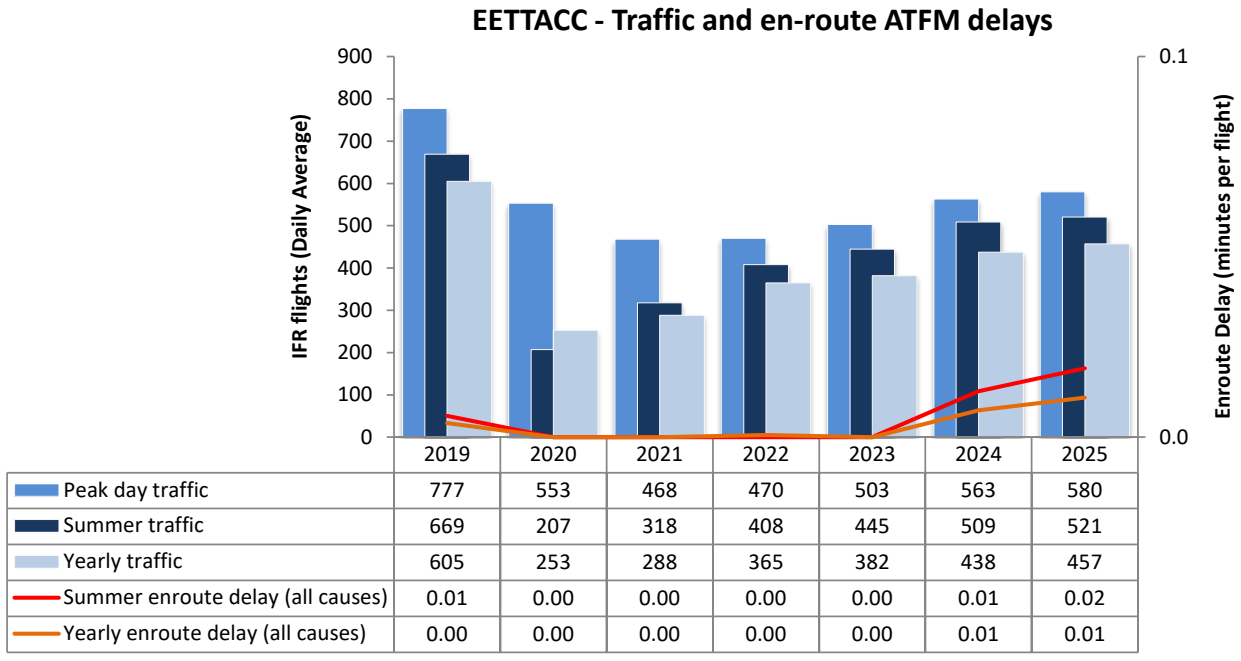
11. ESTONIA - TALLINN ACC

Traffic & Delay



	2019	2020	2021	2022	2023	2024	2025
Peak day traffic	777	553	468	470	503	563	580
Summer traffic	669	207	318	408	445	509	521
Yearly traffic	605	253	288	365	382	438	457
Summer enroute delay (all causes)	0.01	0.00	0.00	0.00	0.00	0.01	0.02
Yearly enroute delay (all causes)	0.00	0.00	0.00	0.00	0.00	0.01	0.01

Capacity Plan Achievements 2025

Tallinn ACC	Traffic 2025 vs. 2024			En-route Delay (All reasons - min. per flight)			Capacity			
	Forecast	Actual	% of 2019	Forecast	Actual	ACC Reference Value	NOP Plan	Actual	Capacity Gap?	Baseline
Year	+3%	+4%	76%	0.01	0.01	0.06			No	
Summer		+2%	78%		0.02		3%	6%		54

Year 2025 Performance Assessment

The average delay was 0.01 minutes per flight in 2025, below the reference value.
93% of the delays were due to the reason ATC Capacity, 5% due to ATC Staffing, 1% due to the reason Airspace Management and 1% due to the reason Aerodrome Capacity.

Summer 2025 performance assessment

The average delay was 0.02 minutes per flight in Summer 2025.
93% of the delays were due to the reason ATC Capacity, 5% due to ATC Staffing, 1% due to the reason Airspace Management and 1% due to the reason Aerodrome Capacity.
The level of capacity provided during the summer 2025 was sufficient to meet the actual traffic evolution.

Operational actions	Achieved	Comments
Follow up of and possible modifications to support ATFCM	Yes	
FINEST: review and update of necessary procedures	Ongoing	Monthly cooperation meetings
Baltic three-state CIV-MIL meetings	Yes	Regular meetings
Possible modifications according to KPIs and customer feedback	Ongoing	
Modernization of Tallinn TMA	No	The project is on hold at the moment
FINEST project	Ongoing	

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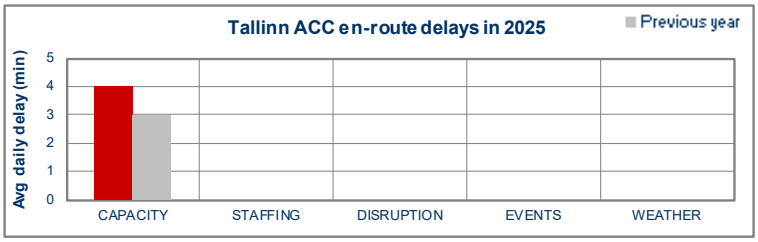
Harmonized ATC procedures between Finland and Estonia	Ongoing	Part of the FINEST project
Staffing: 32	Yes	
TopSKY SHADOW mode	Yes	Completed in Q1 2025
Max sectors: 3 EETT	Yes	Tactically, 3 sectors opened based on traffic demand

Allocation of and Reasons for En-route Delay

Year	Reference Location	Avg Daily ER Delays	% of Total ACC ER Delay
2025	EETTFED	4	86.7%
2025	EETNALL	1	13.3%



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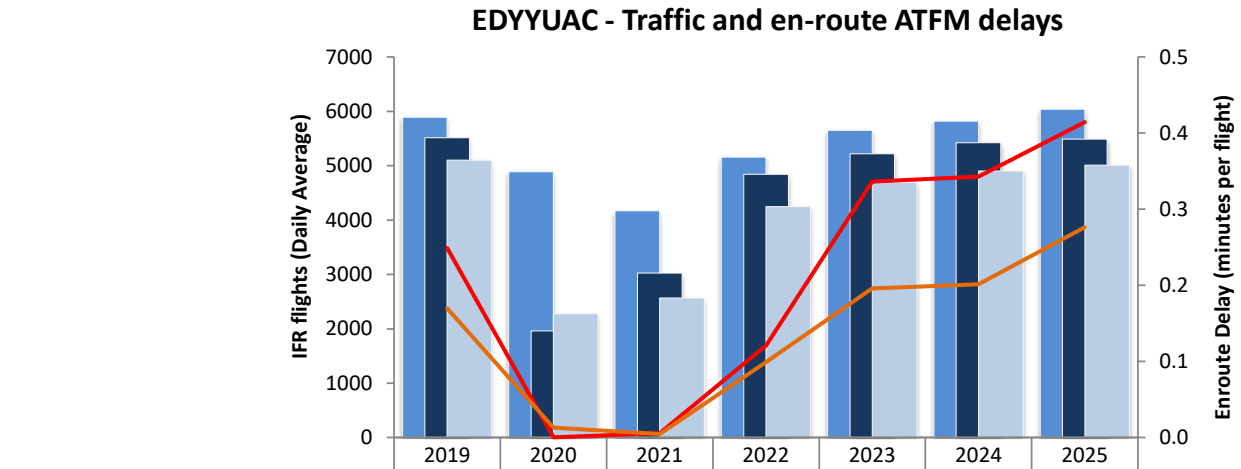
12. EUROCONTROL - MAASTRICHT ACC

Traffic & Delay



	2019	2020	2021	2022	2023	2024	2025
Peak day traffic	5893	4890	4169	5160	5652	5821	6037
Summer traffic	5517	1962	3027	4843	5220	5421	5487
Yearly traffic	5103	2276	2565	4245	4688	4904	5012
Summer enroute delay (all causes)	0.25	0.00	0.01	0.12	0.34	0.34	0.41
Yearly enroute delay (all causes)	0.17	0.01	0.00	0.10	0.20	0.20	0.28

Capacity Plan Achievements 2025

Maastricht UAC	Traffic 2025 vs. 2024			En-route Delay (All reasons - min. per flight)			Capacity			
	Forecast	Actual	% of 2019	Forecast	Actual	ACC Reference Value	NOP Plan	Actual	Capacity Gap?	Baseline
Year	+5%	+2%	98%	0.26	0.28	0.31			No	
Summer		+1%	99%		0.41		3%	0%		340

Year 2025 Performance Assessment

The average delay was 0.28 minutes per flight in 2025, which is below the reference value.

45% of the yearly delays were due to the reason ATC Capacity, 30% due to Weather, 10% due to ATC Staffing, 7% due to Airspace Management, 5% due to Special Event and 3% due to the reason Other.

Summer 2025 performance assessment

The average delay was 0.41 minutes per flight in Summer 2025.

42% of the yearly delays were due to the reason ATC Capacity, 36% due to Weather, 9% due to ATC Staffing, 8% due to Airspace Management, 2% due to Special Event and 3% due to the reason Other.

The level of capacity provided during the summer 2025 was sufficient to meet the actual traffic evolution.

Operational actions	Achieved	Comments
Dynamic RAD	Yes	DRAMA - Dynamic RAD at Maastricht UAC - Phase 1 - 23 JAN 2025. Implemented a first set of Dynamic RAD use cases by Maastricht UAC.
PYXIS 2A	Yes	Airspace and route structure re-design - 20 March 2025. Amended military training areas within Hannover UIR and Bremen FIR and modified route structure to reflect the amendments of military training areas.
MAKAN	Yes	Maastricht – Karlsruhe Network. Sharing procedures and tools to align CONOPS between MUAC and KUAC.

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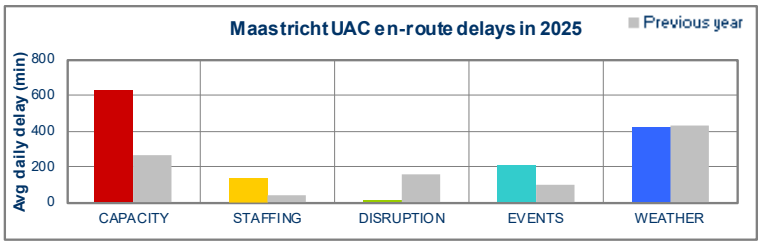
DCB and weather management	Yes	Use cases added to the current Pre-Flight procedures for re-route proposals via ATM-P.
Central High project	Yes	French/Belgium OPS border - 23 JAN 2025. Implemented new ATS routes, adapt existing ATS routes and modify PINOT area. To further improve airspace organization between Remis ACC and Maastricht UAC.
Staffing/New ATCOs: +10 (307)	Yes	
Increased usage in operations of CPDLC	Yes	Depending on the aircraft equipment. Rate increased over 2025 to 76% of traffic
Dynamic capacity depending on operational situation	No	Scheduled dynamic TMV during the day, depending on historic complexity patterns. Not done: changes in route charges caused significant shifts in traffic patterns, making historic complexity patterns invalid.
Additional support tools	Yes	Automated pre-tactical sector configuration planning.
Max sectors: BRU 6 - DECO 6 - HANN 7	Yes	

Allocation of and Reasons for En-route Delay

Year	Reference Location	Avg Daily ER Delays	% of Total ACC ER Delay
2025	EDYYB5LL	416	30.1%
2025	EDYYB5EH	316	22.8%
2025	EDYYBOLN	133	9.6%
2025	EDYYBALL	98	7.1%
2025	EDYYB5WL	73	5.2%
2025	EDYYB5WH	57	4.1%



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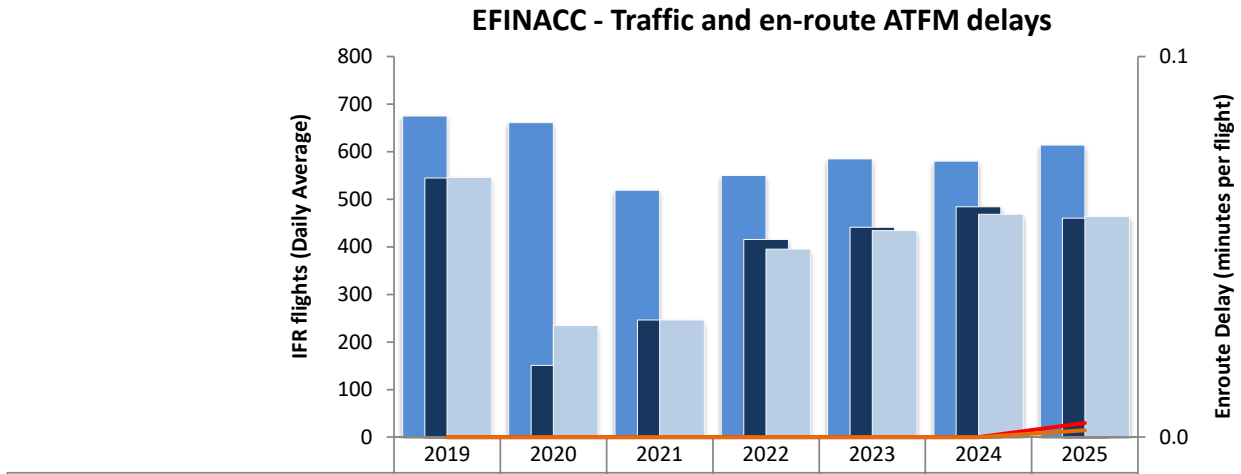
13. FINLAND - HELSINKI ACC

Traffic & Delay



	2019	2020	2021	2022	2023	2024	2025
Peak day traffic	675	661	519	550	585	580	614
Summer traffic	545	151	247	415	441	484	461
Yearly traffic	546	234	246	395	435	468	464
Summer enroute delay (all causes)	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Yearly enroute delay (all causes)	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Capacity Plan Achievements 2025

Helsinki ACC	Traffic 2025 vs. 2024			En-route Delay (All reasons - min. per flight)			Capacity			
	Forecast	Actual	% of 2019	Forecast	Actual	ACC Reference Value	NOP Plan	Actual	Capacity Gap?	Baseline
Year	+7%	-1%	85%	0.01	0.00	0.05			No	
Summer		-5%	85%		0.00		1%	0%		53

Year 2025 Performance Assessment

The average delay per flight was zero minutes per flight in 2025.

Summer 2025 performance assessment

The average delay per flight was zero minutes per flight in Summer 2025.
During summer 2025, the capacity supplied exceeded the requirements of the actual traffic evolution.

Operational actions	Achieved	Comments
Follow up of and possible modifications to support ATFCM	Yes	Review of flows and traffic demands. Introduction of Dynamic RADs to support Northern sectors seasonal Christmas traffic.
Optimised connecting routes to/from EFHK	Yes	RAD implemented, Dynamic RAD implementation ongoing. Shorten or extend EFHK transition routes to STAR as needed, taking into account traffic demand and flows, as well as international waters traffic.
FINEST: review and update of necessary procedures	Ongoing	Harmonization of Special use areas (SUA), separation minima to support FINEST implementation. Ongoing and planned to be implemented fully with 2027 Airspace change.
Re-design of MIL daily operational areas	Ongoing	Part of Airspace 2027 project. According to Finnish MIL needs with change of main fighters and NATO co-operation. Areas will be published into use with Airspace 2027 changes.

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Removal of TSA areas (TRA concept)	Ongoing	Part of Airspace 2027 project. According to Finnish MIL needs with change of main fighters and NATO co-operation. Replace existing TSA areas with TRA that can be either Flight Plan blocking or fly through with prior coordination.
Possible modifications according to KPIs and customer feedback	Yes	ACC/APP transition phase ATCO procedures. Other possible identified solutions. ACC/APP LoA and procedures updated with support of MAESTRO.
FINEST review and update as necessary	Ongoing	FMP co-operation within FINEST.
Harmonized ATC procedures between Finland and Estonia	Ongoing	Harmonization of ATCO procedures to support FINEST implementation.
FINEST: review and update of necessary ATM procedures	Ongoing	Support implementation of FINEST cross-border area. Define area of use at first stage and related procedures.
Staffing: 0 (39)	Yes	
Max sectors:4 EFIN	Yes	Depending on traffic demand, up to 8 sectors could be available

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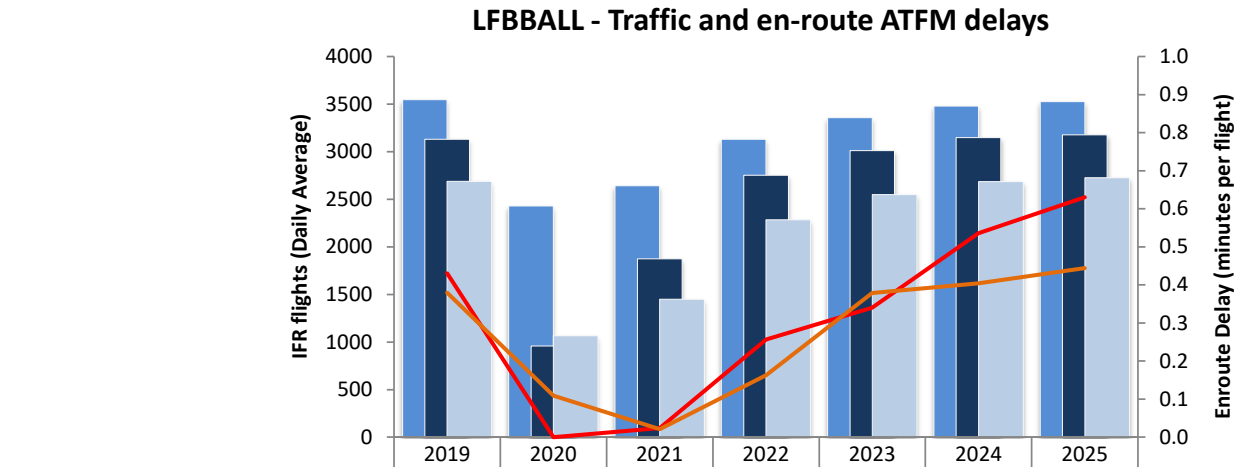
14. FRANCE - BORDEAUX ACC

Traffic & Delay



	2019	2020	2021	2022	2023	2024	2025
Peak day traffic	3548	2430	2641	3131	3358	3481	3527
Summer traffic	3132	958	1874	2754	3011	3148	3178
Yearly traffic	2690	1066	1451	2284	2550	2685	2728
Summer enroute delay (all causes)	0.43	0.00	0.02	0.26	0.34	0.54	0.63
Yearly enroute delay (all causes)	0.38	0.11	0.02	0.16	0.38	0.40	0.44

Capacity Plan Achievements 2025

Bordeaux ACC	Traffic 2025 vs. 2024			En-route Delay (All reasons - min. per flight)			Capacity			
	Forecast	Actual	% of 2019	Forecast	Actual	ACC Reference Value	NOP Plan	Actual	Capacity Gap?	Baseline
Year	+3%	+2%	101%	0.48	0.44	0.25			Yes	
Summer		+1%	101%		0.63		2%	0%		218

Year 2025 Performance Assessment

The average delay per flight was 0.44 minutes per flight in 2025, above the reference value.

33% of the delays were due to the reason Special Event (mostly occupancy regulations trial and also training for implementation of the new ATM system 4 Flight), 22% due to Weather, 21% due to ATC Capacity, 17% due to ATC Staffing, 3% due to Industrial Action, 2% due to ATC Equipment, 1% due to Airspace Management and 1% due to Other.

Summer 2025 performance assessment

The average delay per flight was 0.63 minutes per flight in Summer 2025.

32% of the summer delays were due to the reason Special Event (occupancy regulations trial), 25% due to Weather, 22% due to ATC Capacity, 14% due to ATC Staffing, 4% due to Industrial Action, 1% due to Airspace Management and 1% due to ATC Equipment.

The capacity increase during summer 2025 was not at the expected level. The technical staff industrial action that halted the 4FLIGHT training did not allow to achieve that part of the plan, it was also not possible to reallocate the full resources into the ops room during that period.

Operational actions	Achieved	Comments
Improved Airspace Management / FUA	Yes	
ZENA Périgord	Yes	Still ongoing trial (July-august excepted)
Improved ATFCM Procedures and STAM	Yes	Improvement of the FMP agents training: occupancy regulation trial
CDM processes and procedures	Yes	Monitoring processes and capacity management
MAC	Yes	During summer period, set of measures to fill different layers of geographical group of

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		sectors. Measures are internal to DSNA and also coordinated with neighbouring ACCs
Green operations	Yes	CDO with LFBO
Recruitment at maximum capacity at DSNA level	Yes	160 ATCO recruited to enter the academy and 21 additional allocation to the unit

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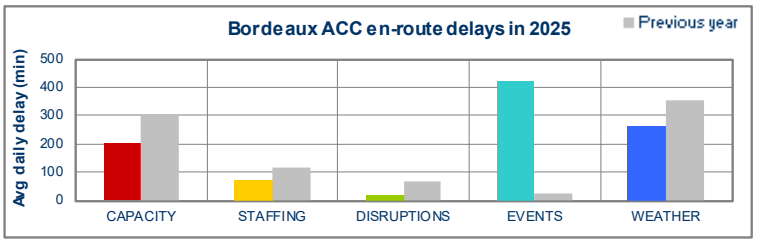
Staffing: +8 (240)	No	+6 (= Balance between new qualifications/departures (pension and internal mobility)) Ref June 2025: 193 ATCO in OPS 65 ATCO in office + 14 SATFCM = 20 OPS FTE (25% on OPS DUTY) Resulting in 213 ATCO FTE
Extra shifts	Yes	Possibility to add extra shifts if needed, to increase sectors offer on some weekdays. Extra shifts implemented when sectors offer is known at D-28, or between D-11 and D-4. When activated they were sent to NM via an update of the rolling seasonal NOP.
Training 4-Flight (outside school holidays)	Partially	Training from January until April, then stopped at the beginning of May due to technical staff industrial action
Max Sectors: 16	Yes	
Proposed remedial measures	**Achieved**	**Comments**
Continued effort to increase staffing levels and/or availability	Yes	
Flexible rostering allowing better alignment between traffic demand and sector opening times, including for week-ends and peak days	Yes	Additional shifts during summer weekends (Fri-Sat-Sun)
Adequate planning of the training for the new ATM system	Yes	Training scheduled to reduce impact on weekend and school holidays

Allocation of and Reasons for En-route Delay

Year	Reference Location	Avg Daily ER Delays	% of Total ACC ER Delay
2025	LFBBR3	114	11.6%
2025	LFBBR2	91	9.2%
2025	LFBBRL12	78	7.9%
2025	LFBBUS3	76	7.7%
2025	LFBBR4	47	4.7%
2025	LFBBUS4	43	4.4%



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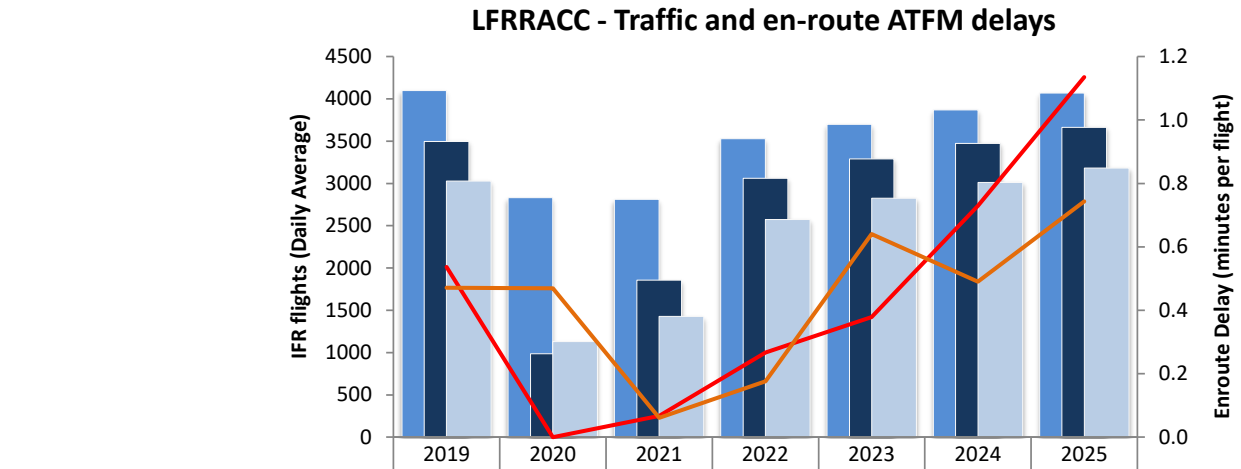
15. FRANCE - BREST ACC

Traffic & Delay



	2019	2020	2021	2022	2023	2024	2025
Peak day traffic	4097	2833	2813	3529	3698	3868	4070
Summer traffic	3497	985	1857	3062	3291	3474	3665
Yearly traffic	3028	1131	1429	2573	2827	3012	3181
Summer enroute delay (all causes)	0.54	0.00	0.07	0.27	0.38	0.73	1.14
Yearly enroute delay (all causes)	0.47	0.47	0.06	0.18	0.64	0.49	0.74

Capacity Plan Achievements 2025

Brest ACC	Traffic 2025 vs. 2024			En-route Delay (All reasons - min. per flight)			Capacity			
	Forecast	Actual	% of 2019	Forecast	Actual	ACC Reference Value	NOP Plan	Actual	Capacity Gap?	Baseline
Year	+5%	+6%	105%	0.75	0.74	0.25			Yes	
Summer		+5%	105%		1.14		2%	3%		242

Year 2025 Performance Assessment

The average delay per flight was 0.74 minutes per flight in 2025, above the reference value and in line with the NOP25 forecast.

25% of the delays were due to the reason Special Event (training for the new ATM system 4 Flight), 22% were due to ATC Staffing, 22% due to ATC Capacity, 13% due to Weather, 11% due to Industrial Action, 4% due to ATC Equipment and 1% due to the reason Other. As requested by NM, first wave delays were very low. The downside of morning shift reinforcement is the knock-on delays in the afternoon.

Summer 2025 performance assessment

The average delay per flight was 1.04 minutes per flight in Summer 2025 with a traffic growth in July that reached +7%.

25% of the summer delays were due to the reason Special Event (training for the new ATM system 4 Flight), 23% due to ATC Capacity, 20% were due to ATC Staffing, 15% due to Weather, 13% due to Industrial Action, 4% due to ATC Equipment and 1% due to the reason Other.

The capacity delivered in Summer 2025 was in line with the capacity plan.

Operational actions	Achieved	Comments
Improved Airspace Management / FUA	Yes	Trial of new TRA 90 L and H in January 2025
TRA90 L and H	Yes	Trial a D120 new weapon training area Around 100% increase in the number of military exercises
Improved ATFCM Procedures and STAM	Yes	Improvement of the FMP agents training and new FMP roster organization
CDM processes and procedures	Yes	Monitoring processes and capacity management

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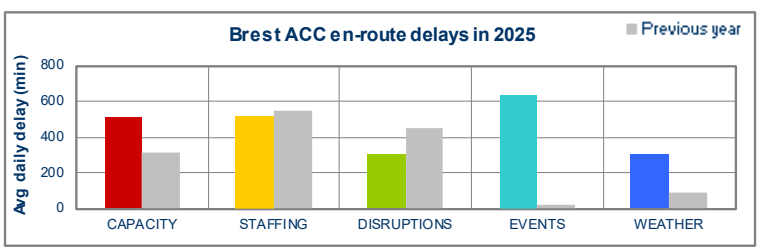
		Reinforcement of PreTactical measures to inform the network about hotspots New management structure with the creation of the Performance Division
MAC	Yes	During summer period, set of measures to fill different layers of geographical group of sectors. Measures are internal to DSNA and also coordinated with neighbouring ACCs
Green operations	Yes	Ongoing Bordeaux/Brest/Paris CDO to LFPG experimentations SESAR CONCERTO trial on dynamic RAD measures performed through summer 25 Trajectory improvement and FRA optimization Ongoing SESAR GEESE program
Recruitment at maximum capacity at DSNA level	Yes	160 ATCO recruited to enter the academy, and 10 additional ATCO allocation to the unit.
Staffing: +2 (248)	No	30 ATCO working for 4-FLIGHT implementation are outside the Ops room 205 ATCO in OPS = 204 OPS FTE 69 ATCO in office + 18 SATFCM = 22 OPS FTE (25% on OPS duty) Resulting in 227 OPS FTE
New roster based on measures in 2024 social agreement	Yes	New measures of the social agreement (signed mid-2024) used in 2025 to increase reduce first wave delays.
Antenna issues fixed	Yes	
Extra shifts	Yes	Possibility to add extra shifts if needed toincrease sectors offer on some weekdays. Extra shifts implemented when sectors offer is known at D-25. When activated they were sent to NM via an update of the rolling seasonal NOP
Training 4-Flight (outside school holidays)	Yes	6 training days per ATCO
Max sectors: 16	Yes	17 in July
Proposed remedial measures	**Achieved**	**Comments**
Continued effort to increase staffing levels and/or availability	Yes	
Flexible rostering allowing better alignment between traffic demand and sector opening times, including for week-ends and peak days	Yes	Strategic and short-term flexibility measures
Adequate planning of the training for the new ATM system	Yes	Training sessions scheduled mainly during winter season

Allocation of and Reasons for En-route Delay

Year	Reference Location	Avg Daily ER Delays	% of Total ACC ER Delay
2025	LFRRMZ	287	12.7%
2025	LFRRMZSI	229	10.1%
2025	LFRRN	198	8.7%
2025	LFRRQXSI	192	8.5%
2025	LFRRA	150	6.6%
2025	LFRRMZU	99	4.4%



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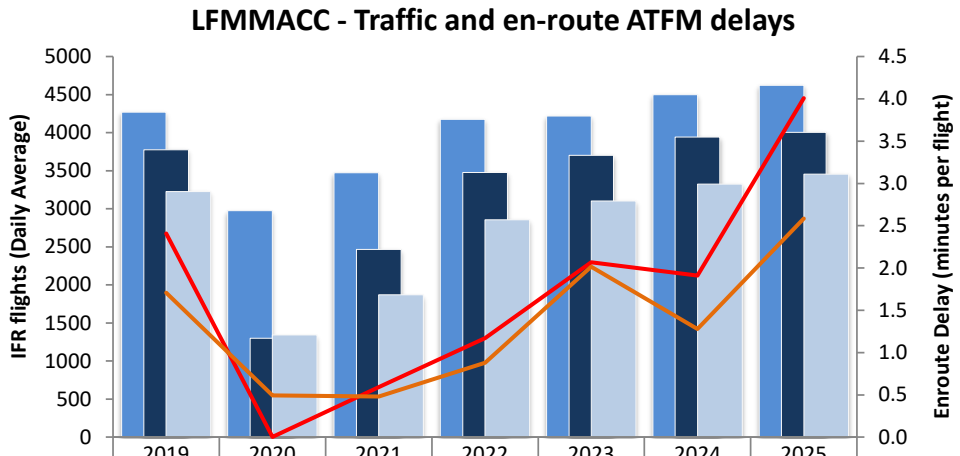
16. FRANCE - MARSEILLE ACC

Traffic & Delay



	2019	2020	2021	2022	2023	2024	2025
Peak day traffic	4269	2974	3474	4175	4220	4498	4621
Summer traffic	3774	1298	2467	3479	3704	3943	4006
Yearly traffic	3226	1344	1872	2857	3104	3324	3457
Summer enroute delay (all causes)	2.41	0.00	0.59	1.17	2.07	1.91	4.01
Yearly enroute delay (all causes)	1.71	0.50	0.48	0.88	2.02	1.28	2.58

Capacity Plan Achievements 2025

Marseille ACC	Traffic 2025 vs. 2024			En-route Delay (All reasons - min. per flight)			Capacity			
	Forecast	Actual	% of 2019	Forecast	Actual	ACC Reference Value	NOP Plan	Actual	Capacity Gap?	Baseline
Year	+5%	+4%	107%	2.84	2.58	0.30			Yes	
Summer		+2%	106%		4.01		-4%	-4%		251

Year 2025 Performance Assessment

The average delay per flight was 2.93 minutes per flight in 2025, well above the reference value and demonstrating a significant capacity gap.

54% of the delays were due to the reason ATC Capacity, 18% due to Weather, 19% due to ATC Staffing, 7% due to Industrial Action and 2% due to the reason Airspace Management.

East area: the average delay per flight was 2.74 min in 2025. 59% of the delays were due to the reason ATC capacity, 18% due to Weather, 17% due to ATC Staffing, 5% due to Industrial Action and 1% due to Airspace Management.

West area: the average delay per flight was 0.87min in 2025. 39% of delays were due to the reason ATC Capacity, 25% due to ATC Staffing, 18% due to Weather, 14% due to Industrial Action and 4% due to Airspace Management.

Summer 2025 performance assessment

The average delay per flight was 4.01 minutes per flight in Summer 2025, demonstrating a significant capacity gap.

56% of the summer delays were due to the reason ATC Capacity, 19% due to Weather, 15% due to ATC Staffing, 8% due to Industrial Action and 2% due to the reason Airspace Management.

East area: the average delay per flight was 4.19 min per flight. 62% of delays were due to reason ATC capacity, 19% due to Weather, 13% due to ATC Staffing and 5% due to Industrial Action.

West area: the average delay per flight was 1.35 min per flight. 39% of delays were due to reason ATC capacity, 22% due to ATC Staffing, 19% due to Weather, 16% due to Industrial Action and 4% due to Airspace Management.

Operational actions	Achieved	Comments
Improved Airspace Management / FUA	Yes	Implementation of ZENA Mediterranée; D540
Improved ATFCM Procedures and STAM	Yes (West)	Improvement of the FMP agents training

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	No (East)	Meeting with NM, coordination with stakeholders (AOs, Approaches, NM staff, weather forecasters)
CDM processes and procedures	Yes	Monitoring processes and capacity management Regular meetings between FMP experts and Ops room supervisors to adjusts the values. East area: some increases and some decreases of MV at the end of the summer West area: some increases of MV at the end of the summer
MAC	Yes	During summer period, set of measures to fill different layers of geographical group of sectors. Measures are internal to DSNA and also coordinated with neighbouring ACCs.
Green operations	Yes	Several trials with Geneva (OMASI) and Bordeaux (LERGA)
Recruitment at maximum capacity at DSNA level	Yes	160 ATCO recruited to enter the academy, and 15 additional ATCO allocation to the unit.
Staffing: -4 (322)	Yes	Dec 2025 -4 = Reorganisation of ATFCM Ops Staff into dedicated pool (16 per area). 302 ATCO in OPS = 302 OPS FTE (150 East + 152 West) 69 ATCO in office + 24 SATFCM = 24 OPS FTE (25% on OPS duty) (13 East + 11 West) Resulting in 326 OPS FTE
Increase of CPDLC with 4-Flight	Yes	
Minor updates of ATM system	Yes	
Capacities increasing progressively due to 4-Flight	Partially	Monitoring processes and capacity management East area: some increases and some decreases of MV at the end of the summer West area: some increases of MV at the end of the summer
Extra shifts	Yes	Possibility to add extra shifts if needed to increase sectors offer on some weekdays. Extra shifts implemented when sectors offer is known at D-28. When activated they were sent to NM via an update of the rolling seasonal NOP.
Max sectors: 30 (16 + 14)	Yes	
Proposed remedial measures	**Achieved**	**Comments**
Continued effort to increase staffing levels and/or availability	Partially	
Flexible rostering allowing better alignment between traffic demand and sector opening times, including for week-ends and peak days	Partially	
Network weather mitigation measures	Yes	
Further revision of sector capacities	Partially	

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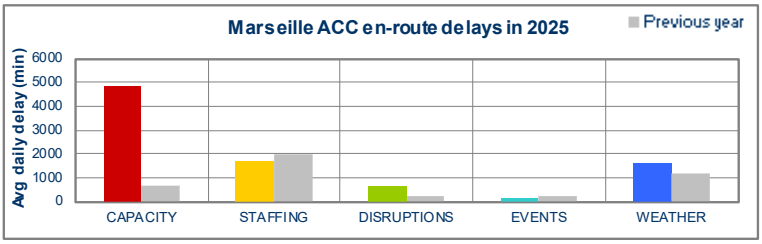
Allocation of and Reasons for En-route Delay

Year	Reference Location	Avg Daily ER Delays	% of Total ACC ER Delay
2025	LFMMGY	663	7.4%
2025	LFMMGY12	570	6.4%
2025	LFMMMNST	506	5.7%
2025	LFMMAB12	503	5.6%
2025	LFMMEK12	481	5.4%
2025	LFMMB12	448	5.0%



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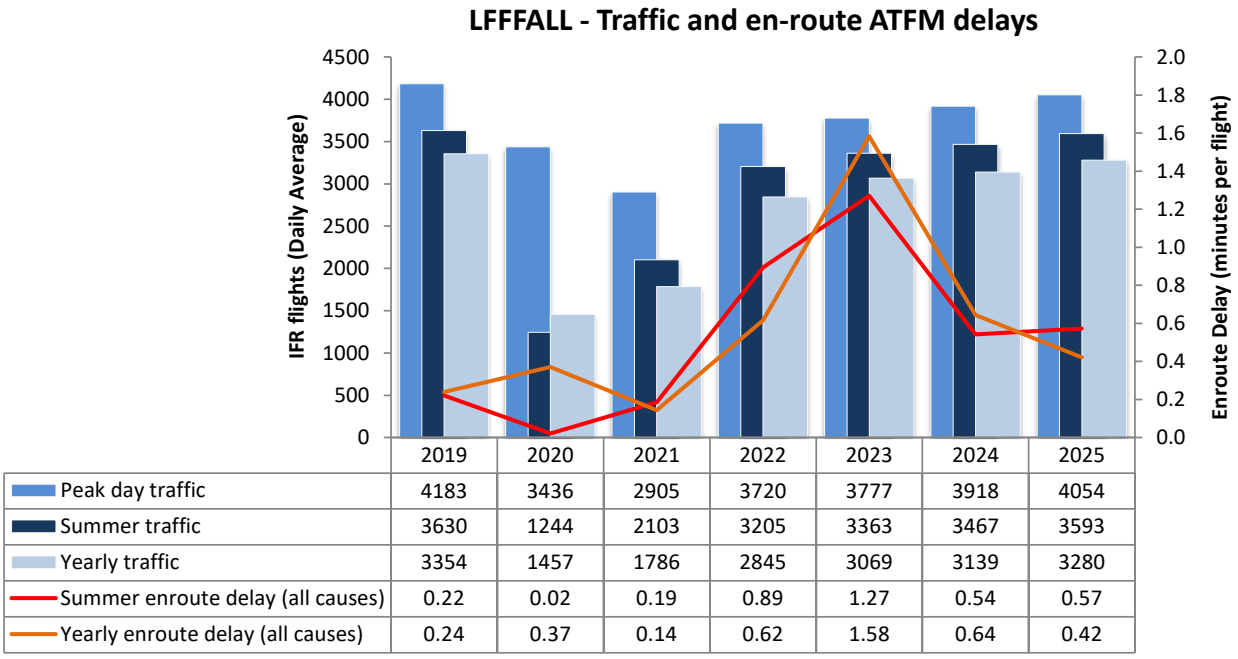
17. FRANCE - PARIS ACC

Traffic & Delay



	2019	2020	2021	2022	2023	2024	2025
Peak day traffic	4183	3436	2905	3720	3777	3918	4054
Summer traffic	3630	1244	2103	3205	3363	3467	3593
Yearly traffic	3354	1457	1786	2845	3069	3139	3280
Summer enroute delay (all causes)	0.22	0.02	0.19	0.89	1.27	0.54	0.57
Yearly enroute delay (all causes)	0.24	0.37	0.14	0.62	1.58	0.64	0.42

Capacity Plan Achievements 2025

Paris ACC	Traffic 2025 vs. 2024			En-route Delay (All reasons - min. per flight)			Capacity			
	Forecast	Actual	% of 2019	Forecast	Actual	ACC Reference Value	NOP Plan	Actual	Capacity Gap?	Baseline
Year	+4%	+4%	98%	0.33	0.42	0.18			Yes	
Summer		+4%	99%		0.57		6%	3%		250

Year 2025 Performance Assessment

The average delay per flight was 0.42 minutes per flight in 2025, above the reference value

45% of the delays were due to the reason Weather, 29% due to ATC Capacity, 13% due to Special Event (New ATM system 4 Flight implementation), 7% due to Industrial Action, 5% due to ATC Staffing and 1% due to ATC Equipment.

Summer 2025 performance assessment

The average delay per flight was 0.57 minutes per flight in Summer 2025.

59% of the summer delays were due to the reason Weather, 26% due to ATC Capacity, 9% due to Industrial Action, 5% due to ATC Staffing and 1% due to ATC Equipment

The capacity increase during summer 2025 was not at the expected level.

Operational actions	Achieved	Comments
FRA implementation north-east cell with LFEE	Yes	Commissioned on the 27th of November
Improved Airspace Management / FUA	Yes	Ongoing actions for LARA implementation
PBN to Green ILS LFPO and RNP AR LFPG	Yes	
Improved ATFCM Procedures and STAM	Yes	Improvement of the FMP agents training
CDM processes and procedures	Yes	Monitoring processes and capacity management
MAC	Yes	During summer period, set of measures to fill different layers of geographical group of

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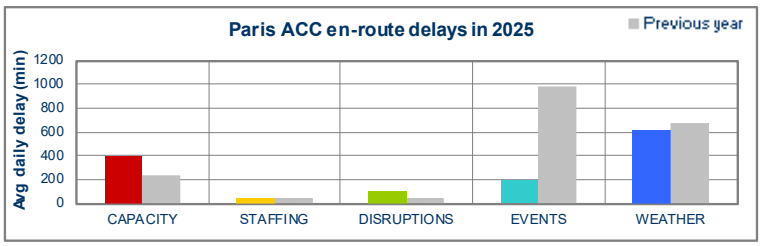
		sectors. Measures are internal to DSNA and also coordinated with neighbouring ACCs
Green operations	Yes	Trial at PEPAX, INGOR and ANG for vertical flight efficiency for LFPG inbound flights Green descent LFPG+STAR X Opticlimb at LFPO and LFPG
Recruitment at maximum capacity at DSNA level	Yes	160 ATCO recruited to enter the academy, and 20 additional ATCO allocation to the unit.
Staffing: +5(262)	No	Reorganisation of ATFCM supervisors into a dedicated pool (12 per qualification area), now outside ATCO teams. ATFCM supervisors continue to work as an OPS ATCO around 25% of total working time resulting in an adjusted ATCO contribution (0.25) 249 ATCO in OPS = 249 OPS FTE (123 West + 126 East) 67 ATCO in office = 16 OPS FTE (25% on OPS duty) (7 West + 9 East) Resulting in 265 OPS FTE (130 West + 135 East)
4-Flight implementation (Q4 2024)	Yes	Implementation started on 5th November 2024 with a transition until 16th March 2025
Capacities increasing due to 4-Flight	Yes	Regular meetings to evaluate the capacity situation Capacity situation at least recovered and better for some TV
Max sectors: 14 (7 + 7)	Yes	
Proposed remedial measures	**Achieved**	**Comments**
Continued effort to increase staffing levels and/or availability	Yes	Creation of a new division in charge of capacity management (FMP + Staffing).
Flexible rostering allowing better alignment between traffic demand and sector opening times, including for week-ends and peak days	Yes	New rostering organisation with staffing densification when necessary
Network weather mitigation measures	Yes	Stormy weather scenario + cross border
Ensure on-time implementation of planned airspace changes	Yes	Latest implementations were on time (free route)
Further revision of sector capacities	Yes	Continuous action and regular meeting (composed of FMP experts and ATCO representatives) to increase sector capacities.

Allocation of and Reasons for En-route Delay

Year	Reference Location	Avg Daily ER Delays	% of Total ACC ER Delay
2025	LFFFUJ	217	16.0%
2025	LFFFTE	155	11.4%
2025	LFFFLMH	146	10.8%
2025	LFFFAORS	76	5.6%
2025	LFFFTNTB	68	5.0%
2025	LFFFDOGS	61	4.5%



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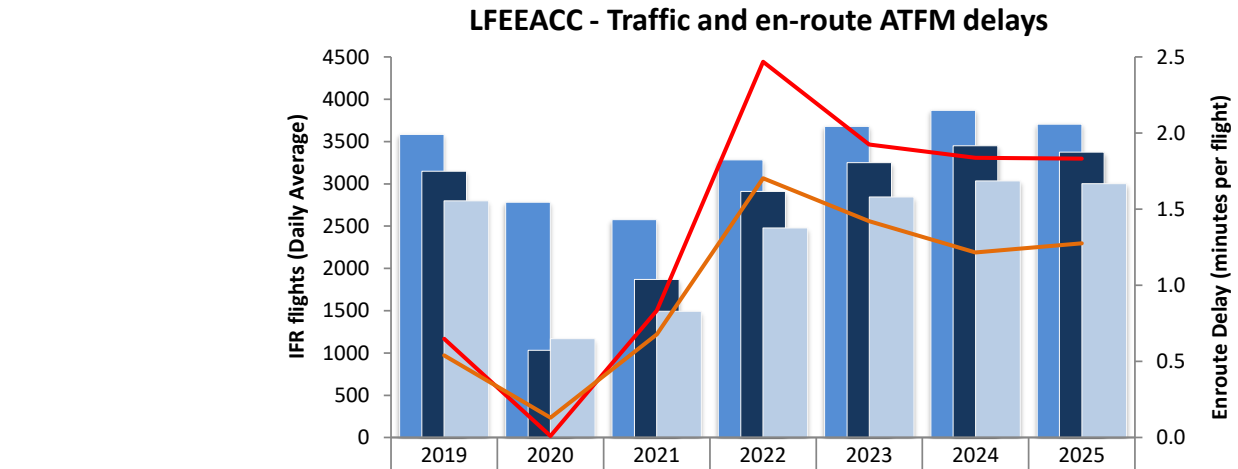
18. FRANCE - REIMS ACC

Traffic & Delay



	2019	2020	2021	2022	2023	2024	2025
Peak day traffic	3584	2782	2576	3285	3680	3870	3705
Summer traffic	3151	1032	1869	2912	3252	3451	3376
Yearly traffic	2799	1171	1493	2480	2845	3035	3002
Summer enroute delay (all causes)	0.65	0.01	0.83	2.47	1.92	1.84	1.83
Yearly enroute delay (all causes)	0.54	0.13	0.68	1.70	1.42	1.22	1.28

Capacity Plan Achievements 2025

Reims ACC	Traffic 2025 vs. 2024			En-route Delay (All reasons - min. per flight)			Capacity			
	Forecast	Actual	% of 2019	Forecast	Actual	ACC Reference Value	NOP Plan	Actual	Capacity Gap?	Baseline
Year	+3%	-1%	107%	0.76	1.28	0.31			Yes	
Summer		-2%	107%		1.83		6%	2%		205

Year 2025 Performance Assessment

The average delay per flight was 1.28 minutes per flight in 2025, well above the reference value.

45% of the delays were due to the reason ATC Capacity, 29% due to ATC Staffing, 18% due to Weather, 3% due to Airspace Management, 3% due to the reason Special Event, 1% due to ATC Equipment and 1% due to Industrial Action.

The traffic evolution is impacted by the new sectorisation at the French Belgium border (Reims Maastricht Interface) that changed the traffic counts (some of the traffic that was previously wrongfully allocated to Reims because counted in the Reims airspace while not being controlled are now only counted into MUAC airspace).

Summer 2025 performance assessment

The average delay per flight was 1.83 minutes per flight in Summer 2025.

47% of the summer delays were due to the reason ATC Capacity, 25% due to ATC Staffing, 21% due to Weather, 4% due to Airspace Management, 1% due to ATC Equipment, 1% due to Industrial Action and 1% due to Special Event.

The capacity increase during summer 2025 was not at the expected level. The benefits of the implemented actions were not fully exploited.

Operational actions	Achieved	Comments
Xborder FRA MUAC	Ongoing	A new cell North-East was implemented at the Airac 2512 with the first step of Xborder FRA MUAC. The next step is planned between 2026 and 2028.
Improved Airspace Management / FUA	Yes	Optimization of TRA200/22 management
Improved ATFCM Procedures and STAM	Yes	Same procedures as 2024

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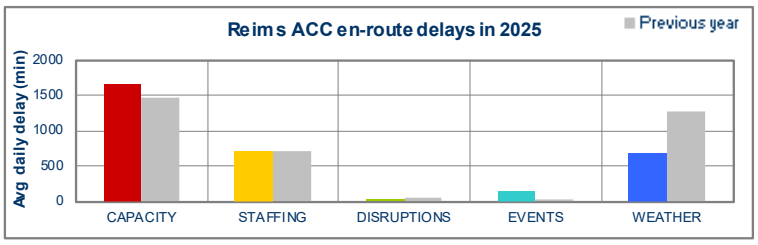
CDM processes and procedures	Yes	Use of ATMP with AO
MAC	Yes	During summer period, set of measures to fill different layers of geographical group of sectors. Measures are internal to DSNA and also coordinated with neighbouring ACCs
Green operations	Yes	CONCERTO trial
Reorganisation of lower airspace with Strasbourg and Bale APP Central High	Yes	Increase of offer in upper airspace
Xborder initiative weather	Yes	
Recruitment at maximum capacity at DSNA level	Yes	160 ATCO recruited to enter the academy, and 8 additional ATCO allocation to the unit.
Densified rostering	Yes	New shifts and new HR tools according to the new social agreement in DSNA
Staffing: +9 (227)	No	Same level of staffing as 2024 due to the equilibrium of new qualifications compared to ATCO departures to new appointments 189 ATCO in OPS = 189 OPS FTE 63 ATCO in office + 18 SATFCM = 20 OPS FTE (25% on OPS duty) Resulting in 209 OPS FTE
4-FLIGHT 2.1	Yes	
Capacity increasing progressively due to 4-FLIGHT (2.x and 3.x versions)	No	No increase in 2025
Extra shifts	Yes/No	Possibility to add extra shifts if needed toincrease sectors offer on some days (Monday and Friday). Extra shifts implemented when sectors offer is known at D-25. When activated they were sent to NM via an update of the rolling seasonal NOP.
CAPAN	Yes	Assessment of sector capacities
Max sectors: 15	Yes	
Proposed remedial measures	**Achieved**	**Comments**
Continued effort to increase staffing levels and/or availability	Yes	
Flexible rostering allowing better alignment between traffic demand and sector opening times, including for week-ends and peak days	Yes	Under D-25, HR unit propose extra shift or switch to align demand and offer but it is not mandatory
Network weather mitigation measures	Yes	EWAS HMI evaluation to consolidate ops need
Ensure on-time implementation of planned airspace changes	Yes	CEHI on AIRAC 2501 and realignment of UL15/10 on AIRAC 2505
Further revision of sector capacities	No	No until 2026 and 4-FLIGHT 3.x

Allocation of and Reasons for En-route Delay

Year	Reference Location	Avg Daily ER Delays	% of Total ACC ER Delay
2025	LFEE5R	443	13.7%
2025	LFEE4N	367	11.4%
2025	LFEEHYR	324	10.0%
2025	LFEE4E	313	9.7%
2025	LFEEKR	293	9.1%
2025	LFEEKHN	246	7.6%



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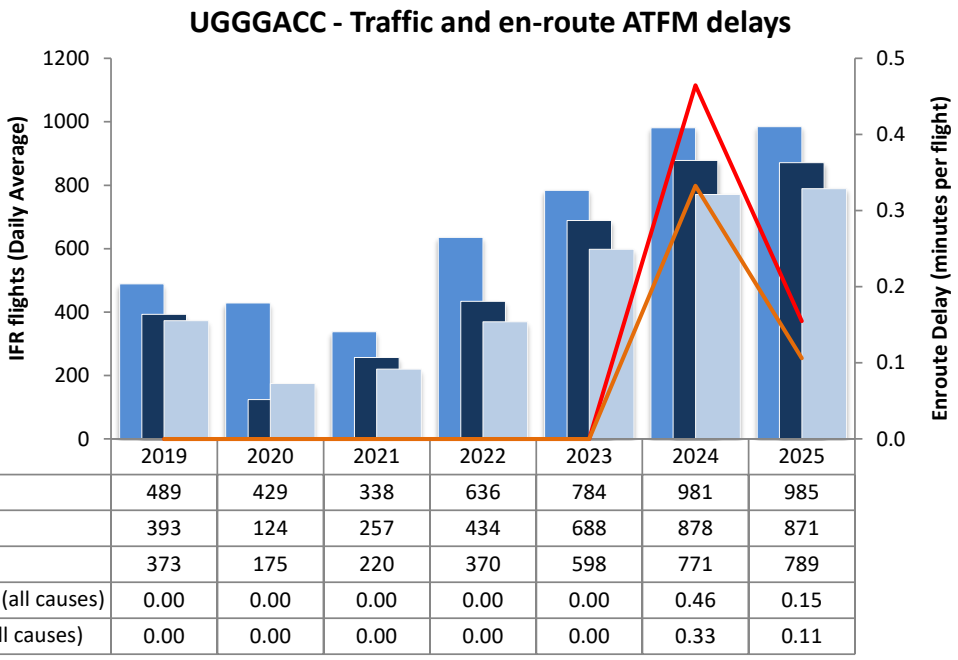
19. GEORGIA - TBILISI ACC

Traffic & Delay



	2019	2020	2021	2022	2023	2024	2025
Peak day traffic	489	429	338	636	784	981	985
Summer traffic	393	124	257	434	688	878	871
Yearly traffic	373	175	220	370	598	771	789
Summer enroute delay (all causes)	0.00	0.00	0.00	0.00	0.00	0.46	0.15
Yearly enroute delay (all causes)	0.00	0.00	0.00	0.00	0.00	0.33	0.11

Capacity Plan Achievements 2025

Tbilisi ACC	Traffic 2025 vs. 2024			En-route Delay (All reasons - min. per flight)			Capacity			
	Forecast	Actual	% of 2019	Forecast	Actual	ACC Reference Value	NOP Plan	Actual	Capacity Gap?	Baseline
Year	+11%	+2%	211%	0.09	0.11	0.02			Yes	
Summer		-1%	222%		0.15		10%	10%		67

Year 2025 Performance Assessment

The average delay was 0.11 minutes per flight in 2025, above the reference value.
85% of the delays were due to the reason ATC Capacity and 15% due to Weather.

Summer 2025 performance assessment

The average delay was 0.15 minutes per flight in Summer 2025.
82% of the delays were due to the reason ATC Capacity and 18% due to Weather.

The capacity increase during summer 2025 was in line with the traffic growth. However, slight capacity gap was still present, mainly due to isolated traffic peaks.

Operational actions	Achieved	Comments
Improved ATFCM, including STAM	Yes	Ongoing work to improve local ATFCM practices.
Recruitment plan for new ATCOs for all ATS units	Yes	
27 new ATCOs for the ACC	Yes	Currently in training also for TWR and APP.
Densified roster	Yes	Staff was planned to guarantee the possibility to offer four sectors on a regular basis.
Staffing: +0 (26)	Yes	Actual was +5 (43)
ATM system upgrade	Yes	Implemented in April 2025.
Max sectors: 4	Yes	
Proposed remedial measures	Achieved	Comments

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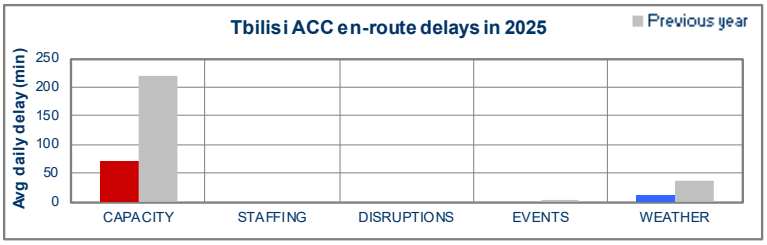
Continued effort to increase staffing levels and/or availability	Yes	Staffing was increased before summer by 5 ATCOs and continuous recruitment and training are ongoing.
Revision of sector capacities	No	
Implementation of airspace changes	No	Additional sector planned for summer 2027

Allocation of and Reasons for En-route Delay

Year	Reference Location	Avg Daily ER Delays	% of Total ACC ER Delay
2025	UGGGEAST	84	99.7%
2025	UGGGWEST	0	0.3%



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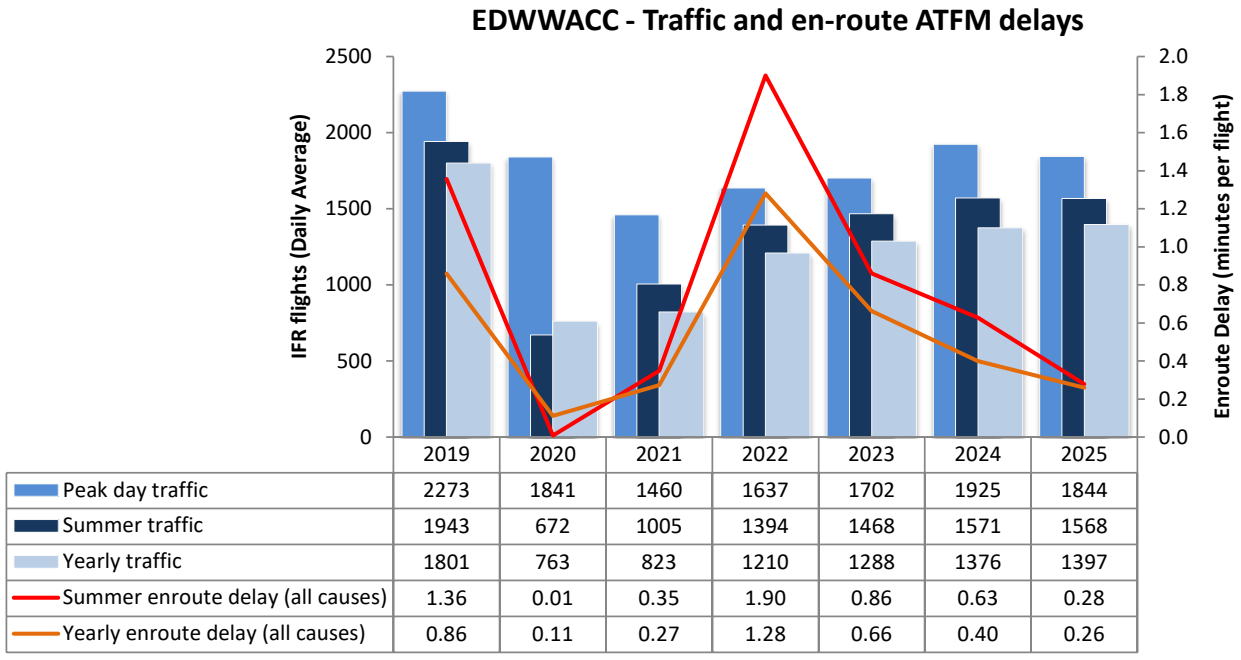
20. GERMANY - BREMEN ACC

Traffic & Delay



	2019	2020	2021	2022	2023	2024	2025
Peak day traffic	2273	1841	1460	1637	1702	1925	1844
Summer traffic	1943	672	1005	1394	1468	1571	1568
Yearly traffic	1801	763	823	1210	1288	1376	1397
Summer enroute delay (all causes)	1.36	0.01	0.35	1.90	0.86	0.63	0.28
Yearly enroute delay (all causes)	0.86	0.11	0.27	1.28	0.66	0.40	0.26

Capacity Plan Achievements 2025

Bremen ACC	Traffic 2025 vs. 2024			En-route Delay (All reasons - min. per flight)			Capacity			
	Forecast	Actual	% of 2019	Forecast	Actual	ACC Reference Value	NOP Plan	Actual	Capacity Gap?	Baseline
Year	+1%	+2%	78%	0.60	0.26	0.23			No	
Summer		0%	81%		0.28		-2%	8%		111

Year 2025 Performance Assessment

The average delay per flight was 0.26 minutes per flight in 2025, slightly above the reference value.

44% of the delays were due to the reason ATC Capacity, 22% due to Special Event, 15% due to Weather, 14% due to ATC Staffing and 4% due to Airspace Management.

Summer 2025 performance assessment

The average delay per flight was 0.28 minutes per flight in Summer 2025.

59% of the summer delays were due to the reason ATC Capacity, 24% due to Weather, 12% due to ATC Staffing, 4% due to Airspace Management and 2% due to the reason Special Event.

The capacity increase during Summer 2025 was higher than the planned capacity increase.

Operational actions	Achieved	Comments
Airspace re-design project "ZEBRA" (EDWWCTAN, EDWWCTAS	Yes	20 March 2025 - Preparation and alignment to future large-scale changes of military training areas within the Netherlands and Germany
DFS training for new ATCOs at maximum level	Yes	
Staffing -16 (185)	Yes	Reducing part-time employment and successful training led to a total of -13 (194)
ATM System Upgrade (P2i)	Yes	June 2025
Sector capacity re-validation due to airspace project "ZEBRA / PYXIS"	Yes	Higher throughput in Summer 2025 Implementation of new capacity values in JAN 2026

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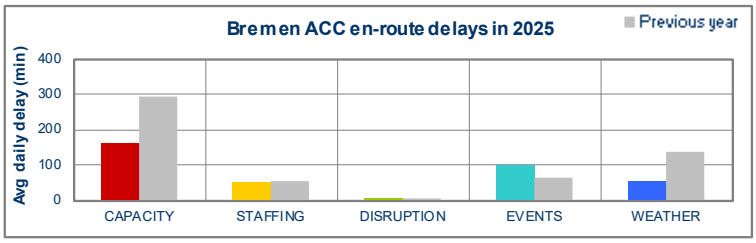
Train the Trainer iCAS	Yes	14 ATCOs planned for Train the Trainers
Max sectors: 9 ENR + 4 APP + 2 feeders	Yes	HAM-Approach now single APCH sector due to ZEBRA (HAM = HAME+HAMW)
Proposed remedial measures	**Achieved**	**Comments**
Continued effort to increase staffing levels and/or availability	Yes	Reducing part-time employment and successful training led to a total of -13 (194)
Flexible rostering allowing better alignment between traffic demand and sector opening times, including for weekends and peak days	Yes	Improvements to the rostering (especially East sector group, morning and evening)
Ensure on time implementation of planned airspace changes	Yes	ZEBRA successfully implemented
Adequate planning of the training for the new ATM system	Yes	Led to increase of iCAS trainer team
Revision of sector capacities	Yes	Higher throughput in Summer 2025 Implementation of new capacity values in JAN 2026

Allocation of and Reasons for En-route Delay

Year	Reference Location	Avg Daily ER Delays	% of Total ACC ER Delay
2025	EDWWHEIC	130	35.8%
2025	EDWWFLGBOF	62	17.1%
2025	EDWWHAM	58	16.1%
2025	EDWWSUED	32	8.9%
2025	EDWWDBANS	16	4.5%
2025	EDWWMARMR	14	3.9%



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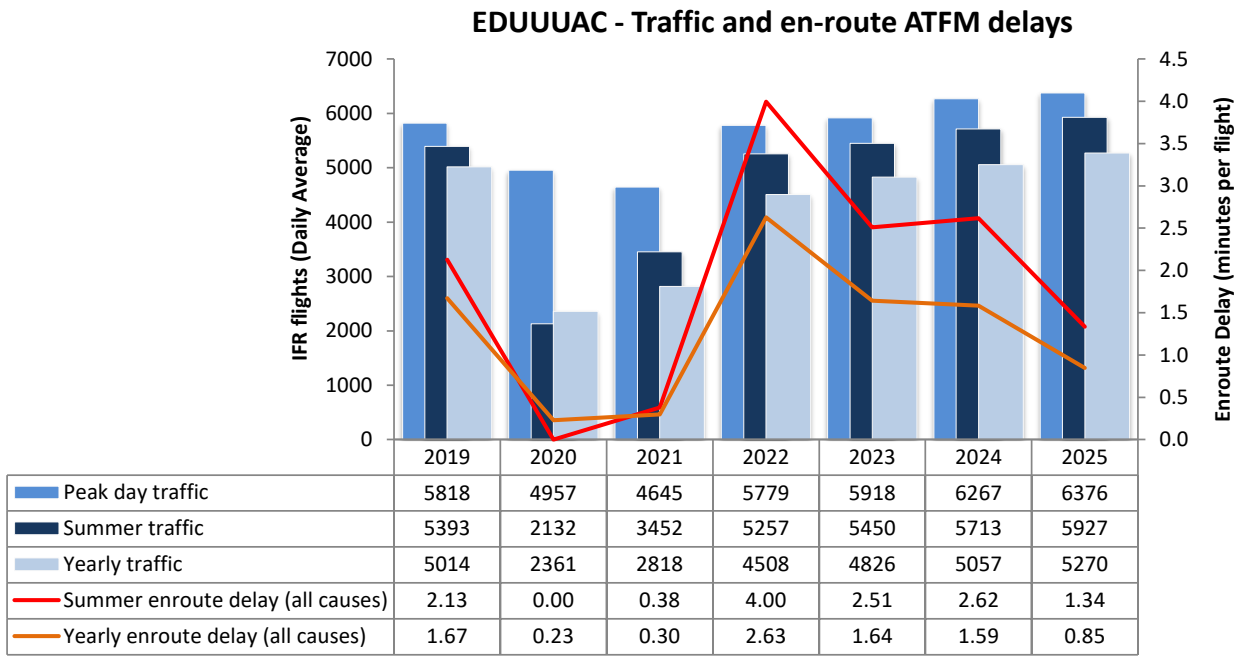
21. GERMANY - KARLSRUHE UAC

Traffic & Delay



	2019	2020	2021	2022	2023	2024	2025
Peak day traffic	5818	4957	4645	5779	5918	6267	6376
Summer traffic	5393	2132	3452	5257	5450	5713	5927
Yearly traffic	5014	2361	2818	4508	4826	5057	5270
Summer enroute delay (all causes)	2.13	0.00	0.38	4.00	2.51	2.62	1.34
Yearly enroute delay (all causes)	1.67	0.23	0.30	2.63	1.64	1.59	0.85

Capacity Plan Achievements 2025

Karlsruhe ACC	Traffic 2025 vs. 2024			En-route Delay (All reasons - min. per flight)			Capacity			
	Forecast	Actual	% of 2019	Forecast	Actual	ACC Reference Value	NOP Plan	Actual	Capacity Gap?	Baseline
Year	+7%	+4%	105%	1.46	0.85	0.31			Yes	
Summer		+4%	110%		1.34		1%	9%		356

Year 2025 Performance Assessment

The average delay per flight was 0.85 minutes per flight in 2025 above the reference value.

52% of the delays were due to the reason ATC Capacity, 42% due to Weather, 4% due to ATC staffing and 1% due to Airspace Management.

Summer 2025 performance assessment

The average delay per flight was 1.34 minutes per flight in Summer 2025, half of the delay per flight of Summer 2024.

49% of the summer delays were due to the reason ATC Capacity, 46% due to Weather, 4% due to ATC Staffing and 1% due to Airspace Management.

The capacity increase during Summer 2025 was higher than the planned capacity increase.

Operational actions	Achieved	Comments
FRA adaptations in line with the airspace projects	Yes	
Continuous development of Complexity Tool "iFMP"	Yes	Improving iFMP (2 releases in 2025); successful iFMP Complexity-Filter trial phase
AO Cooperation	Yes	Work based on the intruders monitoring dashboard results Improved cooperation for interactions, flight planning, and flight plan adherence
X-Border Cooperation EDYY, LSAZ, LOVV	Yes	Improving the SE axis
Airspace project "ALFA" (EDUUUTAC)	Yes	Implemented 20 February 2025.

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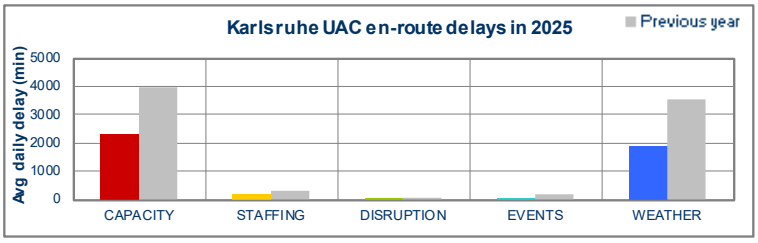
		Benefits: Better Traffic Distribution on the SE-AXIS, substantial delay reduction FFM* up to –70% and more flexibility for Staff planning for Central Sector Group
MAKAN convergence - procedures	Yes	Preparation of convergence of ATM System components and procedures btwn. MUAC & KUAC | using of common services & availability of a common cloud-based system, platform;
DFS training for new ATCOs at maximum level	Yes	
Staffing: +14 (427)	Yes	successful training led to a total of +11 (430)
Progressive utilization of data link depending on the number of connected flights	Yes	
MAKAN convergence OPS & TECH	Yes	Convergence of ATM System components and procedures between MUAC & KUAC, use of common services & availability of a common cloud-based system platform
TMV Validation (e.g. CPDLC)	Yes	Continuous process Revalidation for South sector group Validation for West and East sector group
Intruder Monitoring and AO Cooperation	Yes	Intruder monitoring dashboard; big success
Max sectors: 29-30 ENR	Yes	
Proposed remedial measures	**Achieved**	**Comments**
Continued effort to increase staffing levels and/or availability	Yes	Flexible Rostering and Demand-Capacity-Balancing
Flexible rostering allowing better alignment between traffic demand and sector opening times, including for weekends and peak days	Yes	New Procedure in terms of Staff Distribution and Extra shift planning according to 8-Weeks Forecast
Network weather mitigation measures	Yes	X-Border Weather Procedures and Pretactical Rerouting Scenarios + Rerouting Scenraios on tactical basis
Ensure on time implementation of planned airspace changes	Yes	All Airspace Projects were implemented on time (e.g. ALFA, ERL)
Revision of sector capacities	Yes	On a weekly basis and regular TMV Validations

Allocation of and Reasons for En-route Delay

Year	Reference Location	Avg Daily ER Delays	% of Total ACC ER Delay
2025	EDUUERL12	386	8.6%
2025	EDUUNTM3C	284	6.3%
2025	EDUUSLN13	251	5.6%
2025	EDUUFFM1C	248	5.5%
2025	EDUUDON1D	229	5.1%
2025	EDUUDON1C	208	4.7%



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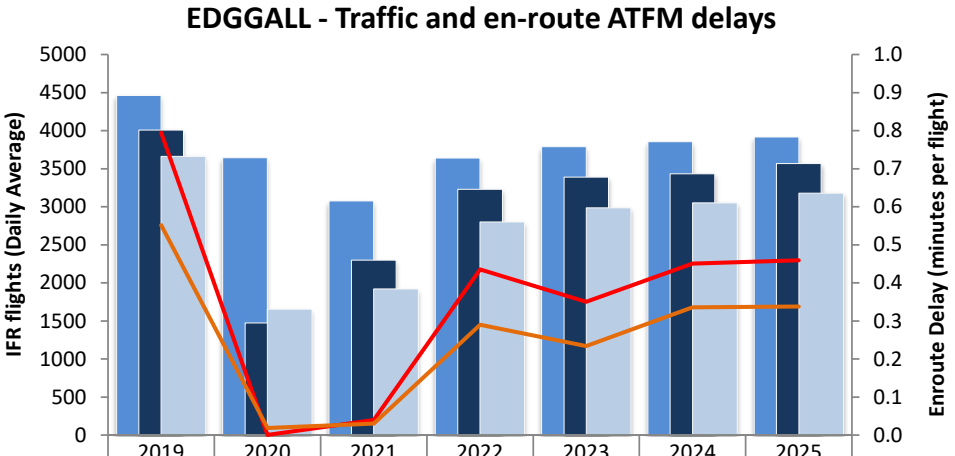
22. GERMANY - LANGEN ACC

Traffic & Delay



	2019	2020	2021	2022	2023	2024	2025
Peak day traffic	4462	3646	3076	3641	3791	3855	3918
Summer traffic	4009	1474	2299	3231	3389	3435	3568
Yearly traffic	3662	1656	1922	2800	2986	3053	3178
Summer enroute delay (all causes)	0.79	0.00	0.04	0.44	0.35	0.45	0.46
Yearly enroute delay (all causes)	0.55	0.02	0.03	0.29	0.23	0.34	0.34

Capacity Plan Achievements 2025

Langen ACC	Traffic 2025 vs. 2024			En-route Delay (All reasons - min. per flight)			Capacity			
	Forecast	Actual	% of 2019	Forecast	Actual	ACC Reference Value	NOP Plan	Actual	Capacity Gap?	Baseline
Year	+5%	+4%	87%	0.38	0.34	0.21			Yes	
Summer		4%	89%		0.46		0%	5%		230

Year 2025 Performance Assessment

The average delay per flight was 0.34 minutes per flight in 2025, above the reference value.

39% of the delays were due to the reason ATC Capacity, 29% due to Weather, 28% due to ATC Staffing and 2% due to Airspace Management.

Summer 2025 performance assessment

The average delay per flight was 0.46 minutes per flight in Summer 2025.

38% of the summer delays were due to the reason ATC Capacity, 37% due to Weather, 22% due to ATC Staffing, 1% due to Airspace Management 1% due to the reason Equipment.

The capacity increase during Summer 2025 was higher than the planned capacity increase.

Operational actions	Achieved	Comments
Complexity Tool (“AirMagic”) operational use	Yes	Validation successfully finalized in 2024 and operational by 2nd of January 2025
DFS training for new ATCOs	Yes	At maximum level
Staffing: +0 (368)	Yes	Successful training led to a total of +3 (377)
Max sectors: 20 ENR + 10 APP + 5 feeders + 2 military positions	Yes	
Proposed remedial measures	**Achieved**	**Comments**
Continued effort to increase staffing levels and/or availability	Yes	Successful training led to a total of +3 (377)

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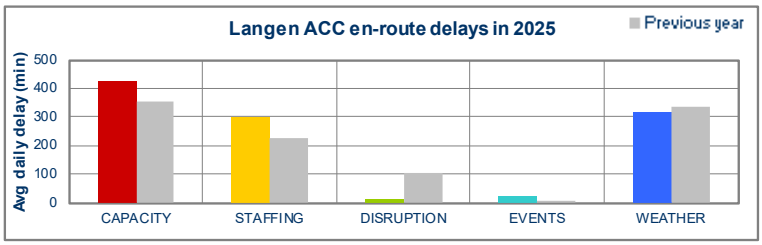
Flexible rostering allowing better alignment between traffic demand and sector opening times, including for week-ends and peak days	Yes	
Network weather mitigation measures	Yes	

Allocation of and Reasons for En-route Delay

Year	Reference Location	Avg Daily ER Delays	% of Total ACC ER Delay
2025	EDGG4	225	20.9%
2025	EDGGKOD	179	16.6%
2025	EDGG2	164	15.2%
2025	EDGGADS	132	12.2%
2025	EDGGDUS	62	5.8%
2025	EDGGKIRU	55	5.1%



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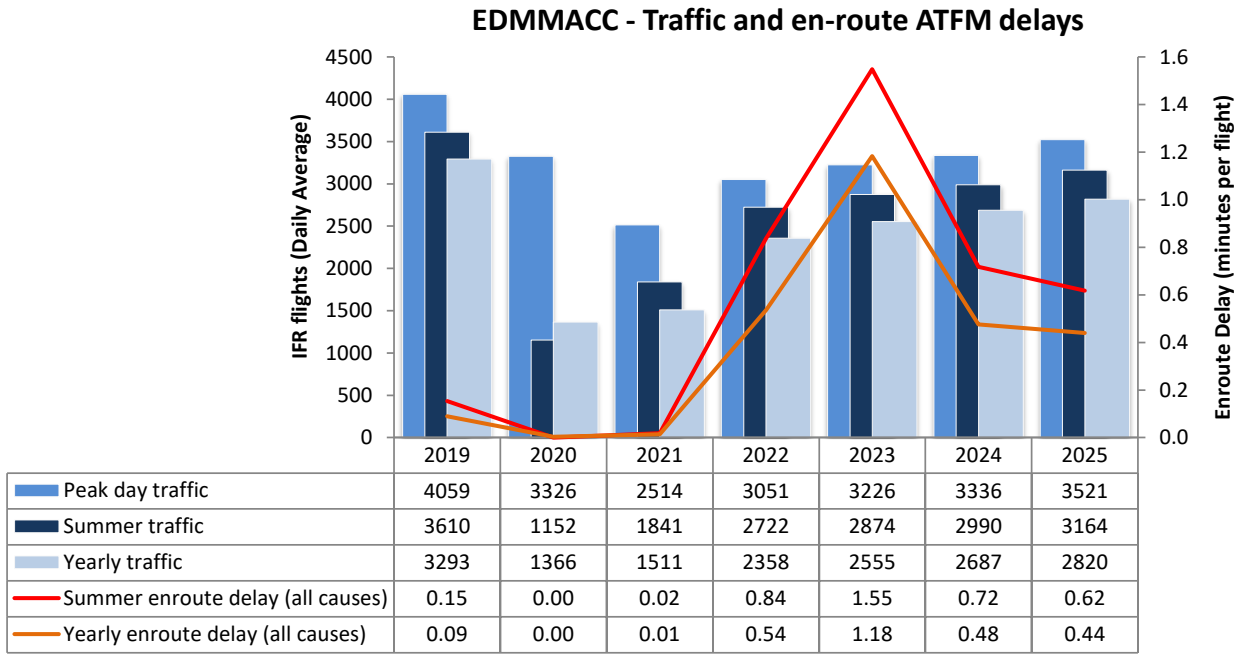
23. GERMANY - MÜNCHEN ACC

Traffic & Delay



	2019	2020	2021	2022	2023	2024	2025
Peak day traffic	4059	3326	2514	3051	3226	3336	3521
Summer traffic	3610	1152	1841	2722	2874	2990	3164
Yearly traffic	3293	1366	1511	2358	2555	2687	2820
Summer enroute delay (all causes)	0.15	0.00	0.02	0.84	1.55	0.72	0.62
Yearly enroute delay (all causes)	0.09	0.00	0.01	0.54	1.18	0.48	0.44

Capacity Plan Achievements 2025

München ACC	Traffic 2025 vs. 2024			En-route Delay (All reasons - min. per flight)			Capacity			
	Forecast	Actual	% of 2019	Forecast	Actual	ACC Reference Value	NOP Plan	Actual	Capacity Gap?	Baseline
Year	+6%	+5%	86%	1.37	0.44	0.21			Yes	
Summer		+6%	88%		0.62		0%	7%		209

Year 2025 Performance Assessment

The average delay per flight was 0.44 minutes per flight in 2025, above the reference value.
48% of the delays were due to the reason ATC Capacity, 43% due to Weather and 8% due to ATC Staffing.

Summer 2025 performance assessment

The average delay per flight was 0.62 minutes per flight in Summer 2025.
53% of the summer delays were due to the reason Weather, 39% due to ATC Capacity and 7% due to ATC Staffing.

The capacity increase during Summer 2025 was higher than the planned capacity increase.

Operational actions	Achieved	Comments
Green flying concepts EDDP	partially	Has been implemented partially in 2025; process on-going.
Remote Tower Control (RTC) in Dresden	No	Technical problems forced RTC Dresden to reschedule.
DFS training for new ATCOs	Yes	Sustained high-level effort in training new ATCOs
Staffing: -11 (220)	Yes	Reducing part-time employment and successful training led to a total of -6 (223) despite ATCOs transitioning to interim benefits and subsequently to retirement.
Update ATM System (iCAS release 4.4.2)	Yes	Improved stability and reduced workload for ATCOs; successful implementation in SEP 25

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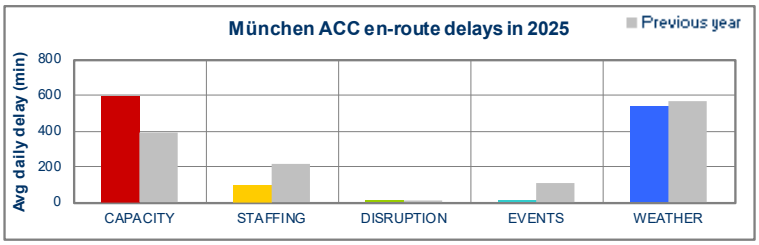
Continuous review of sector capacities	Yes	Post ops assessment and regular meetings to assess sector capacities. Average increase ~5% to 15%.
Max sectors: 16 ENR + 4 APP + 2 feeders	Yes	
Proposed remedial measures	**Achieved**	**Comments**
Continued effort to increase staffing levels and/or availability	Yes	Maximum use of incentivized shifts.
Flexible rostering allowing better alignment between traffic demand and sector opening times, including for weekends and peak days	Yes	Optimized shift planning using post-ops data.
Network weather mitigation measures	Yes	Positive impact of network weather mitigation measures assumed. Assessment at local level not feasible.
Revision of sector capacities	Yes	Ongoing process. Use of AirMagic workload prediction and continuous improvement of iCAS enables capacities above TMV values on tactical basis. Regular update of the TMV values with 5-15% increase in some sectors.

Allocation of and Reasons for En-route Delay

Year	Reference Location	Avg Daily ER Delays	% of Total ACC ER Delay
2025	EDMMCS6	154	12.4%
2025	EDMMCS9	153	12.3%
2025	EDMMCT1	140	11.3%
2025	EDMMCN2	139	11.2%
2025	EDMMCS8	112	9.0%
2025	EDMMCF4	108	8.7%



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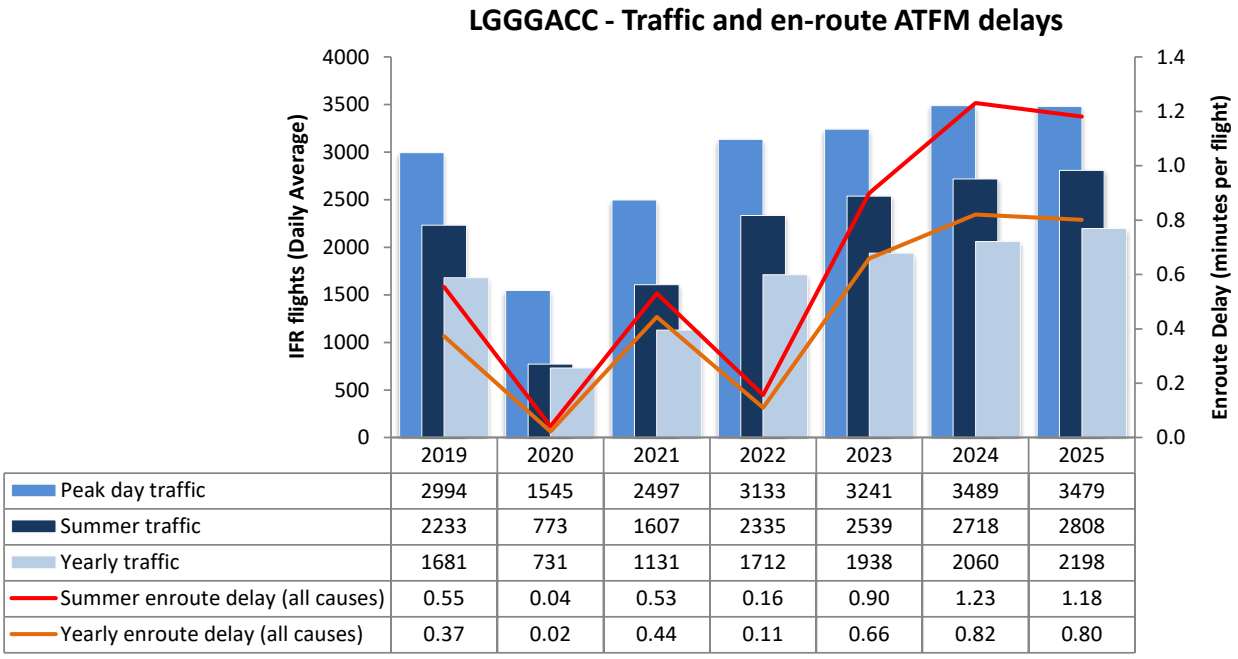
24. GREECE - ATHINAI ACC

Traffic & Delay



	2019	2020	2021	2022	2023	2024	2025
Peak day traffic	2994	1545	2497	3133	3241	3489	3479
Summer traffic	2233	773	1607	2335	2539	2718	2808
Yearly traffic	1681	731	1131	1712	1938	2060	2198
Summer enroute delay (all causes)	0.55	0.04	0.53	0.16	0.90	1.23	1.18
Yearly enroute delay (all causes)	0.37	0.02	0.44	0.11	0.66	0.82	0.80

Capacity Plan Achievements 2025

Athinai ACC	Traffic 2025 vs. 2024			En-route Delay (All reasons - min. per flight)			Capacity			
	Forecast	Actual	% of 2019	Forecast	Actual	ACC Reference Value	NOP Plan	Actual	Capacity Gap?	Baseline
Year	+8%	7%	131%	1.10	0.80	0.28			Yes	
Summer		+3%	126%		1.18		1%	5%		201

Year 2025 Performance Assessment

The average delay was 0.80 minutes per flight in 2025, above the reference value.
69% of the yearly delays were due to the reason ATC Staffing, 17% due to Weather, 10% due to the reason Other and 4% due to ATC Equipment.

Summer 2025 performance assessment

The average delay was 1.18 minutes per flight in Summer 2025.
68% of the summer delays were due to the reason ATC Staffing, 17% due to Weather, 11% due to the reason Other and 4% due to ATC Equipment.

The capacity increase during summer 2025 was higher than planned, however it was not sufficient to recover the pre-existing capacity gap.

Operational actions	Achieved	Comments
Stepped implementation of FRA as described in the ERNIP Part 2	Ongoing	
Civil/military coordination improvements	Ongoing	Procedure improvement to minimize the impact on ATCO workload. Improved coordination process with military.
Stepped integration of future civil/military airspace structures' requirements	Ongoing	New AMA areas
Stepped Implementation of LARA	No	Call for tender and procurement - postponed for 2026

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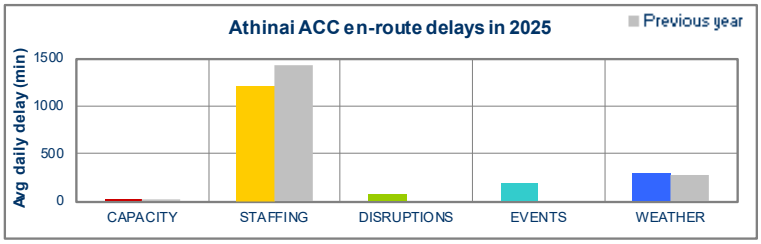
PBN implementation in existing TMAs (LGAV)	Ongoing	PBN overlay procedures implemented in 2024. New PBN procedures as part of TMA airspace reorganisation are being finalised.
Athinai APP Airspace reorganization	Ongoing	Project continues as planned
Improved ATFCM, including STAM	Yes	Continuous process.
Improved ATS route network and airspace management	Yes	
Recruitment policy for all the HASP ATC units	Yes	97 new ATCOs for all the HASP ATC units in 2025
10 new ATCOs from 2023 recruitment campaign	Yes	
Staffing: +3 (90)	Yes	+9 (96) ATCOs
Max sectors: 5/6	Yes	6 sectors were opened regularly
Proposed remedial measures	Achieved	Comments
Continued effort to increase staffing levels and/or availability	Yes	Agreement for voluntary extra shifts
Continued alignment of traffic demand and sector opening times	Yes	
Revision of sector capacities	Yes	Reinforced use of OTMVs increased the overall sector throughput

Allocation of and Reasons for En-route Delay

Year	Reference Location	Avg Daily ER Delays	% of Total ACC ER Delay
2025	LGGGKFPL	864	49.0%
2025	LGGGRDS	686	38.9%
2025	LGGGSTKA	153	8.7%
2025	LGGGMIL	41	2.3%
2025	LGGGKRK	13	0.8%
2025	LGGGAL1	3	0.2%



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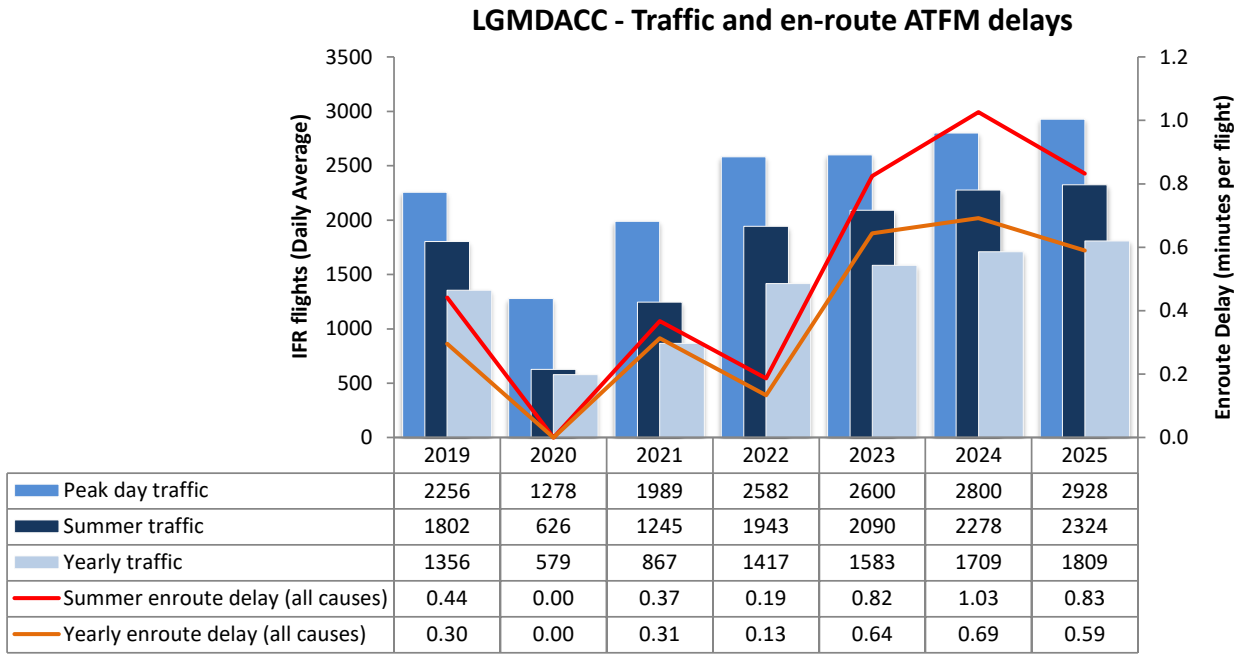
25. GREECE - MAKEDONIA ACC

Traffic & Delay



	2019	2020	2021	2022	2023	2024	2025
Peak day traffic	2256	1278	1989	2582	2600	2800	2928
Summer traffic	1802	626	1245	1943	2090	2278	2324
Yearly traffic	1356	579	867	1417	1583	1709	1809
Summer enroute delay (all causes)	0.44	0.00	0.37	0.19	0.82	1.03	0.83
Yearly enroute delay (all causes)	0.30	0.00	0.31	0.13	0.64	0.69	0.59

Capacity Plan Achievements 2025

Makedonia ACC	Traffic 2025 vs. 2024			En-route Delay (All reasons - min. per flight)			Capacity			
	Forecast	Actual	% of 2019	Forecast	Actual	ACC Reference Value	NOP Plan	Actual	Capacity Gap?	Baseline
Year	+6%	+6%	133%	1.29	0.59	0.26			Yes	
Summer		+2%	129%		0.83		1%	3%		143

Year 2025 Performance Assessment

The average delay was 0.59 minutes per flight in 2025, above the reference value

73% of the yearly delays were due to the reason ATC Staffing, 22% due to Weather, 4% due to the reason ATC Capacity and 1% due to Other.

Summer 2025 performance assessment

The average delay was 0.83 minutes per flight in Summer 2025.

71% of the summer delays were due to the reason ATC Staffing, 24% due to Weather, 4% due to the reason ATC Capacity and 1% due to Other.

The capacity increase during summer 2025 was higher than planned, however it was not sufficient to recover the pre-existing capacity gap.

Operational actions	Achieved	Comments
Stepped implementation of FRA as described in the ERNIP Part 2	Ongoing	
Civil/military coordination improvements	Ongoing	Procedure improvement to minimize the impact on ATCO workload. Improved coordination process with military.
Stepped integration of future civil/military airspace structures' requirements	Ongoing	New AMA areas

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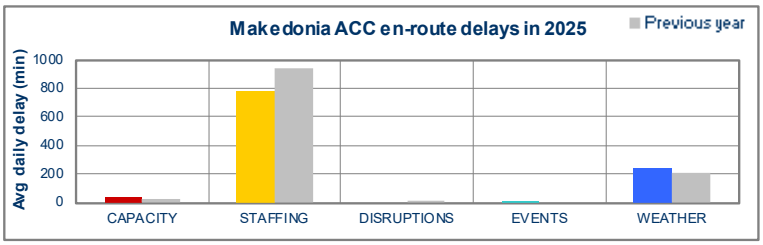
Stepped Implementation of LARA	No	Call for tender and procurement - postponed for 2026
PBN implementation in existing TMAs (LGAV)	Ongoing	PBN overlay procedures implemented in 2024. New PBN procedures as part of TMA airspace reorganisation are being finalised.
Athinai APP Airspace reorganization	Ongoing	Project continues as planned
Improved ATFCM, including STAM	Yes	Continuous process.
Improved ATS route network and airspace management	Yes	
Recruitment policy for all the HASP ATC units	Yes	97 new ATCOs for all the HASP ATC units in 2025
7 new ATCOs from 2023 recruitment campaign	Yes	
Staffing: +3 (56)	Yes	+ 6 (59) ATCOs
Max sectors: 3/4	Yes	Up to 5 sectors were opened during peak weekends.
Proposed remedial measures	Achieved	Comments
Continued effort to increase staffing levels and/or availability	Yes	Agreement for voluntary extra shifts
Continued alignment of traffic demand and sector opening times	Yes	
Revision of sector capacities	Yes	Reinforced use of OTMVs increased the overall sector throughput

Allocation of and Reasons for En-route Delay

Year	Reference Location	Avg Daily ER Delays	% of Total ACC ER Delay
2025	LGMDW	831	77.7%
2025	LGMDEML	200	18.7%
2025	LGMDLMOML	36	3.4%
2025	LGMDE	2	0.2%
2025	LGMDKVLML	1	0.1%
2025	LGMDALL	0	0.0%



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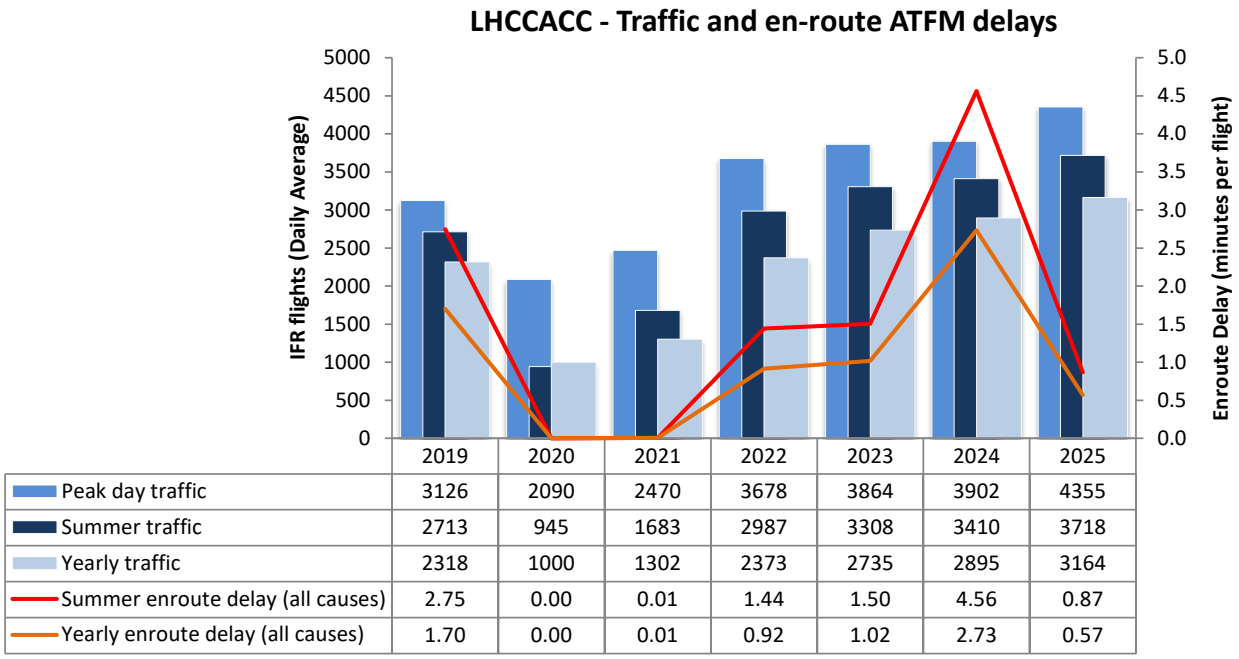
26. HUNGARY - BUDAPEST ACC

Traffic & Delay



	2019	2020	2021	2022	2023	2024	2025
Peak day traffic	3126	2090	2470	3678	3864	3902	4355
Summer traffic	2713	945	1683	2987	3308	3410	3718
Yearly traffic	2318	1000	1302	2373	2735	2895	3164
Summer enroute delay (all causes)	2.75	0.00	0.01	1.44	1.50	4.56	0.87
Yearly enroute delay (all causes)	1.70	0.00	0.01	0.92	1.02	2.73	0.57

Capacity Plan Achievements 2025

Budapest ACC	Traffic 2025 vs. 2024			En-route Delay (All reasons - min. per flight)			Capacity			
	Forecast	Actual	% of 2019	Forecast	Actual	ACC Reference Value	NOP Plan	Actual	Capacity Gap?	Baseline
Year	+9%	+9%	137%	1.75	0.57	0.29			Yes	
Summer		+9%	137%		0.87		10%	28%		250

Year 2025 Performance Assessment

The average delay was 0.57 minutes per flight in 2025, above the reference value

39% of the delays were due to the reason Other, 35% due to Weather, 24% due to the reason ATC Capacity, 1% due to ATC Staffing and 1% due to Airspace Management.

Summer 2025 performance assessment

The average delay per flight was 0.87 minutes in Summer 2025.

41% of the summer delays were due to the reason Other, 35% due to Weather, 23% due to ATC Capacity and 1% due to ATC Staffing.

The capacity increase achieved by various operational actions and increased sector offer during the summer 2025 compared to previous year was significant (+28%). However, minor capacity gap still exists, mainly due to strong traffic growth on the South-East axis.

Operational actions	Achieved	Comments
New TRA system	Yes	The establishment of the new TRA system has been partly achieved, as it has two phases. In its first phase, TRA53 was introduced (December 2024). In its second phase, other ad hoc military airspaces will be transformed to TRA in order to comply FUA concept. The deadline was internally moved to autumn 2026.
EUROAT	Yes	Implementation of some EUROAT related procedures. The EUROAT document *(EUROCONTROL Publication for harmonised Rules for OAT under IFR inside controlled Airspace of the ECAC Area)* has been updated on the 21st

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		August 2025 and contains now all the changes concerning OAT operations over Hungary.
Enhanced ATFCM techniques	Yes	ATFM refresher training for supervisors to exploit available advance ATFM practises. Creation of new ATFM scenarios. Tailored application of Tactical and Pretactical regulations according to daily needs.
Sectorisation adjustments	Yes	East sector geographical split, new DFL (FL 355), north/south sectors usage review. The new DFL had the most significant impact among the mentioned updates and the North sector will be further refined in 2026.
Central/South-East Europe airspace restructuring project	No	This has been renamed to "New Sectorisation, Phase 2", and the proposed implementation date is 2030. Preparatory work is ongoing.
Adverse weather procedure improvement	Yes	A meteorological forecaster was present in the OPS room during daytime in support of the FMPs and Supervisors decision making. HAWK (MET system) was further improved.
ATCO recruitment and training at maximum capacity	Yes	Around nine new additional ATCOs, expected net balance of 4 ATCOs for a total of 120.
Around 9 additional ATCOs	Yes	During summer and autumn of 2025 12 new ATCO got a licence for KFOR sector, By the end of 2025, 11 new ATCOs obtained their licenses for the BACC sectors.
Staffing: +4 (120)	Yes	In 2025, the staff gradually expanded, but 3 employees went to work abroad.
ATM System patch	Yes	A patch containing small evolutions was implemented in Q1 2025. The patch included EUROAT, RFL display and OLDI CDN message exchange related elements.
Complexity Tool calibration	Yes	Fine-tuning of the settings and complexity parameters used by the complexity tool.
CAPAN study	Yes	Re-evaluation of sector capacities including occupancy in line with the sectorisation adjustments. The results were taken into consideration for the new sector capacity values.
New terminal construction at LHBP	No	The start of the construction is still pending.
Max sectors: 7 (+1 KFOR)	Yes	Even more than the originally predicted 7 sectors could be operated during peak times (i.e. 8, and occasionally even 9).
Proposed remedial measures	Achieved	Comments
Continued effort to increase staffing levels and/or availability	Yes	ATCO trainings have been running at maximum capacity. ATCOs specifically trained for the KFOR sector have received their licences over the course of the summer, freeing up LHCC ATCO resources.
Continued alignment of traffic demand and sector opening times	Yes	Supervisors and Flow managers worked in strong cooperation to adjust the sector configurations and opening times to the actual demand.
Network weather mitigation measures	Yes	FMP cooperated with NM to apply the cross-border weather scenarios.
Ensure on-time implementation of planned airspace changes	Yes	Airspace changes (i.e. FL 355 as a new DFL, North sector) have been introduced on time to prepare for the summer traffic increase.
Revision of sector capacities	Yes	Based on the CAPAN study, we introduced new hourly capacity values and also occupancy values.

Allocation of and Reasons for En-route Delay

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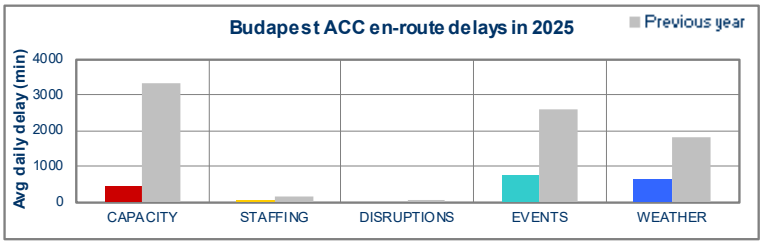
Year	Reference Location	Avg Daily ER Delays	% of Total ACC ER Delay
2025	LHCCEN04	392	21.6%
2025	LHCCEN56	387	21.3%
2025	LHCCWS04	234	12.9%
2025	LHCCEN79	230	12.6%
2025	LHCCWS79	111	6.1%
2025	LHCCE59	110	6.1%



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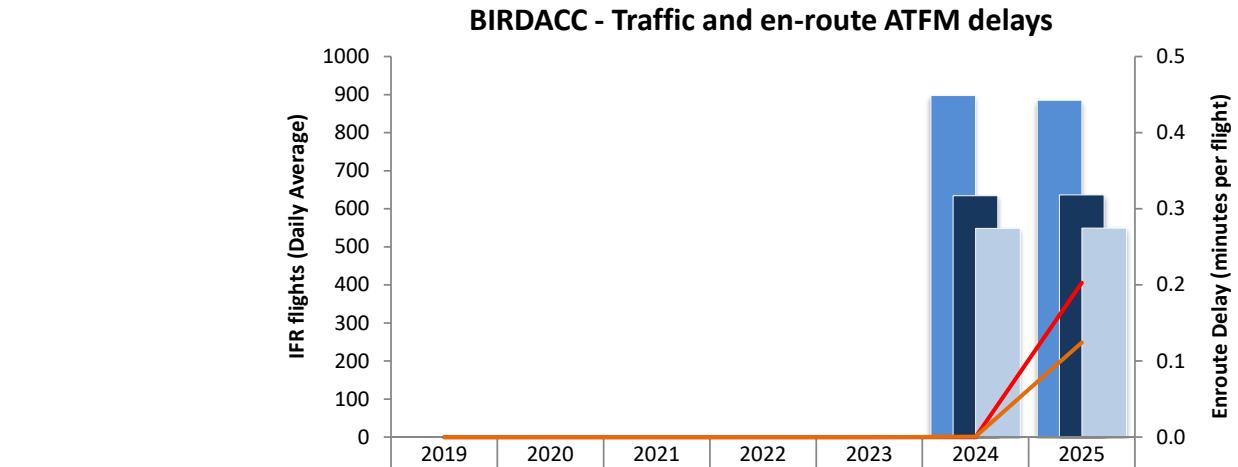
27. ICELAND - REYKJAVIK ACC

Traffic & Delay



	2019	2020	2021	2022	2023	2024	2025
Peak day traffic	0	0	0	0	0	898	885
Summer traffic	0	0	0	0	0	634	637
Yearly traffic	0	0	0	0	0	549	549
Summer enroute delay (all causes)	0.00	0.00	0.00	0.00	0.00	0.00	0.20
Yearly enroute delay (all causes)	0.00	0.00	0.00	0.00	0.00	0.00	0.12

Capacity Plan Achievements 2025

Reykjavik ACC	Traffic 2025 vs. 2024			En-route Delay (All reasons - min. per flight)			Capacity			
	Forecast	Actual	% of 2019	Forecast	Actual	ACC Reference Value	NOP Plan	Actual	Capacity Gap?	Baseline
Year	+2%	0%	109%	0.01	0.12	0.01			Yes	
Summer		0%	113%		0.20		15%	0%		63

Year 2025 Performance Assessment

The average delay was 0.12 minutes per flight in 2025, above the reference value.

90% of the yearly delays were due to the reason ATC Staffing, 9% due to the reason ATC Equipment and 1% were due to Industrial Action.

Summer 2025 performance assessment

The average delay was 0.20 minutes per flight in Summer 2025.

90% of the yearly delays were due to the reason ATC Staffing, 9% due to the reason ATC Equipment and 1% were due to Industrial Action.

The capacity increase during summer 2025 did not meet expectations. The primary contributing factor was the unexpected departure of six ATCOs before the summer season, leading to worsened en-route delay performance. Without these unforeseen circumstances, the capacity gap would have been substantially mitigated.

Operational actions	Achieved	Comments
Improved ATFCM techniques	Yes	B2B connections to NM resulting in improved short term traffic forecast.
Simplified separation rules Reduced internal and external coordination times	Yes	Deleted obsolete separation rules. Simplified procedural separation and updated surveillance separation. Reduced internal coordination time. Reduced external coordination time with ENSV and EGPX.
Recruitment of ATCOs at maximum training capacity	Yes	4 Trainee's checked out in 2025.

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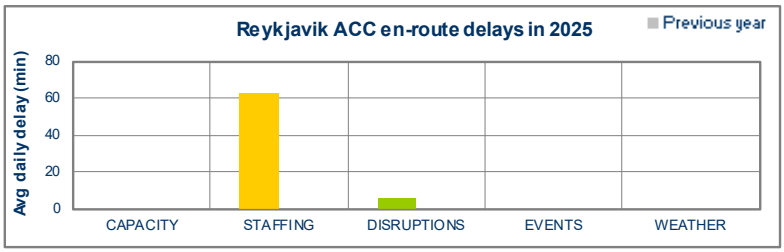
		1 Trainee dropped out during the initial training.
Staffing: +6 (75)	No	ACC ATCOs at the end of 2025: 74 Unexpected departure of 6 ATCOs from the ACC is the main contributing factor in the reduction of ATCOs number.
Updates to increase capacity of the current ATM system	Yes	Changes to the FDP system to enable more concurrent traffic without delays in the system.
Max sectors: 14	Yes	7 SE + 7 NW

Allocation of and Reasons for En-route Delay

Year	Reference Location	Avg Daily ER Delays	% of Total ACC ER Delay
2025	BIRDSS	43	62.5%
2025	BIRDES	25	36.8%
2025	BIRDFAXI	0	0.7%



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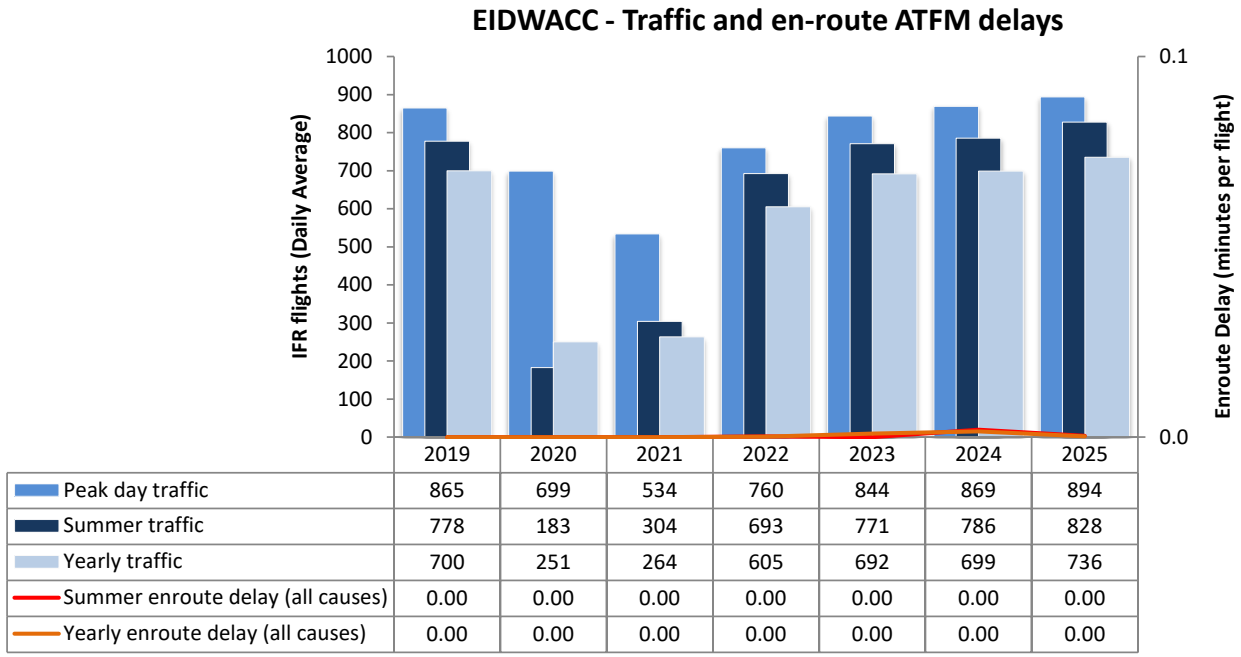
28. IRELAND - DUBLIN ACC

Traffic & Delay



	2019	2020	2021	2022	2023	2024	2025
Peak day traffic	865	699	534	760	844	869	894
Summer traffic	778	183	304	693	771	786	828
Yearly traffic	700	251	264	605	692	699	736
Summer enroute delay (all causes)	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Yearly enroute delay (all causes)	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Capacity Plan Achievements 2025

Dublin ACC	Traffic 2025 vs. 2024			En-route Delay (All reasons - min. per flight)			Capacity			
	Forecast	Actual	% of 2019	Forecast	Actual	ACC Reference Value	NOP Plan	Actual	Capacity Gap?	Baseline
Year	+6%	+5%	105%	0.03	0.00	0.08			No	
Summer		+5%	106%		0.00		5%	7%		62

Year 2025 Performance Assessment

The average delay was zero minutes per flight in 2025.

Summer 2025 performance assessment

The average delay was zero minutes per flight in Summer 2025.
During summer 2025, the capacity supplied matched or exceeded the requirements of the actual traffic evolution.

Operational actions	Achieved	Comments
Operational Evaluation of LARA WBC Operational use of Eurocontrol LARA Tool	Ongoing	Preparations underway for direct LARA connectivity to Eurocontrol.
Environment Improvements CCO/CDO	Ongoing	In discussions/trials with Stakeholders. Shannon FIR/UIR study completed. Planned implementation as per ERNIP to fully realise CCO/CDO Strategy and PBN IR.
Improved ATFCM, including STAM	Yes	In continuous consultation with adjacent ANSPs, re-Route Scenarios and RADS implemented for Dublin to deal specifically with first rotation. Development plan for dedicated AMC/FMP cell planned for 2026
UK / Ireland initiatives	Yes	Continue to support NATS in airspace development
Re-Sectorisation Under examination	Ongoing	To examine Finals Traffic Volume, CAPAN planned for Q1 2026

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Staffing levels will be reviewed on an ongoing basis	Yes	Ongoing recruitment.
Cross rating training	Yes	Ongoing
Staffing: +10 (114)	No	+6 (110), recruitment of Staff Ongoing
Max sectors: 5	Yes	Finals in use when required.

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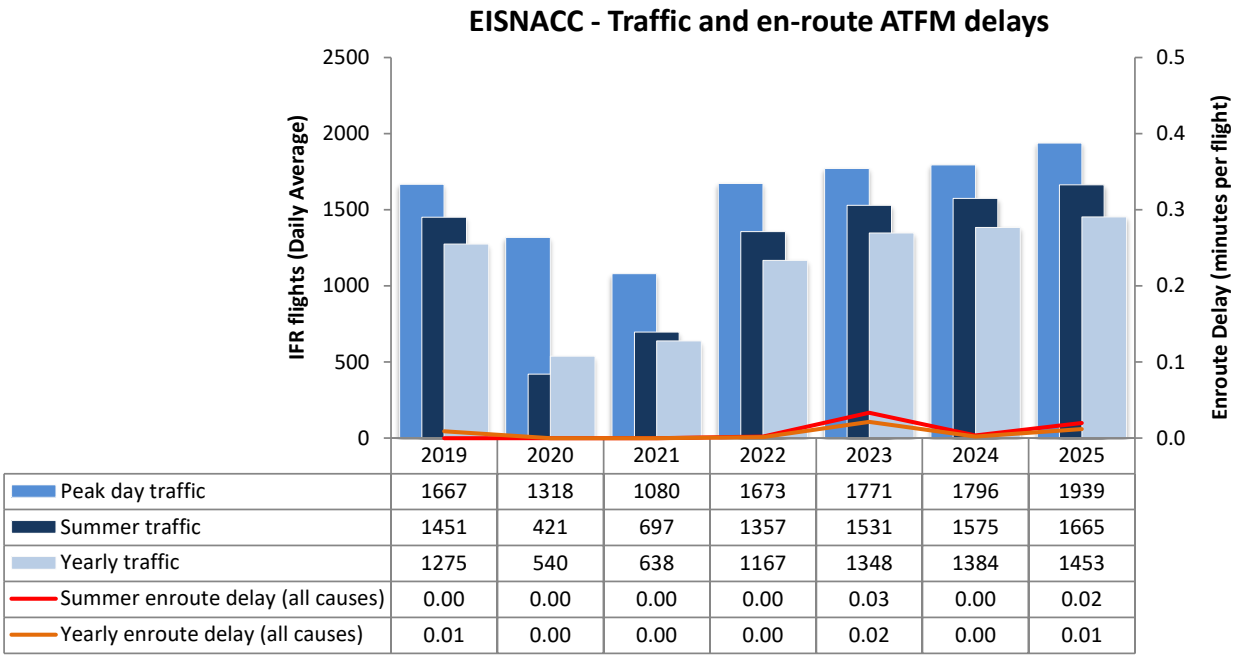
29. IRELAND - SHANNON ACC

Traffic & Delay



	2019	2020	2021	2022	2023	2024	2025
Peak day traffic	1667	1318	1080	1673	1771	1796	1939
Summer traffic	1451	421	697	1357	1531	1575	1665
Yearly traffic	1275	540	638	1167	1348	1384	1453
Summer enroute delay (all causes)	0.00	0.00	0.00	0.00	0.03	0.00	0.02
Yearly enroute delay (all causes)	0.01	0.00	0.00	0.00	0.02	0.00	0.01

Capacity Plan Achievements 2025

Shannon ACC	Traffic 2025 vs. 2024			En-route Delay (All reasons - min. per flight)			Capacity			
	Forecast	Actual	% of 2019	Forecast	Actual	ACC Reference Value	NOP Plan	Actual	Capacity Gap?	Baseline
Year	+7%	+5%	114%	0.03	0.01	0.07			No	
Summer		+6%	115%		0.02		2%	8%		132

Year 2025 Performance Assessment

The average delay was 0.01 minutes per flight in 2025, below the reference value.

80% of the delays were due to the reason ATC Capacity, 11% due to ATC Staffing, 4% due to Special Event, 4% due to ATC Equipment and 1% due to the reason Other.

Summer 2025 performance assessment

The average delay was 0.02 minutes per flight in Summer 2025.

84% of the delays were due to the reason ATC Capacity, 11% due to ATC Staffing, 4% due to Special Event and 1% due to the reason Other.

The level of capacity provided during the summer 2025 was sufficient to meet the actual traffic evolution.

Operational actions	Achieved	Comments
Operational Evaluation of LARA WBC	Yes	Operational Evaluation via Web-booking-Client. Intending to use direct LARA connectivity to Eurocontrol.
Environment Improvements CCO/CDO	Ongoing	In discussions with AO Stakeholders, operational trials, Shannon FIR/UIR study completed. Planned implementation 2028 to fully realise CCO/CDO Strategy and PBN IR.
Improved ATFCM, including STAM	Ongoing	In consultation with adjacent ANSPs to improve ATFCM, scenarios. Development plan for dedicated enhanced AMC/FMP cell planned for 2026.

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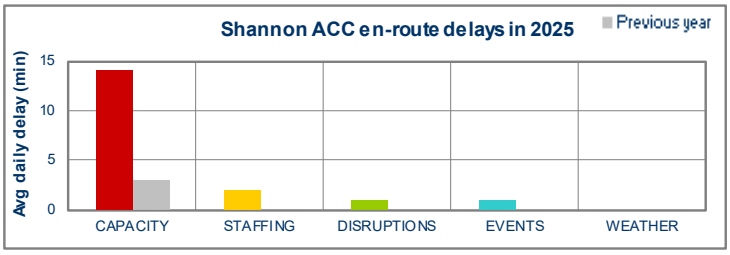
UK, Ireland, Brest initiatives	Yes	New Traffic Scenarios and RADS to enhance first wave performance.
Airspace re-Sectorisation	Yes	Test traffic volumes under examination.
CPDLC (FANS and ATN)	Yes	DataLink Peformance Measurement Software being introduced. Number of additional messages available.
Queue Management programme	Yes	XMAN for Heathrow and Gatwick 350 Miles
Staffing levels will be reviewed on an ongoing basis	Yes	
Cross rating training	Yes	
Staffing: +12 (155)	No	-3 (140) - Unplanned departures
Max sectors: 11	Yes	

Allocation of and Reasons for En-route Delay

Year	Reference Location	Avg Daily ER Delays	% of Total ACC ER Delay
2025	EISN4FS08C	6	35.5%
2025	EISN5AS08C	5	28.5%
2025	EISN4DS04C	2	13.1%
2025	EISN4AS04C	1	7.5%
2025	EISN4BS06C	1	5.4%
2025	EISN1AS08C	1	4.1%



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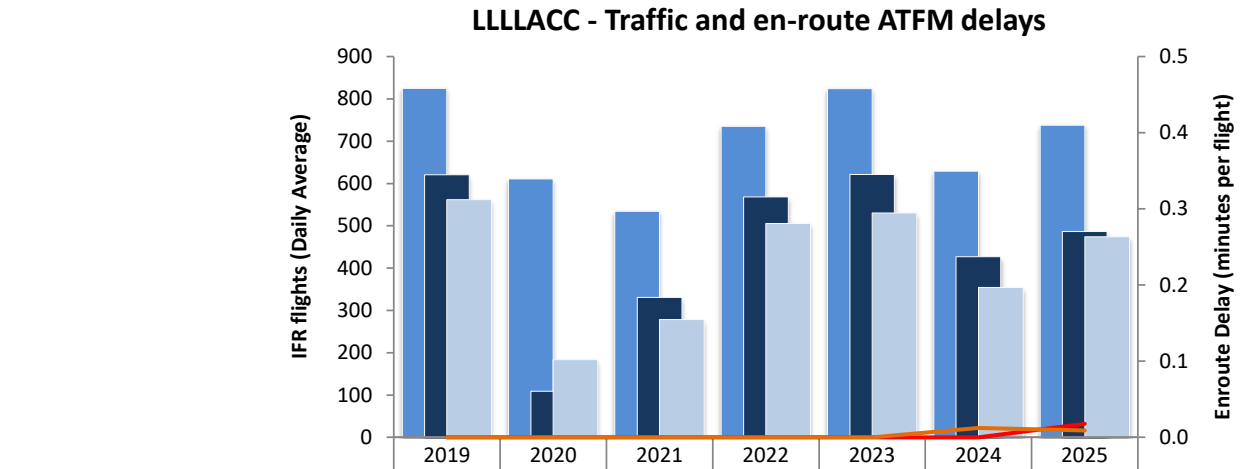
30. ISRAEL – TEL AVIV ACC

Traffic & Delay



	2019	2020	2021	2022	2023	2024	2025
Peak day traffic	825	611	534	735	824	629	738
Summer traffic	621	109	331	568	621	427	487
Yearly traffic	562	184	278	505	530	354	474
Summer enroute delay (all causes)	0.00	0.00	0.00	0.00	0.00	0.00	0.02
Yearly enroute delay (all causes)	0.00	0.00	0.00	0.00	0.00	0.01	0.01

Capacity Plan Achievements 2025

Tel-Aviv ACC	Traffic 2025 vs. 2024			En-route Delay (All reasons - min. per flight)			Capacity			
	Forecast	Actual	% of 2019	Forecast	Actual	ACC Reference Value	NOP Plan	Actual	Capacity Gap?	Baseline
Year	+38%	+34%	84%	0.01	0.01	0.03			No	
Summer		+14%	78%		0.02		10%	0%		46

Year 2025 Performance Assessment

The average delay was 0.01 minutes per flight in 2025, below the reference value.
100% of the yearly delays were due to the reason Other.

Summer 2025 performance assessment

The average delay was 0.02 minutes per flight in Summer 2025.
100% of the delays were due to the reason Other.
The level of capacity provided during the summer 2025 was sufficient to meet the actual traffic evolution.

Operational actions	Achieved	Comments
Staffing: -1 (82)	No	77 due some structural changes (ATCOs moved from ACC to APP and TWR)
Max sectors: 3 (North) + 1 (South)	No	2 (North) + 1 (South) were opened based on operational needs and traffic demand

Allocation of and Reasons for En-route Delay

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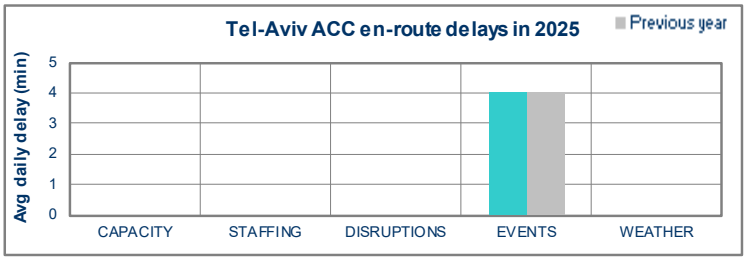
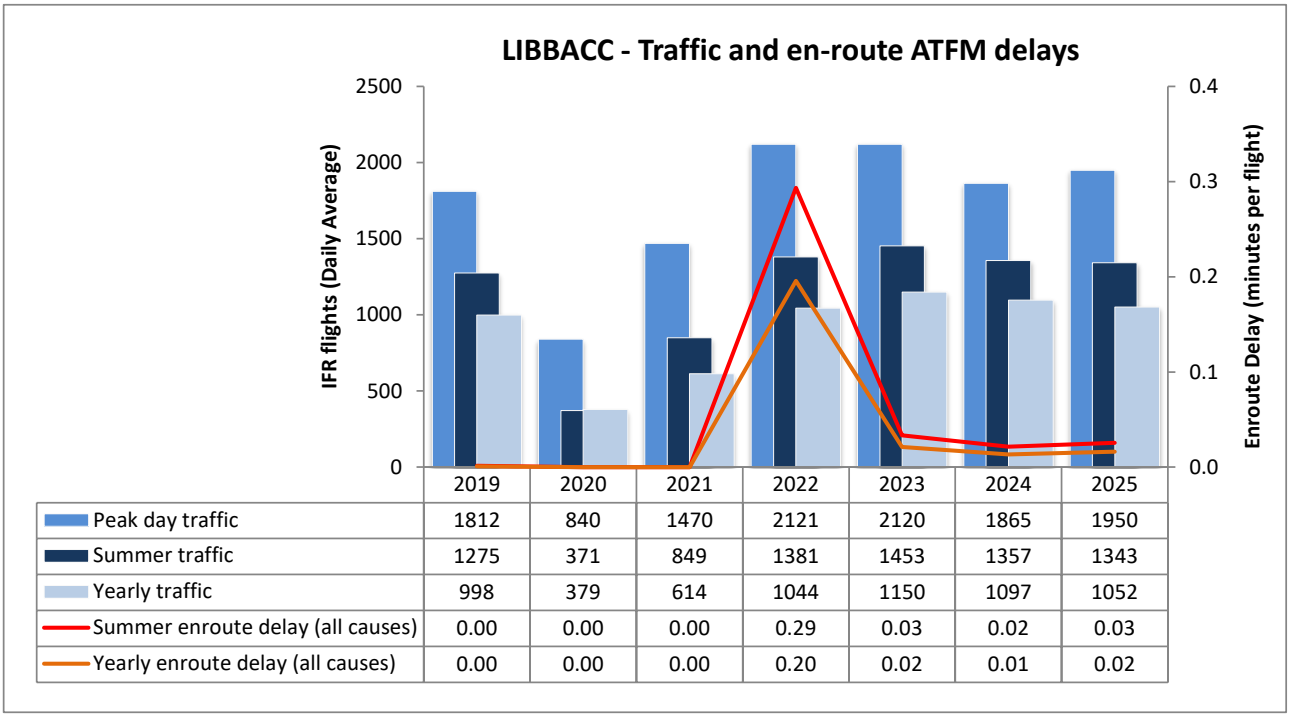
Year	Reference Location	Avg Daily ER Delays	% of Total ACC ER Delay
2025	LLLLNCTA	4	100.0%



31. ITALY - BRINDISI ACC

Traffic & Delay



	2019	2020	2021	2022	2023	2024	2025
Peak day traffic	1812	840	1470	2121	2120	1865	1950
Summer traffic	1275	371	849	1381	1453	1357	1343
Yearly traffic	998	379	614	1044	1150	1097	1052
Summer enroute delay (all causes)	0.00	0.00	0.00	0.29	0.03	0.02	0.03
Yearly enroute delay (all causes)	0.00	0.00	0.00	0.20	0.02	0.01	0.02

Capacity Plan Achievements 2025

Brindisi ACC	Traffic 2025 vs. 2024			En-route Delay (All reasons - min. per flight)			Capacity			
	Forecast	Actual	% of 2019	Forecast	Actual	ACC Reference Value	NOP Plan	Actual	Capacity Gap?	Baseline
Year	-4%	-4%	105%	0.04	0.02	0.11			No	
Summer		-1%	105%		0.03		2%	0%		134

Year 2025 Performance Assessment

The average delay was 0.02 minutes per flight in 2025, below the reference value.
All delays were due to the reason Weather.

Summer 2025 performance assessment

The average delay was 0.03 minutes per flight in Summer 2025.
All delays were due to the reason Weather.
During summer 2025, the capacity supplied matched or exceeded the requirements of the actual traffic evolution.

Operational actions	Achieved	Comments
Further extensions according to ERNIP part II (cross-border initiatives)	Yes	

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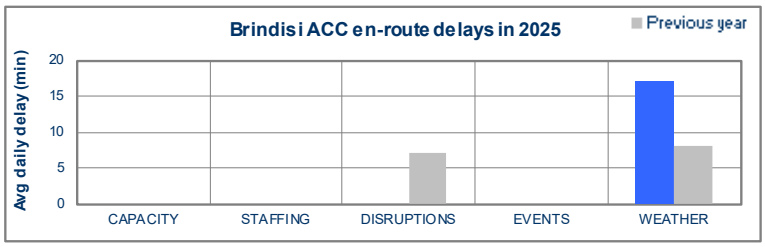
Improvement of CDM process and procedures ASM/ATS/ATFCM	Yes	
Improved ATFCM, including STAM	Yes	
Airspace management and ATS route assessment and/or improvements according to network needs, Airspace Users expectations, ENAV's Flight Efficiency Plan and BLUEMED FAB implementation	Yes	
Flexible configurations according to traffic demand and system enablers capability	Yes	
Staffing: -1 (82)	Yes	
Max sectors: 5(6)	Yes	6 sectors were exceptionally available for a dedicated timeframe in case of exceptional condition to accommodate extra traffic from neighbours

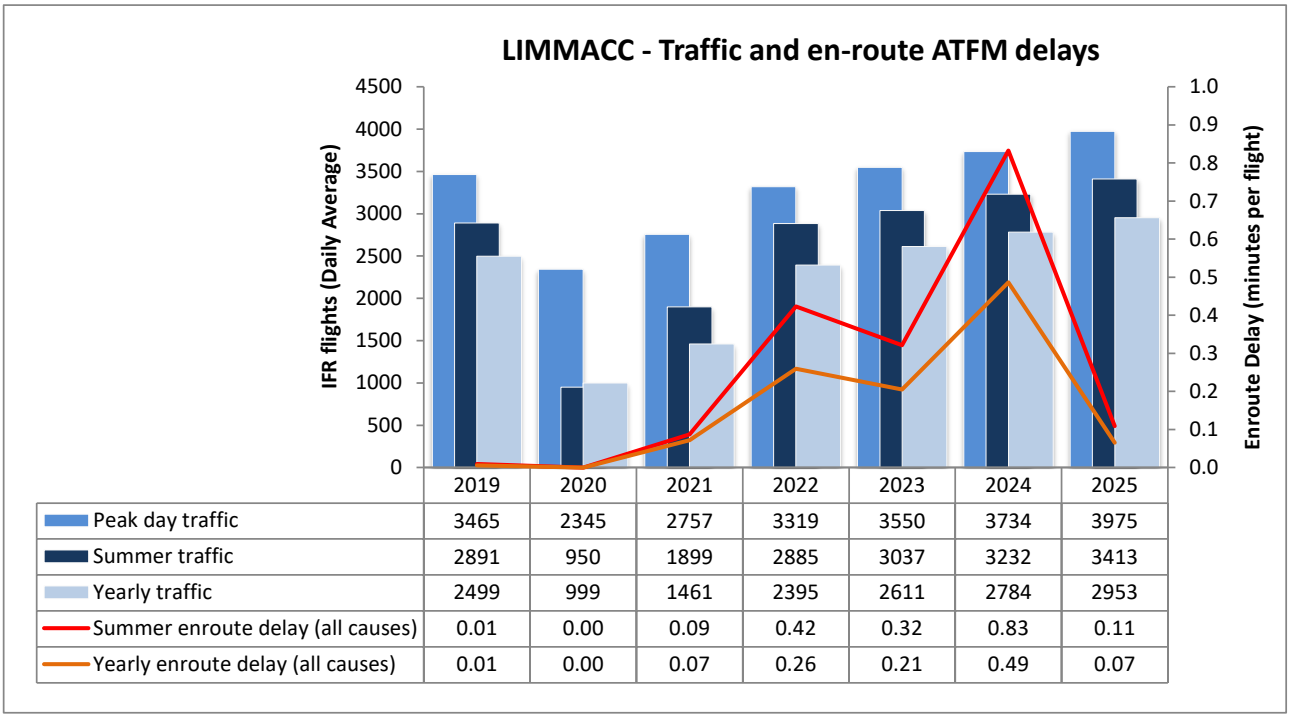
Allocation of and Reasons for En-route Delay

Year	Reference Location	Avg Daily ER Delays	% of Total ACC ER Delay
2025	LIBBSC68	5	28.9%
2025	LIBBSC46	4	23.9%
2025	LIBBSC15	3	19.3%
2025	LIBBSC78	3	16.7%
2025	LIBBSC57	1	5.2%
2025	LIBBSC13	1	4.8%



32. ITALY - MILANO ACC

Traffic & Delay



	2019	2020	2021	2022	2023	2024	2025
Peak day traffic	3465	2345	2757	3319	3550	3734	3975
Summer traffic	2891	950	1899	2885	3037	3232	3413
Yearly traffic	2499	999	1461	2395	2611	2784	2953
Summer enroute delay (all causes)	0.01	0.00	0.09	0.42	0.32	0.83	0.11
Yearly enroute delay (all causes)	0.01	0.00	0.07	0.26	0.21	0.49	0.07

Capacity Plan Achievements 2025

Milano ACC	Traffic 2025 vs. 2024	En-route Delay (All reasons - min. per flight)	Capacity

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	Forecast	Actual	% of 2019	Forecast	Actual	ACC Reference Value	NOP Plan	Actual	Capacity Gap?	Baseline
Year	4%	6%	118%	0.23	0.07	0.11			No	
Summer		6%	118%		0.11		7%	13%		240

Year 2025 Performance Assessment

The average delay was 0.07 minutes per flight in 2025, below the reference value.
64% of the delays were due to the reason Weather, 24% due to ATC Capacity, 9% due to ATC Equipment and 3% due to the reason Other.

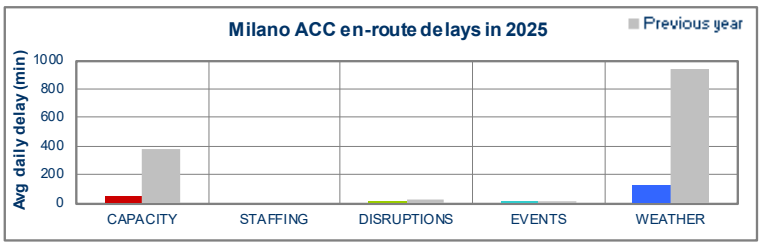
Summer 2025 performance assessment

The average delay was 0.11 minutes per flight in Summer 2025.
63% of the delays were due to the reason Weather, 25% due to ATC Capacity, 9% due to ATC Equipment and 3% due to the reason Other.
During summer 2025, the capacity supplied matched or exceeded the requirements of the actual traffic evolution.

Operational actions	Achieved	Comments
Further extensions according to ERNIP part II (cross-border initiatives)	Yes	
Improvement of CDM process and procedures ASM/ATS/ATFCM	Yes	
Improved ATFCM, including STAM	Yes	
Airspace management and ATS route assessment and/or improvements according to network needs, Airspace Users expectations, ENAV's Flight Efficiency Plan and BLUEMED FAB implementation	Yes	
New DFL355	Yes	
Recruitment of ATCOs to maintain current staffing levels	Yes	
Staffing: +15 (301)	Yes	Actual value +26 (312)
Implementation of Extended AMAN	Yes	
Flexible configurations according to traffic demand and system enablers capability	Yes	
Max sectors: 21 (15 CTAE+W, 6 CTAA)	Yes	
Proposed remedial measures	**Achieved**	**Comments**
Network weather mitigation measures	Yes	

Allocation of and Reasons for En-route Delay

Year	Reference Location	Avg Daily ER Delays	% of Total ACC ER Delay
2025	LIMMWC38	58	29.6%
2025	LIMMWC78	49	24.7%
2025	LIMMWSC46	25	12.9%
2025	LIMMALL	13	6.6%
2025	LIMMWSC12	8	3.9%
2025	LIMME78	5	2.5%



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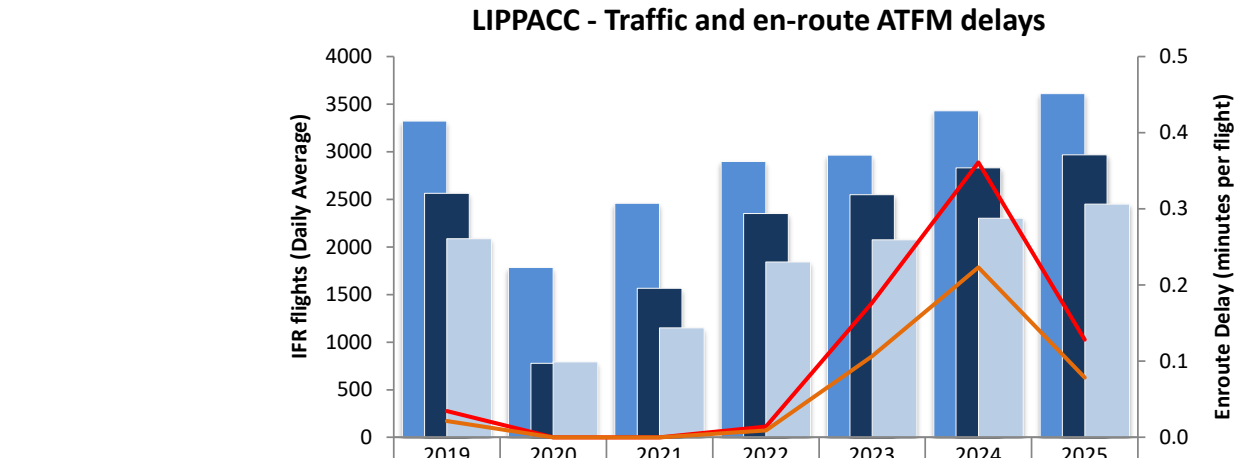
33. ITALY - PADOVA ACC

Traffic & Delay



	2019	2020	2021	2022	2023	2024	2025
Peak day traffic	3323	1785	2458	2897	2965	3431	3612
Summer traffic	2564	779	1566	2351	2550	2830	2969
Yearly traffic	2088	793	1150	1841	2075	2301	2449
Summer enroute delay (all causes)	0.03	0.00	0.00	0.01	0.18	0.36	0.13
Yearly enroute delay (all causes)	0.02	0.00	0.00	0.01	0.11	0.22	0.08

Capacity Plan Achievements 2025

Padova ACC	Traffic 2025 vs. 2024			En-route Delay (All reasons - min. per flight)			Capacity			
	Forecast	Actual	% of 2019	Forecast	Actual	ACC Reference Value	NOP Plan	Actual	Capacity Gap?	Baseline
Year	3%	6%	117%	0.22	0.08	0.2			No	
Summer		5%	116%		0.13		3%	6%		223

Year 2025 Performance Assessment

The average delay was 0.08 minutes per flight in 2025, below the reference value.
100% of the delays were due to the reason Weather.

Summer 2025 performance assessment

The average delay was 0.13 minutes per flight in Summer 2025.
100% of the delays were due to the reason Weather.
During summer 2025, the capacity supplied matched or exceeded the requirements of the actual traffic evolution.

Operational actions	Achieved	Comments
Further extensions according to ERNIP part II (cross-border initiatives)	Yes	
Improvement of CDM process and procedures ASM/ATS/ATFCM	Yes	
Improved ATFCM, including STAM	Yes	
Airspace management and ATS route assessment and/or improvements according to network needs, Airspace Users expectations, ENAV's Flight Efficiency Plan and BLUEMED FAB implementation	Yes	
New DFL355	Yes	
Recruitment of ATCOs to maintain current staffing levels	Yes	

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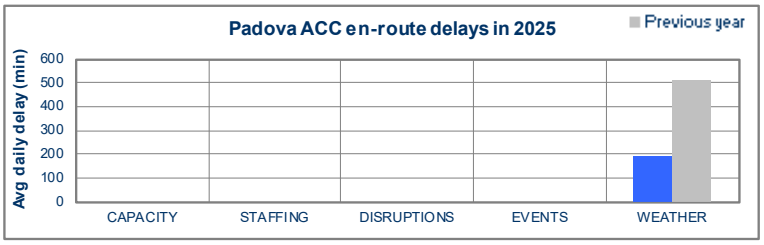
Staffing: +14 (210)	No	Actual values: +4 (200)
Flexible configurations according to traffic demand and system enablers capability	Yes	
Max sectors: 15	Yes	

Allocation of and Reasons for En-route Delay

Year	Reference Location	Avg Daily ER Delays	% of Total ACC ER Delay
2025	LIPPN58	41	21.1%
2025	LIPPN14	37	19.3%
2025	LIPPN56	25	13.2%
2025	LIPPN34	19	10.1%
2025	LIPPCS56	14	7.4%
2025	LIPPCS78	13	6.7%



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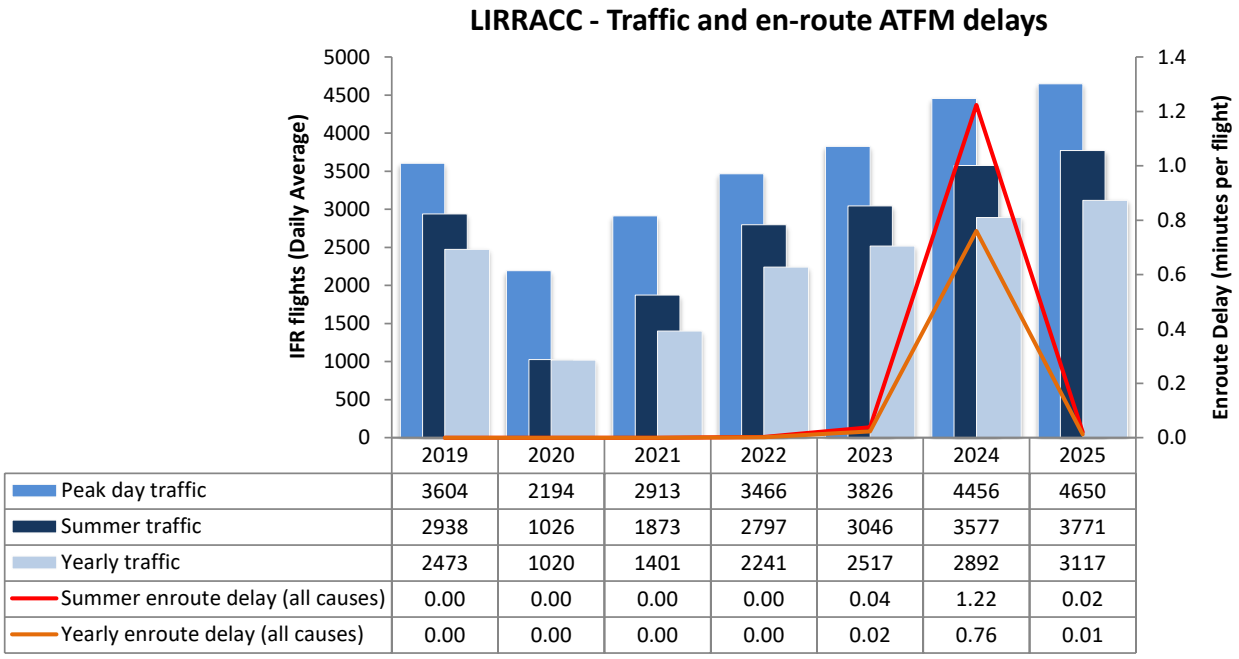
34. ITALY - ROMA ACC

Traffic & Delay



	2019	2020	2021	2022	2023	2024	2025
Peak day traffic	3604	2194	2913	3466	3826	4456	4650
Summer traffic	2938	1026	1873	2797	3046	3577	3771
Yearly traffic	2473	1020	1401	2241	2517	2892	3117
Summer enroute delay (all causes)	0.00	0.00	0.00	0.00	0.04	1.22	0.02
Yearly enroute delay (all causes)	0.00	0.00	0.00	0.00	0.02	0.76	0.01

Capacity Plan Achievements 2025

Roma ACC	Traffic 2025 vs. 2024			En-route Delay (All reasons - min. per flight)			Capacity			
	Forecast	Actual	% of 2019	Forecast	Actual	ACC Reference Value	NOP Plan	Actual	Capacity Gap?	Baseline
Year	6%	8%	126%	0.14	0.01	0.18			No	
Summer		5%	128%		0.02		18%	21%		291

Year 2025 Performance Assessment

The average delay was 0.01 minutes per flight in 2025, below the reference value.
90% of the delays were due to the reason Weather and 10% due to ATC Capacity.

Summer 2025 performance assessment

The average delay was 0.02 minutes per flight in Summer 2025.
90% of the delays were due to the reason Weather and 10% due to ATC Capacity.
During summer 2025, the capacity supplied exceeded the requirements of the actual traffic evolution.

Operational actions	Achieved	Comments
Further extensions according to ERNIP part II (cross-border initiatives)	Yes	
Improvement of CDM process and procedures ASM/ATS/ATFCM	Yes	
Improved ATFCM, including STAM	Yes	
Airspace management and ATS route assessment and/or improvements according to network needs, Airspace Users expectations, ENAV's Flight Efficiency Plan and BLUEMED FAB implementation	Yes	
New DFL355	Yes	

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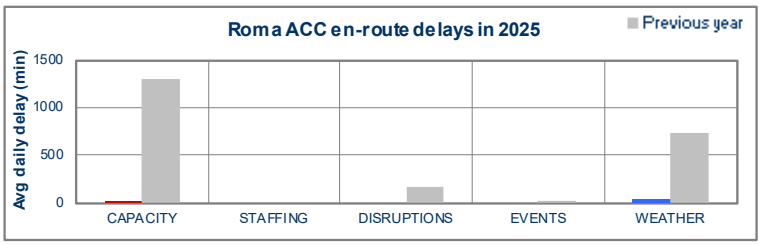
Recruitment of ATCOs to maintain current staffing levels in line with the industrial plan	Yes	
Staffing: +11 (328)	Yes	
Flexible configurations according to traffic demand and system enablers capability	Yes	
Max sectors: 23	Yes	

Allocation of and Reasons for En-route Delay

Year	Reference Location	Avg Daily ER Delays	% of Total ACC ER Delay
2025	LIRRNC	9	22.8%
2025	LIRRTS	6	16.1%
2025	LIRRUB68	5	13.3%
2025	LIRRNW	5	12.1%
2025	LIRRSU	4	10.8%
2025	LIRRNEE58	3	8.1%



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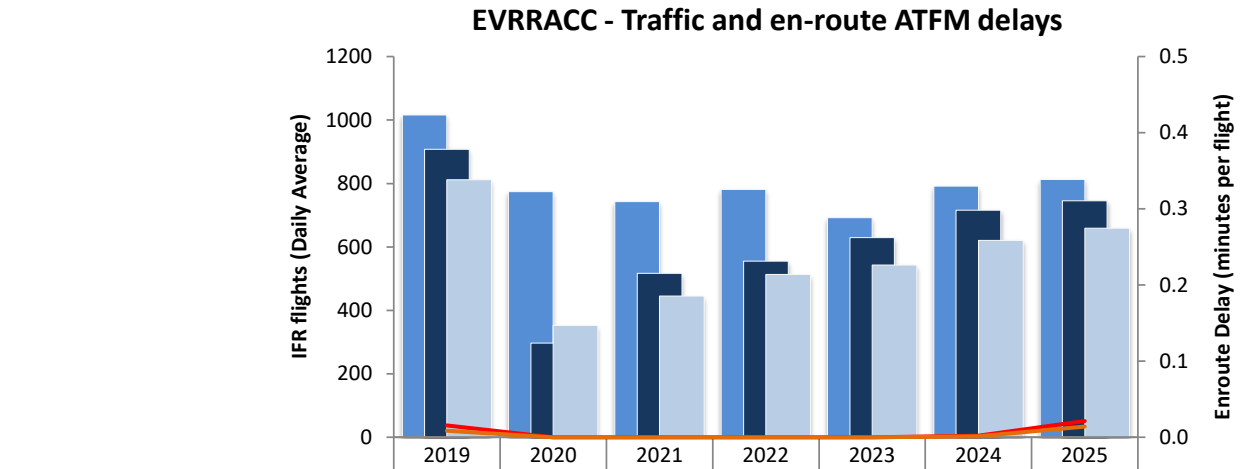
35. LATVIA - RIGA ACC

Traffic & Delay



	2019	2020	2021	2022	2023	2024	2025
Peak day traffic	1016	774	743	781	692	792	813
Summer traffic	908	297	517	555	630	716	745
Yearly traffic	812	353	445	513	543	621	660
Summer enroute delay (all causes)	0.02	0.00	0.00	0.00	0.00	0.00	0.02
Yearly enroute delay (all causes)	0.01	0.00	0.00	0.00	0.00	0.00	0.01

Capacity Plan Achievements 2025

Riga ACC	Traffic 2025 vs. 2024			En-route Delay (All reasons - min. per flight)			Capacity			
	Forecast	Actual	% of 2019	Forecast	Actual	ACC Reference Value	NOP Plan	Actual	Capacity Gap?	Baseline
Year	+3%	+6%	81%	0.01	0.01	0.06			No	
Summer		+4%	82%		0.02		0%	2%		66

Year 2025 Performance Assessment

The average delay per flight was 0.01 minutes per flight in 2025, below the reference value.
67.4% of the delays were due to the reason ATC Capacity, 22.2% due to ATC Staffing and 10.4% due to the reason Weather.

Summer 2025 performance assessment

The average delay per flight was 0.02 minutes per flight in Summer 2025.
79% of the delays were due to the reason ATC Capacity, 17% due to ATC Staffing and 4% due to the reason Weather.
During summer 2025, the capacity supplied matched or exceeded the requirements of the actual traffic evolution.

Operational actions	Achieved	Comments
Staffing: -4 (47)	Yes	During the period June-August 2025 the total number of ATCOs fluctuated between 44 and 47. By the end of 2025 the number of ATCOs is expected to be 44.
CAPAN study – APP + ACC	Ongoing	Results delivered in January 2026. The aim of this study is to get up-to-date figures on sector occupancy as well as sector capacity.
Max sectors: 2 + 2 APP	Yes	

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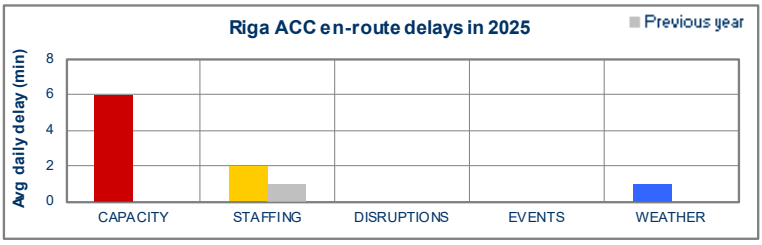
Allocation of and Reasons for En-route Delay

Year	Reference Location	Avg Daily ER Delays	% of Total ACC ER Delay
2025	EVRRWS	6	64.4%
2025	EVRREA	2	26.2%
2025	EVRRAPP	1	9.3%



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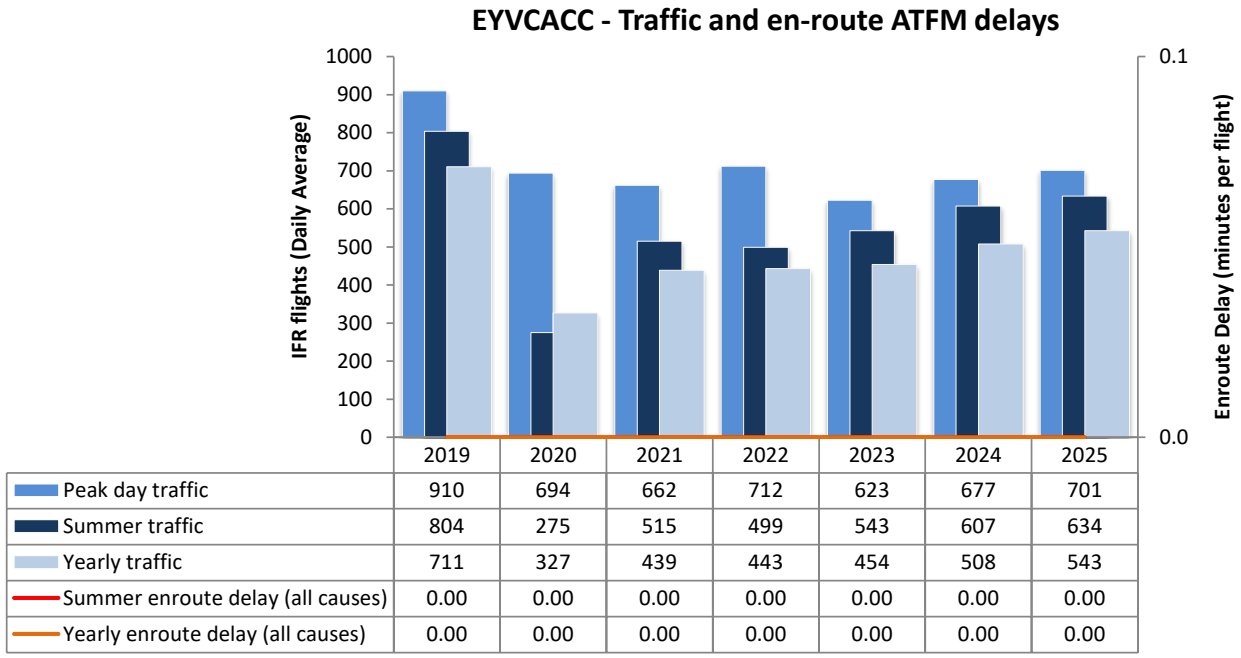
36. LITHUANIA - VILNIUS ACC

Traffic & Delay



	2019	2020	2021	2022	2023	2024	2025
Peak day traffic	910	694	662	712	623	677	701
Summer traffic	804	275	515	499	543	607	634
Yearly traffic	711	327	439	443	454	508	543
Summer enroute delay (all causes)	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Yearly enroute delay (all causes)	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Capacity Plan Achievements 2025

Vilnius ACC	Traffic 2025 vs. 2024			En-route Delay (All reasons - min. per flight)			Capacity			
	Forecast	Actual	% of 2019	Forecast	Actual	ACC Reference Value	NOP Plan	Actual	Capacity Gap?	Baseline
Year	+6%	+7%	76%	0.01	0.00	0.07			No	
Summer		+4%	79%		0.00		2%	0%		62

Year 2025 Performance Assessment

The average delay was zero minutes per flight in 2025, below the reference value.

Summer 2025 performance assessment

The average delay was zero minutes per flight in Summer 2025.
The level of capacity provided during the summer 2025 was sufficient to meet the actual traffic evolution.

Operational actions	Achieved	Comments
Remote TWR project (Contingency for EYVI)	Yes	The project is progressing, with the planned operational introduction in December 2026.
Recruitment to maintain appropriate staffing levels to open 4 sectors	No	With the traffic levels in 2025, there wasn't enough traffic requiring having 4 sectors open. Therefore, there isn't enough justification to increase the staffing to that level.
Staffing: 0 (35)	Yes	Staff was maintained.
Max sectors: 4	Yes	For a very limited period, 4 sectors could have been opened during summer 2025, but there wasn't enough traffic to do so.

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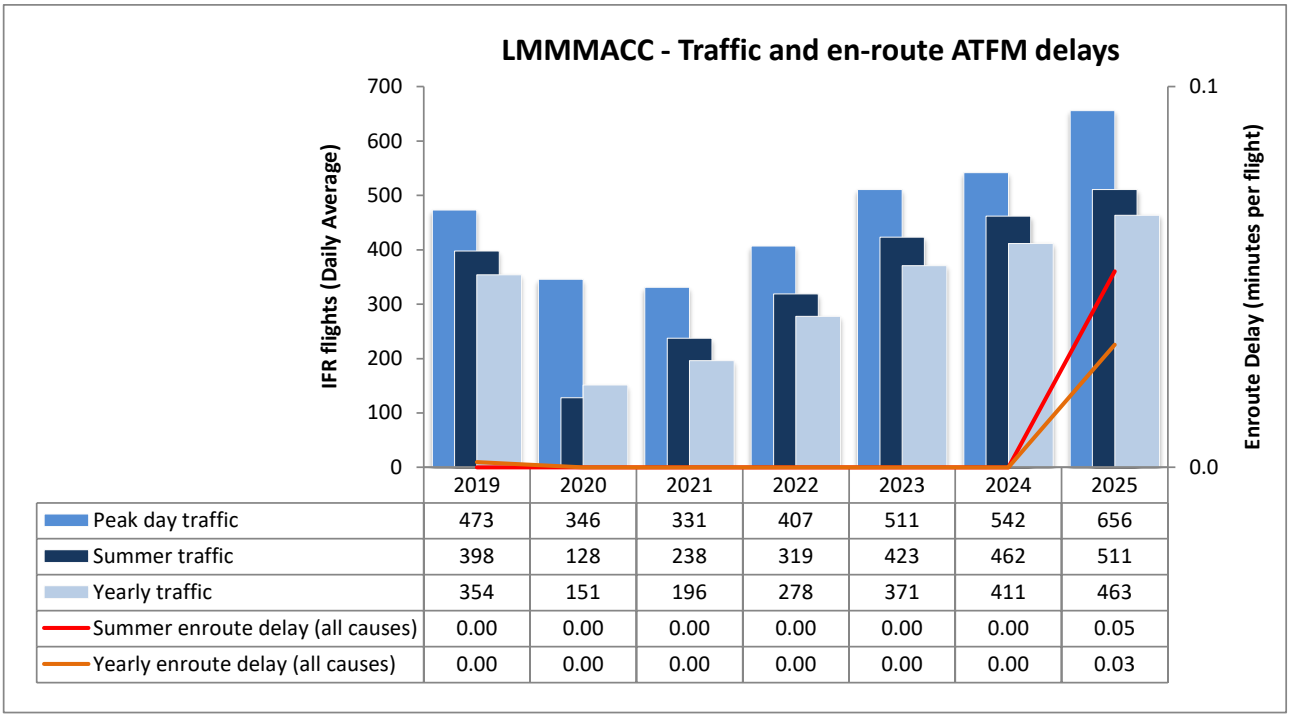
37. MALTA - MALTA ACC

Traffic & Delay



	2019	2020	2021	2022	2023	2024	2025
Peak day traffic	473	346	331	407	511	542	656
Summer traffic	398	128	238	319	423	462	511
Yearly traffic	354	151	196	278	371	411	463
Summer enroute delay (all causes)	0.00	0.00	0.00	0.00	0.00	0.00	0.05
Yearly enroute delay (all causes)	0.00	0.00	0.00	0.00	0.00	0.00	0.03

Capacity Plan Achievements 2025

Malta ACC	Traffic 2025 vs. 2024			En-route Delay (All reasons - min. per flight)			Capacity			
	Forecast	Actual	% of 2019	Forecast	Actual	ACC Reference Value	NOP Plan	Actual	Capacity Gap?	Baseline
Year	+6%	+13%	131%	0.01	0.03	0.03			No	
Summer		+11%	128%		0.05		4%	5%		44

Year 2025 Performance Assessment

The average delay was 0.03 minutes per flight in 2025, as the reference value.
65% of the yearly delays were due to the reason Other, 19% due to the reason Weather and 16% due to ATC Capacity.

Summer 2025 performance assessment

The average delay was 0.05 minutes per flight in Summer 2025.
73% of the delays were due to the reason Other, 18% due to ATC Capacity and 9% due to the reason Weather.
The level of capacity provided during the summer 2025 was sufficient to meet the actual traffic evolution.

Operational actions	Achieved	Comments
Enhanced FRA	Yes	Project implemented with Italy and Greece in November 2025. This project aims at increasing flight efficiency with neighbouring FIRs.
Staffing: -1 (55)	Yes	
Max sectors: 2	Yes	

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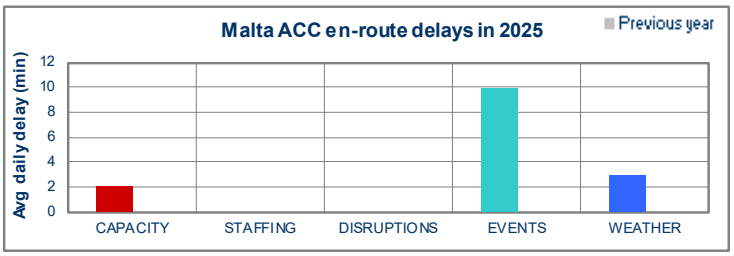
Allocation of and Reasons for En-route Delay

Year	Reference Location	Avg Daily ER Delays	% of Total ACC ER Delay
2025	LMMMEST	10	67.8%
2025	LMMMWST	5	32.2%



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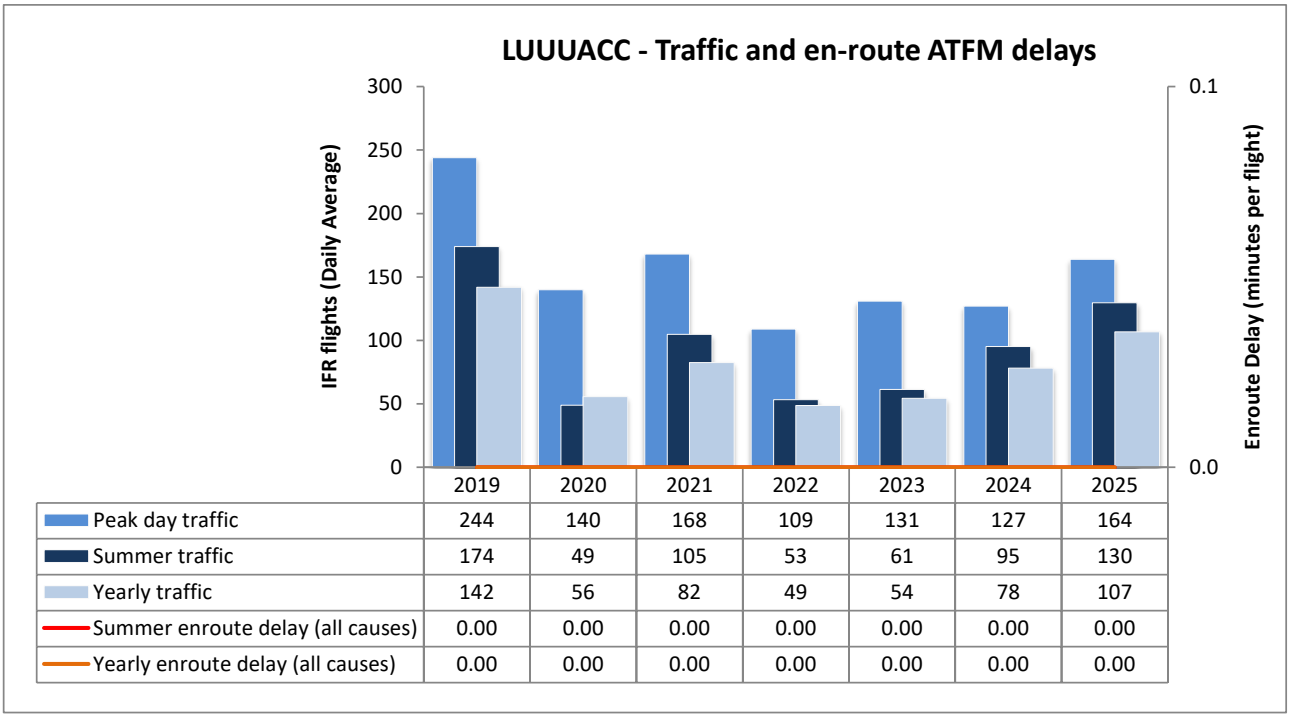
38. MOLDOVA - CHISINAU ACC

Traffic & Delay



	2019	2020	2021	2022	2023	2024	2025
Peak day traffic	244	140	168	109	131	127	164
Summer traffic	174	49	105	53	61	95	130
Yearly traffic	142	56	82	49	54	78	107
Summer enroute delay (all causes)	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Yearly enroute delay (all causes)	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Capacity Plan Achievements 2025

Chisinau ACC	Traffic 2025 vs. 2024			En-route Delay (All reasons - min. per flight)			Capacity			
	Forecast	Actual	% of 2019	Forecast	Actual	ACC Reference Value	NOP Plan	Actual	Capacity Gap?	Baseline
Year	+20%	+37%	75%	0.00	0.00	0.01			No	
Summer		+36%	75%		0.00		0%	0%		40

Year 2025 Performance Assessment

The average delay was zero minutes per flight in 2025, below the reference value.

Summer 2025 performance assessment

The average delay was zero minutes per flight in Summer 2025.
The level of capacity provided during the summer 2025 was sufficient to meet the actual traffic evolution.

Operational actions	Achieved	Comments
ILS CAT III RWY 08 at LUKK airport (Q4 2024). Review of all SID/STAR procedures at LUKK	Yes	The system is in place, flight check was performed, AIRAC AIP AMDT with implementation of ILS CAT III RWY 08 at LUKK published with effective date 23/01/2025.
Recruitment plan for 10 additional ATCOs per year	Yes	The actual number was 11 ATCO candidates in 2025. Three of them already started the OJT.
Staffing: +6 (up to 32)	Yes	The actual was +5 (31).
VCS upgrade (Q4 2024)	Yes	The project was implemented in Q1 2025.
Max sectors: 3	Yes	The actual traffic demand requires only 1 sector to be open.

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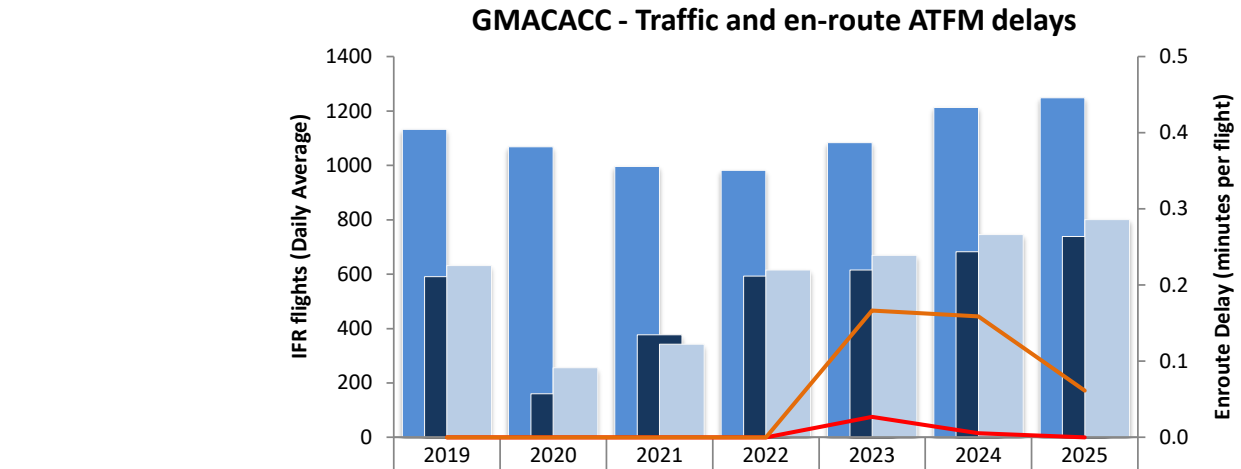
39. MOROCCO – AGADIR ACC

Traffic & Delay



	2019	2020	2021	2022	2023	2024	2025
Peak day traffic	1133	1068	996	982	1084	1213	1249
Summer traffic	591	160	377	593	615	682	739
Yearly traffic	632	256	342	616	669	745	801
Summer enroute delay (all causes)	0.00	0.00	0.00	0.00	0.03	0.01	0.00
Yearly enroute delay (all causes)	0.00	0.00	0.00	0.00	0.17	0.16	0.06

Capacity Plan Achievements 2025

Agadir ACC	Traffic 2025 vs. 2024			En-route Delay (All reasons - min. per flight)			Capacity			
	Forecast	Actual	% of 2019	Forecast	Actual	ACC Reference Value	NOP Plan	Actual	Capacity Gap?	Baseline
Year	+8%	+7%	127%	0.04	0.06	0.05			No	
Summer		+8%	125%		0.00		2%	3%		79

Year 2025 Performance Assessment

The average delay was 0.06 minutes per flight in 2025, slightly above the reference value.
100% of the delays were due to the reason ATC Capacity.

Summer 2025 performance assessment

The average delay was zero minutes per flight in Summer 2025.
The level of capacity provided during the summer 2025 was sufficient to meet the actual traffic evolution.

Operational actions	Achieved	Comments
NM Action Plan: SW Axis airspace re-configuration project	Ongoing	Activity broken down into various projects foreseen in the planning horizon 2026-2030 as per ERNIP Part II
Additional ATCOs to gradually increase current staffing levels	Yes	New ATCOs (23 in total for both ACCs) are expected in 2025
Staffing: +4 (84)	No	The number of available ATCOs was 73
CPDLC implementation	No	Postponed to Q4 2026
CAPAN study to review sectors capacities	No	CAPAN study postponed to align with the various project implementations
Max sectors: 4	Yes	

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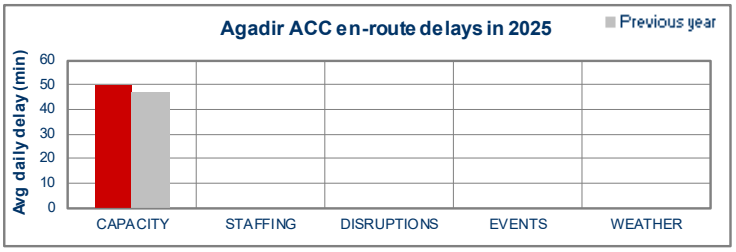
Allocation of and Reasons for En-route Delay

Year	Reference Location	Avg Daily ER Delays	% of Total ACC ER Delay
2025	GMACWSS	26	53.2%
2025	GMACWES	16	32.9%
2025	GMACOCE	6	12.5%
2025	GMACOCN	1	1.4%



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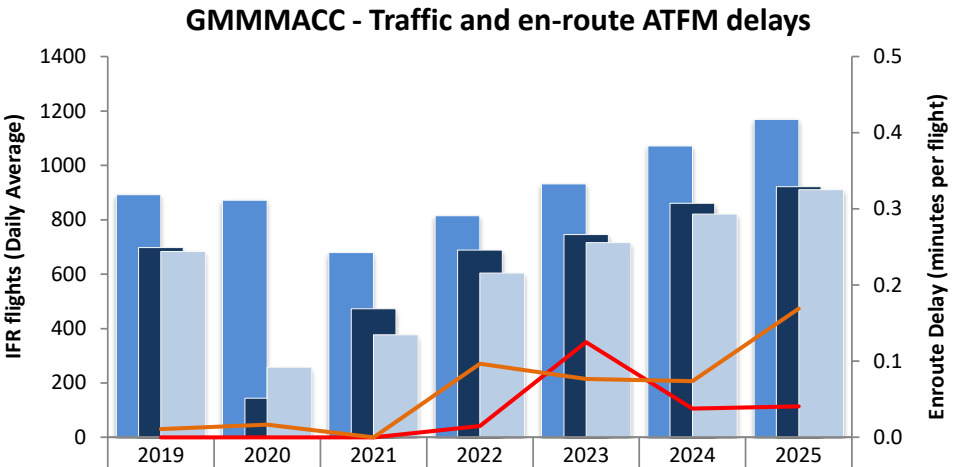
40. MOROCCO – CASABLANCA ACC

Traffic & Delay



	2019	2020	2021	2022	2023	2024	2025
Peak day traffic	892	872	679	815	932	1071	1169
Summer traffic	698	144	473	689	746	861	922
Yearly traffic	684	259	377	605	716	821	910
Summer enroute delay (all causes)	0.00	0.00	0.00	0.01	0.12	0.04	0.04
Yearly enroute delay (all causes)	0.01	0.02	0.00	0.10	0.08	0.07	0.17

Capacity Plan Achievements 2025

Casablanca ACC	Traffic 2025 vs. 2024			En-route Delay (All reasons - min. per flight)			Capacity			
	Forecast	Actual	% of 2019	Forecast	Actual	ACC Reference Value	NOP Plan	Actual	Capacity Gap?	Baseline
Year	+7%	+11%	133%	0.01	0.17	0.05			Yes	
Summer		+7%	132%		0.04		10%	1%		74

Year 2025 Performance Assessment

The average delay was 0.17 minutes per flight in 2025, above the reference value.
100% of the delays were due to the reason ATC Capacity.

Summer 2025 performance assessment

The average delay was 0.04 minutes per flight in Summer 2025.
100% of the delays were due to the reason ATC Capacity.
The capacity increase during summer 2025 was not at the expected level. Not all the planned operational actions were implemented, and the benefits of the implemented actions were not fully exploited.

Operational actions	Achieved	Comments
Airspace re-sectorisation	No	The addition of the 4th sector is expected by February 2026.
Additional ATCOs to gradually increase current staffing levels	Yes	New ATCOs (23 in total for both ACCs and APPs)
Staffing: +12 (83)	No	The number of available ATCOs was 70
New secondary radars	Yes	One radar station implemented in March 2025. Additional radar replacements planned for operational use at the beginning of 2027
CPDLC implementation	No	Postponed to Q4 2028
CAPAN study to review sectors capacities	No	CAPAN study postponed to align with the various project implementations

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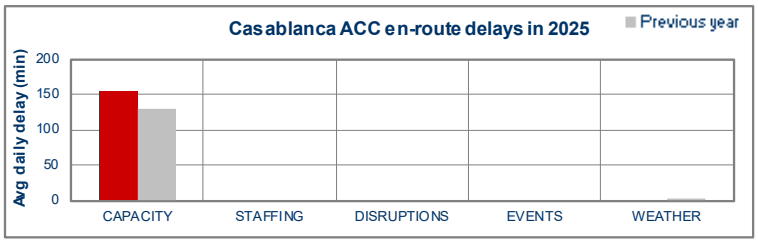
Max sectors: 4	No	New 4th sector planned for February 2026

Allocation of and Reasons for En-route Delay

Year	Reference Location	Avg Daily ER Delays	% of Total ACC ER Delay
2025	GMMMNOR	118	76.7%
2025	GMMMSOU	35	22.7%
2025	GMMMEAS	1	0.6%



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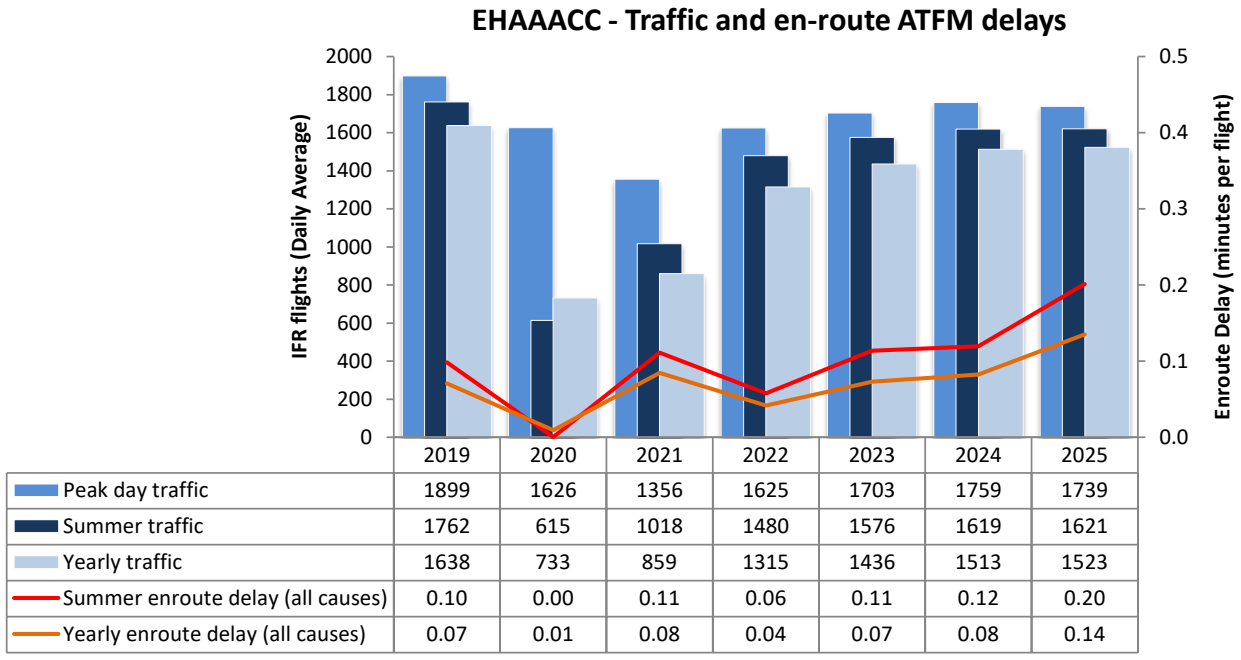
41. NETHERLANDS - AMSTERDAM ACC

Traffic & Delay



	2019	2020	2021	2022	2023	2024	2025
Peak day traffic	1899	1626	1356	1625	1703	1759	1739
Summer traffic	1762	615	1018	1480	1576	1619	1621
Yearly traffic	1638	733	859	1315	1436	1513	1523
Summer enroute delay (all causes)	0.10	0.00	0.11	0.06	0.11	0.12	0.20
Yearly enroute delay (all causes)	0.07	0.01	0.08	0.04	0.07	0.08	0.14

Capacity Plan Achievements 2025

Amsterdam ACC	Traffic 2025 vs. 2024			En-route Delay (All reasons - min. per flight)			Capacity			
	Forecast	Actual	% of 2019	Forecast	Actual	ACC Reference Value	NOP Plan	Actual	Capacity Gap?	Baseline
Year	+3%	+1%	93%	0.11	0.14	0.16			No	
Summer		+0%	92%		0.20		1%	0%		131

Year 2025 Performance Assessment

The average delay was 0.14 minutes per flight in 2025, below the reference value.

36% of the delays were due to the reason ATC Capacity, 30% were due to the reason Weather, 18% were due to the reason Special Event, 7% due to ATC Staffing, 7% due to the reason Other, 1% due to the reason Aerodrome Capacity and 1% due to the reason Airspace Management.

Summer 2025 performance assessment

The average delay was 0.20 minutes per flight in Summer 2025.

31% of the delays were due to the reason Weather, 30% due to ATC Capacity, 22% due to the reason Special Event, 8% due to the reason Other, 7% due to ATC Staffing and 2% due to the reason Airspace Management.

The level of capacity provided during the summer 2025 was sufficient to meet the actual traffic evolution.

Operational actions	Achieved	Comments
Initial AOP-NOP Information sharing for Schiphol Airport	Yes	
Staffing: 0 (82)	No	Achieved 79.
Max sectors: 5	Yes	5 sectors were opened regularly in a flexible manner and without any limitations on capacity

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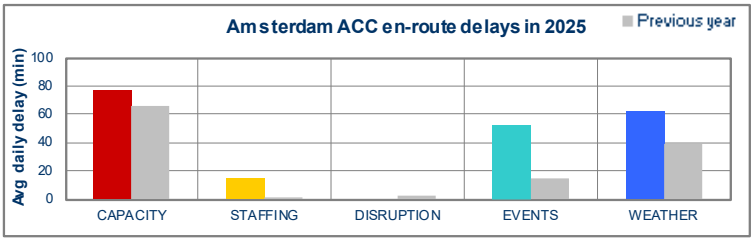
Allocation of and Reasons for En-route Delay

Year	Reference Location	Avg Daily ER Delays	% of Total ACC ER Delay
2025	EHAACBAS	115	56.0%
2025	EHAASECT2	56	27.2%
2025	EHAASECT3	12	5.6%
2025	EHMCALL	11	5.3%
2025	EHAA1+2	8	4.0%
2025	EHBKTA	3	1.5%



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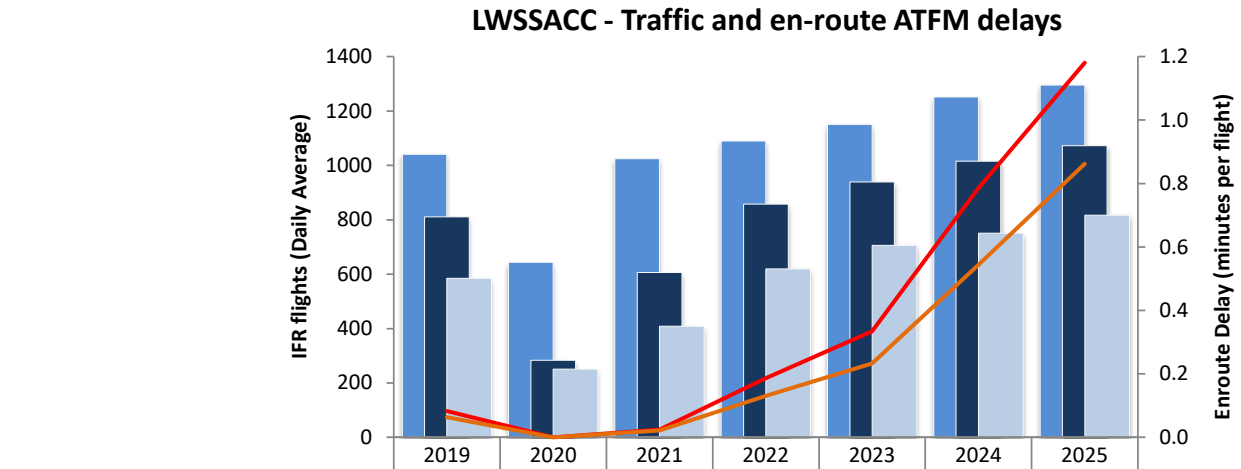
42. NORTH MACEDONIA - SKOPJE ACC

Traffic & Delay



	2019	2020	2021	2022	2023	2024	2025
Peak day traffic	1041	644	1025	1090	1151	1252	1295
Summer traffic	811	283	606	858	939	1016	1073
Yearly traffic	585	251	409	620	706	751	817
Summer enroute delay (all causes)	0.08	0.00	0.02	0.19	0.33	0.79	1.18
Yearly enroute delay (all causes)	0.06	0.00	0.02	0.13	0.23	0.54	0.86

Capacity Plan Achievements 2025

Skopje ACC	Traffic 2025 vs. 2024			En-route Delay (All reasons - min. per flight)			Capacity			
	Forecast	Actual	% of 2019	Forecast	Actual	ACC Reference Value	NOP Plan	Actual	Capacity Gap?	Baseline
Year	+5%	+9%	140%	0.6	0.86	0.19			Yes	
Summer		+6%	132%		1.18		3%	0%		74

Year 2025 Performance Assessment

The average delay was 0.86 minutes per flight in 2025, above the reference value.

79% of the yearly delays were due to the reason ATC Capacity, 9% due to the reason Weather, 5% due to ATC Staffing, 5% due to the reason Special Event and 2% due to ATC Equipment.

Summer 2025 performance assessment

The average delay was 1.18 minutes per flight in Summer 2025.

83% of the delays were due to the reason ATC Capacity, 10% due to the reason Weather, 5% due to ATC Staffing and 2% due to ATC Equipment.

The capacity increase during summer 2025 was not at the expected level. The implementation of the new ATM System was delayed by the supplier, and consequently the expected benefits of the new ATM system were not realised.

Operational actions	Achieved	Comments
Staffing: 0 (55)	No	-3 (52) due to prolonged sick leave and one retirement
New ATM system	No	Postponed for Q4 2025
Dynamic DFL	No	Postponed for Q4 2025 as part of the new ATM system implementation
Max sectors: 3	Yes	
Proposed remedial measures	**Achieved**	**Comments**
Network weather mitigation measures	Yes	Skopje ACC cooperated on Network level in weather-based operation procedures

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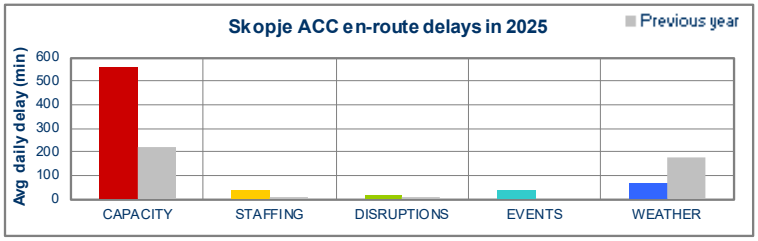
Ensure on-time implementation of the new ATM system	No	The system implementation fully depends on the supplier's activities
Adequate planning for the transition to the new system	No	New ATM system implementation postponed for Q4 2025
Ensure on-time implementation of planned airspace changes	No	Postponed for Q4 2026

Allocation of and Reasons for En-route Delay

Year	Reference Location	Avg Daily ER Delays	% of Total ACC ER Delay
2025	LWSSTOTAL	274	38.8%
2025	LWSSMID1	185	26.2%
2025	LWSSLOW355	128	18.2%
2025	LWSSALL	42	6.0%
2025	LWSSUPP355	33	4.6%
2025	LWSSUPP365	24	3.4%



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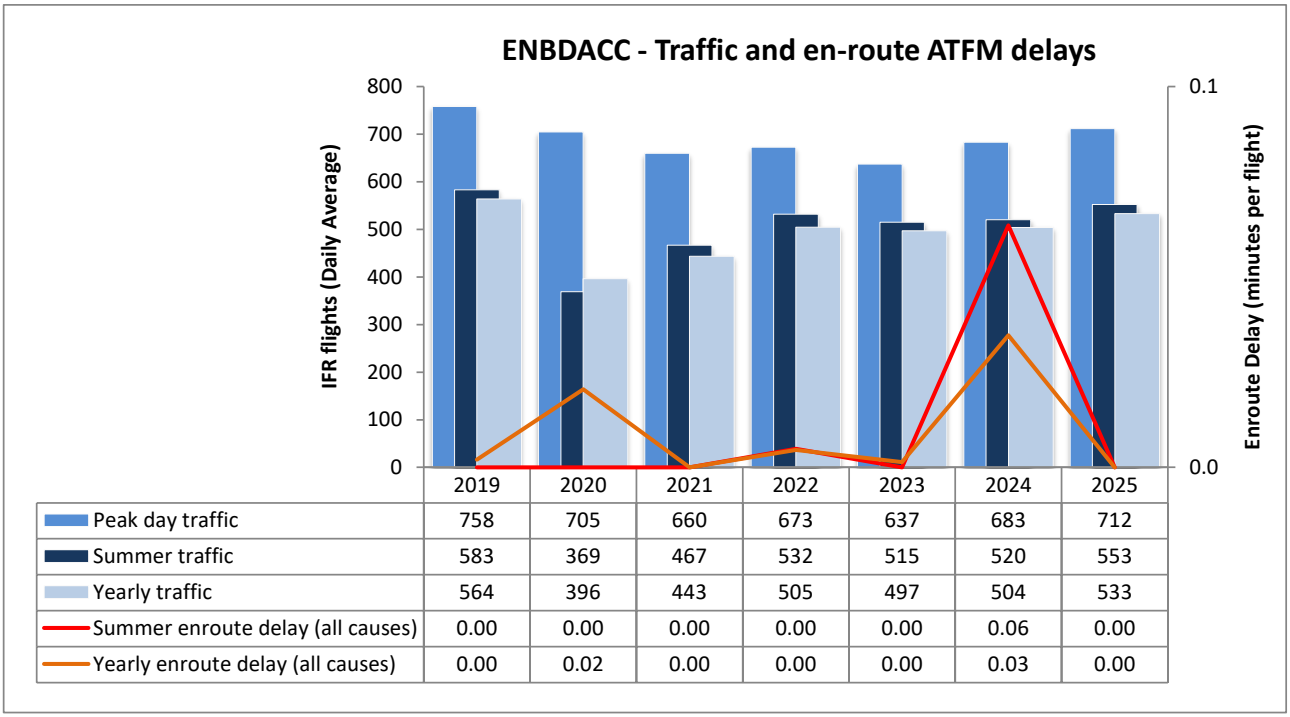
43. NORWAY - BODO ACC

Traffic & Delay



	2019	2020	2021	2022	2023	2024	2025
Peak day traffic	758	705	660	673	637	683	712
Summer traffic	583	369	467	532	515	520	553
Yearly traffic	564	396	443	505	497	504	533
Summer enroute delay (all causes)	0.00	0.00	0.00	0.00	0.00	0.06	0.00
Yearly enroute delay (all causes)	0.00	0.02	0.00	0.00	0.00	0.03	0.00

Capacity Plan Achievements 2025

Bodo ACC	Traffic 2025 vs. 2024			En-route Delay (All reasons - min. per flight)			Capacity			
	Forecast	Actual	% of 2019	Forecast	Actual	ACC Reference Value	NOP Plan	Actual	Capacity Gap?	Baseline
Year	+2%	+6%	95%	0.07	0.00	0.07			No	
Summer		+6%	95%		0.00		0%	0%		47

Year 2025 Performance Assessment

The average delay was zero minutes per flight in 2025, below the reference value.

Summer 2025 performance assessment

The average delay was zero minutes per flight in Summer 2025.
The level of capacity provided during the summer 2025 was sufficient to meet the actual traffic evolution.

Operational actions	Achieved	Comments
Flexible rostering of ATC staff	Yes	Adding capacity and robustness through further cross-training of ATCOs between South/Central, North/East and Oceanic sectors
Recruitment and training of air traffic controllers	Yes	+3 ACC staff
Staffing: +3 (56)	No	+2 (55)
Max sectors: 6 + 1 oceanic or 5 + 2 oceanic	No	No need due to actual traffic demand

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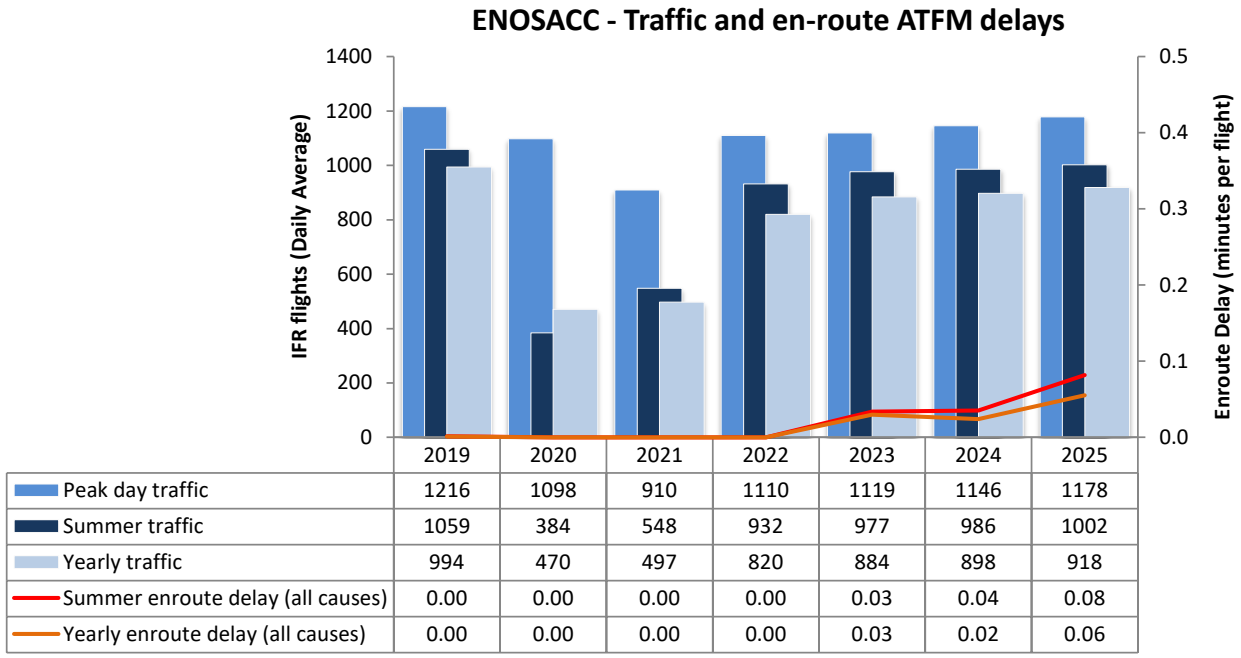
44. NORWAY - OSLO ACC

Traffic & Delay



	2019	2020	2021	2022	2023	2024	2025
Peak day traffic	1216	1098	910	1110	1119	1146	1178
Summer traffic	1059	384	548	932	977	986	1002
Yearly traffic	994	470	497	820	884	898	918
Summer enroute delay (all causes)	0.00	0.00	0.00	0.00	0.03	0.04	0.08
Yearly enroute delay (all causes)	0.00	0.00	0.00	0.00	0.03	0.02	0.06

Capacity Plan Achievements 2025

Oslo ACC	Traffic 2025 vs. 2024			En-route Delay (All reasons - min. per flight)			Capacity			
	Forecast	Actual	% of 2019	Forecast	Actual	ACC Reference Value	NOP Plan	Actual	Capacity Gap?	Baseline
Year	+3%	+2%	92%	0.07	0.06	0.13			No	
Summer		+2%	95%		0.08		5%	0%		83

Year 2025 Performance Assessment

The average delay was 0.06 minutes per flight in 2025, below the reference value.

51% of the yearly delays were due to the reason ATC Capacity, 35% due to Special Event (OC CASA trial), 8% due to Weather and 6% due to ATC Staffing.

Summer 2025 performance assessment

The average delay was 0.08 minutes per flight in Summer 2025.

58% of the delays were due to the reason ATC Capacity, 26% due to Special Event (OC CASA trial), 9% due to Weather and 7% due to ATC Staffing.

The level of capacity provided during the summer 2025 was sufficient to meet the actual traffic evolution.

The majority of the delay generated by capacity issues in sector 8.

Operational actions	Achieved	Comments
Flexible rostering of ATC staff	Yes	All ATCOs to continue to be licensed for all ACC sectors.
Recruitment and training of air traffic controllers	Yes	
Staffing: -3 (55)	Yes	
Max sectors: 6	Yes	

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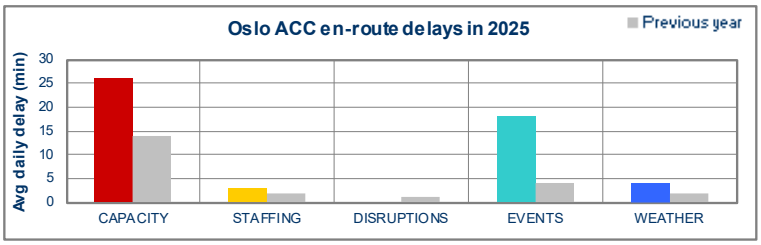
Allocation of and Reasons for En-route Delay

Year	Reference Location	Avg Daily ER Delays	% of Total ACC ER Delay
2025	ENOS8	41	81.0%
2025	ENOSE1267	8	16.1%
2025	ENOSE34	1	2.9%



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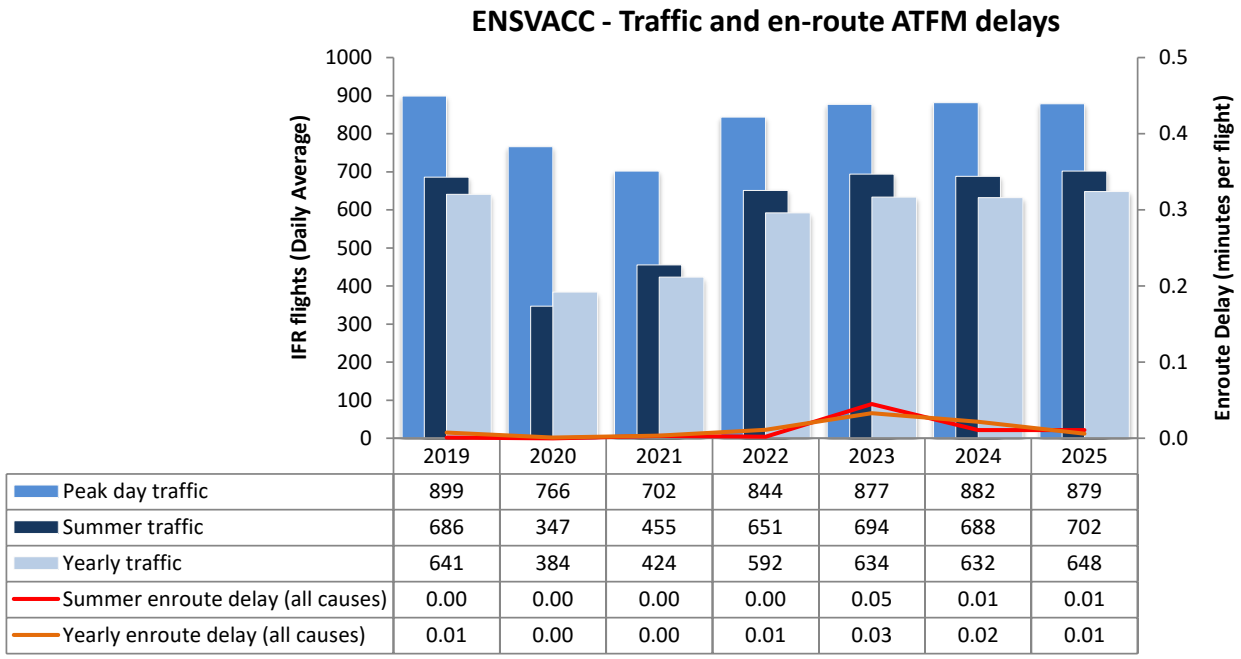
45. NORWAY - STAVANGER ACC

Traffic & Delay



	2019	2020	2021	2022	2023	2024	2025
Peak day traffic	899	766	702	844	877	882	879
Summer traffic	686	347	455	651	694	688	702
Yearly traffic	641	384	424	592	634	632	648
Summer enroute delay (all causes)	0.00	0.00	0.00	0.00	0.05	0.01	0.01
Yearly enroute delay (all causes)	0.01	0.00	0.00	0.01	0.03	0.02	0.01

Capacity Plan Achievements 2025

Stavanger ACC	Traffic 2025 vs. 2024			En-route Delay (All reasons - min. per flight)			Capacity			
	Forecast	Actual	% of 2019	Forecast	Actual	ACC Reference Value	NOP Plan	Actual	Capacity Gap?	Baseline
Year	+5%	+3%	101%	0.07	0.01	0.13			No	
Summer		+2%	102%		0.01		5%	0%		64

Year 2025 Performance Assessment

The average delay was 0.01 minutes per flight in 2025, below the reference value
93% of the yearly delays were due to the reason Special Event (OC CASA trial) and 7% were due to ATC Capacity.

Summer 2025 performance assessment

The average delay was 0.01 minutes per flight in Summer 2025.
93% of the delays were due to the reason Special Event (OC CASA trial) and 7% were due to ATC Capacity.
The level of capacity provided during the summer 2025 was sufficient to meet the actual traffic evolution.

Operational actions	Achieved	Comments
Flexible rostering of ATC staff	Yes	All ATCOs to continue to be licensed for all ACC sectors.
Recruitment and training of air traffic controllers	Yes	
Staffing: 0 (43)	No	-1 (42)
Max sectors: 4 + 1 helicopter	Yes	

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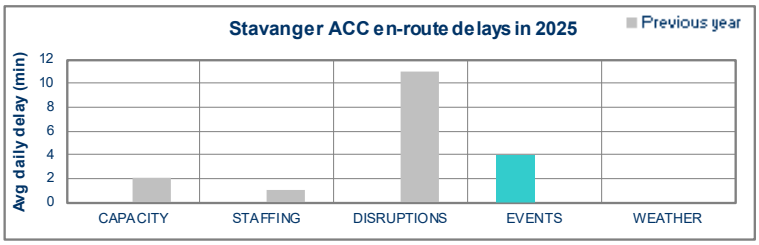
Allocation of and Reasons for En-route Delay

Year	Reference Location	Avg Daily ER Delays	% of Total ACC ER Delay
2025	ENOSW9012	2	42.0%
2025	ENOSW9T4	1	27.7%
2025	ENOSW567	1	26.3%
2025	ENOSW347	0	4.1%



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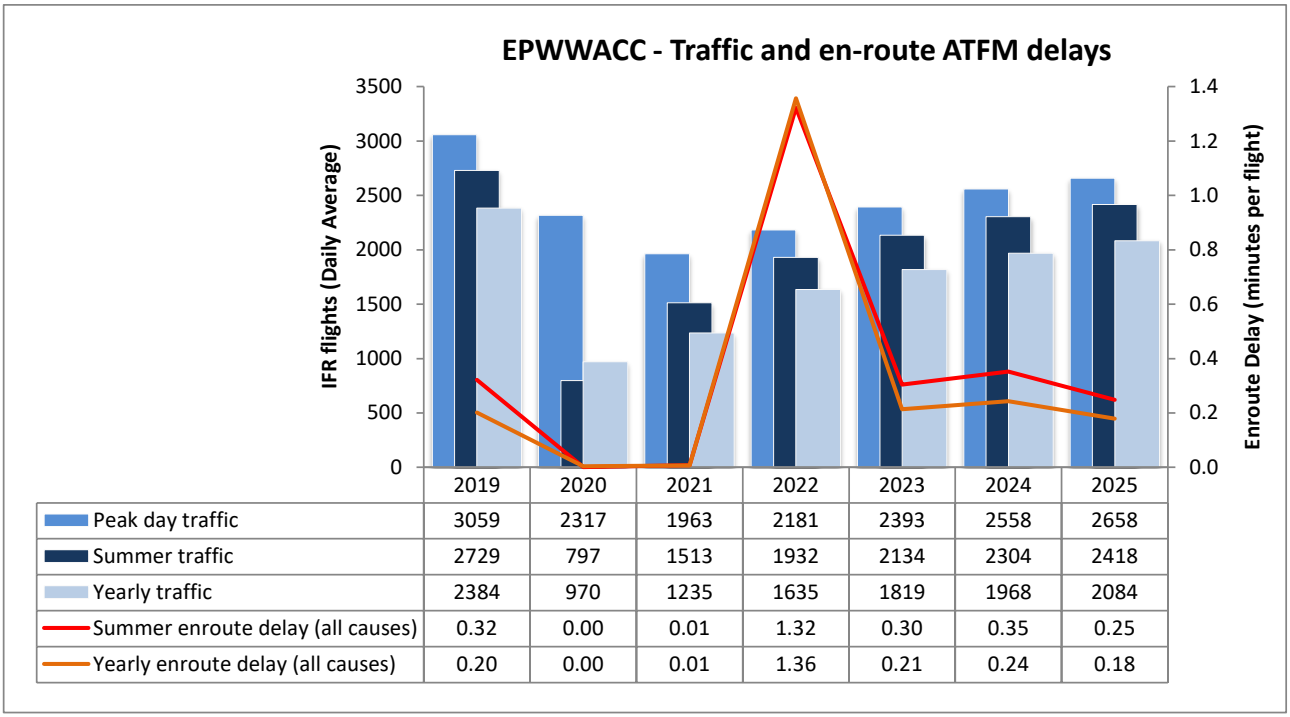
46. POLAND - WARSZAWA ACC

Traffic & Delay



	2019	2020	2021	2022	2023	2024	2025
Peak day traffic	3059	2317	1963	2181	2393	2558	2658
Summer traffic	2729	797	1513	1932	2134	2304	2418
Yearly traffic	2384	970	1235	1635	1819	1968	2084
Summer enroute delay (all causes)	0.32	0.00	0.01	1.32	0.30	0.35	0.25
Yearly enroute delay (all causes)	0.20	0.00	0.01	1.36	0.21	0.24	0.18

Capacity Plan Achievements 2025

Poland ACC	Traffic 2025 vs. 2024			En-route Delay (All reasons - min. per flight)			Capacity			
	Forecast	Actual	% of 2019	Forecast	Actual	ACC Reference Value	NOP Plan	Actual	Capacity Gap?	Baseline
Year	+7%	+6%	87%	0.24	0.18	0.24			No	
Summer		+5%	89%		0.25		3%	6%		145

Year 2025 Performance Assessment

The average delay was 0.18 minutes per flight in 2025, below the reference value.

34% of the yearly delays were due to the reason Other, 21% due to ATC Capacity, 17% due to the reason Weather, 12% due to Special Event, 8% due to ATC Staffing, 7% due to Equipment and 1% due to the reason Aerodrome Capacity.

Summer 2025 performance assessment

The average delay was 0.25 minutes per flight in Summer 2025.

36% of the delays were due to the reason Other, 19% due to ATC Capacity, 16% due to the reason Weather, 11% due to Special Event, 8% due to ATC Staffing, 8% due to Equipment, 1% due to Airspace Management and 1% due to the reason Aerodrome Capacity.

The level of capacity provided during the summer 2025 was sufficient to meet the actual traffic evolution.

Operational actions	Achieved	Comments
Stepped Cross-Border FRA Implementation according to the airspace restructuring project with Sweden and Czech Republic (NOV 2024)	Yes	Cross-border FRA operations with Czechia and Sweden were implemented accordingly with plan – November 2024
Evolutionary ASM Tool to support for Advanced FUA	Yes	Creating additional options for Dynamic RAD management
Dynamic RAD implementation	Yes	Dynamic RAD implemented according to plan in January 2025 including b2b connection between PANSA ASM supporting system (CAT) and NM systems
Radar Control in EPRZ TMA* 23 Jan 2025	Yes	Implemented

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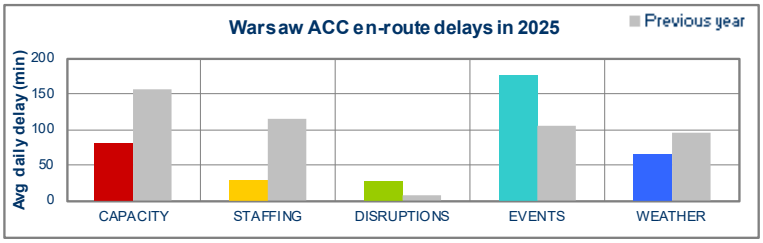
Advanced ATFCM techniques, including STAM, workload and complexity estimation, and improved predictability	Yes	Using NMP to simulate and execute ATFCM measures. OCC trial participation.
Additional layers / airspace reorganisation (3rd layer implementation in FIR)	Yes	3rd layer fully implemented in July 2025.
Continuous training of new ATCOs	Yes	2 new ATCO training courses initiated in 2025, continuation of courses initiated in previous years
Additional controllers	Yes	5 new licenses
Staffing: +4 (165,75)	No	-3 (158,75): 5 new licenses, but overall negative net change due to unplanned departures (including shift of 3 persons to ATCOs on other duties category) As in the capacity plan, the numbers of additional ATCOs as well as total No of ATCOs represent ACC GAT ATCO in OPS staff complement at 30.06.
Continuous development of sector configurations and management	Yes	Operationally ready to use 30 000 + conf. using 3 layers.
CAPAN for ACC (spring 2025)	Yes	Finished in 2025
Max sectors: 14/15	Yes	This is the technical maximum, the actual number was lower due to lower traffic.
Proposed remedial measures	**Achieved**	**Comments**
Continued effort to increase staffing levels and/or availability	Yes	Additional ATCOs trained and roster improvements.
Continued alignment of traffic demand and sector opening times	Yes	Despite a slight decrease in staffing levels compared to 2024, the actual performance was improved because of roster adjustments, better distribution of holidays and first rotation prioritization.
Revision of sector capacities	Yes	New capacities for new sectors in 3rd layer based on CAPAN in 2025.

Allocation of and Reasons for En-route Delay

Year	Reference Location	Avg Daily ER Delays	% of Total ACC ER Delay
2025	EPWATMA	70	18.8%
2025	EPWWJLM	53	14.1%
2025	EPWWTCLM	39	10.5%
2025	EPWWJR	38	10.3%
2025	EPWWJ	36	9.6%
2025	EPWWJRLM	34	8.9%



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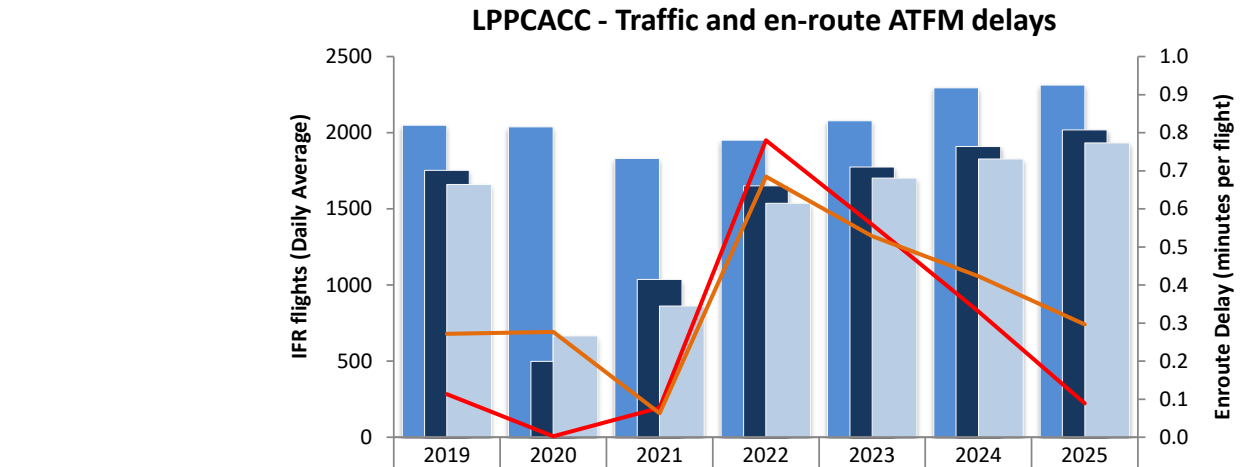
47. PORTUGAL - LISBOA ACC

Traffic & Delay



	2019	2020	2021	2022	2023	2024	2025
Peak day traffic	2050	2039	1831	1952	2079	2295	2314
Summer traffic	1753	499	1038	1652	1775	1909	2020
Yearly traffic	1661	666	863	1537	1702	1828	1934
Summer enroute delay (all causes)	0.11	0.00	0.08	0.78	0.56	0.33	0.09
Yearly enroute delay (all causes)	0.27	0.28	0.06	0.69	0.53	0.42	0.30

Capacity Plan Achievements 2025

Lisboa ACC	Traffic 2025 vs. 2024			En-route Delay (All reasons - min. per flight)			Capacity			
	Forecast	Actual	% of 2019	Forecast	Actual	ACC Reference Value	NOP Plan	Actual	Capacity Gap?	Baseline
Year	+7%	+6%	116%	0.5	0.30	0.30			No	
Summer		+6%	115%		0.09		4%	8%		141

Year 2025 Performance Assessment

The average delay was 0.30 minutes per flight in 2025, in line with the reference value of 0.30 minutes per flight.

58% of the delays were due to the reason ATC Capacity, 31% due to Special Event, 5% were due to the reason Other, 4% due to the reason Staffing and 2% were due to Weather. The delay generated under the reason Other were due to the power failure in the Iberian Peninsula and it was out of the control of NAV Portugal. The ATFM delay generated by NAV Portugal in 2025 would be lower if this event had not occurred.

Summer 2025 performance assessment

The average delay was 0.09 minutes per flight in Summer 2025.

62% of the delays were due to the reason ATC Capacity, 35% due to Special Event, 2% were due to Weather and 1% were due to the reason ATC Staffing.

During summer 2025, the capacity supplied exceeded the requirements of the actual traffic evolution.

Operational actions	Achieved	Comments
Point Merge System Lisboa TMA upgrade	Yes	PMS Improvements Pack1 (May/25) and Pack 2 (27/11/25) implemented
Enhanced ATFCM procedures, including STAM	Yes	Participation to the NM Occupancy regulation trial helped optimising the application of ATFM regulations
Dynamic split of the West sector	Yes	Dynamic split WEST sector / FL355 implemented (May 2025)
Flexible Rostering	Yes	NAV Portugal employs flexible rostering practices, which contribute to high productivity levels.

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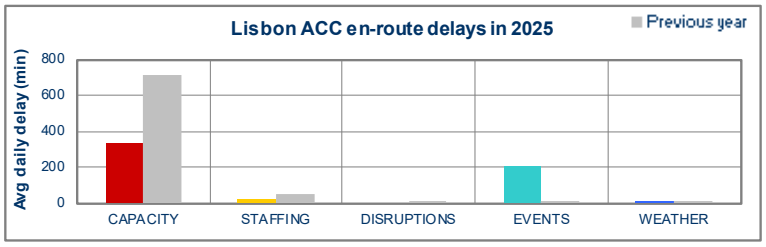
Continuous recruitment of ATCOs	Yes	In 2025, 18 new ATCOs – plus 7 than planned - were qualified in Lisboa ACC (13 ENR + 5 TMA), and 12 additional ATCOs are currently undergoing qualification, expected to be completed by 2026.
Availability of ATCOs to open up to 13 sectors (9 ENR, 4 TMA)	Yes	This was accomplished by using overtime
Staffing: +11 (146)	Yes	In 2025, we have a staffing increase of + 18 (+13ENR and +5TMA) for a total of 153
Regular updates of the ATM system	Yes	New Builds 3.9, 3.10.1 and 3.10.2 TOPSKY ATC implemented in the course of 2025
Flexible sector opening schemes	Yes	NAV Portugal manages its daily operations to deploy maximum capacity in accordance with the available resources. To achieve this, sector configurations are continuously monitored, and flexible opening schemes are implemented to adjust capacity based on traffic flows.
CAPAN Study	Yes	NAV Portugal and ECTRL are working together in developing a CAPAN study aiming to restructure Lisbon airspace as well as to deliver increase capacity. The final report will be delivered to NAV Portugal in January 2026.
Max sectors: 13 (9 ENR + 4 TMA)	Yes	4 TMA sectors represent 3 controlling sectors plus one coordinator position.
Proposed remedial measures	**Achieved**	**Comments**
Continued effort to increase staffing levels and/or availability	Yes	NAV Portugal has accelerated the ATCO recruitment and training plan resulting in +18 ATCOs, 7 more than initially planned.
Continued alignment of traffic demand and sector opening times	Yes	As per the operational action for flexible sector opening schemes
Ensure on-time implementation of planned airspace changes	Yes	Dynamic split of WEST sector / FL355 implemented (May 2025)
Revision of sector capacities	Yes	Occupancy increase validation Trial (ongoing)

Allocation of and Reasons for En-route Delay

Year	Reference Location	Avg Daily ER Delays	% of Total ACC ER Delay
2025	LPPCCEU	170	29.6%
2025	LPPCWEST	156	27.0%
2025	LPPCNOL	57	9.8%
2025	LPPCNXUPP	50	8.6%
2025	LPPCWL365	34	5.9%
2025	LPPCNOU	28	4.8%



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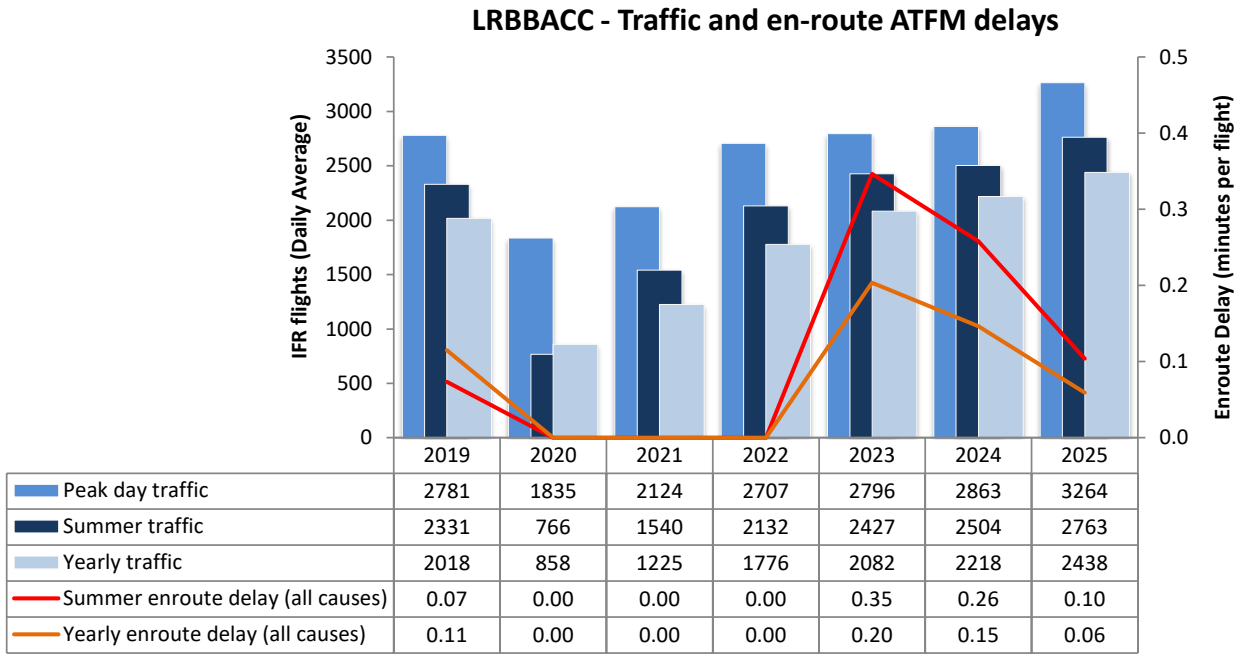
48. ROMANIA - BUCUREȘTI ACC

Traffic & Delay



	2019	2020	2021	2022	2023	2024	2025
Peak day traffic	2781	1835	2124	2707	2796	2863	3264
Summer traffic	2331	766	1540	2132	2427	2504	2763
Yearly traffic	2018	858	1225	1776	2082	2218	2438
Summer enroute delay (all causes)	0.07	0.00	0.00	0.00	0.35	0.26	0.10
Yearly enroute delay (all causes)	0.11	0.00	0.00	0.00	0.20	0.15	0.06

Capacity Plan Achievements 2025

Bucuresti ACC	Traffic 2025 vs. 2024			En-route Delay (All reasons - min. per flight)			Capacity			
	Forecast	Actual	% of 2019	Forecast	Actual	ACC Reference Value	NOP Plan	Actual	Capacity Gap?	Baseline
Year	+9%	+10%	121%	0.19	0.06	0.24			No	
Summer		+10%	119%		0.10		3%	9%		190

Year 2025 Performance Assessment

The average delay per flight was 0.06 minutes per flight in 2025, below the reference value
100% of the delays were due to the reason Weather.

Summer 2025 performance assessment

The average delay per flight was 0.10 minutes per flight in Summer 2025.
100% of the summer delays were due to the reason Weather.

During summer 2025, the capacity supplied matched or exceeded the requirements of the actual traffic evolution.

Operational actions	Achieved	Comments
Re-design of TRAs	Yes	Implemented on 17 April 2025
Improved ATFCM, including use of occupancy counts	Yes	
New Sectorisation LRBBCTA	Ongoing	Implementation planned for Q1 2026
LoAs and ATS Instructions for Bucureşti ACC Sectors review on regular basis	Yes	
Staff increased in line with capacity requirements	Yes	
Staffing: +9 (263)	Yes	The licensing process for the nine new licensed ATCOs finalised by the end of Summer Season (October 2025)

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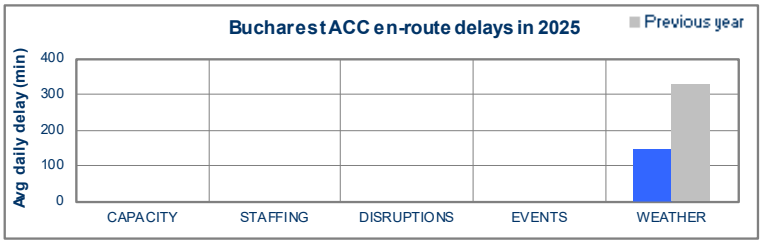
Regular updates of the ATM system	Yes	Evolutive/adaptive ATM system software upgrade implemented before summer 2025
Automated Support for Traffic Complexity Assessment (FCM06)	Ongoing	Planned to be installed and functional before 31.12.2025.
Max sectors: 16	Yes	14 sectors ensured the traffic flows management

Allocation of and Reasons for En-route Delay

Year	Reference Location	Avg Daily ER Delays	% of Total ACC ER Delay
2025	LRBBBM14	43	29.5%
2025	LRBBBM56	37	25.4%
2025	LRBBBM78	34	23.8%
2025	LRBBBM67	14	9.8%
2025	LRBBBM89	7	4.9%
2025	LRBBBM45	5	3.4%



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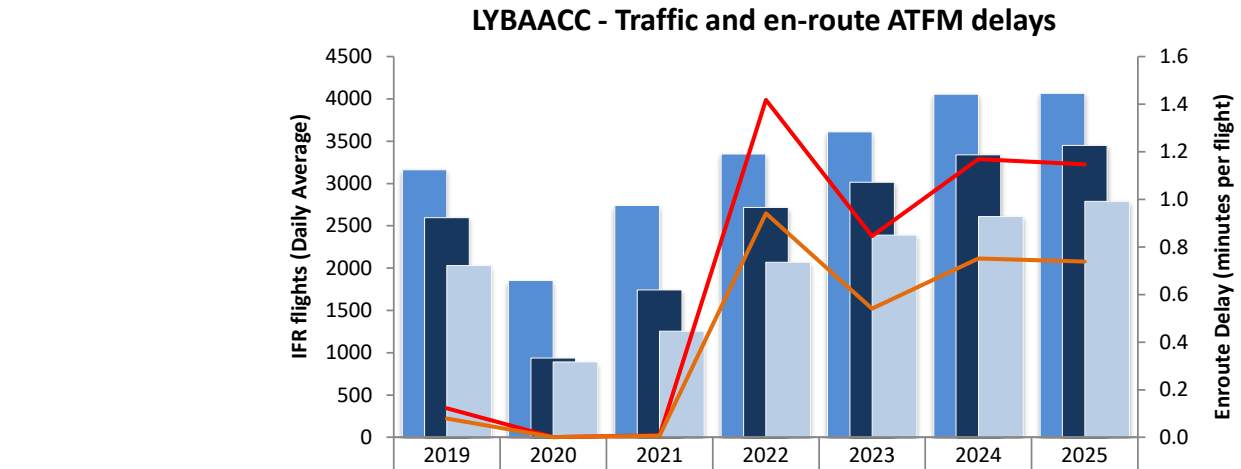
SERBIA – BEOGRAD ACC

Traffic & Delay



	2019	2020	2021	2022	2023	2024	2025
Peak day traffic	3164	1855	2740	3349	3610	4057	4064
Summer traffic	2595	937	1744	2718	3017	3338	3450
Yearly traffic	2029	892	1256	2071	2390	2611	2788
Summer enroute delay (all causes)	0.12	0.00	0.01	1.42	0.85	1.17	1.15
Yearly enroute delay (all causes)	0.08	0.00	0.01	0.94	0.54	0.75	0.74

Capacity Plan Achievements 2025

Beograd ACC	Traffic 2025 vs. 2024			En-route Delay (All reasons - min. per flight)			Capacity			
	Forecast	Actual	% of 2019	Forecast	Actual	ACC Reference Value	NOP Plan	Actual	Capacity Gap?	Baseline
Year	+8%	+7%	137%	0.6	0.74	0.29			Yes	
Summer		+3%	133%		1.15		3%	0%		234

Year 2025 Performance Assessment

The average delay was 0.74 minutes per flight in 2025, above the reference value.

40% of the delays were due to the reason Industrial Action, 37% due to Weather, 17% were due to ATC Capacity, 5% due to ATC Staffing and 1% due to the reason Other.

Summer 2025 performance assessment

The average delay was 1.15 minutes per flight in Summer 2025.

41% of the delays were due to the reason Industrial Action, 37% due to Weather, 16% were due to ATC Capacity, 4% due to ATC Staffing and 1% due to the reason Other.

The capacity increase during summer 2025 was not at the expected level. The benefits from operational actions and projects planned for summer 2025 could not be fully exploited due to a long-lasting industrial action which generated more than 300.000 minutes of delay.

Operational actions	Achieved	Comments
Further FRA extensions according to ERNIP part II	Yes	FRA is fully implemented in the area of responsibility of SMATSA, including cross-border initiatives. Cross border FRA was implemented between Italy and Malta, enabling AO to file a direct trajectory from point on Malta-Tunisa border to Serbia-Romania border.
AUP Publication GND - UNL	Ongoing	Regulation was drafted by CAA, military and ANSP and forwarded to HLAPB for publication. Will be in force in October 2026.
Improved ATFCM, including use of occupancy counts	Yes	SMATSA readjusted occupancy count values for several sectors.

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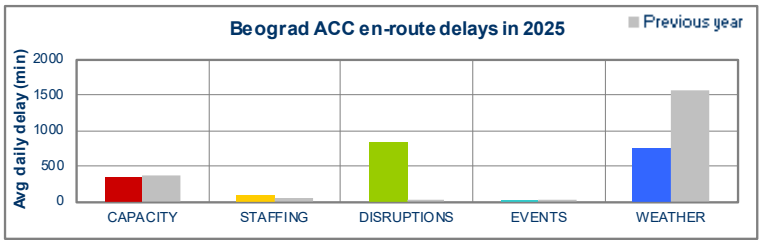
Re-organization of TSAs/TRAs	Ongoing	Regulation was drafted by CAA, military and ANSP and forwarded to HLAPB for publication. Will be in force in October 2026.
Improvement to MET support screen	Yes	Improved presentation of meteorological data. On supervisor position, forecast text data for Beograd FIR and adjacent FIRs were replaced by graphic presentation.
Staffing: -1 (124)	Yes	During season, staffing was as predicted, -1. By end of year, staffing was -3.
Further benefits from Datalink	No	Percentage of aircraft configured to use Datalink in SMATSA AoR remained below 50%.
ATM system Upgrade	Yes	ATM system upgrade improved cybersecurity and improved airspace management functions.
CAPAN study benefits	Yes	The CAPAN study results were delivered at the beginning of 2025. The study supports the enhancement of sector capacities by analysing current air traffic management (ATM) operations and identifying bottlenecks. Using advanced simulations and traffic forecasts, the CAPAN study assessed controller workload and helped optimizing sectorisation, dynamic sector management, and traffic flow measures. As a result of CAPAN study, capacities were increased in several sectors.
Max sectors: 12	Yes	12 sectors were opened few hours during summer season
Proposed remedial measures	**Achieved**	**Comments**
Network weather mitigation measures	Yes	SMATSA cooperated on Network level in weather mitigation measures.
Continued alignment of traffic demand and sector opening times	Yes	Daily update of sector opening times via CHMI by FMP.
Ensure on-time implementation of planned airspace changes	Ongoing	Re-organization of TSAs/TRAs is ongoing with a planned implementation in October 2026.
Revision of sector capacities	Yes	Sector capacities were delivered in Spring 2025.

Allocation of and Reasons for En-route Delay

Year	Reference Location	Avg Daily ER Delays	% of Total ACC ER Delay
2025	LYBALW	499	24.2%
2025	LYBAX	235	11.4%
2025	LYBATW	156	7.6%
2025	LYBATE	155	7.5%
2025	LYBATNE	138	6.7%
2025	LYBALNE	126	6.1%



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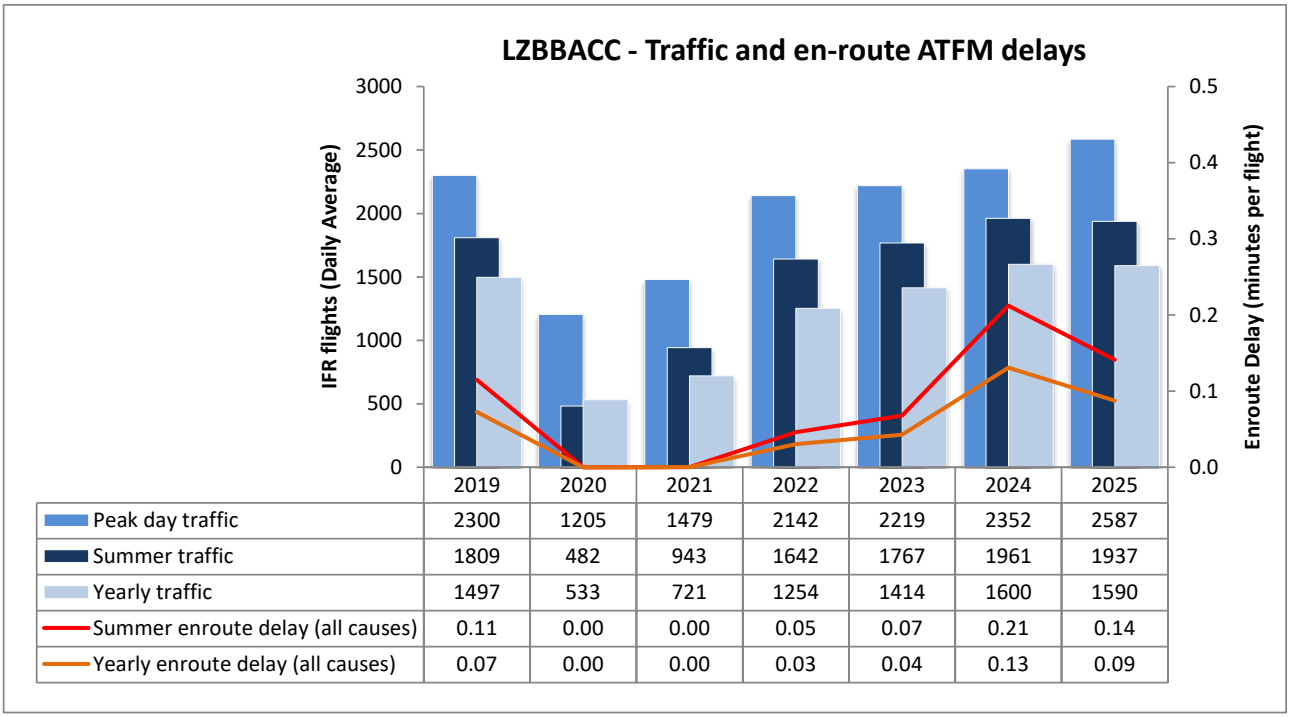
50. SLOVAKIA - BRATISLAVA ACC

Traffic & Delay



	2019	2020	2021	2022	2023	2024	2025
Peak day traffic	2300	1205	1479	2142	2219	2352	2587
Summer traffic	1809	482	943	1642	1767	1961	1937
Yearly traffic	1497	533	721	1254	1414	1600	1590
Summer enroute delay (all causes)	0.11	0.00	0.00	0.05	0.07	0.21	0.14
Yearly enroute delay (all causes)	0.07	0.00	0.00	0.03	0.04	0.13	0.09

Capacity Plan Achievements 2025

Bratislava ACC	Traffic 2025 vs. 2024			En-route Delay (All reasons - min. per flight)			Capacity			
	Forecast	Actual	% of 2019	Forecast	Actual	ACC Reference Value	NOP Plan	Actual	Capacity Gap?	Baseline
Year	+8%	-1%	106%	0.23	0.09	0.2			No	
Summer		-1%	107%		0.14		3%	0%		142

Year 2025 Performance Assessment

The average delay was 0.09 minutes per flight in 2025, as the reference value.
61% of the yearly delays were due to the reason Weather, 38% due to ATC Capacity and 1% due to the reason ATC Staffing.

Summer 2025 performance assessment

The average delay was 0.14 minutes per flight in Summer 2025.
62% of the delays were due to the reason Weather, 37% due to ATC Capacity and 1% due to the reason ATC Staffing.
The level of capacity provided during the summer 2025 was sufficient to meet the actual traffic evolution.

Operational actions	Achieved	Comments
Improved ATFCM techniques, including STAM	Yes	Flexibility in the sector configurations to adapt to the demand STAM to limit number of regulations
Continuous improvements of the route network and sectorisation	Yes	Cleaning and optimization of sector configurations and particular sectors in Bratislava ACC
Enhanced sectorisation according to FABCE airspace plan	Yes	Improved sectorisation according national airspace plan (horizontal split sectorisation – planned in January 2026)
Improved sectorisation	Yes	Implementation of divisional levels achieved; Horizontal split of sectors in the final stage, planned to be implemented in January 2026
Continuous recruitment to increase staff level	Yes	
Staffing: +3 (68)	Yes	Current ATCO staffing: 71

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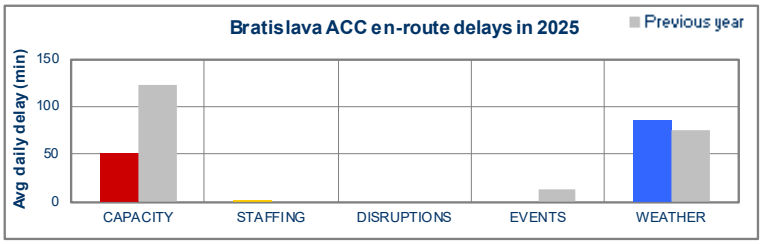
Optimisation of sector opening times	Yes	Sector opening times were adapted to the traffic demand, supported by the historical analysis
Review sector capacities	Yes	Sector capacities reviewed along with the implementation of divisional flight levels; major overview of sector capacities planned in 2026, with the implementation of horizontal split
Additional configurations available	Yes	More flexibility in the sector configurations thanks to the divisional flight levels implementation
Max sectors: 5	Yes	5 sectors opened on a regular basis during summer season
Remedial measures	**Achieved**	**Comments**
Continued effort to increase staffing levels and/or availability	Yes	Staffing level increased, with the aim of the continuous growth in the upcoming years.
Continued alignment of traffic demand and sector opening times	Yes	Sector opening times were adapted to the traffic demand, supported by the historical analysis
Network weather mitigation measures	Yes	LPS supported the creation of network weather scenarios, accepting the additional traffic, derived from their application

Allocation of and Reasons for En-route Delay

Year	Reference Location	Avg Daily ER Delays	% of Total ACC ER Delay
2025	LZBBU	36	25.5%
2025	LZBBU3	21	15.2%
2025	LZBBALL	20	14.5%
2025	LZBBL33	12	8.8%
2025	LZBBU36	11	8.0%
2025	LZBBL35	11	7.8%



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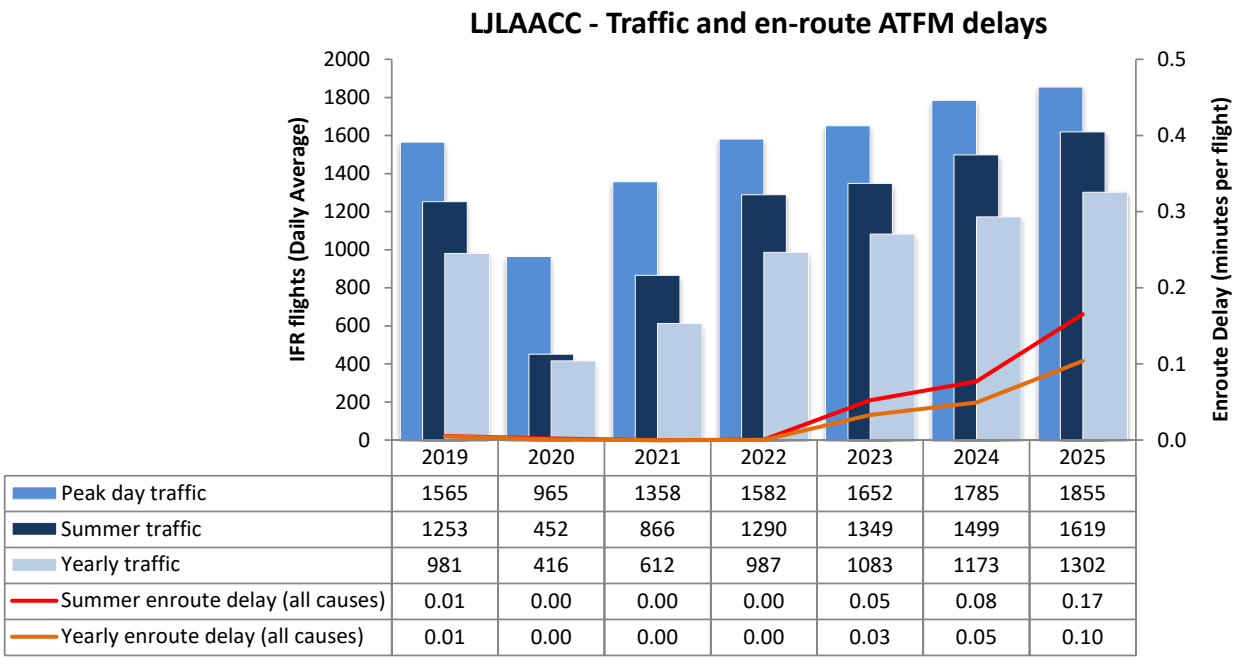
51. SLOVENIA - LJUBLJANA ACC

Traffic & Delay



	2019	2020	2021	2022	2023	2024	2025
Peak day traffic	1565	965	1358	1582	1652	1785	1855
Summer traffic	1253	452	866	1290	1349	1499	1619
Yearly traffic	981	416	612	987	1083	1173	1302
Summer enroute delay (all causes)	0.01	0.00	0.00	0.00	0.05	0.08	0.17
Yearly enroute delay (all causes)	0.01	0.00	0.00	0.00	0.03	0.05	0.10

Capacity Plan Achievements 2025

Ljubljana ACC	Traffic 2025 vs. 2024			En-route Delay (All reasons - min. per flight)			Capacity			
	Forecast	Actual	% of 2019	Forecast	Actual	ACC Reference Value	NOP Plan	Actual	Capacity Gap?	Baseline
Year	+7%	+11%	133%	0.12	0.10	0.17			No	
Summer		+8%	129%		0.17		1%	1%		114

Year 2025 Performance Assessment

The average delay was 0.10 minutes per flight in 2025, below the reference value.
69% of the yearly delays were due to the reason Weather, 11% due to Airspace Management, 11% due to ATC Staffing and 9% due to the reason ATC Capacity.

Summer 2025 performance assessment

The average delay was 0.17 minutes per flight in Summer 2025.
69% of the summer delays were due to the reason Weather, 11% due to Airspace Management, 11% due to ATC Staffing and 9% due to the reason ATC Capacity.
The level of capacity provided during the summer 2025 was sufficient to meet the actual traffic evolution.

Operational actions	Achieved	Comments
Stepped implementation of FRA according to expected projects between SECSI FRA, FRAIT and SEEFRA, as reflected in NM airspace restructuring project	Yes	Further steps in enlarging cross border FRA operations planned with active participation of Ljubljana ACC.
LARA Implementation	Ongoing	LARA implementation expected in Q1 2026.
Enhanced ATFCM techniques, including STAM	Yes	Planned in line with their availability in NM system.
Traffic organisation changes will depend on the changes in flows resulting from FRA projects in the region (SECSI FRA, FRAIT, SEEFRA)	Yes	With review of all FLAS/RAD conditions with adjacent ACCs to increase capacity and reduce complexity.

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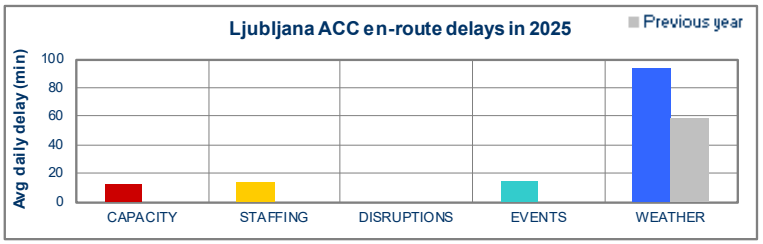
Additional ATCOs will be recruited as necessary	Yes	Additional ATCOs recruited as necessary and completion of training for part of the ATCO trainees group planned prior summer season to cover retirements in first half of 2025.
Staffing: -1 (65)	Yes	
System upgrades as necessary	Yes	System upgrades as necessary and accommodation of new FLAS/RAD conditions prior summer season 2025.
Flexible sector configurations, adapting regularly based on demand	Yes	New flexible sector configurations implemented prior summer 2025 to allow optimal sectorisation; 3 additional vertical DFLs implemented in May 2025.
Max sectors: 5	Yes	Once, based on the traffic demand.

Allocation of and Reasons for En-route Delay

Year	Reference Location	Avg Daily ER Delays	% of Total ACC ER Delay
2025	LJLA3766	36	26.4%
2025	LJLA3536	20	14.5%
2025	LJLA0024	15	10.8%
2025	LJLA3336	10	7.6%
2025	LJLA2536	10	7.4%
2025	LJLA3036	10	7.1%



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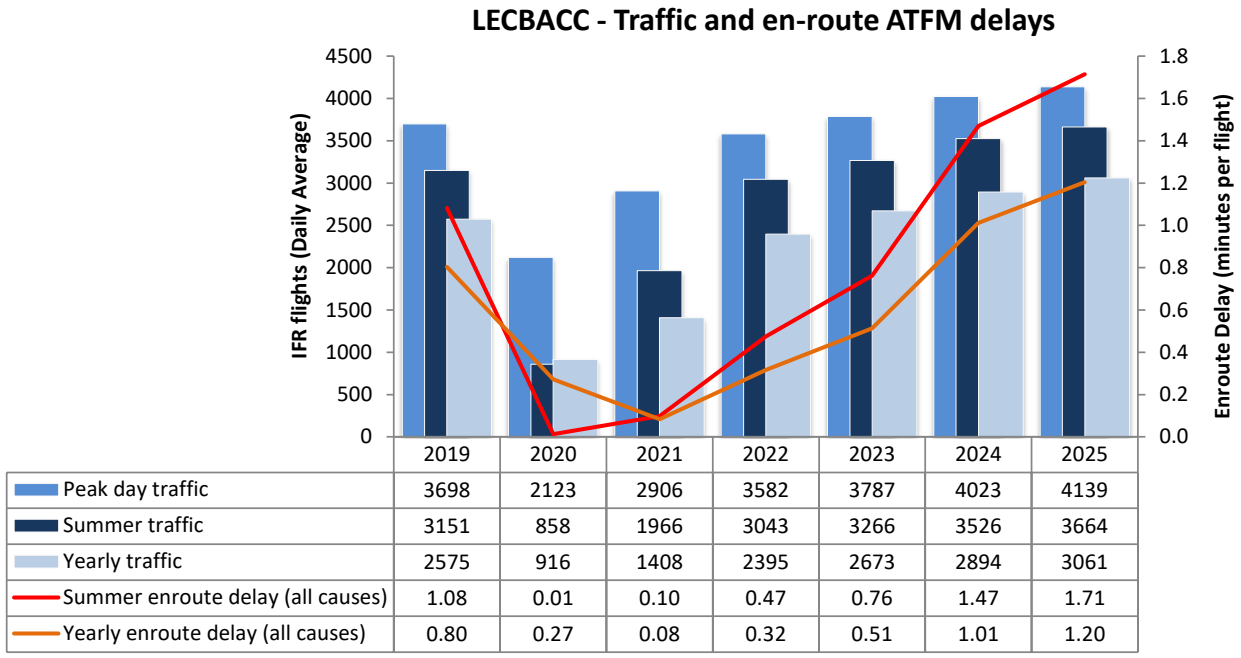
52. SPAIN - BARCELONA ACC

Traffic & Delay



	2019	2020	2021	2022	2023	2024	2025
Peak day traffic	3698	2123	2906	3582	3787	4023	4139
Summer traffic	3151	858	1966	3043	3266	3526	3664
Yearly traffic	2575	916	1408	2395	2673	2894	3061
Summer enroute delay (all causes)	1.08	0.01	0.10	0.47	0.76	1.47	1.71
Yearly enroute delay (all causes)	0.80	0.27	0.08	0.32	0.51	1.01	1.20

Capacity Plan Achievements 2025

Barcelona ACC	Traffic 2025 vs. 2024			En-route Delay (All reasons - min. per flight)			Capacity			
	Forecast	Actual	% of 2019	Forecast	Actual	ACC Reference Value	NOP Plan	Actual	Capacity Gap?	Baseline
Year	+6%	6%	119%	1.32	1.20	0.3			Yes	
Summer		4%	116%		1.71		6%	3%		181

Year 2025 Performance Assessment

The average delay per flight was 1.20 minutes per flight in 2025, above the reference value.

66% of the delays were due to the reason ATC Capacity, 32% due to the reason Weather, 1% due to ATC Equipment and 1% due to the reason Other.

Summer 2025 performance assessment

The average delay per flight was 1.71 minutes per flight in Summer 2025.

65% of the delays were due to the reason ATC Capacity, 34% due to the reason Weather and 1% due to the reason Other.

The capacity increase during summer 2025 was not at the expected level. Not all the planned operational actions were implemented, or the benefits of the implemented actions were not yet exploited to the full extent.

Operational actions	Achieved	Comments
FRA	Ongoing	Project has been re-scoped, TTM (conflict detection tool) implementation is a pre-requisite for introducing unconstrained FRA procedures within Spain. TTM is implemented in Spain-Peninsula for all ACCs in JUN26 and in Canarias ACC in SEP27. Then, project is delayed until 31/12/2027. TTM is implemented in LECB at the end of 2025. Without TTM implemented in all Spain-Peninsula in 2025 and to progress in "Task 4.02 Enhanced Free Route within Spain-Peninsula", in 2025: • new FRA DCT were implemented without reference to ATS routes, to improve en-route efficiency

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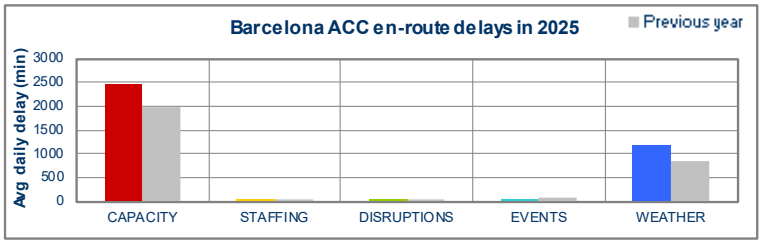
		• FTS methodology was developed to assess and propose new DCTs to ACCs • Continuous work and coordination with PBN projects, that introduce changes in FRA connectivity with TMAs Withing "Task 4.04 "Cross-border Free Route Implementation between Portugal and Spain", in CONOPS between ENAIRE and NAV Portugal, it has also been re-scoped project in 2025 and defined two first phases for the Spain and Portugal Cross-border FRA (ESPORTFRA), without TTM needs and with proposed dates for implementation in May and October 2026.
Advanced FUA	Yes	At ENAIRE level, creation of 21 new DCT, availability of frequently used ad-hoc areas in CACD (maximize route availability), Dynamic Management Mil Areas Procedure (elaborated, implementation expected for Dec 2025), implementation of a new set of FUA Indicators, LARA V5 update, Global increase of the availability of AS structures for the CAG.
ATFM Measures including occupancy, complexity, STAM	Yes	Continuous development and improvement in the application of STAM measures and occupancy.348 actions in RAD (ENAIRE). Creation of new Scenarios (FL & RR) frequently used Scenarios moved into RAD restrictions. OTMV improvement, more efficient regulations (higher rates and less duration, despite the traffic increase)
LFMM/LECP/LECB Interface	Yes	Improvements implemented. Ongoing/continuous task: Departures from LEPA and LEMH bound for LIP*, LJ**, LD**, LO**, LK**, LZ**, EP** airports flying via LUMAS + Departures from LEPA and LEMH bound for EDDM, EDDB, EDDC airports flying via LUMAS + Departures from LEPA bound for LR**, LH**, LT** airports flying via LUMAS or via ISTER. Creation of new scenarios agreed: LFBBRL14 and RAD Restrictions to off-load LECBGOI/CCC sectors in LECB: RR1GOI, RR2GOI.
Continued ATCOs increase	Yes	Net increase as per ENAIRE PV 2025
Number of ATCOs: +13 (252)	No	+6 (245)
iTEC 4.1 TTM	Yes	Completed
Optimised sector configurations & sector capacities	Yes	
Dynamic sector configurations	Yes	
Max sectors: 7E + 7W	Yes	
Proposed remedial measures	Achieved	Comments
Continued effort to increase staffing levels and/or availability	Yes	In addition to the net ATCO increase, a summer agreement was in place for extra shifts on a voluntary basis; moreover, the annual ATCOs competency evaluation process was optimized to be performed during OPS shifts
Continued alignment of traffic demand and sector opening times	Yes	Benefits deriving from the previous remedial measure
Network weather mitigation measures	Yes	
Ensure on-time implementation of planned airspace changes	Yes	
Revision of sector capacities	Yes	New annual revision of sector capacities with continuous monitoring on a 3-month basis

Allocation of and Reasons for En-route Delay

Year	Reference Location	Avg Daily ER Delays	% of Total ACC ER Delay
2025	LECBLVU	460	12.4%
2025	LECBBAS	450	12.2%
2025	LECBMNL	320	8.7%
2025	LECBCCC	317	8.6%
2025	LECBLVS	280	7.6%
2025	LECLSUE	190	5.1%



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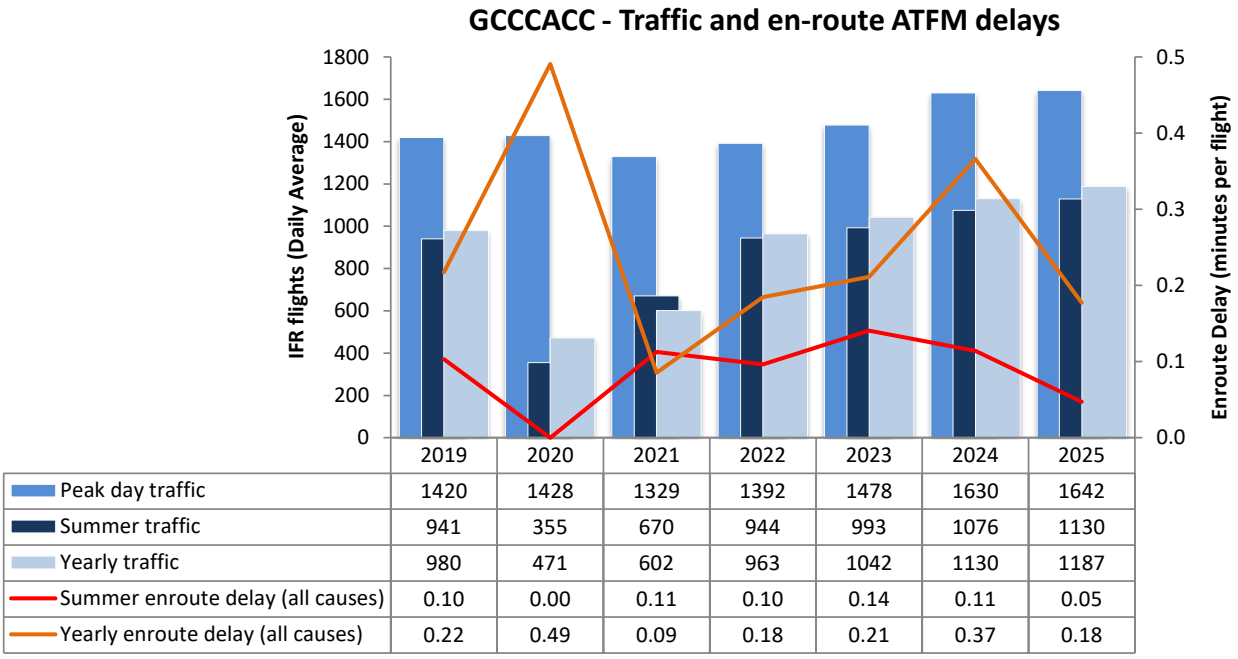
53. SPAIN - CANARIAS ACC

Traffic & Delay



	2019	2020	2021	2022	2023	2024	2025
Peak day traffic	1420	1428	1329	1392	1478	1630	1642
Summer traffic	941	355	670	944	993	1076	1130
Yearly traffic	980	471	602	963	1042	1130	1187
Summer enroute delay (all causes)	0.10	0.00	0.11	0.10	0.14	0.11	0.05
Yearly enroute delay (all causes)	0.22	0.49	0.09	0.18	0.21	0.37	0.18

Capacity Plan Achievements 2025

Canarias ACC	Traffic 2025 vs. 2024			En-route Delay (All reasons - min. per flight)			Capacity			
	Forecast	Actual	% of 2019	Forecast	Actual	ACC Reference Value	NOP Plan	Actual	Capacity Gap?	Baseline
Year	+11%	5%	121%	0.24	0.18	0.24			No	
Summer		5%	120%		0.05		4%	11%		82

Year 2025 Performance Assessment

The average delay per flight was 0.18 minutes per flight in 2025, below the reference value.
86% of the delays were due to the reason ATC Capacity, 10% due to the reason Weather and 4% due to the reason ATC Staffing.

Summer 2025 performance assessment

The average delay per flight was 0.05 minutes per flight in Summer 2025.
96% of the delays were due to the reason ATC Capacity and 4% due to the reason ATC Staffing.
The level of capacity provided during the summer 2025 was sufficient to meet the actual traffic evolution.

Operational actions	Achieved	Comments
FRA	Ongoing	Project has been re-scoped, TTM (conflict detection tool) implementation is a pre-requisite for introducing unconstrained FRA procedures within Spain. TTM is implemented in Spain-Peninsula for all ACCs in JUN26 and in Canarias ACC in SEP27. Then, project is delayed until 31/12/2027. Without TTM implemented in Canarias ACC and to progress in "5.02 Enhanced Free Route within Spain-Canary Islands", in 2025: • FTS methodology was developed to assess and propose new DCTs to ACCs • Continuous work and coordination with PBN projects, that introduce

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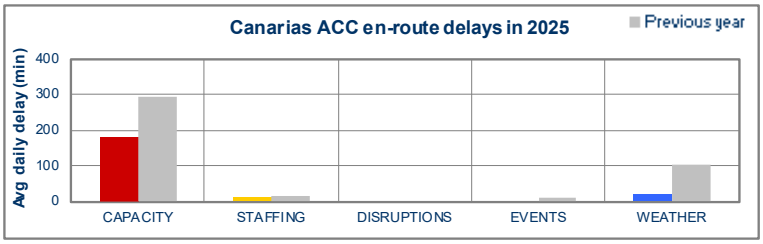
		changes in FRA connectivity with TMAs Withing "Task 4.04 "Cross-border Free Route Implementation between Portugal and Spain", in CONOPS between ENAIRE and NAV Portugal, it has also been re-scoped project in 2025 and defined two first phases for the Spain and Portugal Cross-border FRA (ESPORTFRA), without TTM needs and with proposed dates for implementation in May and October 2026
Advanced FUA	Yes	At ENAIRE level, creation of 21 new DCT, availability of frequently used ad-hoc areas in CACD (maximize route availability), Dynamic Management Mil Areas Procedure (elaborated, implementation expected for Dec 2025), implementation of a new set of FUA Indicators, LARA V5 update, Global increase of the availability of AS structures for the CAG.
ATFM Measures including occupancy, complexity, STAM	Yes	Continuous development and improvement in the application of STAM measures and occupancy. Complexity will be the final step of the process. 348 actions in RAD (ENAIRE). Creation of new Scenarios (FL & RR), frequently used Scenarios moved into RAD restrictions. OTMV improvement, more efficient regulations (higher rates and less duration, despite the traffic increase)
Morocco Interface	No	Delayed (from 2027 onward) because ENAIRE is focused on interfaces with Portugal and France, although there are contacts and meetings regarding the common needs for mutual improvement.
Continued ATCOs increase	No	
Staffing: +5 (107)	No	(-1) 101
Optimised sector configurations & sector capacities	Yes	
Dynamic sector configurations	Yes	
Max sectors: 10 (5 APP/5 ENR)	Yes	In some cases, up to 6 en-route sectors were open

Allocation of and Reasons for En-route Delay

Year	Reference Location	Avg Daily ER Delays	% of Total ACC ER Delay
2025	GCCCRNE	43	20.2%
2025	GCCCNBE	33	15.5%
2025	GCCCNWW	24	11.3%
2025	GCCCNEX	19	8.8%
2025	GCCCRCE	15	7.1%
2025	GCCCRWS	15	7.1%



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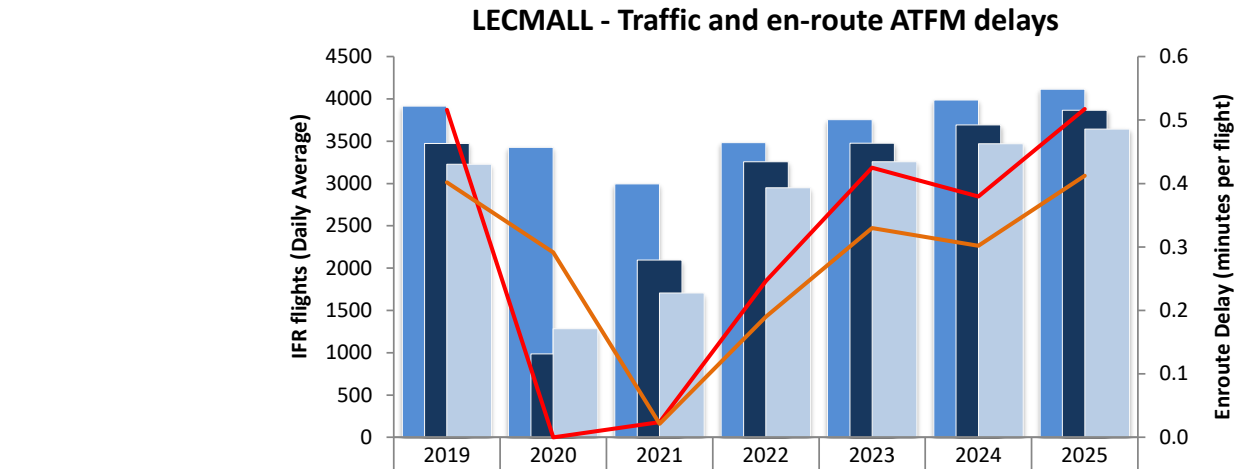
54. SPAIN - MADRID ACC

Traffic & Delay



	2019	2020	2021	2022	2023	2024	2025
Peak day traffic	3916	3428	2996	3483	3756	3987	4115
Summer traffic	3472	985	2097	3259	3477	3691	3866
Yearly traffic	3228	1284	1707	2951	3257	3472	3645
Summer enroute delay (all causes)	0.52	0.00	0.02	0.25	0.42	0.38	0.52
Yearly enroute delay (all causes)	0.40	0.29	0.02	0.19	0.33	0.30	0.41

Capacity Plan Achievements 2025

Madrid ACC	Traffic 2025 vs. 2024			En-route Delay (All reasons - min. per flight)			Capacity			
	Forecast	Actual	% of 2019	Forecast	Actual	ACC Reference Value	NOP Plan	Actual	Capacity Gap?	Baseline
Year	+5%	5%	113%	0.52	0.41	0.29			Yes	
Summer		5%	111%		0.52		6%	3%		244

Year 2025 Performance Assessment

The average delay per flight was 0.41 minutes per flight in 2025, above the reference value.

66% of the delays were due to the reason ATC Capacity, 13% due to the reason Weather, 11% due to the reason Other, 8% due to Special Event and 2% due to ATC Staffing.

Summer 2025 performance assessment

The average delay per flight was 0.52 minutes per flight in Summer 2025.

61% of the delays were due to the reason ATC Capacity, 15% due to the reason Weather, 11% due to Special Event, 11% due to the reason Other and 2% due to ATC Staffing.

The capacity increase during summer 2025 was not at the expected level. Not all the planned operational actions were implemented, or the benefits of the implemented actions were not yet exploited to the full extent.

Operational actions	Achieved	Comments
Cross-border FRA with Lisboa	Ongoing	Project has been re-scoped, TTM (conflict detection tool) implementation is a pre-requisite for introducing unconstrained FRA procedures within Spain. TTM is implemented in Spain-Peninsula for all ACCs in JUN26 and in Canarias ACC in SEP27. Then, project is delayed until 31/12/2027. TTM is implemented in LECM at the end of 2025. Without TTM implemented in all Spain-Peninsula in 2025 and to progress in "Task 4.02 Enhanced Free Route within Spain-Peninsula", in 2025: • new FRA DCT were implemented without reference to ATS routes, to improve en-route efficiency • FTS methodology was developed to assess and propose new DCTs to ACCs

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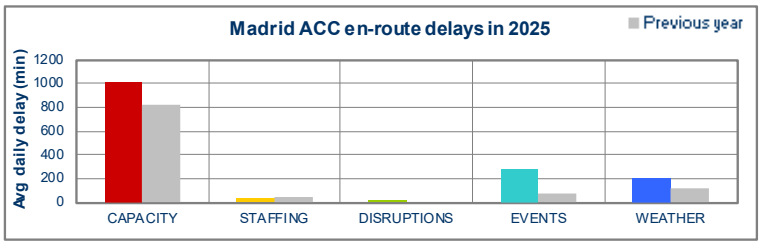
		• Continuous work and coordination with PBN projects, that introduce changes in FRA connectivity with TMAs Withing "Task 4.04 "Cross-border Free Route Implementation between Portugal and Spain", in CONOPS between ENAIRE and NAV Portugal, it has also been re-scoped project in 2025 and defined two first phases for the Spain and Portugal Cross-border FRA (ESPORTFRA), without TTM needs and with proposed dates for implementation in May and October 2026.
Advanced FUA	Yes	At ENAIRE level, creation of 21 new DCT, availability of frequently used ad-hoc areas in CACD (maximize route availability), Dynamic Management Mil Areas Procedure (elaborated, implementation expected for Dec 2025), implementation of a new set of FUA Indicators, LARA V5 update, Global increase of the availability of AS structures for the CAG.
ATFM Measures including occupancy, complexity, STAM (estimated +1% impact on Planned annual capacity increase)	Yes	Continuous development and improvement in the application of STAM measures and occupancy.348 actions in RAD (ENAIRE). Creation of new Scenarios (FL & RR), frequently used Scenarios moved into RAD restrictions. OTMV improvement, more efficient regulations (higher rates and less duration, despite the traffic increase)
Continued ATCOs increase	No	
Staffing: +10 (336)	No	-7 (319)
iTEC 4.1 TTM	Ongoing	Technical refinement. Conflict detection completed. 'What else' 2D (horizontal) completed.
Optimised sector configurations & sector capacities	Yes	
Dynamic sector configurations	Yes	
Max sectors: 17	Yes	
Proposed remedial measures	Achieved	Comments
Continued effort to increase staffing levels and/or availability	Yes	In addition to the net ATCO increase, a summer agreement was in place for extra shifts on a voluntary basis; moreover, the annual ATCOs competency evaluation process was optimized to be performed during OPS shifts
Continued alignment of traffic demand and sector opening times	Yes	Benefits deriving from the previous remedial measure
Ensure on-time implementation of planned airspace changes	Yes	
Revision of sector capacities	Yes	New annual revision of sector capacities with continuous monitoring on a 3-month basis

Allocation of and Reasons for En-route Delay

Year	Reference Location	Avg Daily ER Delays	% of Total ACC ER Delay
2025	LECMSAO	285	18.8%
2025	LECMZLM	206	13.6%
2025	LECMPAU	199	13.2%
2025	LECMTLU	187	12.4%
2025	LECMTLL	66	4.3%
2025	LECMTZI	62	4.1%



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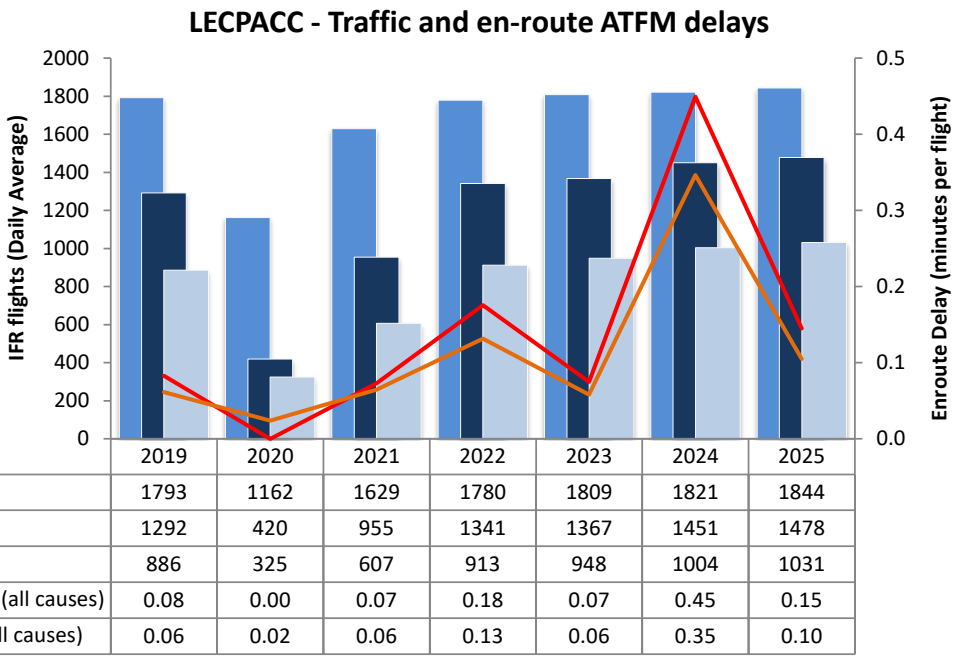
55. SPAIN - PALMA ACC

Traffic & Delay



	2019	2020	2021	2022	2023	2024	2025
Peak day traffic	1793	1162	1629	1780	1809	1821	1844
Summer traffic	1292	420	955	1341	1367	1451	1478
Yearly traffic	886	325	607	913	948	1004	1031
Summer enroute delay (all causes)	0.08	0.00	0.07	0.18	0.07	0.45	0.15
Yearly enroute delay (all causes)	0.06	0.02	0.06	0.13	0.06	0.35	0.10

Capacity Plan Achievements 2025

Palma ACC	Traffic 2025 vs. 2024			En-route Delay (All reasons - min. per flight)			Capacity			
	Forecast	Actual	% of 2019	Forecast	Actual	ACC Reference Value	NOP Plan	Actual	Capacity Gap?	Baseline
Year	+3%	+3%	116%	0.13	0.10	0.23			No	
Summer		+2%	114%		0.15		3%	3%		114

Year 2025 Performance Assessment

The average delay per flight was 0.10 minutes per flight in 2025, below the reference value.
86% of the delays were due to the reason ATC Capacity, 13% due to the reason Weather and 1% due to the reason ATC Staffing.

Summer 2025 performance assessment

The average delay per flight was 0.15 minutes per flight in Summer 2025.
86% of the delays were due to the reason ATC Capacity, 13% due to the reason Weather and 1% due to the reason ATC Staffing
The level of capacity provided during the summer 2025 was sufficient to meet the actual traffic evolution.

Operational actions	Achieved	Comments
ATFM Measures including occupancy, complexity, STAM	Yes	Continuous development and improvement in the application of STAM measures.348 actions in RAD (ENAIRE). Creation of new Scenarios (FL & RR), frequently used Scenarios moved into RAD restrictions.
LFMM/LECP/LECB Interface	Yes	Improvements implemented. Ongoing/continuous task: Departures from LEPA and LEMH bound for LIP*, LJ**, LD**, LO**, LK**, LZ**, EP** airports flying via LUMAS + Departures from LEPA and LEMH bound for EDDM, EDDB, EDDC airports flying via LUMAS + Departures from LEPA bound for LR**, LH**, LT** airports flying via LUMAS or via ISTER. Creation of new scenarios agreed: LFBBRL14 and RAD Restrictions to off-load LECBGOI/CCC sectors in LECB: RR1GOI, RR2GOI.

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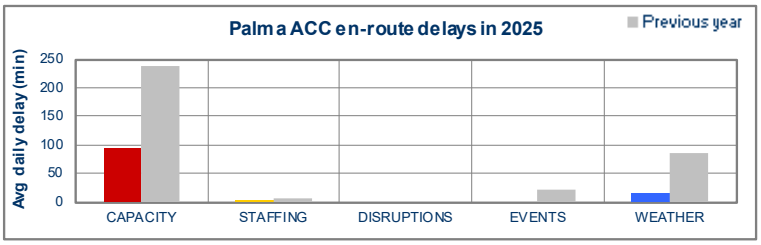
Improved procedures LEPA ARR (PADEM)	Ongoing	Procedures are finalized, expected to be used in OPS as of 2026
Continued ATCOs increase	Yes	Net increase as per ENAIRE PV 2025
Staffing: +8 (143)	No	+6 (141)
Optimised sector configurations & sector capacities	Yes	DEX/DWX/IAE/IAW capacity increase
Dynamic sector configurations	Yes	
Max sectors: 9	Yes	

Allocation of and Reasons for En-route Delay

Year	Reference Location	Avg Daily ER Delays	% of Total ACC ER Delay
2025	LECPGXX	58	53.9%
2025	LECPMXX	13	12.0%
2025	LECPRUT	10	9.1%
2025	LECPIXX	10	9.0%
2025	LECPOXX	5	4.5%
2025	LECPGOX	5	4.4%



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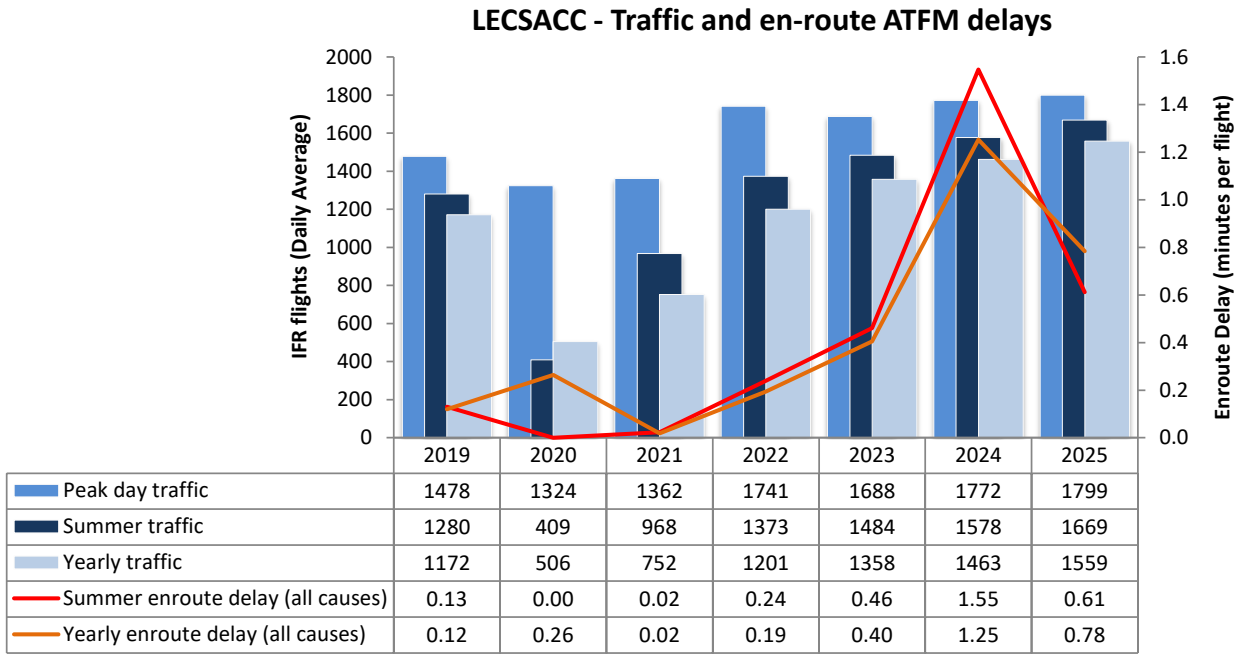
56. SPAIN - SEVILLA ACC

Traffic & Delay



	2019	2020	2021	2022	2023	2024	2025
Peak day traffic	1478	1324	1362	1741	1688	1772	1799
Summer traffic	1280	409	968	1373	1484	1578	1669
Yearly traffic	1172	506	752	1201	1358	1463	1559
Summer enroute delay (all causes)	0.13	0.00	0.02	0.24	0.46	1.55	0.61
Yearly enroute delay (all causes)	0.12	0.26	0.02	0.19	0.40	1.25	0.78

Capacity Plan Achievements 2025

Sevilla ACC	Traffic 2025 vs. 2024			En-route Delay (All reasons - min. per flight)			Capacity			
	Forecast	Actual	% of 2019	Forecast	Actual	ACC Reference Value	NOP Plan	Actual	Capacity Gap?	Baseline
Year	+6%	+7%	133%	1.27	0.78	0.26			Yes	
Summer		+6%	130%		0.61		8%	13%		113

Year 2025 Performance Assessment

The average delay per flight was 0.78 minutes per flight in 2025, above the reference value.

80% of the delays were due to the reason ATC Capacity, 12% due to the reason Weather, 5% due to the reason Other and 3% due to the reason Staffing.

Summer 2025 performance assessment

The average delay per flight was 0.61 minutes per flight in Summer 2025.

82% of the delays were due to the reason ATC Capacity, 17% due to the reason Weather and 1% due to the reason ATC Staffing.

Even though the capacity gap from 2024 was significantly reduced, the level of capacity provided during the summer 2025 was not entirely sufficient to meet the actual traffic evolution. It should be noted that Sevilla ACC is partly onloaded because of the influence of the political situation between Morocco and Algeria on the traffic flow distribution in the region.

Operational actions	Achieved	Comments
Cross-border FRA with Lisboa	Ongoing	Project has been re-scoped, TTM (conflict detection tool) implementation is a pre-requisite for introducing unconstrained FRA procedures within Spain. TTM is implemented in Spain-Peninsula for all ACCs in JUN26 and in Canarias ACC in SEP27. Then, project is delayed until 31/12/2027. TTM is implemented in LECS in JUN26. Without TTM implemented in all Spain-Peninsula in 2025 and to progress in "Task 4.02 Enhanced Free Route within Spain-Peninsula", in 2025: • new FRA DCT were implemented without reference to ATS routes, to improve en-route efficiency • FTS methodology was developed to assess and propose new DCTs to ACCs

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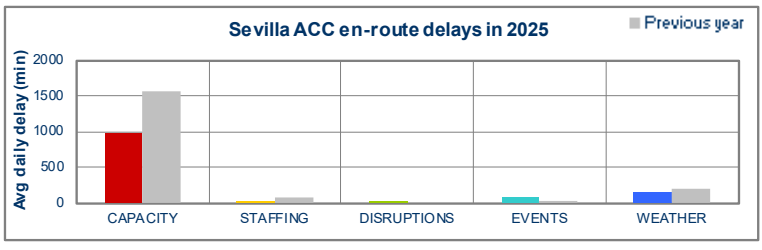
		• Continuous work and coordination with PBN projects, that introduce changes in FRA connectivity with TMAs Withing "Task 4.04 "Cross-border Free Route Implementation between Portugal and Spain", in CONOPS between ENAIRE and NAV Portugal, it has also been re-scoped project in 2025 and defined two first phases for the Spain and Portugal Cross-border FRA (ESPORTFRA), without TTM needs and with proposed dates for implementation in May and October 2026
Advanced FUA	Yes	At ENAIRE level, creation of 21 new DCT, availability of frequently used ad-hoc areas in CACD (maximize route availability), Dynamic Management Mil Areas Procedure (elaborated, implementation expected for Dec 2025), implementation of a new set of FUA Indicators, LARA V5 update, Global increase of the availability of AS structures for the CAG
ATFM Measures including occupancy, complexity, STAM	Yes	Continuous development and improvement in the application of STAM measures and occupancy.348 actions in RAD (ENAIRE). Creation of new Scenarios (FL & RR) frequently used Scenarios moved into RAD restrictions. OTMV improvement, more efficient regulations (higher rates and less duration, despite the traffic increase)
Continued ATCOs increase	Yes	Net increase as per ENAIRE PV 2025
Staffing: +16 (167)	No	+14 (165)
Optimised sector configurations & sector capacities	Yes	
Dynamic sector configurations	Yes	
Max sectors: 10	Yes	
Proposed remedial measures	**Achieved**	**Comments**
Continued effort to increase staffing levels and/or availability	Yes	In addition to the net ATCO increase, a summer agreement was in place for extra shifts on a voluntary basis; moreover, the annual ATCOs competency evaluation process was optimized to be performed during OPS shifts
Continued alignment of traffic demand and sector opening times	Yes	Benefits deriving from the previous remedial measure
Ensure on-time implementation of planned airspace changes	Yes	
Revision of sector capacities	Yes	New annual revision of sector capacities with continuous monitoring on a 3-month basis

Allocation of and Reasons for En-route Delay

Year	Reference Location	Avg Daily ER Delays	% of Total ACC ER Delay
2025	LECSNO1	478	39.0%
2025	LECSSUR	330	26.9%
2025	LECSSEV	205	16.7%
2025	LECSALL	45	3.7%
2025	LECSSEU	40	3.3%
2025	LECSSEL	33	2.7%



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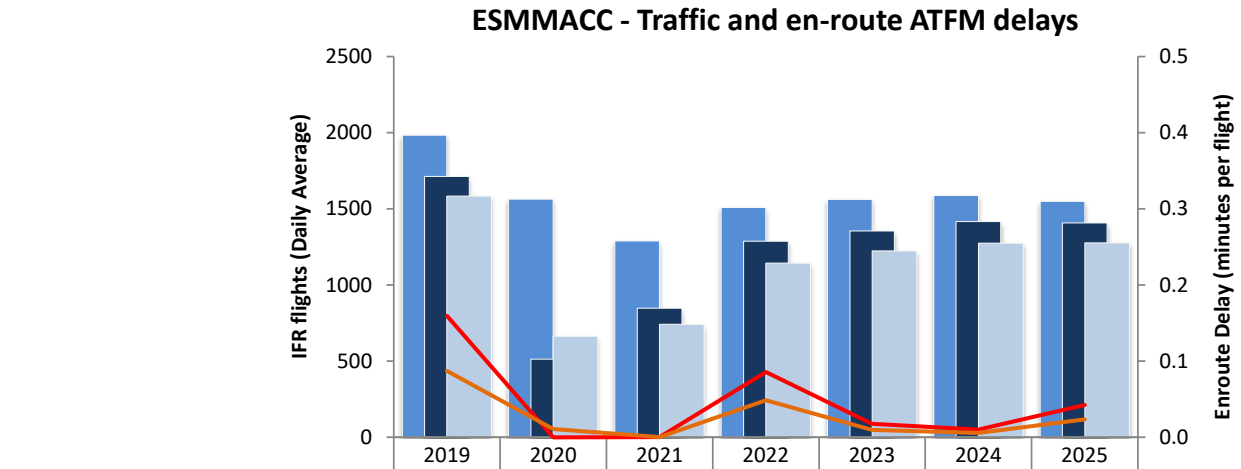
57. SWEDEN - MALMÖ ACC

Traffic & Delay



	2019	2020	2021	2022	2023	2024	2025
Peak day traffic	1985	1564	1289	1510	1562	1587	1550
Summer traffic	1713	514	848	1287	1355	1417	1407
Yearly traffic	1585	664	743	1144	1224	1276	1277
Summer enroute delay (all causes)	0.16	0.00	0.00	0.09	0.02	0.01	0.04
Yearly enroute delay (all causes)	0.09	0.01	0.00	0.05	0.01	0.01	0.02

Capacity Plan Achievements 2025

Malmö ACC	Traffic 2025 vs. 2024			En-route Delay (All reasons - min. per flight)			Capacity			
	Forecast	Actual	% of 2019	Forecast	Actual	ACC Reference Value	NOP Plan	Actual	Capacity Gap?	Baseline
Year	+4%	+0%	81%	0.05	0.02	0.17			No	
Summer		-1%	82%		0.04		5%	0%		109

Year 2025 Performance Assessment

The average delay was 0.02 minutes per flight in 2025, below the reference value.

44% of the yearly delays were due to the reason Weather, 35% due to ATC Capacity, 16% due to ATC Staffing and 5% were due to the reason Special Event.

Summer 2025 performance assessment

The average delay was 0.04 minutes per flight in Summer 2025.

44% of the delays were due to the reason Weather, 35% due to ATC Capacity, 16% due to ATC Staffing and 5% were due to the reason Special Event.

The level of capacity provided during the summer 2025 was sufficient to meet the actual traffic evolution.

Operational actions	Achieved	Comments
Optimizing the use of FRA when military areas are active	Yes	Fully implemented
Improved ATFCM techniques	Yes	New PRETACT methodology implemented, improved scenario management
Continuous improvements on the ATS route network and FRA sectorisation	Ongoing	Continuous route improvement is in line with the ongoing SWEA project
Maintain appropriate level of staffing to open up to 9 sectors in 2025-2026, and 10 sectors afterwards	No	The staffing level to open 9 sectors was available only for a very limited period of time (during shift overlaps only). Nevertheless, the actual traffic demand did not require to open that many sectors and very small delay time was generated.

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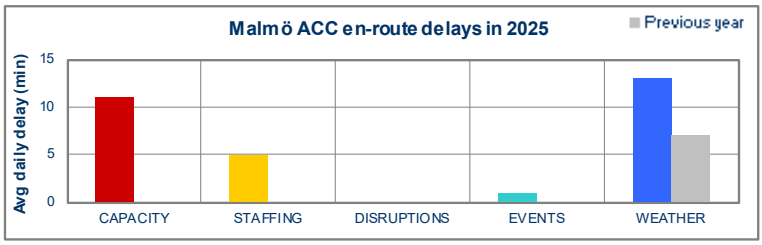
Staffing: -2 (123)	Yes	The total number of ATCOs in 2025 was 127, due to adjusted methodology, with the actual evolution of -2 compared to the previous year.
Sector configurations adapted to traffic demand	Yes	The list of configurations was reviewed, and new ones were created to reduced controller hours without increasing the delay.
Increase of sector capacities	Yes	Up to 15% increase in the most used sectors.
Max sectors: 5 (Y) + 4 (R)	No	The staffing level to open 9 sectors was available only for a very limited period (during shift overlaps only). Nevertheless, the actual traffic demand did not require to open that many sectors and very small delay time was generated. The typical max sector config. was 5 (Y) + 3 (R).

Allocation of and Reasons for En-route Delay

Year	Reference Location	Avg Daily ER Delays	% of Total ACC ER Delay
2025	ESMM67Y	9	30.7%
2025	ESMM2TW	8	26.2%
2025	ESMMKL	6	18.4%
2025	ESMM23W	5	17.6%
2025	ESMM67	2	7.1%
2025	ESGGTMA	0	0.0%



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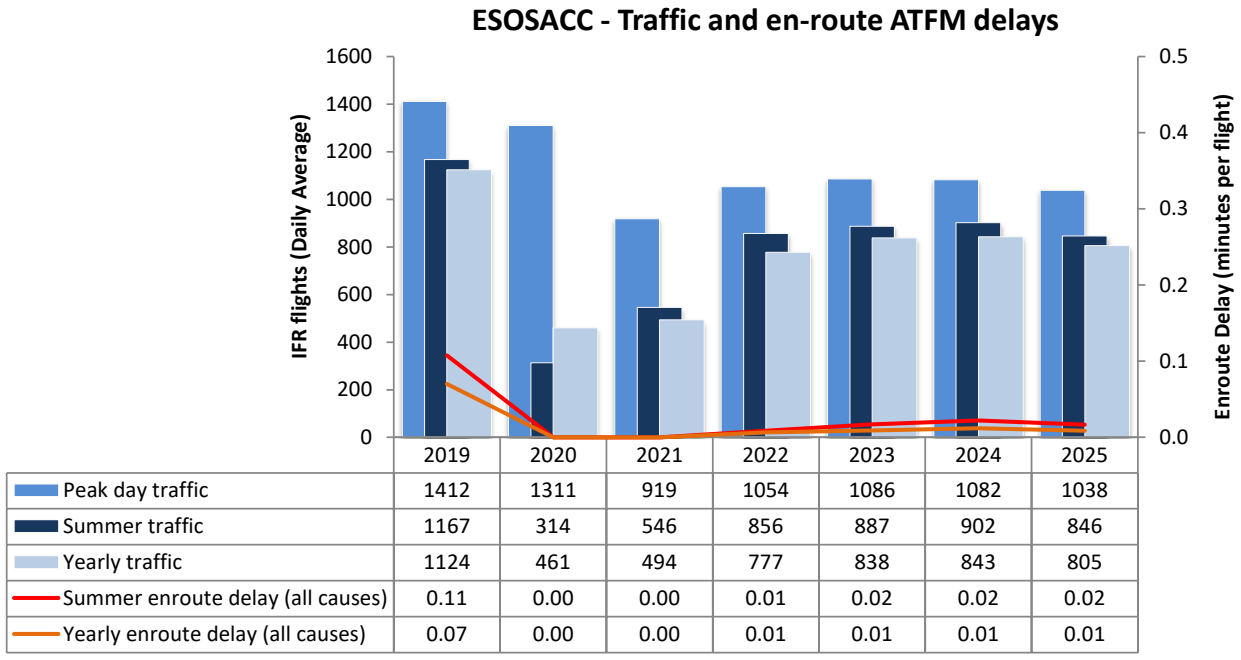
58. SWEDEN - STOCKHOLM ACC

Traffic & Delay



	2019	2020	2021	2022	2023	2024	2025
Peak day traffic	1412	1311	919	1054	1086	1082	1038
Summer traffic	1167	314	546	856	887	902	846
Yearly traffic	1124	461	494	777	838	843	805
Summer enroute delay (all causes)	0.11	0.00	0.00	0.01	0.02	0.02	0.02
Yearly enroute delay (all causes)	0.07	0.00	0.00	0.01	0.01	0.01	0.01

Capacity Plan Achievements 2025

Stockholm ACC	Traffic 2025 vs. 2024			En-route Delay (All reasons - min. per flight)			Capacity			
	Forecast	Actual	% of 2019	Forecast	Actual	ACC Reference Value	NOP Plan	Actual	Capacity Gap?	Baseline
Year	+3%	-4%	72%	0.01	0.01	0.07			No	
Summer		-6%	72%		0.02		5%	0%		71

Year 2025 Performance Assessment

The average delay was 0.01 minutes per flight in 2025, below the reference value.
100% of the yearly delays were due to the reason Weather.

Summer 2025 performance assessment

The average delay was 0.02 minutes per flight in Summer 2025.
100% of the delays were due to the reason Weather.
The level of capacity provided during the summer 2025 was sufficient to meet the actual traffic evolution.

Operational actions	Achieved	Comments
Optimizing the use of FRA when military areas are active	Yes	Fully implemented
Improved ATFCM techniques	Yes	New improved DRAD procedure implemented in cooperation with EFIN.
Continuous improvements on the ATS route network and FRA sectorisation	Ongoing	Continuous route improvement is in line with the ongoing SWEA project
Maintain appropriate level of staffing to open up to 10 sectors in 2025, and 11 afterwards	No	The staffing level to open 10 sectors was available only for limited periods. Nevertheless, the actual traffic demand did not require to open that many sectors (9 sector were sufficient) and very small delay time was generated.
Staffing: -4 (119)	Yes	-4 and 124 in total

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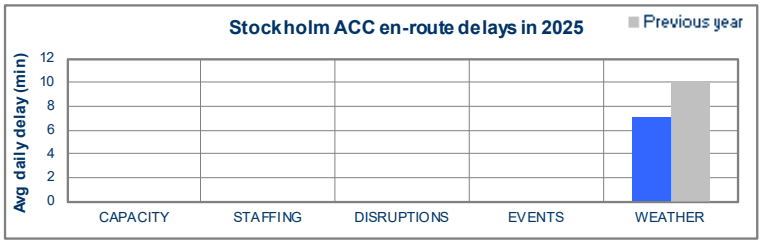
Sector configurations adapted to traffic demand	Yes	The list of sector configurations has been reviewed, and new combinations will be defined with the SWEA implementation.
Increase of sector capacities	No	Planned to be done in the future according to SWEA results.
Max sectors: 5 (N) + 5 (S)	No	9 sector sufficient to handle the traffic 5 (N) + 4 (S)

Allocation of and Reasons for En-route Delay

Year	Reference Location	Avg Daily ER Delays	% of Total ACC ER Delay
2025	ESSATMA	7	100.0%



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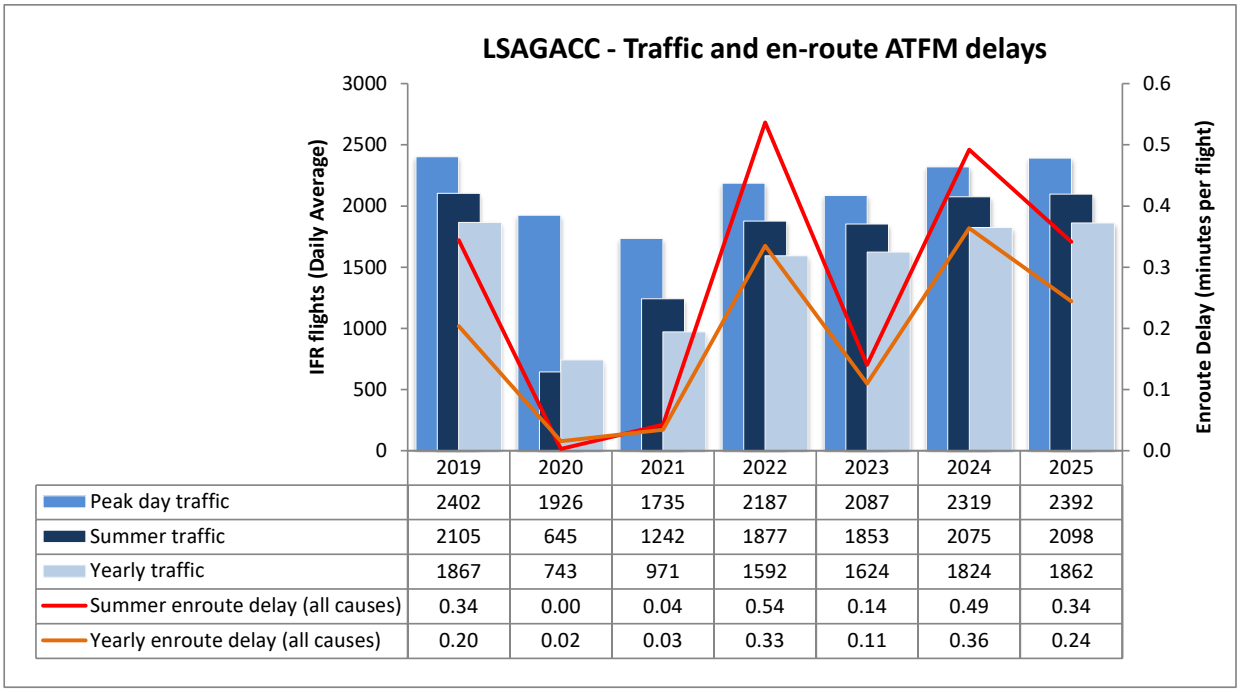
59. SWITZERLAND - GENEVA ACC

Traffic & Delay



	2019	2020	2021	2022	2023	2024	2025
Peak day traffic	2402	1926	1735	2187	2087	2319	2392
Summer traffic	2105	645	1242	1877	1853	2075	2098
Yearly traffic	1867	743	971	1592	1624	1824	1862
Summer enroute delay (all causes)	0.34	0.00	0.04	0.54	0.14	0.49	0.34
Yearly enroute delay (all causes)	0.20	0.02	0.03	0.33	0.11	0.36	0.24

Capacity Plan Achievements 2025

Geneva ACC	Traffic 2025 vs. 2024			En-route Delay (All reasons - min. per flight)			Capacity			
	Forecast	Actual	% of 2019	Forecast	Actual	ACC Reference Value	NOP Plan	Actual	Capacity Gap?	Baseline
Year	+4%	+2%	100%	0.26	0.24	0.31			No	
Summer		+1%	100%		0.34		5%	3%		158

Year 2025 Performance Assessment

The average delay was 0.24 minutes per flight in 2025, below the reference value.
42% of the yearly delays were due to the reason ATC Capacity, 37% were due to Weather, 13% were due to the reason ATC Staffing, 3% due to Special Event, 3% were due to ATC Equipment and 2% due to Airspace Management.

Summer 2025 performance assessment

The average delay was 0.34 minutes per flight in Summer 2025.
47% of the delays were due to the reason Weather, 37% were due to ATC Capacity, 6% were due to the reason ATC Staffing, 4% due to Special Event, 4% were due to ATC Equipment and 2% due to Airspace Management.
The level of capacity provided during the summer 2025 was sufficient to meet the actual traffic evolution.

Operational actions	Achieved	Comments
ATFCM/ASM CDM procedures for Airspace Request Levels 2 and 3	Yes	Improve tools, processes and procedures to allocate airspace according to both CIV and MIL needs.
Crystal TWR/APP – Traffic and complexity prediction tool	Yes	Some bug fixes; user interface and data transfer stability improvements.
Improved ATFCM Procedures	Yes	Harmonisation of scenario management procedures at the FMPs.
Crystal – Traffic and complexity prediction tool	Yes	Continuous improvement of the short-term traffic load and complexity prediction tool, for the ACC units.
Recruitment as necessary to maintain the required staffing levels	Yes	4 courses ongoing
Staffing: -1 (93)	Yes	Actual is +3 (93 FTE).

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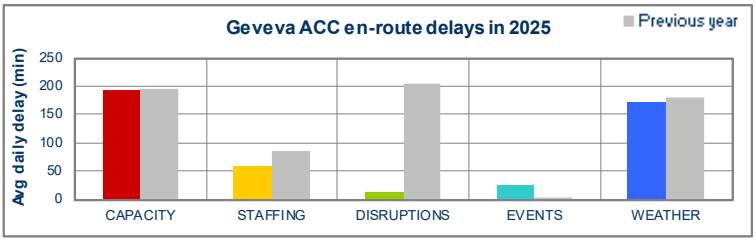
		This number of FTE corresponds to ATCOs on duty, so is rectified every year based on the % "on other duty". This ratio was higher than foreseen for 2024, hence the decrease in reference FTE (from 93 to 90).
Virtual centre – One Swiss-wide flexible airspace*	Yes	CAPMAN (strategical, pre-tactical and tactical dashboards to monitor traffic, sector opening hours and rosters).
CAPAN Study	Yes	Sector capacities increased in September 2024, with associated benefits reaped during summer 2025.
Max sectors: 7	Yes	Max number of sectors open more than 50h.

Allocation of and Reasons for En-route Delay

Year	Reference Location	Avg Daily ER Delays	% of Total ACC ER Delay
2025	LSAGL5	232	50.7%
2025	LSAGL12	58	12.6%
2025	LSAGL1234	45	9.9%
2025	LSGGTMA	42	9.2%
2025	LSAGL567	26	5.6%
2025	LSAGL4	12	2.7%



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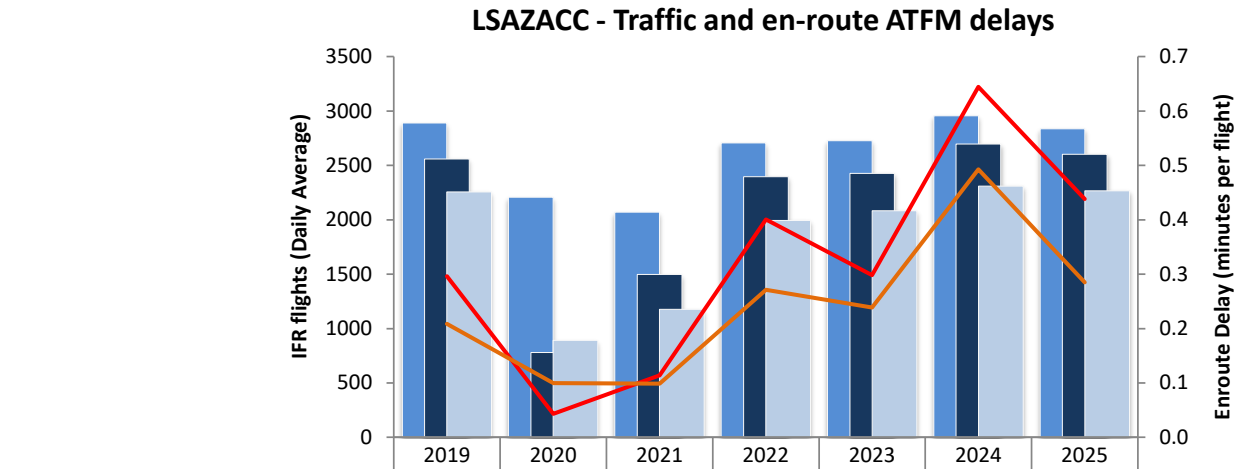
60. SWITZERLAND – ZÜRICH ACC

Traffic & Delay



	2019	2020	2021	2022	2023	2024	2025
Peak day traffic	2891	2207	2071	2707	2726	2956	2837
Summer traffic	2559	780	1498	2395	2427	2697	2603
Yearly traffic	2255	892	1177	1994	2084	2309	2266
Summer enroute delay (all causes)	0.30	0.04	0.11	0.40	0.30	0.64	0.44
Yearly enroute delay (all causes)	0.21	0.10	0.10	0.27	0.24	0.49	0.29

Capacity Plan Achievements 2025

Zürich ACC	Traffic 2025 vs. 2024			En-route Delay (All reasons - min. per flight)			Capacity			
	Forecast	Actual	% of 2019	Forecast	Actual	ACC Reference Value	NOP Plan	Actual	Capacity Gap?	Baseline
Year	+5%	-2%	100%	0.33	0.29	0.31			No	
Summer		-3%	102%		0.44		5%	0%		191

Year 2025 Performance Assessment

The average delay was 0.29 minutes per flight in 2025, below the reference value.

71% of the yearly delays were due to the reason Weather, 21% due to ATC Capacity, 4% due to Special Event, 3% due to Environmental issues and 1% of the delays were due to ATC Staffing.

Summer 2025 performance assessment

The average delay was 0.44 minutes per flight in Summer 2025.

76% of the delays were due to the reason Weather, 19% due to ATC Capacity, 3% due to Environmental issues and 1% of the delays were due to ATC Staffing.

The level of capacity provided during the summer 2025 was sufficient to meet the actual traffic evolution.

Operational actions	Achieved	Comments
ATFCM/ASM CDM procedures for Airspace Request Levels 2 and 3	Yes	Improve tools, processes and procedures to allocate airspace according to both CIV and MIL needs.
Crystal TWR/APP – Traffic and complexity prediction tool	Yes	Default staff plans for winter/summer seasons, update monitoring values for LSZH crossing runways concept and some route changes.
Improved ATFCM Procedures	Yes	Harmonisation of scenario management procedures at the FMPs.
Crystal – Traffic and complexity prediction tool	Yes	Continuous improvement of the short-term traffic load and complexity prediction tool, for the ACC units.
Recruitment as necessary to maintain the required staffing levels	Yes	5 courses ongoing

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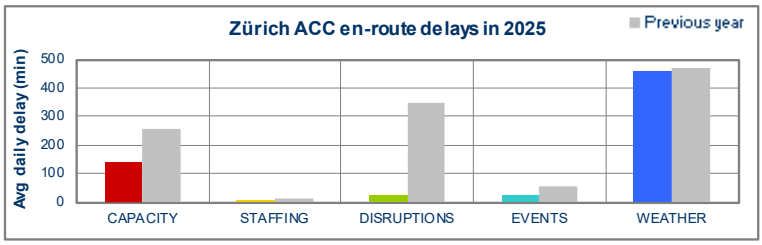
Staffing: +2 (106)	Yes	Actual is +1 (107 FTE). This number of FTE corresponds to ATCOs on duty, so is rectified every year based on the % "on other duty". This ratio was lower than foreseen for 2024, hence the increase in reference FTE (from 104 to 106). There was a traffic decrease in summer 2025, so fewer staff were needed in operations.
Virtual centre – One Swiss-wide flexible airspace	Yes	CAPMAN (strategical, pre-tactical and tactical dashboards to monitor traffic, sector opening hours and rosters).
CAPAN Study	Yes	Sector capacities increased in September 2024, with associated benefits reaped during summer 2025.
Max sectors: 7	Yes	Max number of sectors open more than 50h.

Allocation of and Reasons for En-route Delay

Year	Reference Location	Avg Daily ER Delays	% of Total ACC ER Delay
2025	LSAZM12	176	27.1%
2025	LSAZM5	153	23.6%
2025	LSZHTMA	95	14.7%
2025	LSZHAPW	58	8.9%
2025	LSZHAPE	50	7.7%
2025	LSAZM34	48	7.4%



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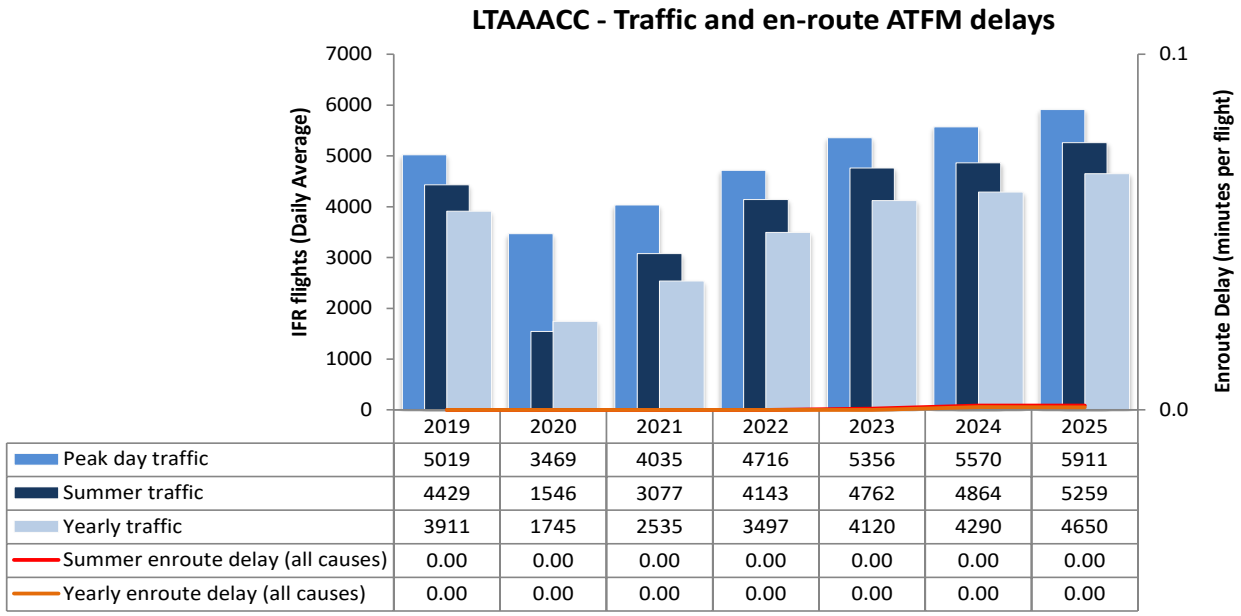
61. TÜRKIYE - ANKARA ACC

Traffic & Delay



	2019	2020	2021	2022	2023	2024	2025
Peak day traffic	5019	3469	4035	4716	5356	5570	5911
Summer traffic	4429	1546	3077	4143	4762	4864	5259
Yearly traffic	3911	1745	2535	3497	4120	4290	4650
Summer enroute delay (all causes)	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Yearly enroute delay (all causes)	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Capacity Plan Achievements 2025

Ankara ACC	Traffic 2025 vs. 2024			En-route Delay (All reasons - min. per flight)			Capacity			
	Forecast	Actual	% of 2019	Forecast	Actual	ACC Reference Value	NOP Plan	Actual	Capacity Gap?	Baseline
Year	+7%	+8%	119%	0.01	0.00	0.06			No	
Summer		+8%	119%		0.00		5%	7%		309

Year 2025 Performance Assessment

The average delay was zero minutes per flight in 2025, below the reference value.

Summer 2025 performance assessment

The average delay was zero minutes per flight in Summer 2025.
The level of capacity provided during the summer 2025 was sufficient to meet the actual traffic evolution.

Operational actions	Achieved	Comments
Stepped implementation of free route operations above FL305 at night	Yes	Implemented on 27th November
Improved civil/military coordination	Yes	CIAM in operations from 2nd October
New SIDs and STARs at major Turkish airports	Yes	Completely new SID/STAR structure at major airports (Istanbul, Sabiha Gokcen, Izmir, Antalya, Ankara etc.)
Improved ATFCM, including STAM	Yes	
ATS route structure development	Yes	Improved interfaces with Sofia ACC and Iraq. Plans for the re-opening of Syrian airspace.
Additional controllers (45 per year for en-route)	No	20 New ATCOs for the ACC
Staffing: +45 (477)	Yes	Additional ATCOs also for TWR and APP
ATM system upgrade	Yes	New functionalities added for the FRA implementation. Servers for the ARTAS renewed completely.
Max sectors: 32	Yes	

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62. UKRAINE - DNIPRO ACC

AIRSPACE CLOSURE

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63. UKRAINE - KYIV ACC

AIRSPACE CLOSURE

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64. UKRAINE - L'VIV ACC

AIRSPACE CLOSURE

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65. UKRAINE - ODESA ACC

AIRSPACE CLOSURE

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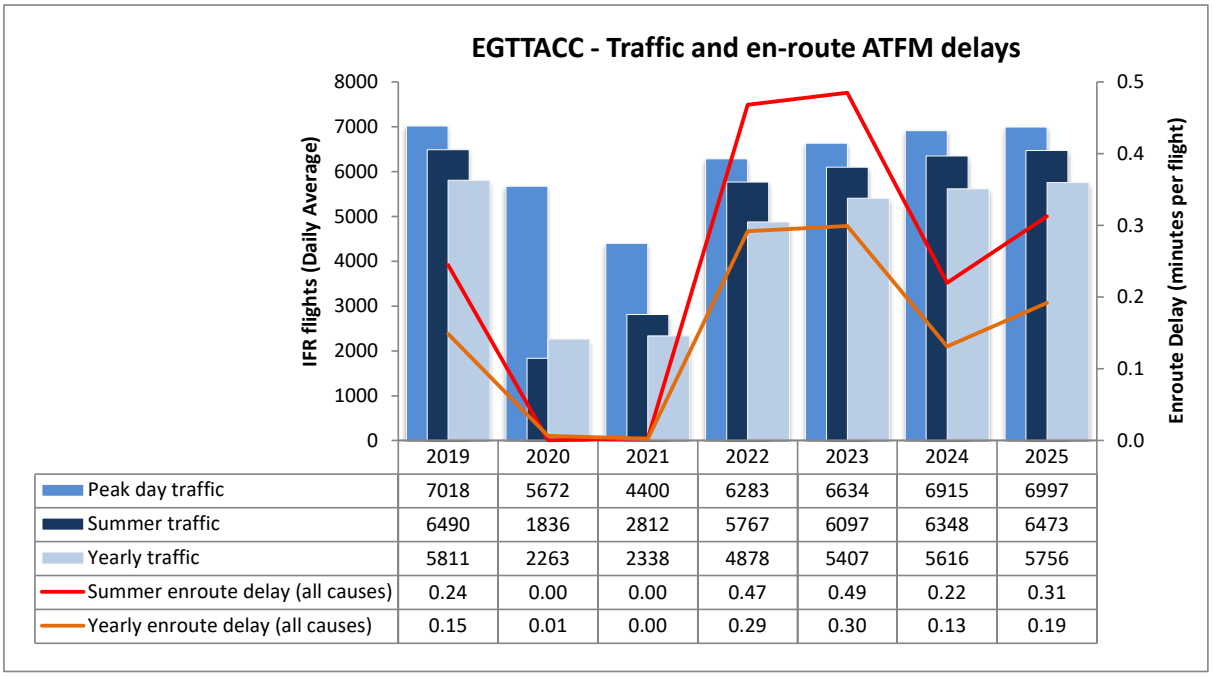
66. UNITED KINGDOM - LONDON ACC

Traffic & Delay



	2019	2020	2021	2022	2023	2024	2025
Peak day traffic	7018	5672	4400	6283	6634	6915	6997
Summer traffic	6490	1836	2812	5767	6097	6348	6473
Yearly traffic	5811	2263	2338	4878	5407	5616	5756
Summer enroute delay (all causes)	0.24	0.00	0.00	0.47	0.49	0.22	0.31
Yearly enroute delay (all causes)	0.15	0.01	0.00	0.29	0.30	0.13	0.19

Capacity Plan Achievements 2025

London ACC	Traffic 2025 vs. 2024			En-route Delay (All reasons - min. per flight)			Capacity			
	Forecast	Actual	% of 2019	Forecast	Actual	ACC Reference Value	NOP Plan	Actual	Capacity Gap?	Baseline
Year	+3%	+2%	99%	0.26	0.19	0.31			No	
Summer		+2%	100%		0.31		1%	1%		430

Year 2025 Performance Assessment

The average delay was 0.19 minutes per flight in 2025, below the reference value.

48% of the yearly delays were due to the reason ATC Capacity, 34% due to Weather, 5% were due to ATC Equipment, 5% were due to ATC Staffing, 4% due to Special Event, 2% of the delays were due to Airspace Management and 2% due to the reason Other.

Summer 2025 performance assessment

The average delay was 0.31 minutes per flight in Summer 2025.

47% of the delays were due to the reason ATC Capacity, 37% due to Weather, 5% were due to ATC Equipment, 4% were due to ATC Staffing, 3% due to Special Event, 2% of the delays were due to Airspace Management and 2% due to the reason Other.

The Summer 2025 capacity has been delivered as planned.

Operational actions	Achieved	Comments
Improved ATFCM, including STAM	Yes	Continued use of pre-tactical measures for local network stability, plus ongoing focus on 1st rotation STAM reduction for LTMA and other Airfields
Maturing Queue Management programme	Yes	Intelligent Approach Advanced Mixed Mode (AMM) deployed at EGKK in March 2025
ATCO training and sector extensions	Yes	NATS ITO (initial training organisation) and live training at maximum capacity.
Staffing: 310 (-3)	Yes	The actual number in 2025 was 302 FTE (-8), which was sufficient to cope with the traffic demand and to deliver the planned capacity for S25

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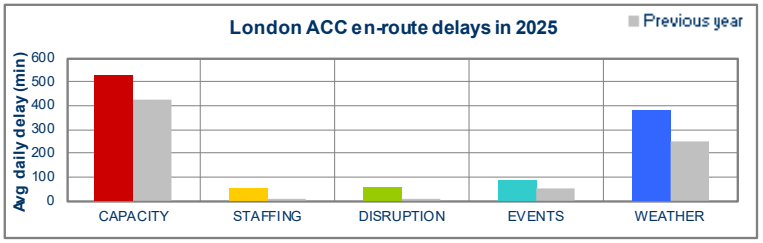
Complexity reduction and improved traffic presentation between sectors / ANSPs	Yes	OSEP 11 delivered in March 2025.
Traffic Management Improvements	Yes	Continued refinement of Re-Route Scenarios and Level Caps to reduce the impact of other ATFCM measures on AU`s.
Adaptation of sector configurations to demand	Yes	UK FMP and ATC Supervisors continually monitor and adapt sector groupings accordingly. Staff deployed in line with the sector demand.
Max sectors: 18	Yes	

Allocation of and Reasons for En-route Delay

Year	Reference Location	Avg Daily ER Delays	% of Total ACC ER Delay
2025	EGTT02LUE	117	10.6%
2025	EGTT04LKS	102	9.2%
2025	EGTTBCB	97	8.8%
2025	EGTTBLE	81	7.4%
2025	EGTTSTUP	56	5.0%
2025	EGTTLMS	52	4.7%



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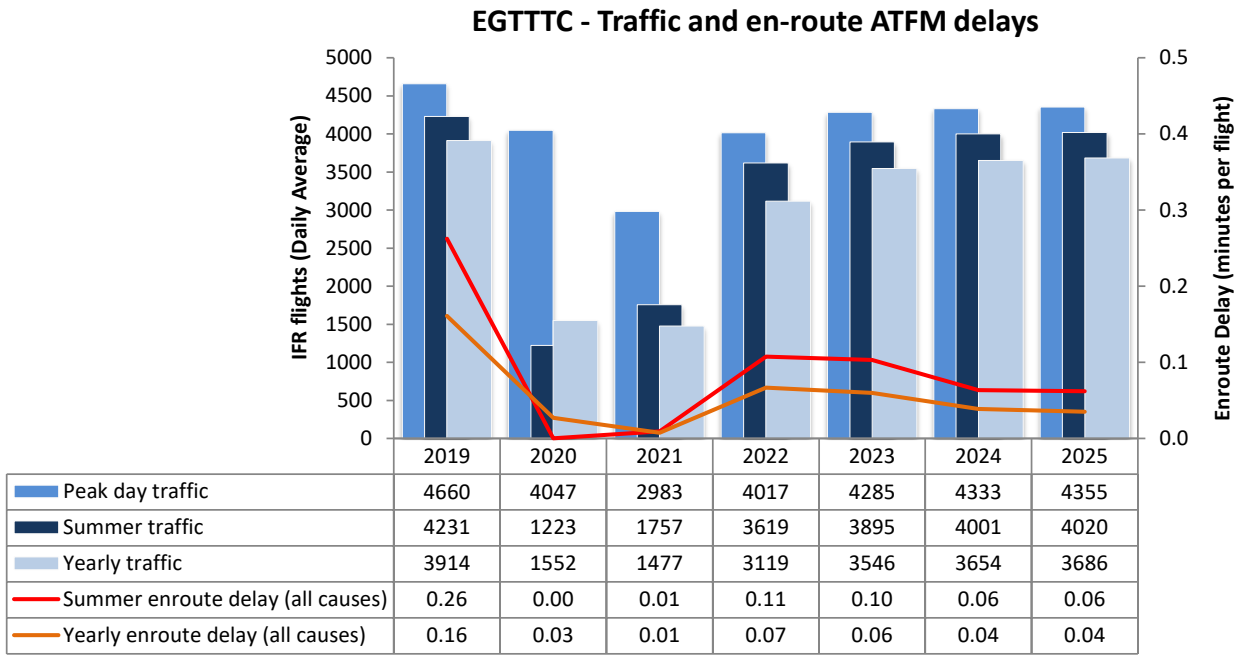
67. UNITED KINGDOM - LONDON TC

Traffic & Delay



	2019	2020	2021	2022	2023	2024	2025
Peak day traffic	4660	4047	2983	4017	4285	4333	4355
Summer traffic	4231	1223	1757	3619	3895	4001	4020
Yearly traffic	3914	1552	1477	3119	3546	3654	3686
Summer enroute delay (all causes)	0.26	0.00	0.01	0.11	0.10	0.06	0.06
Yearly enroute delay (all causes)	0.16	0.03	0.01	0.07	0.06	0.04	0.04

Capacity Plan Achievements 2025

London TC	Traffic 2025 vs. 2024			En-route Delay (All reasons - min. per flight)			Capacity			
	Forecast	Actual	% of 2019	Forecast	Actual	ACC Reference Value	NOP Plan	Actual	Capacity Gap?	Baseline
Year	+2%	+1%	94%	0.12	0.04	0.18			No	
Summer		+0%	95%		0.06		0%	1%		285

Year 2025 Performance Assessment

The average delay was 0.04 minutes per flight in 2025, below the reference value.

67% of the yearly delays were due to the reason Weather, 17% were due to ATC Equipment, 8% were due to ATC Capacity, 8% due to ATC Staffing and 1% due to the reason Other.

Summer 2025 performance assessment

The average delay was 0.06 minutes per flight in Summer 2025.

69% of the delays were due to the reason Weather, 17% were due to ATC Equipment, 7% due to ATC Staffing, 6% were due to ATC Capacity and 1% due to the reason Other.

The Summer 2026 capacity has been higher than planned.

Operational actions	Achieved	Comments
Improved ATFCM, including STAM	Yes	Continued use of pre-tactical measures for local network stability, plus ongoing focus on 1st rotation STAM reduction for LTMA and other Airfields
Developing Queue Management programme	Yes	Intelligent Approach Advanced Mixed Mode (AMM) deployed at EGKK in March 2025
ATCO training and sector extensions	Yes	NATS ITO (initial training organisation) and live training at maximum capacity.
Staffing: 275 (0)	Yes	The actual number in 2025 was 264 FTE (-11), which was sufficient to cope with the traffic demand and to deliver the planned capacity for S25

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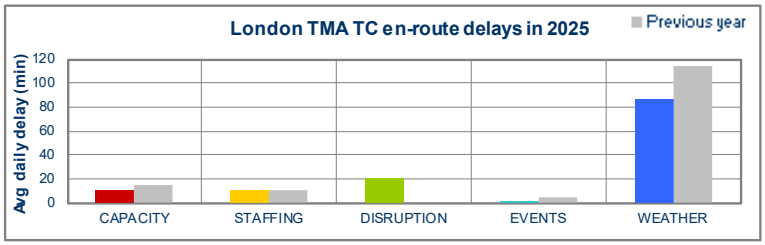
KK TBS LL Pairwise	Yes	Intelligent Approach Advanced Mixed Mode (AMM) deployed at EGKK in March 2025
Complexity reduction and improved traffic presentation between sectors / ANSPs	Yes	
Traffic Management Improvements	Yes	Continued refinement of Re-Route Scenarios and Level Caps to reduce the impact of other ATFCM measures on AU`s.
Adaptation of sector configurations to demand	Yes	UK FMP and ATC Supervisors continually monitor and adapt sector groupings accordingly. Staff deployed in line with the sector demand.
Max sectors: 18	Yes	

Allocation of and Reasons for En-route Delay

Year	Reference Location	Avg Daily ER Delays	% of Total ACC ER Delay
2025	EGTTTSE	25	19.7%
2025	EGTTOCKC	22	16.8%
2025	EGKKHOLD	17	13.2%
2025	EGTTTC	13	10.1%
2025	EGTTSAJ	9	6.6%
2025	EGTTLAM	7	5.4%



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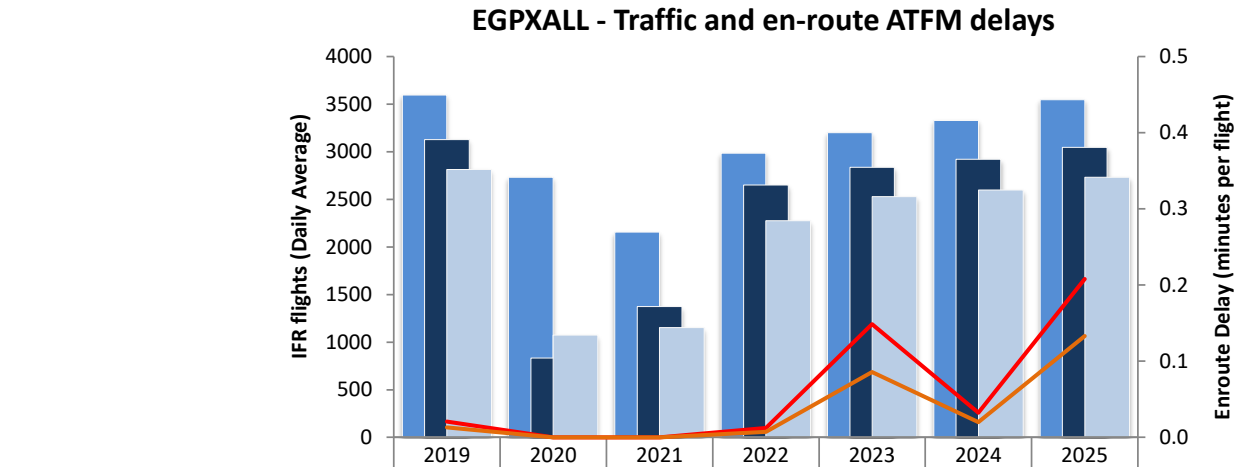
68. UNITED KINGDOM - PRESTWICK ACC

Traffic & Delay



	2019	2020	2021	2022	2023	2024	2025
Peak day traffic	3597	2732	2156	2987	3202	3330	3546
Summer traffic	3128	833	1375	2652	2839	2920	3046
Yearly traffic	2813	1074	1152	2276	2530	2599	2733
Summer enroute delay (all causes)	0.02	0.00	0.00	0.01	0.15	0.03	0.21
Yearly enroute delay (all causes)	0.01	0.00	0.00	0.01	0.09	0.02	0.13

Capacity Plan Achievements 2025

Prestwick ACC	Traffic 2025 vs. 2024			En-route Delay (All reasons - min. per flight)			Capacity			
	Forecast	Actual	% of 2019	Forecast	Actual	ACC Reference Value	NOP Plan	Actual	Capacity Gap?	Baseline
Year	+3%	+5%	97%	0.10	0.13	0.15			No	
Summer		+4%	97%		0.21		1%	4%		225

Year 2025 Performance Assessment

The average delay was 0.13 minutes per flight in 2025, below the reference value.

44% of the yearly delays were due to the reason Weather, 41% were due to ATC Capacity and 14% were due to the reason ATC Staffing.

Summer 2025 performance assessment

The average delay was 0.21 minutes per flight in Summer 2025.

50% of the delays were due to the reason Weather, 39% were due to ATC Capacity and 10% were due to the reason ATC Staffing.

The Summer 2026 capacity has been higher than planned.

Operational actions	Achieved	Comments
Improved ATFCM, including STAM	Yes	Continued use of pre-tactical measures for local network stability, plus ongoing focus on 1st rotation STAM reduction for LTMA and other Airfields
Developing Queue Management programme	Yes	Intelligent Approach Advanced Mixed Mode (AMM) deployed at EGKK in March 2025
ATCO training and sector extensions	Yes	NATS ITO (initial training organisation) and live training at maximum capacity.
Staffing: 244 (-7)	Yes	The actual number in 2025 was 240 FTE (-4), which was sufficient to cope with the traffic demand and to deliver the planned capacity for S25

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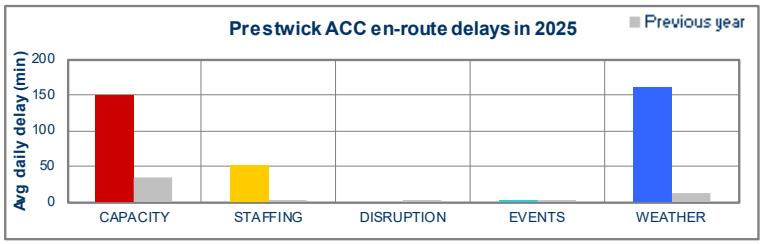
Complexity reduction and improved traffic presentation between sectors / ANSPs	Yes	
Traffic Management Improvements	Yes	Refined Re-Route Scenarios and Level Caps to reduce the impact of other ATFCM measures on AU`s.
Adaptation of sector configurations to demand	Yes	UK FMP and ATC Supervisors continually monitor and adapt sector groupings accordingly. Staff to be deployed in line with the sector demand
Max sectors: 18	Yes	

Allocation of and Reasons for En-route Delay

Year	Reference Location	Avg Daily ER Delays	% of Total ACC ER Delay
2025	EGPXNE	162	44.5%
2025	EGPXDCS	49	13.4%
2025	EGPXIMW	47	12.9%
2025	EGPXSE	21	5.6%
2025	EGPXMT	18	4.9%
2025	EGPXHUE	18	4.8%



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