

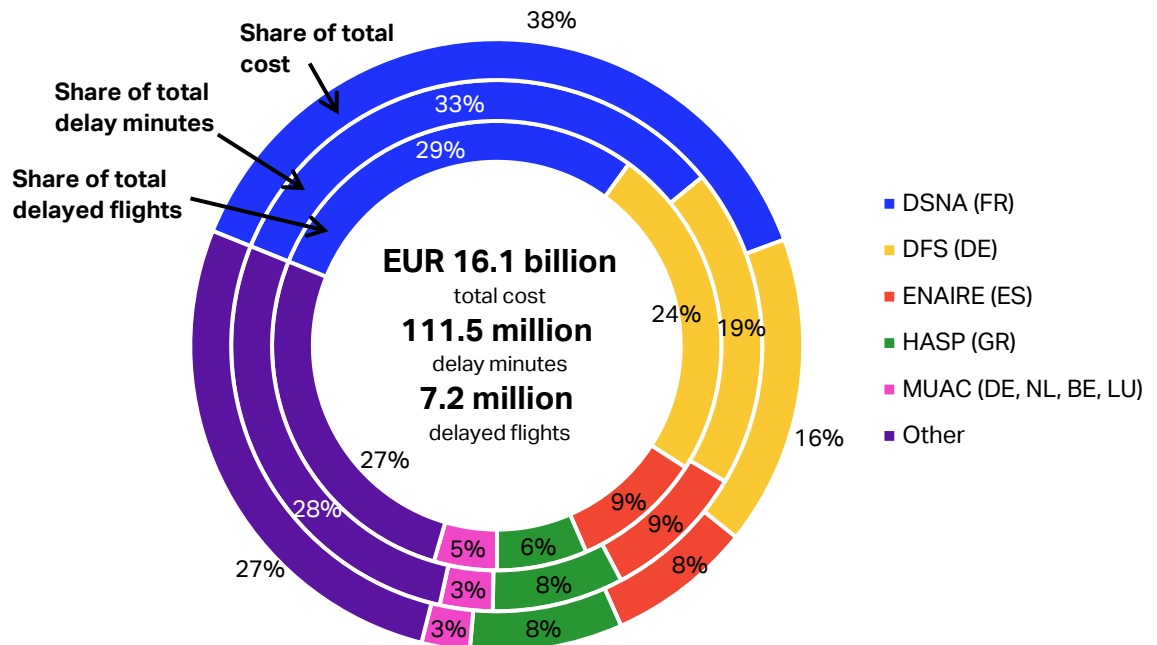


## Chart of the Week

23 January 2026

# Delays Caused by European ANSPs Cost EUR 16.1 Billion

Share of delay cost, minutes, and delayed flights caused by ANSPs, 2015 to Oct 2025



Source: IATA Sustainability and Economics, Eurocontrol.

Note: Data represents Eurocontrol Member States Area excluding Oceanic ACCs. Analysis covers delay codes which are considered in control of the ANSPs, namely ATC Capacity (C), ATC Routing (R), ATC Staffing (S), ATC Equipment (T), Airspace Management (M), Special Event (P), and ATC Industrial Action (I).

- Air traffic flow management (ATFM) delays caused by European Air Navigation Providers (ANSPs) generated a cost of EUR 16.1 billion for passengers and airlines between 2015 and October 2025. This ANSP underperformance delayed a total of 7.2 million flights (or 7% of all European flights) and impacted around 1 billion passengers who faced a total of 111 million minutes of delay.
- DSNA, the French ANSP, was responsible for 29% of the delayed flights, and for as much as 33% of the minutes and 38% of the overall cost of delay. Industrial action is the predominant reason for DSNA's above-average disruption per delayed flight, at nearly 28 minutes per delayed flight.
- Coming second after France, Germany's ANSP, DFS, was responsible for 24% of all delayed flights over the period and 19% of total minutes. However, DFS limited its share of total costs of delay to 16%, thanks to a lower average length of impact per delayed flight. Nonetheless, DSNA and DFS alone were responsible for over 50% of total delay impacts since 2015 and 5 (out of 39) European ANSPs caused almost 75% of all disruption.
- Traffic increased by 6.7% over the past decade, while ATFM delays rose by a staggering 114%, pointing to structural issues. These pertain notably to capacity and staffing, which associated delays increased by 185% and were responsible for 87% of ANSP-controllable delays in 2024.
- Delivering on the investment and staffing levels agreed to during airspace user charges consultation processes remains vital to address this significant problem ([Air traffic control delays in Europe](#)).

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