Week commencing 9 November 2026

ClearPath Partnership

COVERAGE
26 October – 8 November 2026

AUDIENCE
Executive and programme leadership · airports, carriers, suppliers

HANDLING
Internal use — not for onward distribution

IF YOU JUST REMEMBER ONE THING FROM THIS BRIEFING…

IAG just cut its 2026 capacity guidance from flat to down, and ATC strikes are a stated reason.

Reporting resilient revenue on 6 November, IAG trimmed full-year capacity to "slightly down" on 2025, citing the Middle East conflict and September's UK ATC outages. Days earlier, a French ATC strike cancelled hundreds of flights and Italy registered a nationwide walkout. Ask this week: does our 2027 plan assume ATC performance improves, or has it priced in more of this.

FORTNIGHT IN REVIEW

Developments and sector activity

PRIORITY

2, 6 NOV

ATC and ground strikes hit France and Italy, cancelling hundreds of flights

A French air traffic control strike on 2 November led to reports of some 900 cancellations nationwide. Italy's ENAV staged a four-hour nationwide walkout on 6 November, with a separate local strike at Bari the same day. Both followed weeks of strike action in Belgium that had already disrupted Brussels and Charleroi.

So what: three states have now seen ATC or ground strikes within a month. Confirm rebooking and crew-cost plans cover France and Italy, not just your usual watch list.

PRIORITY

6 NOV

IAG trims 2026 capacity guidance, citing conflict and UK ATC outages

IAG's Q3 results on 6 November showed resilient revenue despite a 0.2 per cent capacity decline, but the group now expects full-year 2026 capacity "slightly down" on 2025, against an earlier "flat" forecast. It blamed the Middle East conflict and September's UK air traffic control outages, and forecasts €8.9bn in full-year fuel costs.

So what: a top-three European group has downgraded capacity for reasons outside its control. Stress-test your own 2027 growth assumptions against the same two drivers.

PRIORITY

OCT

Airbus extends its 2026 delivery lead as Boeing's October total slips

Airbus delivered 74 aircraft in October, taking its year-to-date total to 621, up 6.2 per cent on 2025, though it still needs roughly 249 more by year-end to reach its target of around 870. Boeing's October total is estimated at about 49, down from 56 in September, for a year-to-date figure near 524.

So what: if your fleet plan assumes Boeing closes the gap this year, revisit it — the final-quarter trend runs the other way.

WATCH

23 NOV

FAA fan cowl directive for Trent 1000-powered 787s takes effect this month

The FAA's final airworthiness directive requiring inspection, and modification or replacement where needed, of the right engine's fan cowl on 787-8/-9/-10 aircraft fitted with seven Trent 1000 variants takes effect 23 November. The fix closes a gap that could expose the right engine to debris from the left.

So what: Trent 1000 787 operators should confirm compliance scheduling now — the effective date falls before the next edition.

ACTION QUEUE

Developments to act on this fortnight

DEVELOPMENT	WHO IT AFFECTS	CONSEQUENCE	ACT BY
France ATC strike	Carriers overflying/serving France	Hundreds of cancellations on 2 November alone.	Immediate
Italy ENAV strike	Carriers at Italian airports	Nationwide four-hour disruption plus local Bari action.	Immediate
IAG capacity downgrade	IAG network planners, partners	2026 capacity now guided down, not flat, on 2025.	FY2026
787 fan cowl AD	Trent 1000-powered 787 operators	Right-engine debris-protection gap must be closed.	23 Nov 2026
CAA H8 final proposals	Airlines at Heathrow	Charge cap and investment plan for 2027-31 due.	Late Nov 2026

Timings are as reported. Check each against your own network, fleet records and slot holdings.

REGULATORY AND SECTOR WATCH

What changed, and what is coming

In force now

- The FAA's Trent 1000 787 fan cowl directive is final; the compliance clock runs to 23 November.
- The UK's SAF mandate review of post-2027 non-HEFA supply remains open, with government saying it will not cut overall targets without strong cause.

Approaching

- The CAA's H8 final proposals for Heathrow's 2027-31 price control are due towards the end of November 2026, Final Decision in April 2027.
- HEFA-based SAF faces a supply cap from 2027 under the mandate's current design.

Standing watch — ATC capacity. France, Italy and Belgium have each seen national strike action inside a month. Treat continental ATC and ground-handling risk as a standing planning input this winter, not an isolated event.

RECOMMENDED

Three things to do before the next edition

- Refresh contingency plans for France, Italy and Belgium given strikes in all three within a month.
- Check your 2027 capacity and cost plan against IAG's stated downgrade drivers, not just your own order book.
- Confirm Trent 1000 787 fan cowl compliance scheduling ahead of the 23 November effective date.

OUTLOOK — NEXT FORTNIGHT

We assess it is likely that further ATC or ground strikes disrupt at least one major European network before the next edition, given three states affected in the past month. It is a realistic possibility the CAA publishes its Heathrow H8 final proposals within the same period.

NEXT EDITION

Monday 23 November 2026. Send additions, corrections or sector intelligence to your ClearPath engagement lead.

ClearPath Partnership