

**Impact of EU 261/2004 Revisions:  
Data-Driven Analysis of Potential Regulatory Changes**

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Lennoc B.V. focuses on collecting and analysing European flight information. The company was founded in 2005 at a time when European flight data had to be gathered from many different sources. Lennoc decided to consolidate European flight information into one master database. The architecture for the database was completed in 2008 and since then Lennoc has operated at the forefront of European flight intelligence.

Lennoc has taken a unique approach to analysing flight intelligence. This approach allows the company to compare flights, routes, airports and flight statistics in an intelligent and efficient way.

At Lennoc, we have created a unique database by gathering and analysing public flight information from all over the world, which allows us to offer bespoke advice on individual flights, routes, airports and provide extensive flight statistics. This information is collected on a daily basis and Lennoc is continuously expanding its input sources. With the assistance of our own Flight Intelligence team, we can offer the best advice and customize products relevant to your organisation.

# Revision EC Regulation 261/2004

The Revision of EC261 was first introduced in 2011, and adopted by the European Commission in 2013. The European Parliament adopted its report in 2014, and referred the file to the EU Council for final decision.

In the current EC Regulation 261/2004, passengers are entitled to a financial compensation, relative to the distance of their flight, when their flight has been cancelled, they have been denied boarding or have incurred a delay of more than three hours.

With the Revision, the European Commission proposed new thresholds in arrival delay before passengers would be entitled to financial compensation. This threshold would be lengthened to five hours for flights up to 1500 km, seven hours for flights more than 1500 km and less than 3500 kilometres and nine hours for all flights longer than 3500 kilometres.

Lennox has analysed the current European flight data against the proposed revision by the European Commission and how this would effect the rights of passengers travelling from Europe and with European airlines to Europe.

The data shows the number of flights performed in 2024 and passengers that would fall within the scope of the EC Regulation 261/2004 under the current rules, a proposal to change the thresholds to three hours for flights up to 1500 km, five hours for flights more than 1500 km and less than 3500 kilometres and seven hours for all flights longer than 3500 kilometres; and finally under the proposal as published by the European Commission.

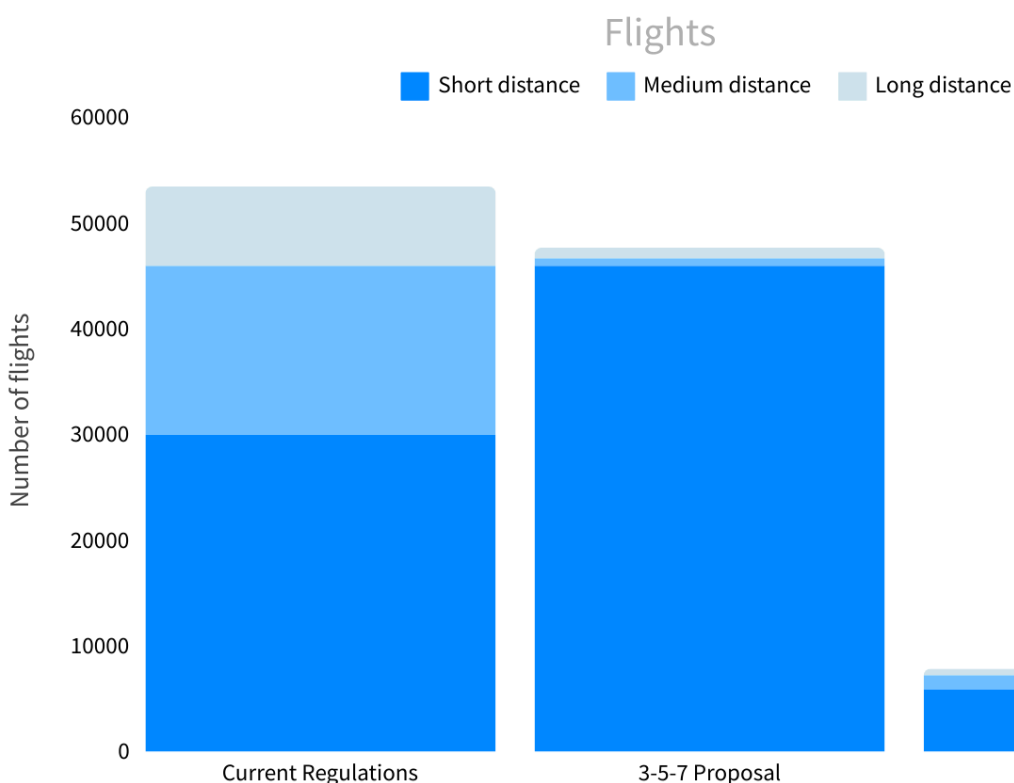
# Flights

This graph illustrates the number of delayed flights that fall within the scope of EC Regulation 261/2004 under different regulatory scenarios. The data includes only delayed flights from 2024, excluding cancellations and rebookings, and is limited to flights covered by the geographical scope of the regulation.

- **Current Regulations:** Under the existing rules, a significant number of short-, medium-, and long-distance flights qualify for compensation when delays exceed three hours.
- **3-5-7 Proposal:** If the delay thresholds were adjusted to three, five, and seven hours for short, medium, and long-haul flights respectively, the number of eligible flights would remain substantial, though slightly reduced.

- **5-9-12 Proposal:** The European Commission's official proposal to extend delay thresholds to five, nine, and twelve hours drastically reduces the number of eligible flights. This would significantly limit the number of passengers entitled to compensation.

This analysis highlights how increasing the delay thresholds would considerably reduce the number of flights qualifying for compensation, potentially affecting passengers' rights across Europe.



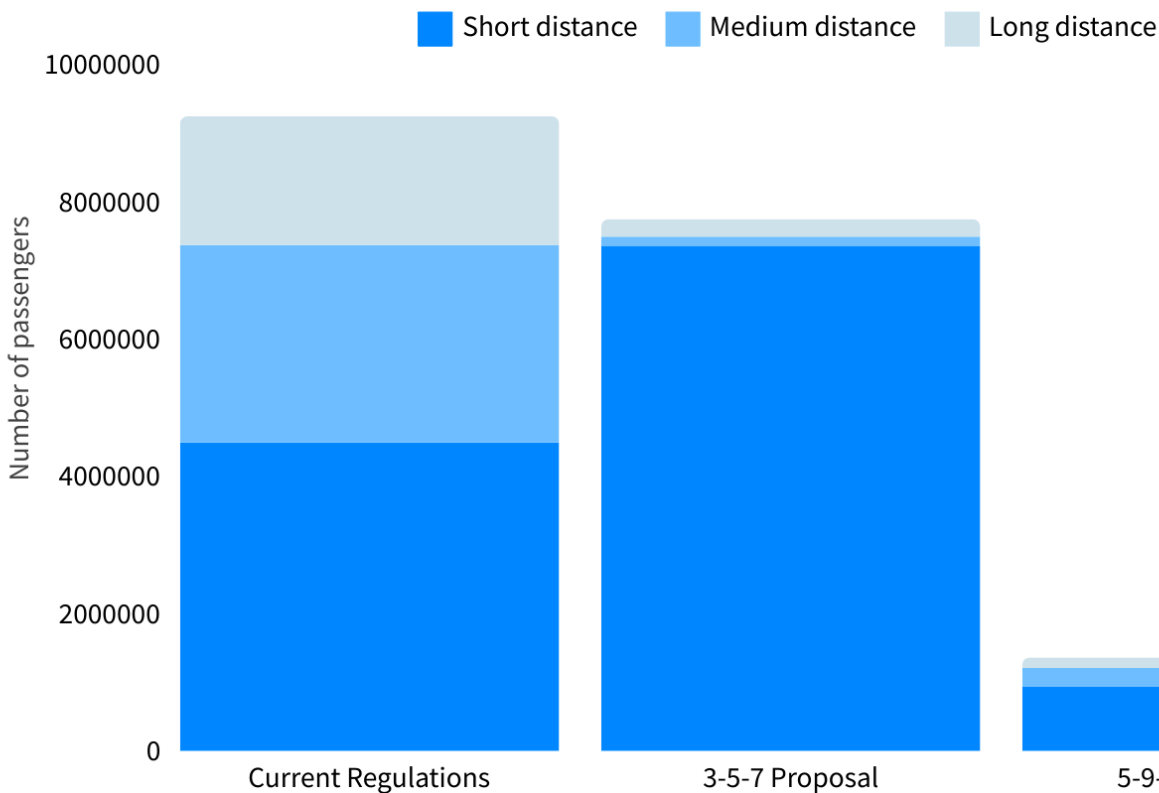
# Passengers

*This graph illustrates the estimated number of passengers impacted under different versions of EC Regulation 261/2004. The calculations assume an average of 200 passengers per flight and only consider delayed flights within the geographical scope of the regulation.*

This analysis demonstrates that increasing the delay thresholds would disproportionately affect passenger eligibility, significantly reducing the number of travelers entitled to compensation.

## Passengers

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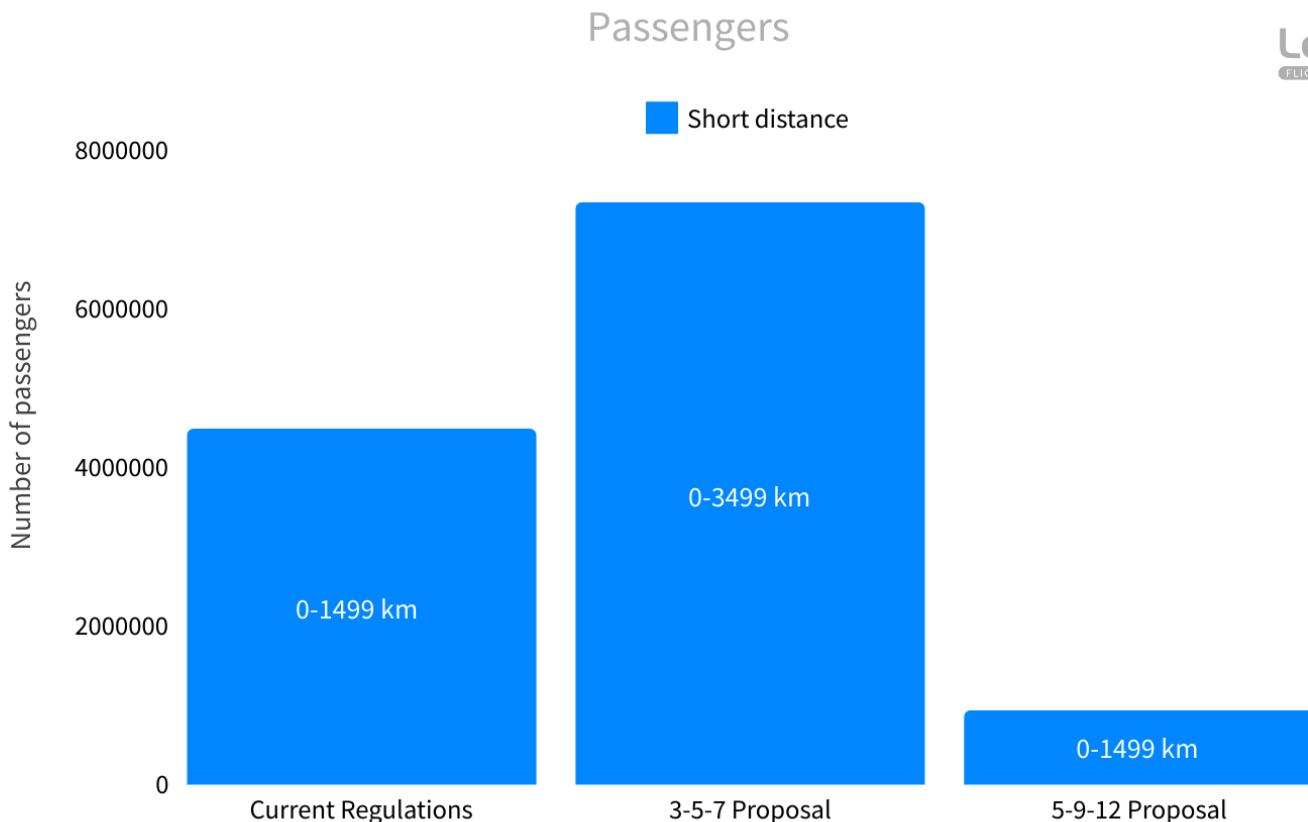


# Passengers

This graph focuses on short-distance flights and the number of passengers eligible for compensation under different regulatory scenarios. The calculations assume an average of 200 passengers per flight.

As a result, the number of eligible passengers increases significantly, since what were previously two separate distance groups (short- and medium-haul) are now combined into one.

**3-5-7 Proposal:** In this scenario, the delay threshold for short-haul flights remains at three hours, but the definition of this category is expanded. Under the current EC 261/2004 regulation, flights up to 1499 km fall under the short-haul category. However, in this proposal, the threshold is extended to include flights up to 3499 km.

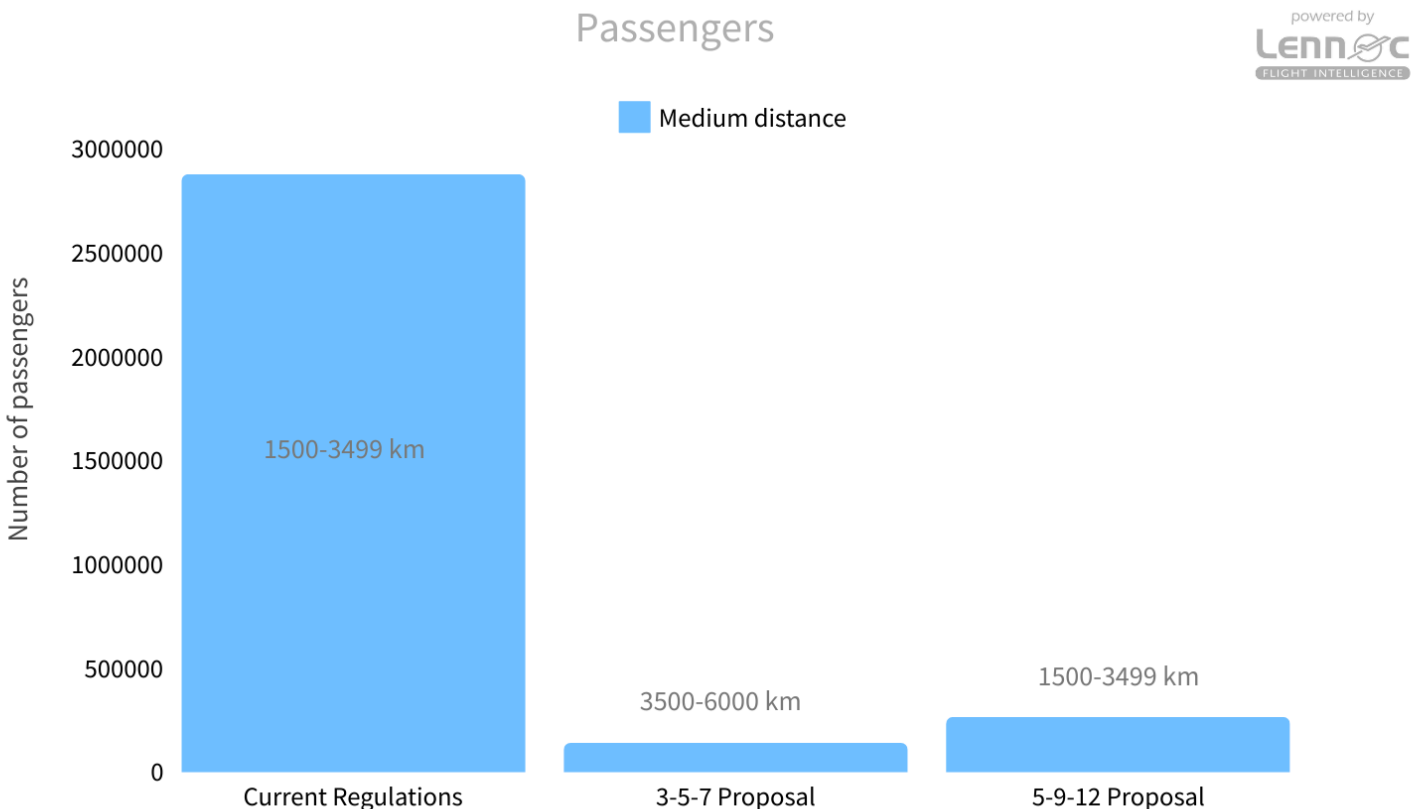


# Passengers

Under EC 261/2004, passengers on flights between 1500–3499 km are eligible for compensation if their delay exceeds three hours. This includes a significant number of travelers.

**3-5-7 Proposal:** Flights between 1500–3499 km are no longer classified under the same delay threshold. Instead, flights between 3500–6000 km are categorized separately. As a result, the number of eligible passengers drops sharply.

**5-9-12 Proposal:** The delay threshold for flights between 1500–3499 km increases from three to five hours, leading to a further substantial reduction in the number of passengers eligible for compensation.



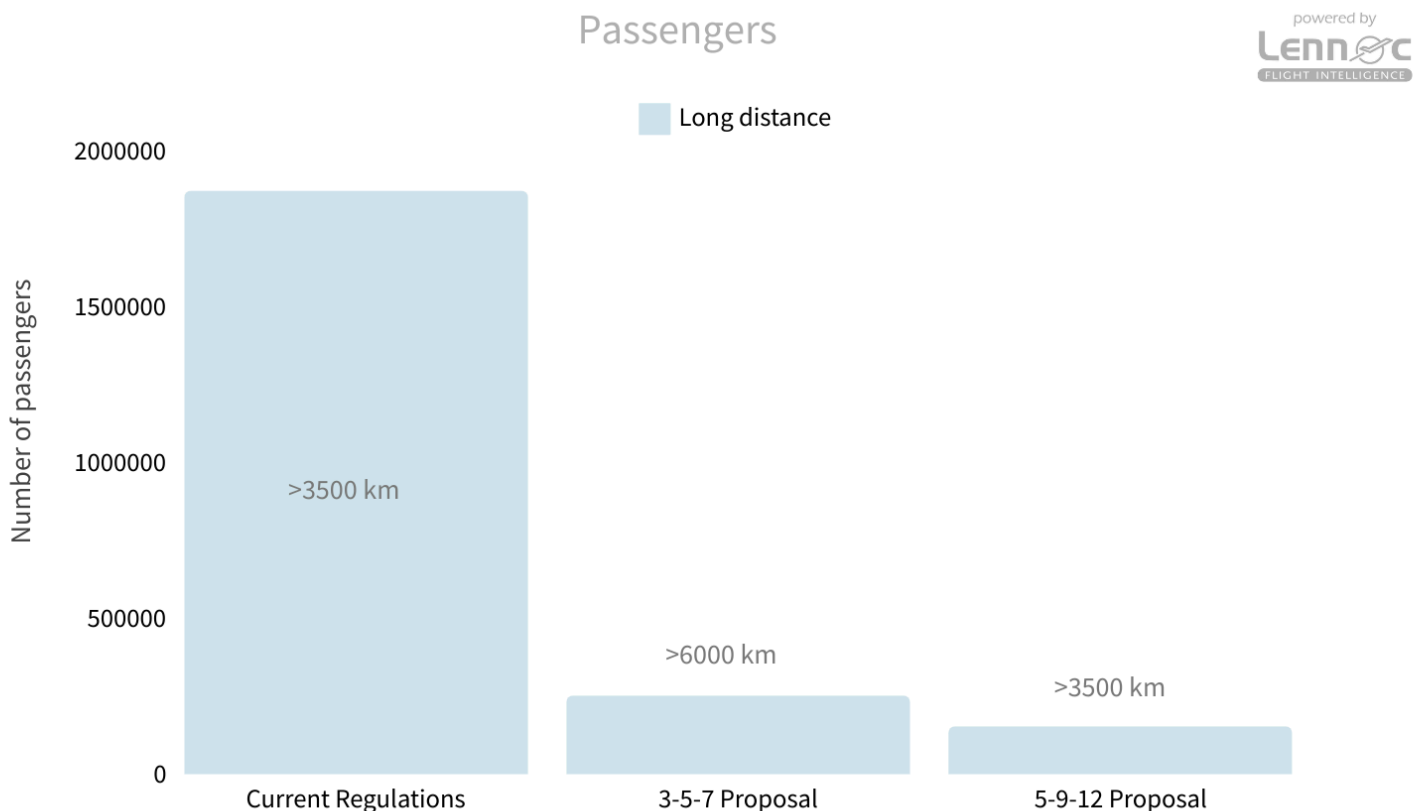


# Passengers

This graph illustrates how the number of long-distance passengers (>3500 km) eligible for compensation changes under different regulatory scenarios.

- **Current Regulations:** Passengers on long-haul flights qualify for compensation if their delay exceeds three hours. This applies to a significant number of travelers.
- **3-5-7 Proposal:** This proposal introduces an additional distance category, separating flights over 6000 km. As a result, fewer long-haul passengers remain eligible for compensation.
- **5-9-12 Proposal:** The delay threshold for compensation increases to nine hours for all long-distance flights (>3500 km). While the original distance category remains unchanged, the higher delay requirement drastically reduces the number of passengers who qualify.

These changes demonstrate how raising delay thresholds disproportionately affects long-haul passengers, significantly limiting their compensation rights.



# Any questions?

If you have any questions or require further information, please contact Adeline Noorderhaven.

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