

Impact of EU 261/2004 Revisions on eligible flights and passengers

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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.

On the 5th of June 2025 under the Polish Presidency, a political agreement was reached changing the thresholds for compensation once again. The thresholds would be four hours for flights up to 3500 km and six hours for flights over 3500 km.

Two proposals have also been discussed, both of which have been included in the report. Proposal 1 distinguishes between delays of 3 hours for flights up to 3,499 km and 5 hours for flights over 3,500 km.

Proposal 2 applies a flat 4-hour threshold, regardless of distance.

Lennoc has analyzed European flight data of 2024 against the two discussed proposals and the one from the Polish Presidency and how this would affect the rights of passengers travelling from Europe and with European airlines to Europe.

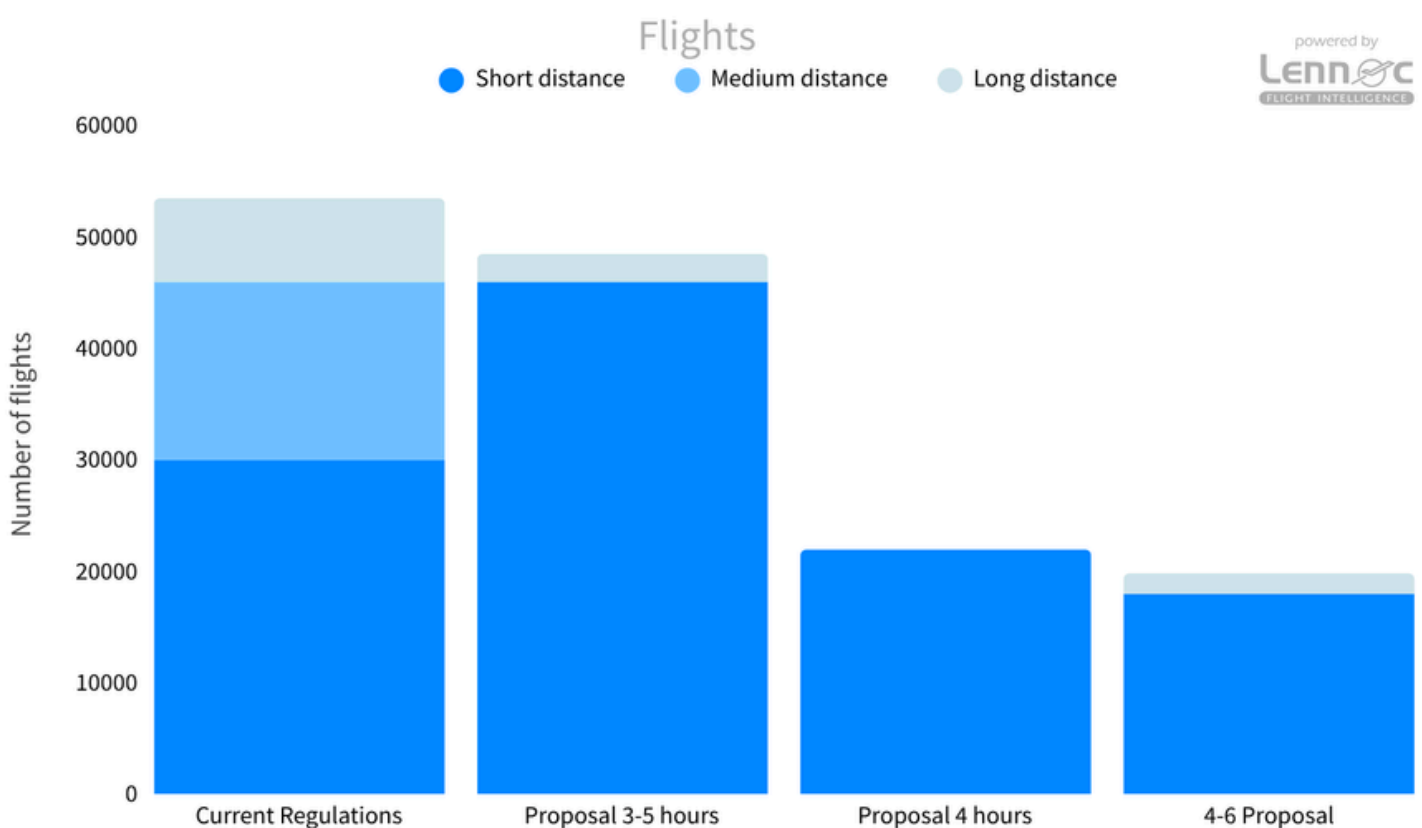
Flights

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.
- **Discussed Proposal 1:** Two distance categories: up to 3,500 km and beyond 3,500 km. The lower distance includes the same number of flights as the first two distance categories under EC 261. By increasing the delay threshold to 5 hours for long-haul flights, significantly fewer flights fall within the higher band.

- **Discussed Proposal 2:** Proposal 2 applies a single threshold of 4 hours, without making any distinction based on flight distance..
- **4-6 Proposal:** The new proposal distinguishes between flights over and under 3500km.

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

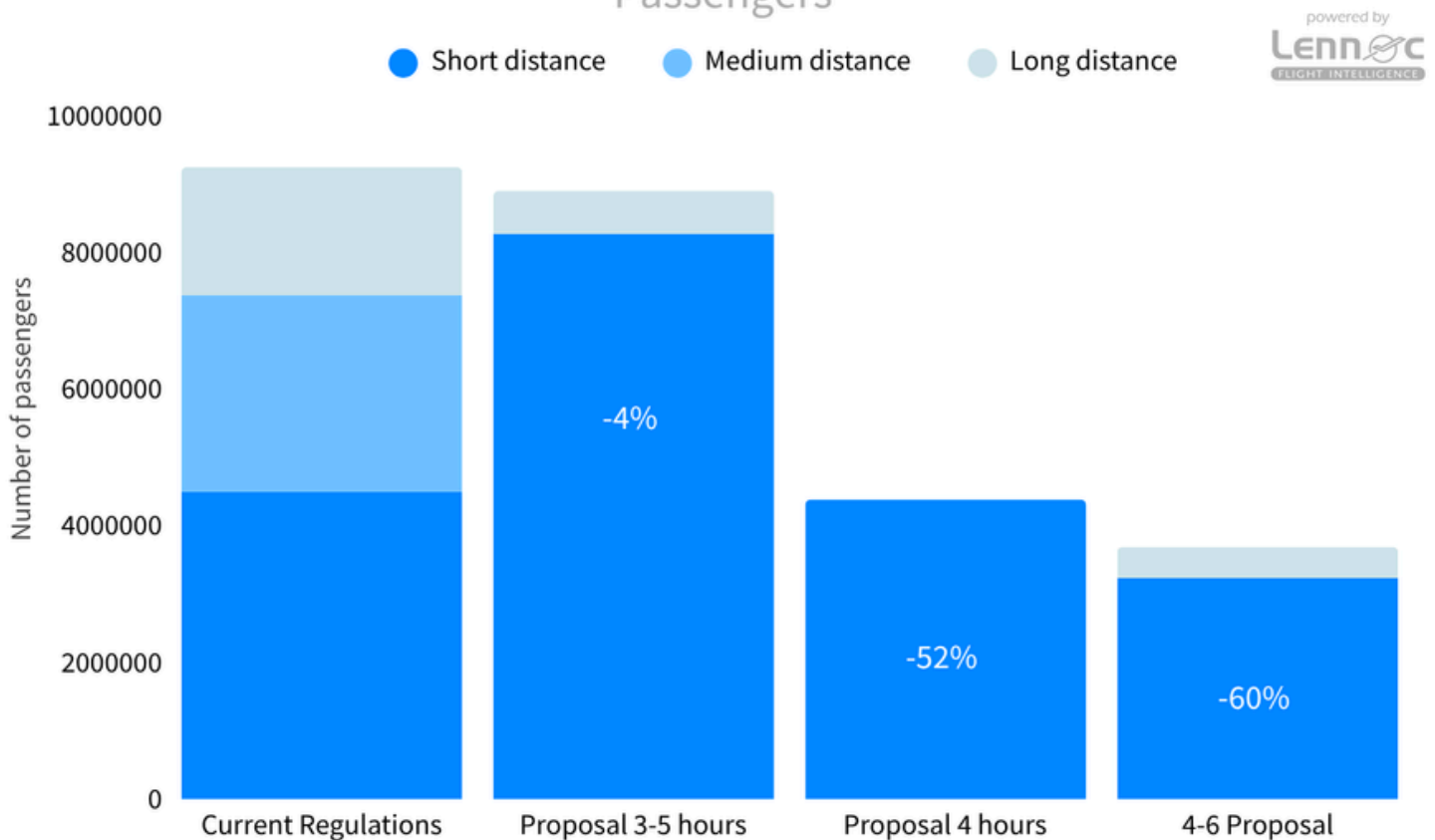


Passengers

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.

Discussed Proposal 1 results in only a modest decrease of 4% in the number of eligible passengers. In contrast, the flat 4-hour threshold in Proposal 2 leads to a 52% reduction. The proposal currently under discussion would reduce eligibility by as much as 60% compared to the current regulation.

Passengers



Any questions?

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