

**Impact of EU 261/2004 Revisions:
Data-Driven Analysis of Potential Regulatory Changes
updated with 02-06-2025 political agreement**

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TABLE OF CONTENTS

INTRODUCTION

Lennoc	1
Revision EC Regulation 261/2004	2

DATA

Protection	3
Flights	4
Passengers	5
Contact	

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.

In their Revision, the European Commission proposed new thresholds for arrival delay before passengers would be entitled to financial compensation. These thresholds would be lengthened to five hours for flights up to 3500 km, nine hours for flights more than 3500 km and less than 6000 kilometres and twelve hours for all flights longer than 6000 kilometres.

During their deliberations, the European Parliament voted to change the thresholds to three hours for flights up to 3500 km, five hours for flights more than 3500 km and less than 6500 kilometres and seven hours for all flights longer than 6000 kilometres.

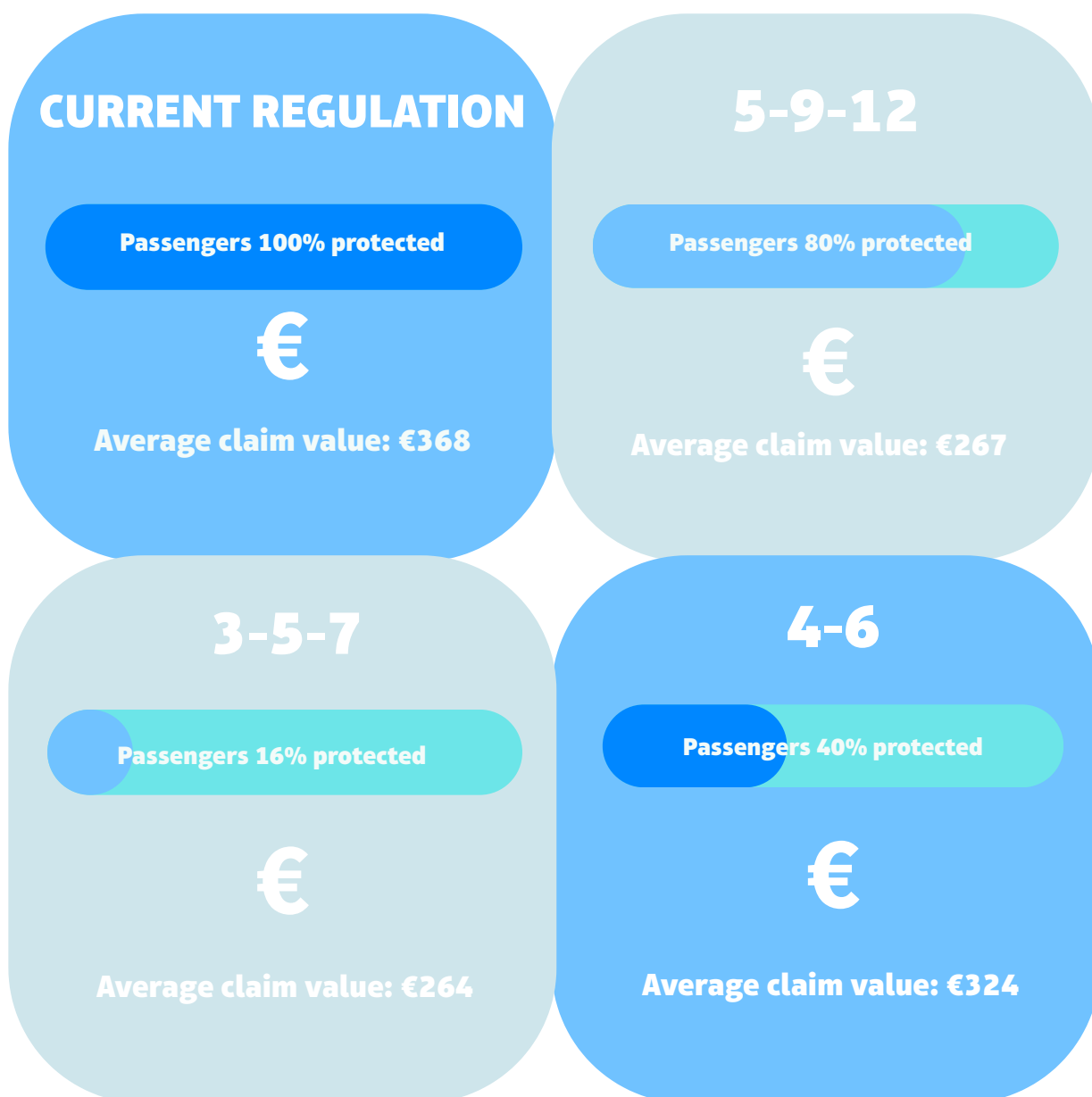
On the 5th of June 2025 under the Polish Presidency, a political agreement was reached changing the thresholds for compensation once again. The thresholds would be four hours for flights up to 3500 kilometres and six hours for flights over 3500 kilometres.

Lennoc has analysed their European flight data of 2024 against the proposed revision by the European Commission, Parliament and Polish Presidency and how this would affect the rights of passengers travelling from Europe and with European airlines to Europe.

Protection

The visual compares the impact of various proposed changes to the current air passenger rights regulation. It highlights the proportion of passengers who remain protected and the average compensation value under each scenario.

While the current regulation offers near-universal protection and the highest average claim value, all alternative proposals reduce both the percentage of eligible passengers and the compensation amount.



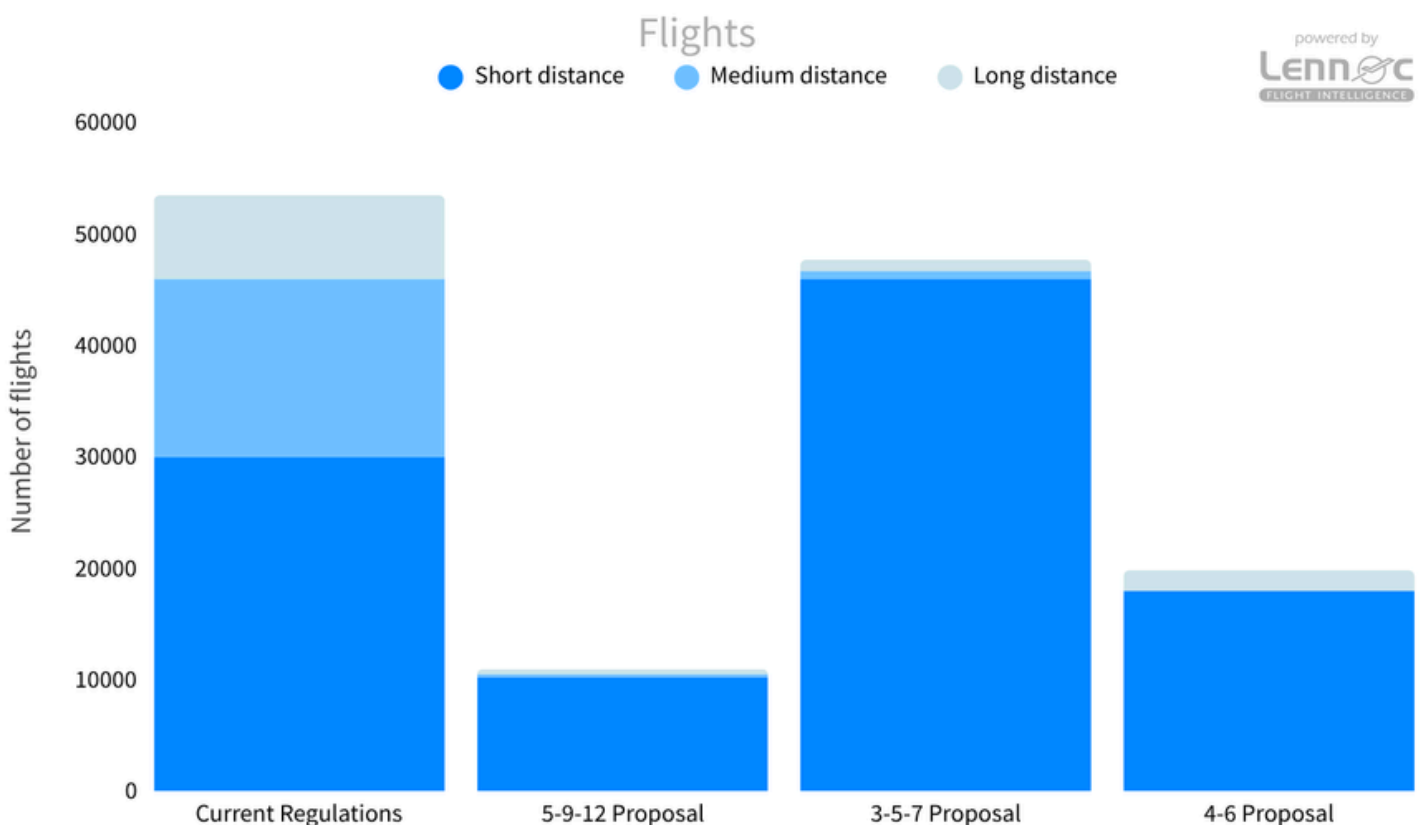
Flights

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.
- **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.

- **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.
- **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.

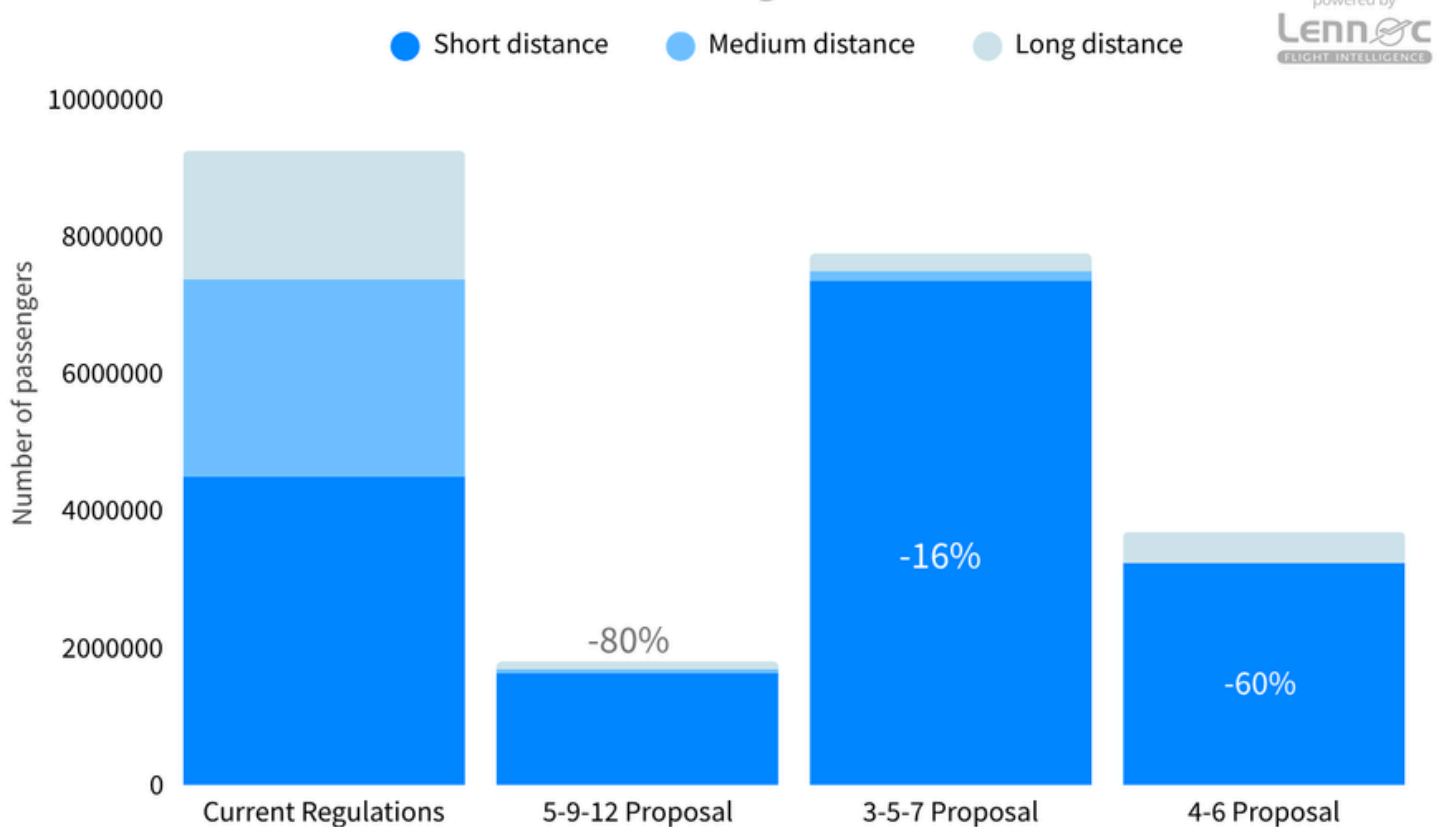


Passengers

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.

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

Passengers



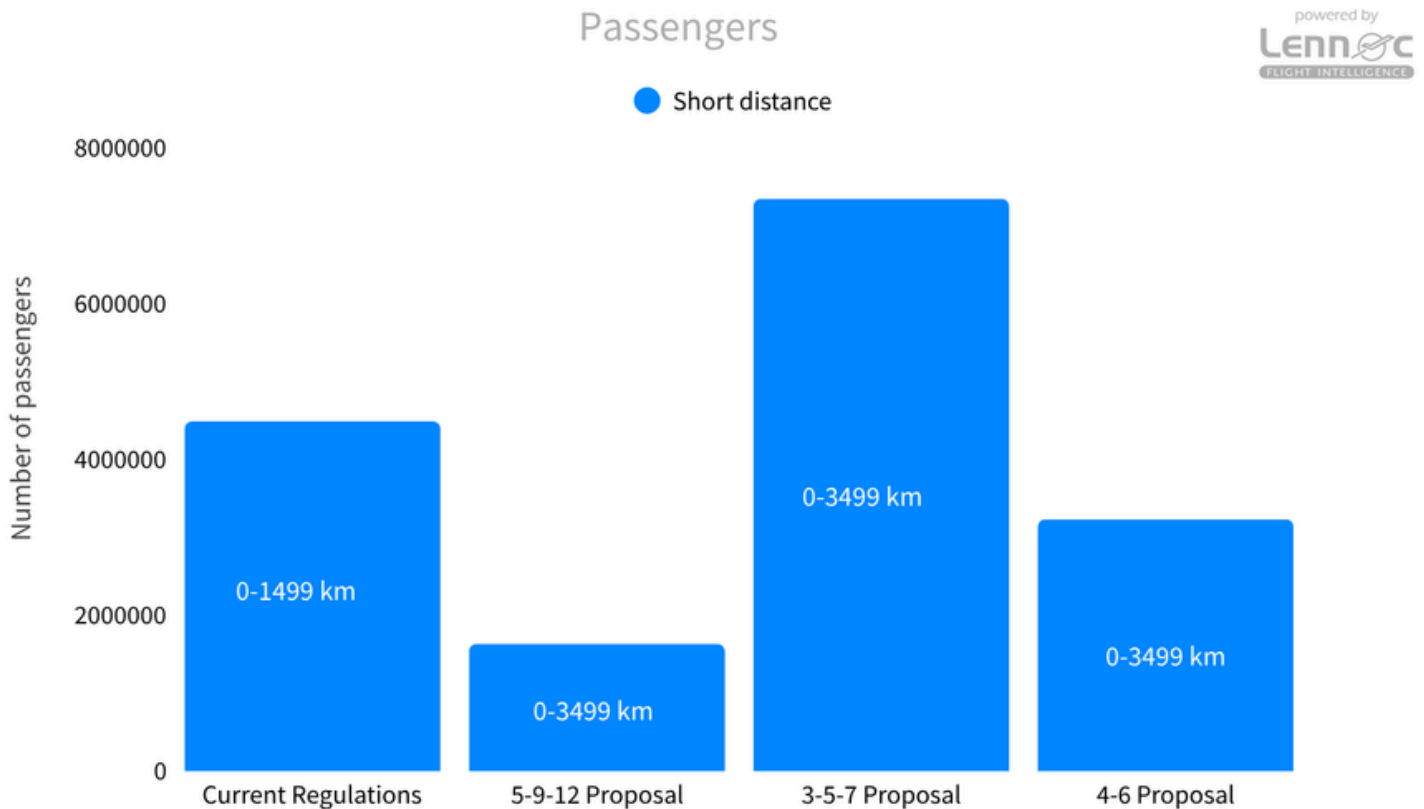
Passengers

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.

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.

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.

4-6 Proposal: In this new proposal there are only two categories, up to 3500 km and from 3500 km. Despite having one less category, fewer passengers will be protected per category.



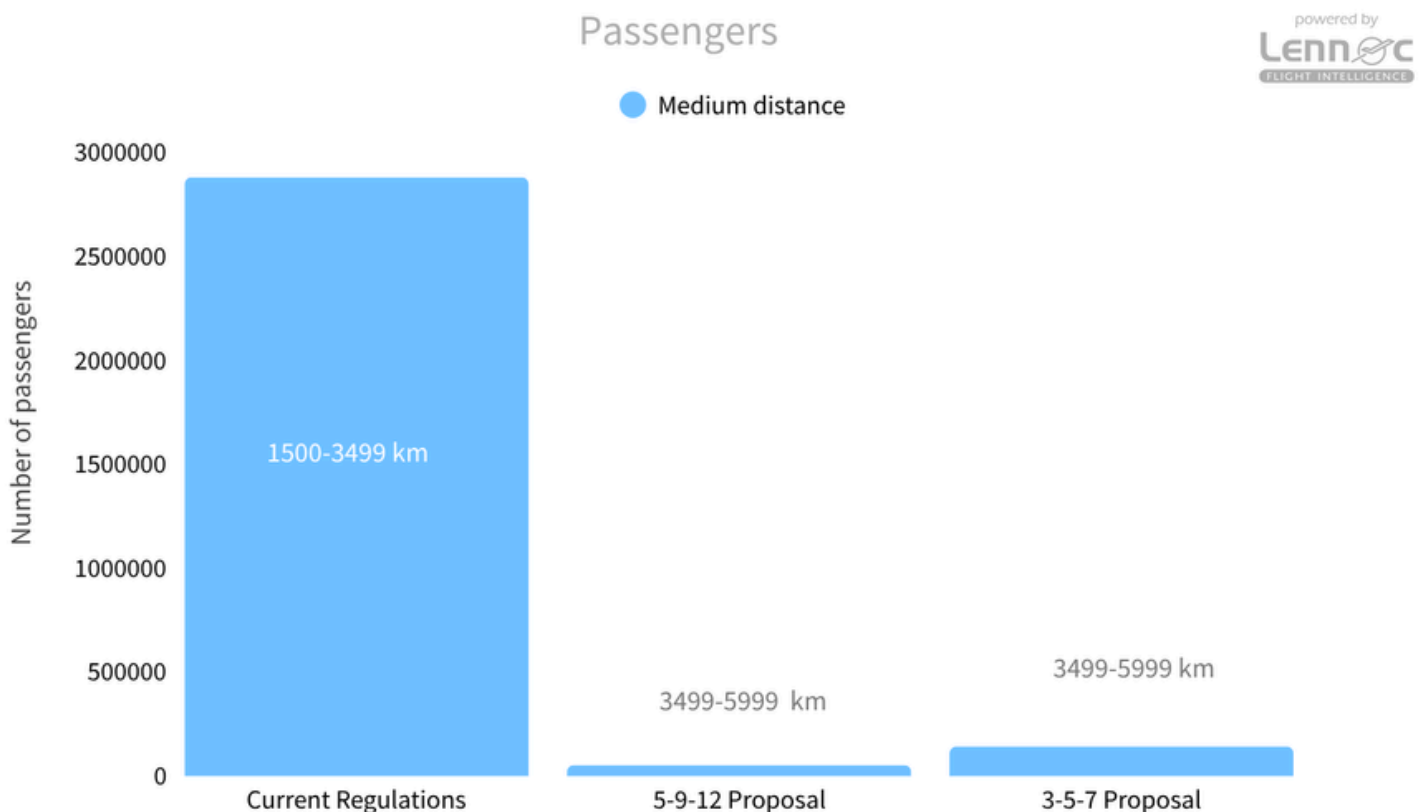
Passengers

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.

5-9-12 Proposal: The delay threshold for flights between 3499–5999 km increases from three to five hours, leading to a further substantial reduction in the number of passengers eligible for compensation.

3-5-7 Proposal: Flights between 1500–3499 km are no longer classified under the same delay threshold. Instead, flights between 3499–5999 km are categorized separately. As a result, the number of eligible passengers drops sharply.

4-6 Proposal: This proposal has no medium distance.



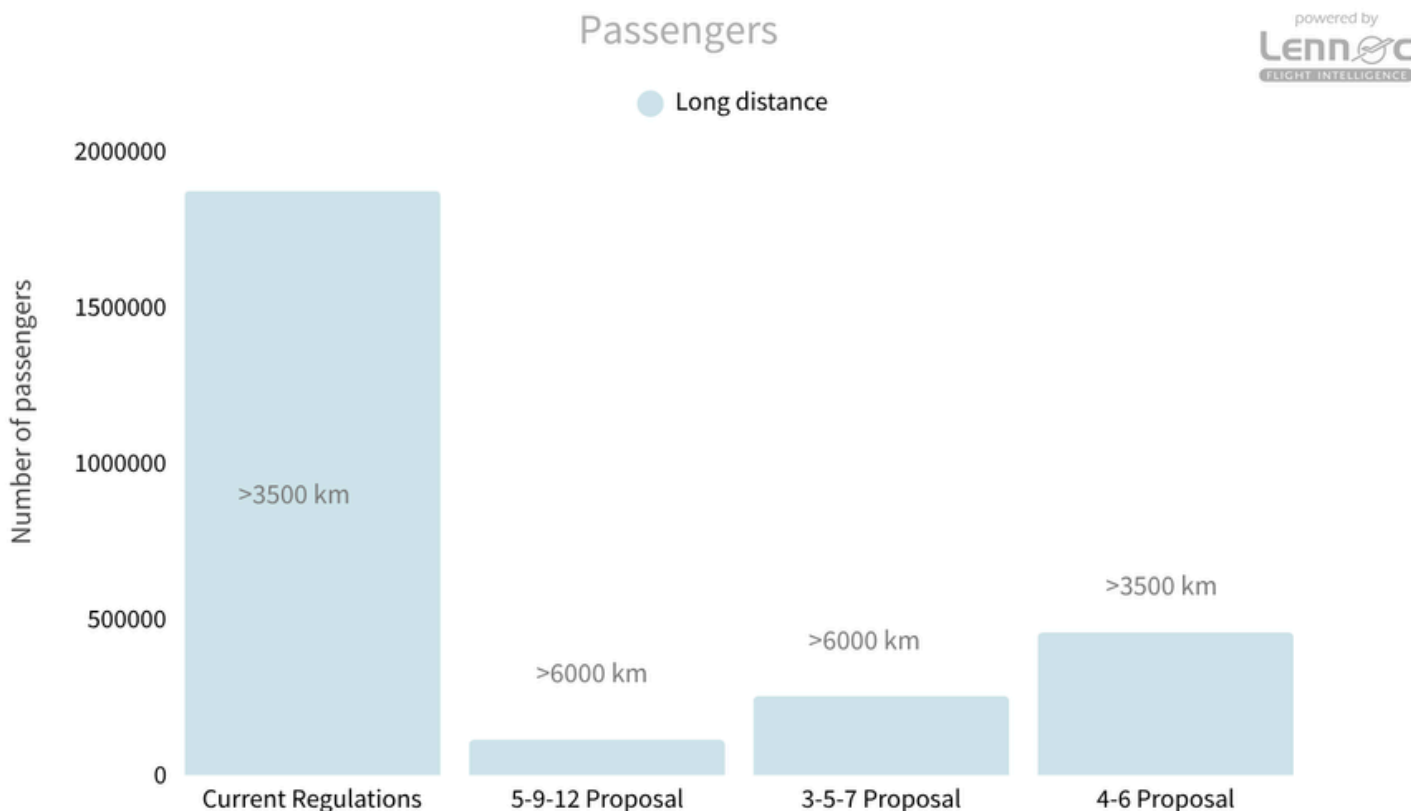
Passengers

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.
- **5-9-12 Proposal:** The delay threshold for compensation increases to nine hours for all long-distance flights (>6000 km). While the original distance category remains unchanged, the higher delay requirement drastically reduces the number of passengers who qualify.

- **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.
- **4-6 Proposal:** The 4-6 Proposal offers protection to more long-haul passengers than the other two proposals. However, this number remains negligible compared to the protection provided under EC 261.

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



Any questions?

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