

## Information

19 February 2008

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### EUROPEAN AIRLINES' 2007 DELAYS HIGHLIGHT THE NEED FOR ATM REFORM

The Association of European Airlines, representing Europe's most important airlines, has released details of its members' punctuality performance in 2007.

The figures do not make encouraging reading. 2007 was the fourth successive year that punctuality has deteriorated on intra-European flights. 22.7% of departures were delayed by more than 15 minutes, up from 22.3% in 2006. The figures for June and July, at 29.7% and 28.3% respectively, were the highest individual monthly figures since summer 2000.

In AEA's survey of 27 major European airports, the highest incidence of delay – 35.5% – was recorded at London Heathrow, followed by London-Gatwick, Rome, Dublin and Paris Charles de Gaulle. Heathrow was top of the list also in 2006, when Gatwick was in third place and CDG fourth.

At the other end of the scale, the four airports recording the lowest level of delay were the same – in the same order – in both years, with Brussels recording a delay rate of 16.9% in 2007, followed by Dusseldorf, Vienna and Oslo. Next in 2007 was Milan-Linate.

Apportioning delay by reason is an inexact science. Nevertheless, according to the AEA data, 42% of primary delays occurred in the pre-flight preparation phase, that is to say, the aircraft was not ready to leave at its departure time, for operational or technical reasons, or because the loading process had not been completed.

The remaining 58% were subject to a delay at departure due to weather conditions, airport congestion, or because departure clearance was not given by air traffic control. This last category, of so-called 'slot delays', highlights the perennial problem of European airspace congestion, whereby the free flow of traffic is constrained by capacity limits on the weakest links in an airway network structured around national frontiers rather than cross-border traffic flows.

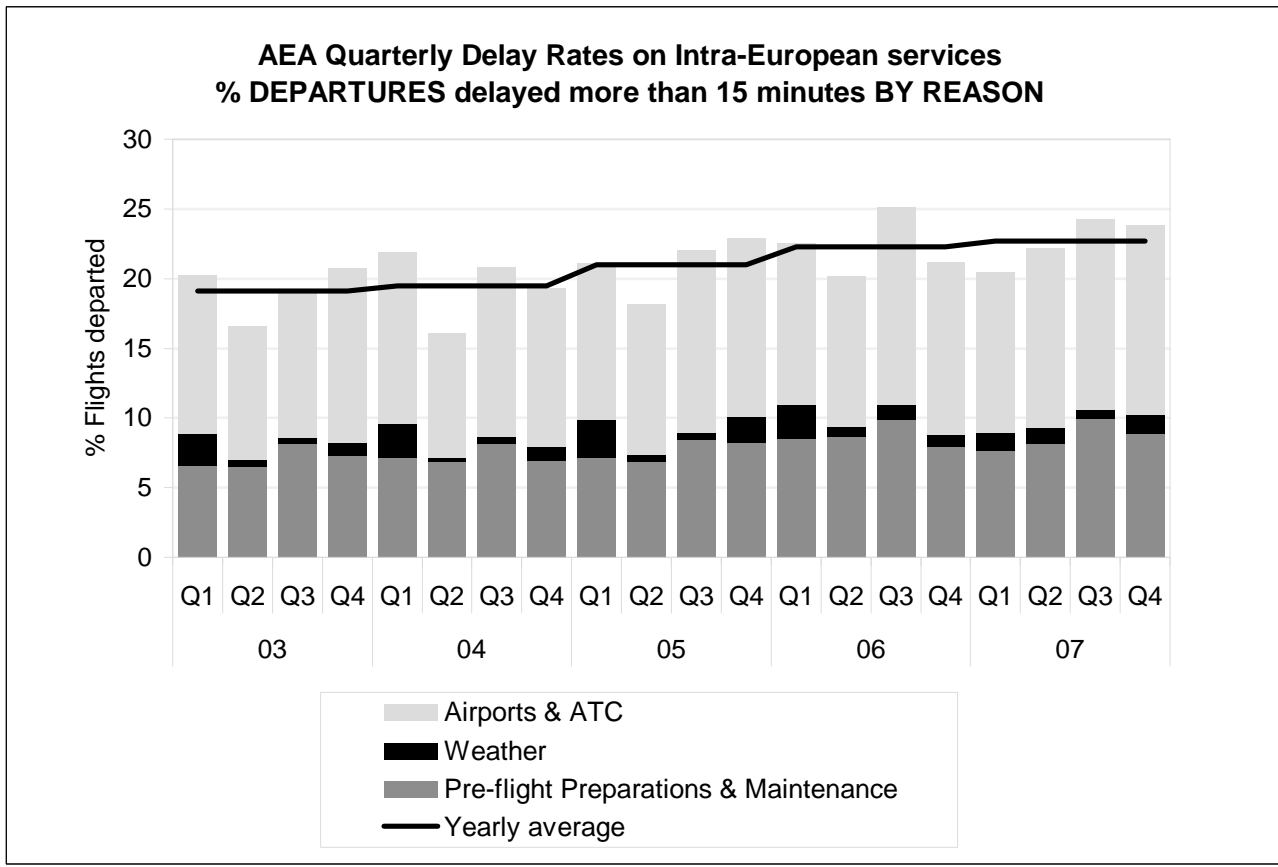
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Said AEA Secretary General Ulrich Schulte-Strathaus: “Hopefully, 2008 will mark a turning point in the agonisingly slow process towards a Single European Sky. We are looking forward to the 2<sup>nd</sup> phase of Single Sky legislation, expected this summer, to bring a new impetus to the programme. The task can then begin to redesign European route network, eliminate inefficiencies and open up to civil traffic some of the huge tracts of airspace reserved for military flying”.

“Not only can passengers look forward to flying more directly to their destination with significantly lower delay, they can be reassured that their flight will have a substantially lesser impact on the environment”.

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Note to the Editor: The Association of European Airlines (AEA) brings together 33 European established service and scheduled network carriers. These collectively carry 346 million passengers and 6 million tonnes of cargo each year, operating 2,540 aircraft serving 605 destinations in 161 countries with 11,115 flights a day. They provide around 375,600 jobs directly, and generate a total turnover of €75 billion.



### AEA overall Delay Rates on Intra-European services % DEPARTURES delayed more than 15 minutes

	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	
Jan	21.7	15.3	22.8	20.3	21.8	21.5	26.0	24.4	19.5	20.5	21.9	▲
Feb	16.3	14.1	29.6	19.0	24.0	22.3	20.1	22.2	22.6	22.2	19.1	▼
Mar	15.4	18.1	33.1	23.4	26.1	15.6	14.3	19.2	21.3	24.8	20.8	▼
Apr	16.9	21.2	32.8	24.5	24.6	15.1	15.6	14.9	16.1	20.0	16.5	▼
May	18.2	22.0	34.8	27.0	25.5	14.7	14.1	15.1	17.2	18.3	20.3	▲
Jun	24.1	29.2	37.5	28.4	27.0	20.2	20.0	18.1	21.0	22.3	29.7	▲
Jul	22.2	25.4	33.9	32.2	26.8	23.5	19.0	21.0	23.9	27.9	28.8	▲
Aug	21.4	22.9	27.8	23.8	23.0	23.3	19.8	21.6	20.2	23.9	22.3	▼
Sep	20.2	29.6	31.0	30.4	28.9	21.2	18.1	19.9	22.1	23.7	21.7	▼
Oct	19.5	27.1	28.7	27.7	18.6	20.9	20.0	19.4	22.5	20.3	22.9	▲
Nov	17.8	20.6	24.2	21.8	17.3	18.3	19.0	18.1	20.8	19.2	22.1	▲
Dec	19.9	26.7	27.5	26.7	25.2	22.4	22.5	20.8	25.7	24.5	26.9	▲
Q1	17.8	15.9	28.5	21.0	24.0	19.7	20.1	21.9	21.1	22.6	20.5	▼
Q2	19.7	24.1	35.1	26.6	25.7	16.6	16.6	16.1	18.1	20.2	22.2	▲
Q3	21.3	26.0	30.9	28.8	26.2	22.7	18.9	20.8	22.1	25.1	24.3	▼
Q4	19.1	24.8	26.9	25.4	20.3	20.5	20.8	19.4	22.9	21.2	23.8	▲
Year	19.5	22.8	30.4	25.5	24.2	19.9	19.1	19.5	21.0	22.3	22.7	▲

# AEA Airlines' delay rates by airport on Intra-European services

4th Quarter 2007

AEA carriers at:	flights [%]	vs l.y.*	DEPARTURES Delayed >15 minutes					minutes [avg]	ARRIVALS Delayed > 15 minutes	
			REASON FOR DELAY						flights [%]	minutes [avg]
			Load & Aircraft Handling Flight Ops	Maintenance/ Equipment failure	Airport & Air Traffic Control	Weather	Reactionary (late arrival)			
London Heathrow	39.2	▲	9.8	1.5	14.8	0.7	12.6	35.0	36.3	41.1
Paris CDG	29.8	=	8.7	2.4	9.3	0.4	9.3	41.0	23.8	39.4
Dublin	29.6	▲	3.5	2.1	11.5	0.4	12.3	40.1	28.8	38.3
Rome	29.5	▲	5.0	3.2	9.3	1.2	10.9	42.2	26.1	41.8
Athens	28.5	▲	15.3	3.8	8.8	0.6	13.8	39.3	28.2	40.3
Frankfurt	26.9	▲	2.6	2.7	7.7	2.3	12.3	36.6	28.0	39.4
London Gatwick	25.7	▼	7.3	1.7	6.1	1.6	9.5	36.4	30.2	40.2
Larnaca	25.6	▲	5.0	5.0	4.3	0.1	12.3	52.5	36.2	49.6
Munich	25.0	▲	2.0	2.2	7.4	1.1	12.9	41.5	22.5	43.4
Manchester	24.6	▲	2.9	1.3	8.3	0.7	11.7	45.4	20.6	43.0
Madrid	24.3	▼	3.5	3.6	6.9	0.3	9.8	40.9	27.8	40.9
Stockholm	23.7	▲	5.7	2.5	4.9	1.2	9.3	37.6	25.3	37.0
Helsinki	23.3	▲	5.5	3.5	5.1	2.2	7.1	36.5	24.3	36.2
Lisbon	23.0	▼	1.9	1.1	7.7	0.9	11.5	41.1	25.9	39.3
Geneva	22.8	▲	1.8	0.8	7.1	0.5	12.6	42.7	25.8	37.2
Istanbul	22.4	▲	3.6	0.4	12.6	0.3	5.5	36.9	34.5	40.8
Amsterdam	22.2	▲	4.7	3.0	6.0	0.8	7.8	41.6	16.3	57.4
Vienna	22.1	▲	2.5	2.5	4.9	0.8	11.7	34.3	23.9	38.3
Zurich	21.4	▲	1.4	1.2	8.5	0.9	9.4	33.9	20.4	35.3
Paris Orly	21.3	▲	4.5	1.5	6.2	0.6	8.4	46.3	26.3	39.6
Milan Linate	21.2	▲	1.9	1.2	10.3	0.8	7.1	39.4	26.2	37.6
Copenhagen	21.1	=	5.6	4.2	3.0	0.3	7.8	37.6	22.2	37.4
Oslo	20.8	▲	4.0	2.9	3.5	1.5	8.9	40.5	26.6	39.2
Barcelona	20.7	▲	3.4	1.2	7.1	0.5	8.9	41.6	21.1	40.3
Brussels	20.5	▲	2.4	1.1	6.1	0.8	10.5	44.9	22.1	41.5
Milan Malpensa	20.1	=	4.4	3.3	5.3	0.5	6.8	42.2	19.9	39.0
Dusseldorf	19.7	▲	1.0	1.5	6.9	1.0	9.7	39.7	24.9	36.1

\* Compared to Q4 2006 results (vs l.y.): ■ unchanged, ▲ increase in delay rate (worsening), ▼ reduction in delay rate (improvement)

# AEA Airlines' delay rates by airport on Intra-European services

Full Year 2007

AEA carriers at:	flights [%]	vs l.y.*	DEPARTURES Delayed >15 minutes					minutes [avg]	ARRIVALS Delayed > 15 minutes	
			REASON FOR DELAY						flights [%]	minutes [avg]
			Load & Aircraft Handling Flight Ops	Maintenance/ Equipment failure	Airport & Air Traffic Control	Weather	Reactionary (late arrival)			
London Heathrow	35.5	▲	9.2	1.4	13.1	0.7	11.5	32.7	32.4	37.0
London Gatwick	30.2	=	10.1	2.0	6.2	0.7	11.8	31.5	31.8	36.9
Rome	30.1	▲	5.7	3.3	10.1	1.1	10.3	41.8	24.9	41.9
Dublin	28.1	▲	4.0	1.7	10.3	0.5	11.7	39.8	28.7	38.1
Paris CDG	27.3	▼	7.6	2.3	9.2	0.5	8.0	37.9	20.9	37.7
Madrid	26.5	▼	3.1	3.9	7.9	0.3	11.1	40.8	30.5	39.3
Athens	26.4	▲	12.3	3.2	7.2	0.4	12.7	40.9	26.7	40.5
Larnaca	26.1	▲	5.0	5.2	5.2	0.2	11.3	55.0	36.6	50.7
Frankfurt	24.3	=	2.7	2.5	7.9	1.5	10.5	36.0	23.9	39.6
Barcelona	24.2	▼	4.3	1.5	8.5	0.4	9.4	40.5	23.3	39.6
Lisbon	24.1	=	2.5	1.2	8.4	0.4	11.5	39.8	25.7	37.1
Manchester	23.4	▲	3.1	1.6	7.2	0.7	11.0	44.0	21.3	42.1
Copenhagen	22.7	▼	6.8	4.5	3.0	0.4	7.9	38.5	22.0	40.0
Istanbul	22.6	▲	3.7	0.7	12.5	0.3	5.4	36.1	32.2	40.1
Munich	22.6	▲	1.9	2.0	7.7	1.2	10.1	38.1	17.8	40.4
Stockholm	22.5	▲	5.7	2.1	5.2	0.9	8.8	37.1	24.2	37.2
Helsinki	21.7	▲	4.7	3.7	5.6	1.4	6.3	36.7	20.0	38.1
Amsterdam	21.4	=	4.5	2.9	6.0	0.7	7.5	41.0	15.2	54.3
Zurich	21.4	▲	1.6	1.1	7.4	1.2	10.2	34.8	21.7	35.9
Geneva	21.2	▲	1.7	0.8	6.4	0.9	11.7	39.6	24.1	34.9
Milan Malpensa	21.1	▼	3.9	3.6	5.7	0.7	7.4	42.5	22.8	37.7
Paris Orly	20.7	▼	4.6	1.5	6.2	0.4	8.0	45.2	25.8	38.8
Milan Linate	19.7	=	1.5	1.1	9.1	0.9	7.2	38.7	25.1	37.2
Oslo	19.3	=	4.3	2.7	3.4	0.7	8.3	38.7	23.5	38.2
Vienna	17.9	▲	2.1	2.0	4.7	0.9	8.3	33.1	18.6	37.2
Dusseldorf	17.6	▲	0.9	1.6	6.4	0.7	8.3	37.8	22.0	35.7
Brussels	16.9	=	2.1	1.1	5.4	0.5	8.1	42.2	18.2	39.7

\* Compared to Year 2006 results (vs l.y.): ■ unchanged, ▲ increase in delay rate (worsening), ▼ reduction in delay rate (improvement)