

Punctuality

01 July 2008

EUROPEAN AIRLINE PUNCTUALITY IN 1ST QUARTER 2008

The Association of European Airlines has released details of its members' punctuality performance in the first quarter of 2008.

On intra-European services, the rate of delay showed a marked deterioration compared with the comparable period in 2007. This year, 22.4% of departures were delayed by more than 15 minutes, while the corresponding figure for 2007 was 20.5%.

Breaking down the figures by primary source of delay, there was a slight improvement, from 7.6% to 7.3%, in the proportion of departure delays attributed to pre-flight preparation – in other words, the aircraft was not ready to leave on time, e.g. for reasons of serviceability, late loading, crew availability or completion of paperwork.

However, there was a significant increase in delays attributed to infrastructure – airport and air traffic management – from 11.5% to 13.1% of departures. Typically, in such instances, the aircraft is ready to leave but departure clearance is withheld pending resolution of a potential source of hold-up enroute or at destination, or availability of an alternative route around a critical sector.

AEA's survey of its members' punctuality at 27 major airports identifies London Heathrow as the most affected, with 44.1% of European departures subject to delays of 15 minutes or more – substantially higher than second-place Dublin with 33.0%, followed by Helsinki, Geneva and Frankfurt – all three of which are customarily to be found in the lower half of the delay table.

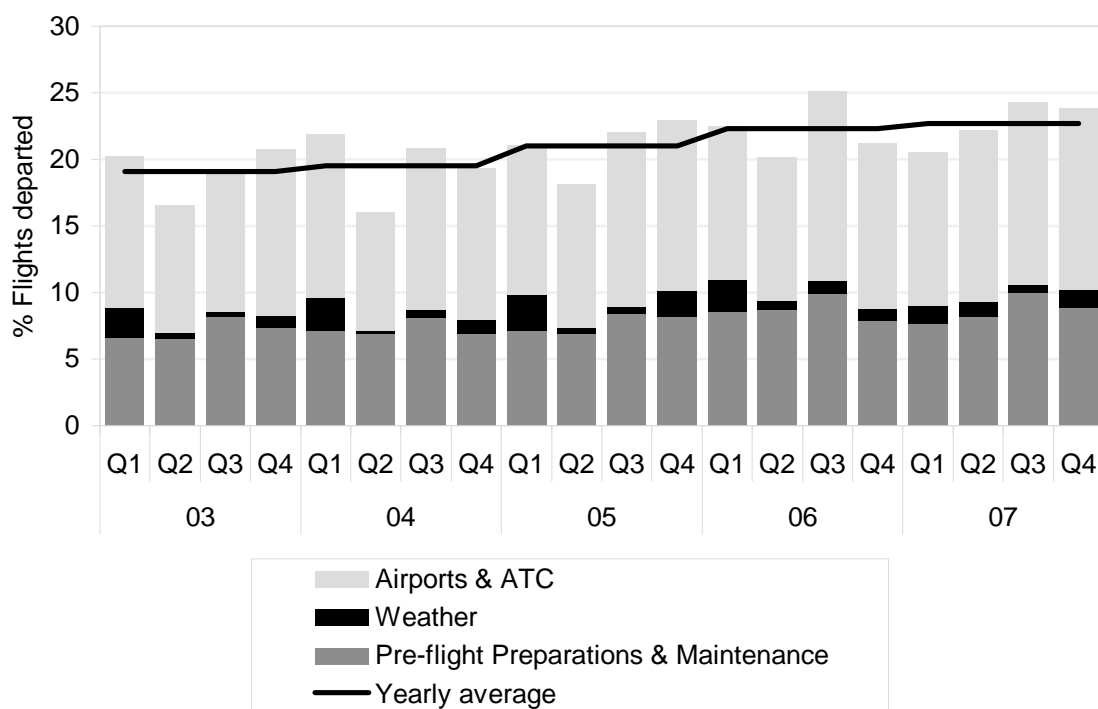
Least affected airport, with 17.6%, was Munich, which has not hitherto featured in the bottom five of the table. Next was Vienna, followed by Larnaca, Dusseldorf and Istanbul.

This information, and the airport table overleaf, is summarised from a detailed report giving individual airline performance at each of the 27 survey airports. The full report is downloadable from the AEA website at www.aea.be, or may be obtained by e-mail as a .pdf (portable document format) file on request to the AEA Secretariat. It is not available by fax.

Contact: David Henderson (+32 2) 639 89 72 or at david.henderson@aea.be

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- Turkish Airlines
- Ukraine International Airlines
- Virgin Atlantic Airways

**AEA Quarterly Delay Rates on Intra-European services
% DEPARTURES delayed more than 15 minutes BY REASON**



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

	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	
Jan	15.3	22.8	20.3	21.8	21.5	26.0	24.4	19.5	20.5	21.9	21.9	=
Feb	14.1	29.6	19.0	24.0	22.3	20.1	22.2	22.6	22.2	19.1	21.8	▲
Mar	18.1	33.1	23.4	26.1	15.6	14.3	19.2	21.3	24.8	20.8	23.4	▲
Apr	21.2	32.8	24.5	24.6	15.1	15.6	14.9	16.1	20.0	16.5		
May	22.0	34.8	27.0	25.5	14.7	14.1	15.1	17.2	18.3	20.3		
Jun	29.2	37.5	28.4	27.0	20.2	20.0	18.1	21.0	22.3	29.7		
Jul	25.4	33.9	32.2	26.8	23.5	19.0	21.0	23.9	27.9	28.8		
Aug	22.9	27.8	23.8	23.0	23.3	19.8	21.6	20.2	23.9	22.3		
Sep	29.6	31.0	30.4	28.9	21.2	18.1	19.9	22.1	23.7	21.7		
Oct	27.1	28.7	27.7	18.6	20.9	20.0	19.4	22.5	20.3	22.9		
Nov	20.6	24.2	21.8	17.3	18.3	19.0	18.1	20.8	19.2	22.1		
Dec	26.7	27.5	26.7	25.2	22.4	22.5	20.8	25.7	24.5	26.9		
Q1	15.9	28.5	21.0	24.0	19.7	20.1	21.9	21.1	22.6	20.5	22.4	▲
Q2	24.1	35.1	26.6	25.7	16.6	16.6	16.1	18.1	20.2	22.2		
Q3	26.0	30.9	28.8	26.2	22.7	18.9	20.8	22.1	25.1	24.3		
Q4	24.8	26.9	25.4	20.3	20.5	20.8	19.4	22.9	21.2	23.8		
Year	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

1st Quarter 2008

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	44.1	▲	11.1	1.5	15.3	0.6	15.5	39.5	45.1	46.6
Dublin	33.0	▲	2.5	1.5	11.1	2.8	15.0	45.1	33.8	40.1
Helsinki	29.2	▲	5.6	3.0	7.8	4.9	7.9	38.5	26.3	40.5
Geneva	27.3	▲	2.3	0.7	8.2	2.5	13.5	43.5	26.8	38.2
Frankfurt	27.2	▲	1.8	2.0	6.9	2.0	14.6	39.5	33.7	44.5
Copenhagen	26.0	▲	5.9	4.2	4.6	0.7	10.7	41.0	31.3	40.3
Amsterdam	25.7	▲	4.2	3.0	7.7	1.4	9.4	43.0	20.0	57.4
Manchester	25.0	▲	1.7	1.0	9.2	1.0	11.7	43.5	23.3	39.5
Paris CDG	24.2	▲	5.8	2.0	8.6	1.1	6.7	38.3	19.7	38.6
Stockholm	23.2	▼	3.8	1.9	7.1	2.0	8.3	39.3	23.6	38.8
Athens	23.1	▲	7.4	2.5	4.7	1.2	7.6	48.6	21.6	48.3
Oslo	22.9	▲	3.4	3.3	5.4	1.5	9.2	45.4	28.5	42.3
Brussels	21.7	▲	1.6	1.0	8.0	1.4	9.7	43.9	20.7	40.8
Rome	21.7	=	2.5	1.8	6.6	1.8	9.0	42.8	25.7	40.6
Milan Linate	21.5	▲	1.9	0.6	9.2	4.1	5.7	39.7	23.8	37.0
Madrid	21.1	▼	2.9	3.3	5.5	0.7	8.4	40.5	27.3	38.1
Zurich	20.6	▼	1.4	1.0	8.4	1.9	7.9	36.5	17.9	38.5
Lisbon	20.4	▼	1.9	1.3	7.1	1.1	9.0	41.0	24.2	34.9
Milan Malpensa	19.8	=	4.4	2.6	5.1	1.3	6.3	43.0	18.9	42.1
London Gatwick	19.5	▼	4.8	1.7	4.3	1.0	7.6	30.2	26.5	31.9
Paris Orly	19.2	▲	4.2	1.3	5.4	0.6	7.5	46.6	24.9	39.6
Barcelona	18.8	=	2.2	0.9	6.2	1.0	8.6	44.3	19.6	44.1
Istanbul	18.3	▲	2.6	0.4	10.4	0.8	4.2	43.9	29.9	44.1
Dusseldorf	18.0	▲	0.9	1.8	5.5	1.3	8.5	40.0	21.9	36.8
Larnaca	17.9	▼	3.5	3.2	3.0	0.9	7.3	55.5	24.3	52.2
Vienna	17.9	▲	2.0	2.1	4.4	1.0	8.3	34.9	19.0	38.8
Munich	17.6	▼	1.1	1.8	5.3	1.3	8.1	39.9	15.4	41.2

* Compared to Q1 2007 results (vs l.y.): = unchanged, ▲ increase in delay rate (worsening), ▼ reduction in delay rate (improvement)

Note: AeroSvit, Aer Lingus, Luxair, TAP Portugal, Ukraine International Airlines and Virgin Atlantic Airways do not take part in this report