

# Why strong air passenger rights are essential – and affordable

APRA supports the Single European Sky (SES) and other solutions to solve the airspace congestion issue.

Sacrificing strong air passenger rights will not solve the systemic problems with the European air space and airline business models.

# Four reasons why EC 261 should stay strong

1

## €10 bn profit

The 5 biggest EU airline groups are making nearly €10 bn profit per year.

2

## Less than €1

Air passenger rights add less than €1 per flight ticket.

3

## 97% of EU pax

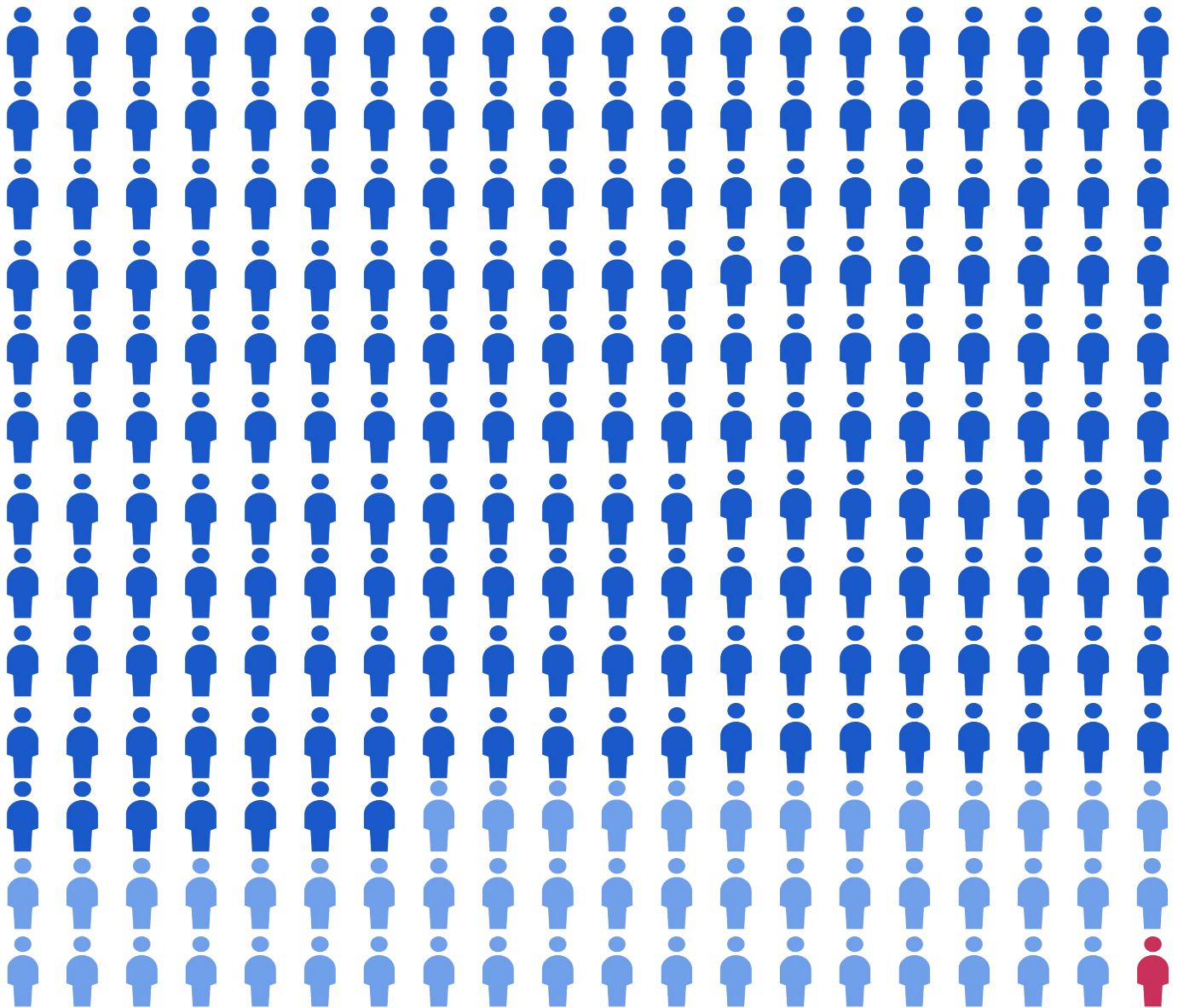
97% of EU passengers would not agree to wait 5 hours before being compensated.

4




## No bankruptcy

EC 261 has not caused a single airline bankruptcy.

# Only 1 out of every 256 passengers is eligible for compensation



0.39% of passengers are delayed more than 3 hours, and eligible for EC 261 compensation \*

-  Flights on time
-  Delayed less than 3 hrs
-  Eligible for compensation

\* Source: AirHelp data 2011-2019 based on airlines data for FIDS (Flight Information Displays), ADS-B transponders (Beacons transmitting from Aircraft to the Ground), ASDE Data (Airport Surface Detection Equipment), IATA formatted MVT messages, ACARS feeds, and Air Traffic Control Systems like EuroControl and FAA/DOT  
An ERA study ("Passenger compensation for delayed or cancelled flights", September 2019, page 14:  
[https://www.eraa.org/system/files/era\\_eu261\\_study\\_brochure\\_final\\_version\\_26sep.pdf](https://www.eraa.org/system/files/era_eu261_study_brochure_final_version_26sep.pdf)) reported even lower eligibility data of 0.29% between 2016-2018

# EC 261 costs less than €1 per flight ticket \*



\* Average values for a typical intra-EU one-way short haul flight, e.g. Stuttgart- Palma de Mallorca; calculation by University Prof. Dr. Christoph Brützel for Aviation Management, former MD of LTU Aviation and former Head of Controlling of Lufthansa; <https://www.flugblatt-magazin.de/stories/wie-viel-kostet-ein-flug/>  
\*\* Average cost per passenger/ticket for EC 261 flight delays; calculation based on eligibility of 0.39% and short-haul compensation value of €250. However, many passengers do not claim, and many legitimate claims are rejected, so the actual payout is estimated to be 20-40%. Therefore, the cost is even lower than €0.98.

# Why strong air passenger rights are essential – and affordable



## 5 min = €1 bn

EC 261 is effectively reducing flight delays by 5 minutes per flight. That's equal to an economic benefit to the EU of almost €1 bn every year! \*



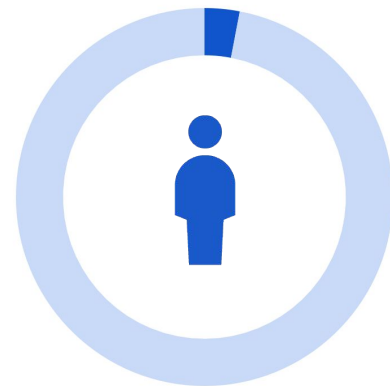
## 4 out of 5 support EC 261

4 out of 5 Europeans support EC 261 and don't want it to be changed! \*\*



## 70% passengers

70% of European passengers want compensation earlier – after a delay of 1 or 2 hours. \*\*\*



## 3% passengers

Only 3% of EU passengers would accept 5 hours of delay before being compensated. \*\*\*

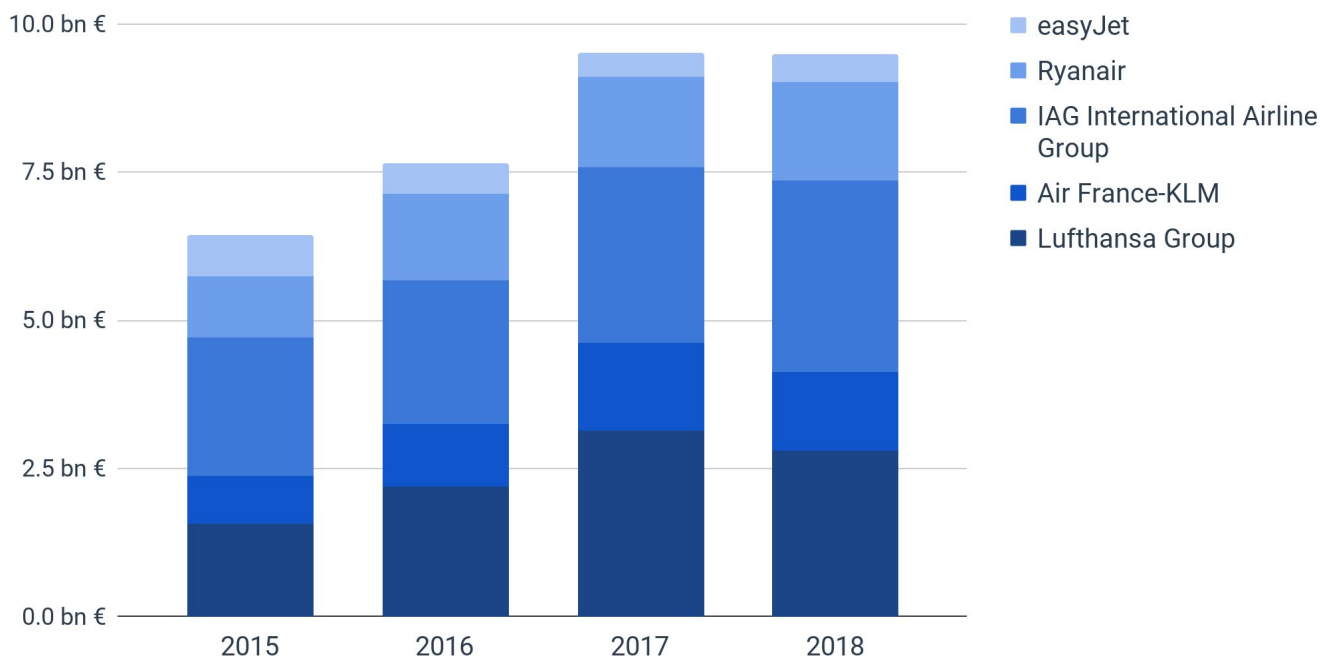
\* €974 m. in 2018; calculation: 4.92 min. delay/flight, 1.1 bn. flights in Europe in 2018, cost of 1 min delay = €0.18 per passenger. Sources: Gnutzmann, H. and Śpiewanowski, P., 2018. Can Regulation Improve Service Quality? Evidence from European Air Passenger Rights. Robert Schuman Centre for Advanced Studies, Research Paper No. RSCAS 2018/44, available at: [https://cepr.org/sites/default/files/delay\\_CEPR\\_0.pdf](https://cepr.org/sites/default/files/delay_CEPR_0.pdf); Eurocontrol Study content/public/document/other/other\_document/200905\_D2Y1\_Cost\_of\_delay.pdf, IATA Airline Industry Statistics at <https://www.iata.org/pressroom/pr/Pages/2019-07-31-01.aspx>

\*\* Survey conducted by YouGov Deutschland GmbH between 26.06.2019 and 03.07.2019 among more than 7000 people from Germany, the Netherlands, Denmark, Sweden, the UK, France, Spain.

\*\*\* Survey conducted by YouGov Deutschland GmbH in April 2019 in Germany among more than 1000 people who have flown at least once in the last 12 months.

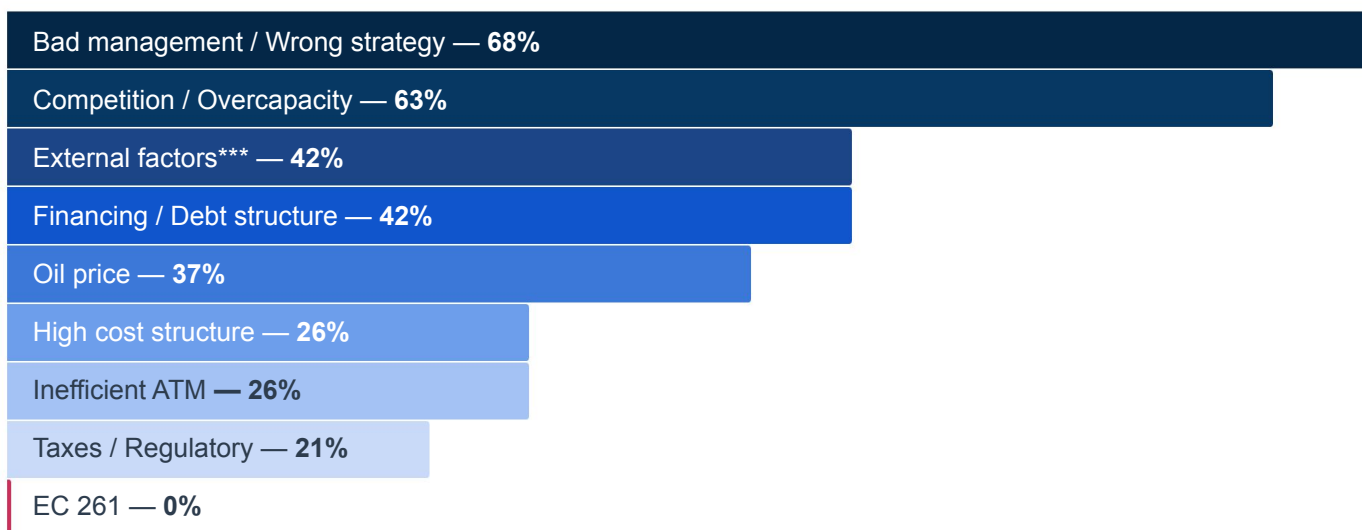
## Airline profits are rising

Profits of Europe's five biggest airline groups \*



## EC 261 did not cause a single airline bankruptcy

Main reasons for airline bankruptcy \*\*



Based on the following 19 airlines, bankrupted between 2017-2019:



\* Source: Company financial statements / annual reports

\*\* Source: Company press releases, general media coverage; Total percentage > 100%, as typically multiple reasons for bankruptcy were stated.

\*\*\* e.g. Brexit, late AC delivery, terrorism, Venezuelan crisis, airport delay.

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(SES) and other solutions  
to solve the airspace congestion issue.**



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