

George Best Belfast City Airport

Record of Decision on Delayed Aircraft after 9.30pm

Date Information Supplied: 28/11/2025

Months Covered: September and October 2025

Was information adequate to assess compliance?

Yes

Was any clarification required?

No

Consideration of Reasons for Delayed Aircraft

Types of reasons

There were 50 extensions over the two months, 37 in September and 13 in October. 92% or 46 of the extensions were arrivals and 8% or 4 were departures after 9.30pm.

Explanations for the aforementioned extensions included issues related to capacity issues and crew rotation whereby the airline was awaiting crew from another flight (flight deck or entire crew). 47 of the extensions were recorded as reactionary, i.e. due to aircraft rotation and the late arrival of aircraft from another flight or previous sector. These earlier delays were caused by a range of issues including technical issues, air traffic control delays, weather, lack of ground staff, slow loading of 12 wheelchairs, slot delays, and awaiting cabin crew from a delayed flight. There was one delay recorded as having no secondary explanation.

There were 10 delays on the Amsterdam route, 9 extensions on the Leeds Bradford route, 8 extensions on the route from Birmingham, 8 extensions on the Edinburgh route, 4 extensions on the Manchester route and 1 extension on the route from Southampton. There were 2 extensions on the Gatwick route, 2 extensions on the London City route and 6 on the Heathrow route. 30 of the extensions were on Aer Lingus/Emerald Airlines, 2 by Easyjet, 10 by KLM, and 8 by British Airways.

28 (56%) of the extensions occurred before 22:00 and 17 (34%) were between 22:00 and 23:00. 5 flights operated after 23:00 and before 23:59. Late flights occurred on 16 nights in September and 11 in October. There were 2 refusals in the months of September and October.

These figures are lower than the number of extensions experienced in the same months in 2024 (64 in September 2024 and 28 in October 2024 respectively). Extensions represented 1.1% of movements in this period compared with 1.76% in the same period in 2024.

Do these reasons meet the exceptional circumstances test and the Department guidance?

Yes – these delays relate to, capacity issues, crew rotation, technical issues and operational problems at other airports and with airlines and reactionary delays beyond the

airport's control. They are considered exceptional in accordance with the Department's guidance.

Is there a need for further action?

Yes

Signed: 1. [REDACTED]

2. [REDACTED]

3. [REDACTED]

Date: 02/02/2026

Discussed and above record agreed at RPP&C group meeting