

George Best Belfast City Airport

Record of Decision on Delayed Aircraft after 9.30pm

Date Information Supplied: 30/03/2026

Months Covered: January and February 2026

Was information adequate to assess compliance? No

Was any clarification required? Yes - further clarification was needed from the airport for the following reasons for delays: 'Oversales/Booking Errors', 'Diversions to BFS' and 'LPL SNOCLOSED AIRCRAFT RTND TO STAND'.

Further clarification was sought from GBBCA and responses provided on 11/05/2026 and 18/05/2026.

Consideration of Reasons for Delayed Aircraft

Types of reasons

There were 33 extensions over the two months, 19 in January and 14 in February. 88% or 29 of the extensions were arrivals and 12% or 4 were departures after 9.30pm.

Explanations for the extensions included issues such as restrictions at the airport of departure and aircraft rotation. 32 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 weather conditions, de-icing, earlier tech issues and oversales/booking errors. There were 5 delays recorded without a secondary reason provided.

Further clarification was sought from the airport on a number of secondary delay codes; 'Oversales/Booking Errors', 'Diversions to BFS', 'LPL SNOCLOSED AIRCRAFT RTND TO STAND' and 'WX ISSUES ALL OVER THRU AFTERNOON'. In providing responses to these queries GBBCA indicated that for 'Code 14 Oversales, booking errors', the delay was due to resolution of over-booking or reservation issues at boarding on an earlier sector. For the secondary description 'LPL SNOCLOSED AIRCRAFT RTND TO STAND', GBBCA indicated that the aircraft had initially pushed back/taxied but was returned to stand and departure delayed due to snow at Liverpool. In terms of secondary description 'React due to earlier diversion to BFS' GBCA stated that the earlier Edinburgh to GBBCA flight had been diverted to Belfast International due to weather, causing knock-on delays throughout the day. Lastly for 'WX ISSUES ALL OVER THRU AFTERNOON', GBBCA clarified abbreviations used (WX is an abbreviation for weather; in this case delays had resulted from a storm that afternoon) and confirmed that abbreviations would be provided as separate clarification going forward.

There were 9 delays on the Birmingham route, 8 delays on the Edinburgh route, 6 delays on the Manchester route, 4 delays on the route from Southampton, 2 on the Leeds Bradford route, the Aberdeen route had 2 delays, 1 delay on the London Luton route and Liverpool had 1 delay. 29 of these delays were from Aer Lingus/Emerald Airlines, 2 of these were from Loganair and 2 of the delays were from EasyJet.

16 (48.5%) of extensions occurred before 22:00 and between 22:00 and 23:00 there were 12 (36.4%). 5 (15.2%) flights operated after 23:00 and before 23:59. In the months of January and February there were 0 refusals.

These figures are lower than the number of extensions experienced in the same months in 2025 (21 in January and 15 in February). Extensions represented 0.73% of movements compared with 0.81% last year. The average extension length was 45 minutes (similar to

last year); 48.5% of extensions were less than 30 minutes (50% last year). There were extensions on 32% of nights (19 out of 59) compared with 31% (19 out of 62) last year.

Do These Reasons Meet the Exceptional Circumstances Test and the Department Guidance?

Yes – these delays relate to, aircraft 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? No

Signed:

[Redacted signature]

Date: 27/05/2026

Discussed and above record agreed at RPP&C group meeting