

# ERA POLICY ASKS

## COVID-19 Immediate Relief

3 April 2020



This document provides a list of COVID-19 'ASKS' from ERA, on behalf of its 58 airline members, to be implemented across all countries based on the best practices approved or in discussion at national or EU level.

### 1 Direct and public cash injections

- A 90 per cent state-backed credit facility to provide liquidity to airlines whose cash flow has been paralysed by the coronavirus pandemic (measures in place eg in France). In turn, supporting airlines with employee costs during a protracted period when thousands of industry workers are being forced to take unpaid leave, or work on reduced pay (Sweden, Denmark, Finland, the Netherlands).
- Take advantage of relaxed EU state aid provisions to the maximum possible extent.
- Provide direct financial help to domestic airlines in one sum or in the form of a monthly payment to maintain critical routes (Italy, Norway).

### 2 Delay of ANSP and airport costs

- Deferral of en-route and terminal ANSP navigation charges from February and March 2020 for a period of up to 12 months in order to enhance liquidity. Phased repayment schedule introduced for months April to June 2020 aimed to assist the airspace users during the recovery phase.
- Temporary extension of payment terms for airport charge invoices until 31 October 2020. (measures are in place in Sweden and the Netherlands)
- Suspension of airport and parking charges (passenger, transfer, security and take-off charges) until 30 June 2020 (measures in place in Norway).

### 3 EU261 and refunds relief via voucher compensation to passengers

- The Netherlands has issued a Ministerial Decree allowing airlines to temporarily deviate from Regulation EU261 and compensate passengers with vouchers valid for one year.
- This will ultimately benefit the consumer by alleviating the risk of bankruptcies (actual chance of not being compensated but collateral effect of losing competition and therefore consumer choice).
- The vouchers are a neutral approach as all airlines will benefit from this in comparison to state aid for instance which will be applied differently by every country and for every airline.

### 4 Tax relief

- Defer payments of aeronautical taxes (France and Russia have already implemented this).
- Allow delay of corporate tax payments and issue no penalties to be paid in case of delayed payments (measures in place in Croatia, Malta, Sweden, Denmark, Portugal).
- Suspend payment of all existing aeronautical and air passenger taxes and duties and delay introduction of any planned taxes on aviation, including environmental (Norway to suspend air passenger tax until 13 October).
- Reduce VAT on domestic flights and tourism activities and defer payments (Turkey, Malta, France, Norway).

### 5 Operational flexibility

- Harmonisation of application of crew and engineering license extensions / exemptions in line with published EASA guidance and templates to ensure commonality cross-border and remove operational complexities.
- Enable cockpit training for aircraft types where simulators are not available within own country (measures in place in Russia).
- Ensure Commission guidance with regards to facilitation of air cargo operations is implemented to keep essential supply chains open.
- Maintain hotel / subsistence availability for aircrew and green lane fast tracking.
- Consideration to Maintenance and Repair Organisations (MRO) and continued airworthiness flexibility needs currently under review with EASA. Provide harmonisation approach where possible, ensuring highest level of safety maintained.

### 6 PSO review

- Review conditions for existing air services on PSO routes (frequency, prices, compensation paid to the airlines) provided to air carriers to operate those routes (US has approved direct cash injections to maintain essential air service).

### 7 Non-essential regulation suspended

- All non-urgent consultations and collaborative rulemaking activities should be suspended until 30 June 2020; resumption of normal activities to be evaluated as the situation develops.
- Delay applicability dates for any new regulations foreseen until 30 June 2020 (eg Italy delayed issuance of new regulation for airport charges).