

10 RECOMMENDATIONS TO NATIONAL AUTHORITIES AND EUROPEAN INSTITUTIONS TO RESTORE AIR CONNECTIVITY IN THE WAKE OF THE COVID-19 CRISIS



IN CO-OPERATION WITH:



Airports play a critical role in the economic development and the connectivity of their regions and communities. European regions rely on aviation for their connections to the rest of Europe and the world. We are economic enablers; a 10% increase in direct air connectivity generates around 0.5% increase in GDP per capita and vice versa. Air transport supports 12.2 million jobs and €700 billion in European economic activity. That is 3.3% of all employment and 4.1% of all GDP in European countries.

European airports call on national authorities and European institutions to:

- 1 Follow the operational guidelines developed by EASA/ECDC in its [COVID-19 Aviation Health Safety Protocol](#), where applicable, and work in a coordinated way at EU level to restore air connectivity within Europe, and with the rest of the world
- 2 Ensure that any additional sanitary measures that may be imposed, over and above those set by EASA/ECDC, should be strictly risk-based, limited in time and re-evaluated under a fixed schedule. It should be noted that European airports are amongst the cleanest and most hygienic mass transportation infrastructure and public spaces in Europe
- 3 Ensure that airports obtain clear advance notice of any changes in sanitary measures that could impact their capacity, and a common recognition that the terminal capacity available as a result of any such measure might limit the traffic which can be handled and the development of air connectivity
- 4 Remove any regulatory obstacles to enabling such things as mobile or home printed boarding passes, electronic or home printed bag tags and personal data capture online. This will minimise passengers use of touchpoints as well as time spent in congested areas
- 5 Put in place a targeted *European Aviation Relief Programme* to ensure balanced and non-discriminatory supporting measures for all affected aviation industry stakeholders, including airports, airlines, ground handlers, caterers, commercial concessionaires and Air Navigation Service Providers. Investments and costs related to public health measures should be borne by governments

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- 6 Ensure that economic regulation reflects fast changing competitive dynamics and that:
 - related outcomes effectively protect the interests of passengers in the long term
 - airports are financially viable and able to maintain their capacity to invest in digitalisation and decarbonisation
 - supervisory authorities provide flexible frameworks that allow airports to support the recovery while continuing to have financeable long-term capital investment plans
- 7 Facilitate the recovery of non-aeronautical revenues - innovative new approaches will be required to re-invigorate these crucial sources of income and keep airports competitive
- 8 Allow for the deferral of investments in the area of aviation security without compromising the current high level of aviation security in Europe and enable innovative solutions through progressive, targeted and risk-based security regulations
- 9 Develop a clear plan to re-build air connectivity and re-invigorate tourism by:
 - championing effective collaboration with industry at national and European levels
 - temporarily subsidising the uptake of routes to quickly restore a basic level of air connectivity
 - facilitating further aviation liberalisation (market access) in particular at niche, secondary hubs and regional airports
 - avoiding an unnecessary waste of airport capacity by ensuring a swift return to the pool of slots unused as a result of the waiver to the usage rule or in case of airline bankruptcy
 - recognising the structural financial viability challenges faced by small regional airports and ensuring necessary targeted public funding for these airports
 - ensuring that any measure supporting one actor of the air transport ecosystem is not at the expense of another actor
- 10 Prioritise all measures allowing the effective support of a wider use of Sustainable Aviation Fuels, invest significant R&D funding in new aircraft technologies and fully implement the Single European Sky.