

## COVID-19

PUBLIC FINANCE SUPPORT (STATE AID)  
GRANTED TO THE AVIATION SECTOR

Member State	State aid Measure	EC decision
<b>AUSTRIA</b>	<p>Austria has <a href="#">reportedly</a> agreed to grant to Austrian Airlines €600 million to secure its future operation as a network carrier in Vienna. The aid consists of a 90% state-guaranteed loan (€300 million) and a direct grant (€150 million). The package also foresees a €150 million contribution by the Lufthansa Group.</p> <p>The aid is conditional on a 10-year guarantee for Austrian Airlines to maintain its hub in Vienna and on a 30% CO<sub>2</sub> emission reduction by 2030. The airline has six years to repay the loan. The Austrian government will receive seats in Austrian Airlines' domestic private foundation and on its supervisory board. In addition, the carrier should not offer short-haul flights which are reachable by train within three hours, such as the Vienna to Salzburg route.</p> <p>The package is yet to be approved by corporate bodies of the Lufthansa Group and the Commission.</p>	No decision
<b>BELGIUM</b> <b>(differences exist between the regions)</b>	<p>A deferral payment measure of the concession fees owed by the Walloon airports (Charleroi and Liege) to the Walloon authorities to support those airport operators during and after the coronavirus outbreak.</p> <p>The Commission concluded that the scheme is necessary, appropriate and proportionate to remedy a serious disturbance in the economy of a Member State, in line with Article 107(3)(b) TFEU and the conditions set out in the Temporary Framework.</p> <p><a href="https://ec.europa.eu/commission/presscorner/detail/en/ip_20_645">https://ec.europa.eu/commission/presscorner/detail/en/ip_20_645</a></p>	Approved 11 April 2020
	<p><a href="#">It has been reported</a> that the Belgian government is considering granting €290 million of State aid to Brussels Airlines by way of a loan. The aid would reportedly be conditional on Brussels Airlines continuing to use the Brussels Airport hub and protecting 75% of jobs at the airline.</p>	No decision
<b>DENMARK</b>	<p>Aid measure to partly compensate SAS for the damage suffered due to the cancellation or re-scheduling of its flights as a result of the imposition of travel restrictions introduced by Denmark to limit the spread of the coronavirus.</p> <p>The support will take the form of a State guarantee on a revolving credit facility in favour of SAS. Denmark will guarantee up to approximately €137 million of the revolving credit facility.</p> <p>The exact damage suffered by SAS as a result of the outbreak will be quantified after the coronavirus crisis, based on the airline's operating accounts for the year 2020. The method used to quantify the damage will be subject to the Commission's prior approval. Furthermore, should the Danish public support exceed the damage actually suffered by SAS due to the coronavirus outbreak a claw-back mechanism will be activated whereby SAS would have to repay any amounts in excess of the actual damage suffered. The Commission therefore considered that the risk of the State aid exceeding the damage is excluded.</p> <p>The Commission assessed the measure under Article 107(2)(b) TFEU, which enables the Commission to approve State aid measures granted by Member States to compensate specific companies or specific sectors (in the form of schemes) for damage directly caused by exceptional occurrences.</p> <p><a href="https://ec.europa.eu/commission/presscorner/detail/en/ip_20_667">https://ec.europa.eu/commission/presscorner/detail/en/ip_20_667</a></p>	Approved 15 April 2020

PUBLIC FINANCE SUPPORT FOR  
AVIATION (AS OF 29 JUNE 2020)

Member State	State aid Measure	EC decision
	<p>Note that it is understood that Ryanair has appealed to the EU General Court a Commission decision clearing the Swedish aid package to SAS. See <a href="#">Ryanair v Commission, Case T-238/20</a>.</p> <p>It was previously reported that Ryanair would be challenging the Swedish and Danish aid schemes as being in breach of the principle of the free provision of services in that they exclude other airlines lawfully operating in Sweden and Denmark under EU licences issued by other Member States.</p> <p><i>[Not strictly aviation, but relates to the travel sector and has been pointed to as a possible model for State aid in the aviation sector because it allows customers to be refunded]</i></p> <p>Danish State loan facility of up to DKK 1.5 billion (approx. €200 million) aims to support the Travel Guarantee Fund, which provides reimbursement to travelers in case of package travel cancellations. In particular, the measure covers travel packages that were cancelled due to the exceptional circumstances caused by the coronavirus outbreak and the subsequent travel restrictions imposed by the Danish government. Normally the fund is only available when a travel provider has gone bankrupt, but is exceptionally being used for the coronavirus crisis. Travelers can seek reimbursement directly from the Fund or travel providers can draw on the Fund for any package travel they have reimbursed directly.</p> <p>The loan aims (i) to ensure that sufficient liquidity remains available for travel organizers to counter the damage inflicted in the package travel market, (ii) to preserve the continuity of economic activity during and after the coronavirus outbreak, and (iii) to ensure the quickest possible settlement of related refunds or reimbursements to travelers. The loan will be funded by a “wealth-building contribution” which will be a percentage of each travel providers’ yearly revenue. The contributions from a travel provider will be used over time to offset the amounts the Fund pays out on behalf of that travel provider.</p> <p>The Commission found that the Danish measure is in line with the conditions set out in the Temporary Framework. In particular, the loan amount is designed to cover the Fund's liquidity needs for the foreseeable future. The loan contract will be signed until the end of this year and the maturity of the loan will be 6 years. Furthermore, Denmark will ensure that the loan to the Fund will be fully dedicated to the reimbursement of cancelled package travel contracts due to the coronavirus outbreak. The measure will thus provide certainty to affected consumers whose trips were disrupted during the pandemic.</p> <p>The Commission concluded that the measure will contribute to managing the economic impact of the coronavirus outbreak in Denmark. It is necessary, appropriate and proportionate to remedy a serious disturbance in the economy of a Member State, in line with Article 107(3)(b) TFEU and the conditions set out in the Temporary Framework.</p> <p><a href="https://ec.europa.eu/commission/presscorner/detail/en/IP_20_576">https://ec.europa.eu/commission/presscorner/detail/en/IP_20_576</a></p>	<p>Approved 3 April 2020</p>
<b>FINLAND</b>	<p>Finland will grant a €286 million recapitalization measure to Finnair through the subscription of new shares in the rights issues by Finnair on 10 June 2020.</p> <p>The Commission found that the measure was compliant with Article 107(3)(b) TFEU and the Temporary Framework. The Commission further agreed that Finland/Finnair are not required to offer any commitments as the carrier does not hold a significant market power and its hub airport, Helsinki, is not congested.</p> <p><a href="https://ec.europa.eu/commission/presscorner/detail/en/IP_20_1032">https://ec.europa.eu/commission/presscorner/detail/en/IP_20_1032</a></p>	<p>Approved 10 June 2020</p>
	<p>State guarantee covering 90% of a €600 million loan granted to Finnair by a pension fund.</p>	<p>Approved 18 May 2020</p>

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	<p>Since the start of the coronavirus outbreak, as a result of the imposition of travel restrictions introduced by Finland and by many destination countries to limit the spread of the coronavirus, the company has suffered a significant reduction of its services resulting in a serious liquidity shortage. Finnair requires the State-backed guarantee to obtain vital liquidity to face this difficult period, before an expected recovery in sales once the restrictions are lifted progressively. Finland has also demonstrated that all other potential means to obtain liquidity on the markets have already been explored and exhausted. The Commission found that the Finnish measure is in line with the conditions under the Temporary Framework.</p> <p><a href="https://ec.europa.eu/competition/elojade/isef/case_details.cfm?proc_code=3_SA_56809">https://ec.europa.eu/competition/elojade/isef/case_details.cfm?proc_code=3_SA_56809</a></p>	
FRANCE	<p>French scheme deferring the payment by airlines of certain aeronautical taxes to compensate damages suffered by airlines due to the coronavirus outbreak. The scheme will be accessible to airlines with an operating licence in France, and will offer them the possibility to defer the payment of certain taxes that would in principle be due between March and December 2020 to after 1 January 2021, and to pay the taxes over a period of up to 24 months. The aim of the scheme is to reduce the pressure on airlines' cash flows. The Commission assessed the measure under article 107(2)(b) TFEU.</p> <p><a href="https://ec.europa.eu/commission/presscorner/detail/en/ip_20_514">https://ec.europa.eu/commission/presscorner/detail/en/ip_20_514</a></p> <p><b><a href="#">Ryanair has announced</a> that it has launched an appeal to the EU General Court against this clearance decision. See case number <a href="#">T-259/20</a> (appeal lodged on 8 May 2020).</b></p> <p>This follows a letter reportedly sent by Ryanair on 9 April 2020 to the Commission, stating that:</p> <ul style="list-style-type: none"> <li>• The French tax deferral scheme violates the principle of non-discrimination under EU law, citing the European Court of Justice's (ECJ) 2008 <i>Nuova Agricast</i> ruling;</li> <li>• Ryanair intends to call upon EU courts to intervene unless the Commission "swiftly corrects its approach to COVID-19 aid";</li> <li>• Despite operating 250 routes to/from France, Ryanair will be required to pay aeronautical taxes and charges in a timely manner, while Air France will benefit from a prolonged payment holiday;</li> </ul> <p>Criticising the Commission's decisional practice in its use of the powers to grant aid exemptions under 107(2)(b) TFEU, in particular in aid that it cleared to flag carriers following the 11 September 2001 attacks and the 2010 eruptions of Eyjafjallajökull in Iceland. O'Leary notes (incorrectly) in the letter that those decisions were never challenged in an EU court.</p>	Approved 31 March 2020
	French airlines can also apply for partial unemployment benefits for furloughed staff.	N/A
	<p>A €7 billion French aid measure consisting of a State guarantee on loans and a subordinated shareholder loan to Air France to provide urgent liquidity. The measures were approved in line with the State aid Temporary Framework / Article 107(3)(b) TFEU.</p> <ul style="list-style-type: none"> <li>• With respect to the State guarantee in favour of Air France, France submitted an individual notification because the guarantee provides greater loan coverage (90%) than under the French general guarantee scheme approved by the Commission on <a href="#">21 March 2020</a> (70% loan coverage). The Commission has concluded that the State guarantee in favour of Air France is in line with the conditions under the Commission's Temporary Framework: (i) the guarantee premium is in line conditions under the Temporary</li> </ul>	Approved 4 May 2020

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	<p>Framework, increasing over time to encourage early reimbursement, (ii) the guarantee will be granted before 31 December 2020, (iii) the loan backed by the guarantee cannot exceed € 4 billion and below the limits of the Temporary Framework, (iv) the maximum duration of the guarantee is 6 years and will not cover more than 90% of loan backed by such a guarantee, and (v) Air France was not in difficulty on or before 31 December 2019.</p> <ul style="list-style-type: none"> <li>With respect to the subordinated shareholder loan, the Commission assessed the measure under Article 107(3)(b) TFEU. The Commission is currently in the process of expanding the Temporary Framework to set horizontal conditions for the assessment of subordinated loans. Against this background, the Commission found that the French measure is in line with the principles set out in the EU Treaty as it is well targeted to remedy a serious disturbance to the French economy. The Commission found that, in the absence of the public support, Air France would likely face the risk of bankruptcy due to the sudden erosion of its business. This would likely cause severe harm to the French economy.</li> </ul> <p><a href="https://ec.europa.eu/commission/presscorner/detail/en/IP_20_796">https://ec.europa.eu/commission/presscorner/detail/en/IP_20_796</a></p> <p>This aid measure also includes certain environmental commitments from Air France, including:</p> <ul style="list-style-type: none"> <li>A reduction of its domestic flights on routes of less than 2h30 where a rail alternative exists (and limiting such flights to transfers to hub airports)</li> <li>A 50% reduction in its volume of CO2 emissions on flights in mainland France by the end of 2024.</li> <li>A 50% reduction in its CO2 emissions per passenger and per km by 2030.</li> <li>Target of 2% sustainable alternative fuels incorporated into the fuel tanks to be achieved by 2025</li> <li>Future investments must be directed towards long and medium haul journeys.</li> </ul> <p><a href="#">In relation to the State aid, Bruno Le Maire has said that Air France must become "the most environmentally respectful airline".</a></p> <p>While not a formal condition of the State aid, Le Maire has <a href="#">made comments in the media</a> regarding Air France's relationship with Airbus: "If we are supporting Air France - I won't hide it - Air France must continue being a good customer for Airbus, which is also in difficulty," Le Maire told LCI television.</p>	
GERMANY	<p><a href="#">Press reports indicate</a> that Lufthansa has requested State aid from Germany, Switzerland, Belgium, and Austria.</p> <p>The Commission has <a href="#">approved</a> a German aid of €9 billion to be granted to the Lufthansa Group. The aid consists of a €3 billion state guarantee on a loan and a recapitalization measure of €6 billion. Germany plans to grant the €3 billion state guarantee as individual aid under the German scheme approved by the Commission on 22 March 2020. The €3 billion loan will be financed from a KfW syndicated financing in which private banks are participating with €600 million.</p> <p>The recapitalization measure of the Lufthansa Group of €6 billion includes:</p> <ul style="list-style-type: none"> <li>€300 million equity participation through the subscription of new shares by the State, corresponding to 20% of DLH's share capital</li> <li>€4.7 billion silent participation with the features of a non-convertible equity instrument</li> </ul>	Approved 25 June 2020

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	<ul style="list-style-type: none"> <li>• €1 billion silent participation with the features of a convertible debt instrument.</li> </ul> <p>The recapitalization will be financed and structured as follows:</p> <ul style="list-style-type: none"> <li>• The Economic Stabilization Fund (<i>Wirtschaftsstabilisierungsfonds</i>, WSF), will finance the recapitalization, and in turn acquire a silent partnership (<i>stille Beteiligung</i>) in the amount of approx. €4.7 billion, which can be recognized as equity under IFRS</li> <li>• WSF acquires a 20% stake in Lufthansa with limited voting rights for approximately €0.3 billion in the course of a capital increase</li> <li>• A convertible bond of 5% plus one share</li> <li>• A further silent participation of around €1 billion, which can be converted into shares (at least a further 5%) under certain conditions</li> <li>• The Federal Government will be represented on the supervisory board by two mandates to be exercised by independent experts</li> </ul> <p>The Commission found that the recapitalization measure was compatible with Article 107(3)(b) TFEU and the conditions set out in the Temporary Framework.</p> <p>The Commission approved the aid subject to a number of conditions, including:</p> <ul style="list-style-type: none"> <li>• <u>Germany's credible exit strategy</u>: Germany should repay both the loan and the recapitalization measure by 2026</li> <li>• <u>Ban on dividends and share buybacks, ban on bonus payments</u> until at least 75% of the recapitalization is redeemed</li> <li>• <u>Prohibition of cross-subsidization</u>: the group cannot use the aid to support the economic activities of integrated companies that were in financial difficulties prior to 31 December 2019</li> <li>• <u>Acquisition ban</u>: the group is prevented from acquiring a stake of more than 10% in competitors or operators in the same line of business until at least 75% of capitalization is redeemed</li> <li>• <u>Group must divest up to 24 slots/day at Frankfurt and Munich hub airports</u> and of related additional assets to allow competing carriers to establish a base of up to four aircraft at each of these airports</li> </ul> <p>Lufthansa is committed to pursuing sustainability goals, including the renewal of its fleet.</p> <p>The shareholders approved the aid package on 25 June 2020.</p> <p>Ryanair is <a href="#">reported to be</a> appealing the Commission's decision.</p>	
	<p>Aid measure to partly compensate charter airline Condor for the damage suffered due to the cancellation or re-scheduling of its flights as a result of the imposition of travel restrictions introduced by Germany and by many destination countries to limit the spread of the coronavirus.</p> <p>The support will take the form of a State-guaranteed €550 million public loan granted via the German development bank Kreditanstalt für Wiederaufbau (KfW).</p> <p>The exact damage suffered by Condor as a result of the outbreak will be quantified after the coronavirus crisis, based on the airline's operating accounts for the year 2020. The method used to quantify the damage will be subject to the Commission's prior approval. Furthermore, should the German public support exceed the damage actually suffered by Condor due to the coronavirus outbreak a claw-back mechanism will be activated.</p>	<p>Approved 27 April 2020</p>

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	<p>The Commission assessed the measure under Article 107(2)(b) TFEU.</p> <p><a href="https://ec.europa.eu/commission/presscorner/detail/en/IP_20_752">https://ec.europa.eu/commission/presscorner/detail/en/IP_20_752</a></p> <p>German operating aid of €18.2 million to Saarbrücken airport.</p> <p>Saarbrücken airport is a small regional airport located in the German federal state of Saarland. It is operated by publicly owned company Flug-Hafen-Saarland. In <a href="#">2017</a>, the Commission approved an initial operating aid of €12 million to Saarbrücken airport until April 2019. Germany notified its intention to grant additional operating aid to the airport until 2024. The Commission assessed the measure under EU State aid rules, in particular the rules on operating aid for small airports under the <a href="#">Aviation Guidelines</a>, which were recently prolonged until 2024. The Commission found that, while in the course of 2019 the airport had experienced a growth in passengers, since the start of coronavirus outbreak, it suffered a significant reduction of its services, as a result of the imposition of travel restrictions introduced by Germany and by many destination countries to limit the spread of the coronavirus. When assessing the proportionality of the measure under Aviation Guidelines, the Commission took these exceptional circumstances into account. The Commission also concluded that the measure will contribute to improving the connectivity of citizens and facilitating regional development in the region, without unduly distorting competition in the Single market.</p> <p><a href="https://ec.europa.eu/commission/presscorner/detail/en/MEX_20_865">https://ec.europa.eu/commission/presscorner/detail/en/MEX_20_865</a></p>	<p>Approved 12 May 2020</p>
<p><b>ITALY</b></p>	<p>Compensation for the aviation sector, including:</p> <ul style="list-style-type: none"> <li>• Compensation for the undertakings holding an air passenger transport license issued by Enac, which are operating public service obligations for the damage suffered as a direct consequence of the COVID-19 crisis. (€ 350 million for 2020).</li> <li>• In view of the damage suffered by the entire sector of aviation because of the outbreak of the COVID-19 outbreak, the Ministry of Infrastructure and Transport established a fund, to compensate the damages suffered by national operators holding an air passenger transport license issued by Enac which are not operating public service obligations (€130 million for 2020).</li> <li>• For Alitalia, establishment of a new company fully controlled by the Ministry of Economy and Finance or controlled by a company also with a significant indirect public participation. The Ministry of Economy and Finance is authorized to participate in the share capital and to strengthen the capital of the company with a total contribution of €3 billion euros also through subsequent capital increases, to be subscribed within the year 2020. This new company will proceed to lease the various branches of other companies holding an air passenger transport license issued by Enac. <a href="#">It has been reported that the renationalization could happen as early as June 2020.</a></li> </ul> <p>It is not clear whether these measures comply with EU State aid rules. They do not appear to be covered by the Commission's decision approving other Italian measures or by the second amendment to the Temporary Framework, which sets out the rules to approve Member States' recapitalization measures.</p> <p>Ryanair is <a href="#">reported to</a> have raised concerns about the Alitalia renationalisation with the Commission.</p>	<p>No decision</p>
<p><b>NETHERLANDS</b></p>	<p>According to the Dutch government's official statement of 26 June 2020, KLM will receive up to €3.4 billion in State aid from the Dutch government. The aid will include a €2.4 billion 90% guarantee on a loan and a direct loan of up to €1 billion. The direct loan must be repaid by 2025 and will be provided in tranches.</p>	<p>No decision</p>

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	<p>A number of conditions are attached to the aid, including cost reductions by KLM of 15%, a reduction in night flights, and sustainability commitments. The Dutch government has also agreed with Air France-KLM that the unilateral notice period for termination of the state guarantees, which safeguard Schiphol's hub function, will be extended from nine months to five years.</p> <p>The measure was notified to the Commission for approval.</p>	
	<p>Press reports also indicate that the Dutch government will not enforce EU passenger rights legislation that requires airlines to give cash refunds for passengers with canceled flights, to help airlines preserve their liquidity.</p>	No decision
<b>NORWAY</b>	<p>The EFTA Surveillance Authority has approved a Norwegian guarantee scheme for airline operators facing a shortage of liquidity due to the economic effects of the COVID-19 pandemic.</p> <p>ESA approved the scheme taking into account the State Aid Temporary Framework to support the economy in the context of the COVID-19 outbreak adopted by the European Commission on 19 March 2020.</p> <p>Press reports indicate that Norwegian Air has already secured NOK 300 million from the Norwegian government but must fulfil further conditions to access the full NOK 3 billion on offer in two additional tranches.</p> <p><a href="http://www.eftasurv.int/press--publications/press-releases/state-aid/covid-19-pandemic-esa-greenlights-norwegian-scheme-for-airlines">http://www.eftasurv.int/press--publications/press-releases/state-aid/covid-19-pandemic-esa-greenlights-norwegian-scheme-for-airlines</a></p>	Approved 30 March 2020
	<p>In addition, four Norwegian Air subsidiaries (one Swedish, three Danish) that employ cabin crew and pilots based in a number of countries outside of Norway have applied for bankruptcy. A <a href="#">statement from Norwegian Air</a> referred to a lack of financial support from the Swedish and Danish governments.</p>	
<b>PORTUGAL</b>	<p>The Commission has <a href="#">approved</a> a €1.2 billion Portuguese rescue loan to TAP to address the airline's immediate liquidity needs.</p> <p>TAP must reimburse the loan or submit a restructuring plan within six months.</p> <p>The Commission found that the rescue aid was compliant with the Rescue &amp; Restructuring Guidelines, and thus approved the aid under Article 107(3)(c) TFEU. TAP was not eligible to receive aid under the Temporary Framework as the company was already in difficulties before the COVID-19 outbreak, <i>i.e.</i> prior to 31 December 2019.</p>	Approved 10 June 2020
	<p>TAP is also taking advantage of the Portuguese government's program that allows companies to furlough employees.</p>	N/A
<b>SWEDEN</b>	<p>SEK 5 billion (approximately €455 million) loan guarantee scheme to support airlines affected by the coronavirus outbreak under the Temporary Framework.</p> <p>The support, which will take the form of State guarantees on loans, will be accessible to all airlines which hold a Swedish commercial aviation licence as of 1 January 2020, except those operating non-scheduled passenger air transport services as their main activity.</p> <p>The Swedish authorities estimate that approximately 20 airlines will be eligible for loan guarantees under the scheme. This includes carriers operating scheduled passenger air transport services, as well as smaller airlines operating ambulance flights and helicopter companies performing inspection services.</p> <p>The scheme aims at limiting the risks associated with issuing loans to those airlines which are most severely affected by the economic impact of the coronavirus</p>	Approved 11 April 2020

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	<p>outbreak. This will ensure that those airlines have sufficient liquidity, hence ensuring the continuation of their activities during and after the current crisis.</p> <p>The Commission found that the Swedish measure is in line with the conditions set out in the Temporary Framework. In particular: (i) the underlying loan amount per airline is linked to its liquidity needs for the foreseeable future, (ii) the guarantees may only be provided until the end of this year, (iii) the guarantees are limited to a maximum duration of six years, (iv) the guarantee coverage for each loan and the guarantee premiums do not exceed the levels foreseen by the Temporary Framework.</p> <p>The Commission concluded that the measure is necessary, appropriate and proportionate to remedy a serious disturbance in the economy of the Member State, in line with Article 107(3)(b) TFEU and the conditions set out in the Temporary Framework.</p> <p><a href="https://ec.europa.eu/commission/presscorner/detail/en/ip_20_647">https://ec.europa.eu/commission/presscorner/detail/en/ip_20_647</a></p> <p>The Commission's decision approving this scheme has been appealed to the EU General Court by Ryanair on 1 May 2020. See case <a href="#">T-238/20 Ryanair v Commission</a>.</p>	
	<p>State guarantee on a revolving credit facility in favour of SAS. Sweden will guarantee up to approximately €137 million of such revolving credit facility.</p> <p>Sweden decided to complement the existing scheme for airlines approved by the Commission on 11 April 2020 by providing for compensation of the damage directly linked to the coronavirus outbreak to those airlines which are eligible for a State guarantee under the existing scheme, but which face difficulties in obtaining loans from credit institutions under the conditions prescribed in the approval decision of 11 April 2020.</p> <p>If SAS will ultimately not be eligible to receive a State guarantee for the loan under the already approved guarantee scheme for airlines, it will receive it under the present individual aid measure.</p> <p>The exact damage suffered by SAS as a result of the outbreak will be quantified after the coronavirus crisis, based on the airline's operating accounts for the year 2020. The method used to quantify the damage will be subject to the Commission's prior approval. Furthermore, should the Swedish public support exceed the damage actually suffered by SAS due to the coronavirus outbreak a claw-back mechanism will be activated.</p> <p>The Commission assessed the measure under Article 107(2)(b) TFEU.</p> <p><a href="https://ec.europa.eu/commission/presscorner/detail/en/IP_20_748">https://ec.europa.eu/commission/presscorner/detail/en/IP_20_748</a></p>	Approved 24 April 2020
UK	<p><a href="#">According to press reports</a>, easyJet has secured a £600 million loan from the Covid Corporate Financing Facility (CCFF), issued by HM Treasury and the Bank of England. British Airways, Wizz Air, and Ryanair are <a href="#">reportedly</a> also amongst 53 beneficiaries of the CCFF scheme.</p> <p>The CCFF is a scheme being made available by the UK government. It is not clear whether this scheme complies with EU State aid rules. It does not appear to be covered by the Commission's decision of 6 April approving a UK umbrella scheme in line with the Temporary Framework, as the loans available are much larger than the maximum amounts permitted by the Temporary Framework. It may be that the government is treating this as no aid on the basis that it is considered a general economic measure or that the loans are being provided on market terms, as the government website notes "The facility will offer financing on terms comparable to those prevailing in markets in the period before the Covid-19 economic shock." There</p>	N/A

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	is no information available on whether the CCFF has been notified to the Commission.	
	Virgin Atlantic is <a href="#">reportedly</a> seeking the equivalent of £500 million of government-backed loans and credit guarantees. However, it has been <a href="#">reported</a> that so far the requests have been declined and the UK government remains skeptical of offering individual aid outside of the aid schemes already available. It is also understood that Virgin Atlantic continues to study the possibility of seeking UK government aid.	N/A
	British Airways has taken advantage of the UK government's economy-wide furlough scheme for companies hit by the coronavirus pandemic, suspending more than 30,000 staff until the end of May. However, it is understood that its owner, IAG, is not seeking State aid from the UK government.	N/A
* °	IAG, Easyjet and Ryanair are joint signatories to a letter sent to the President of the European Commission on 20 April 2020, requesting to attend a meeting scheduled to take place between the European Commission and the CEOs of Lufthansa and Air France. The companies argue in the letter that as the other three largest airline groups in Europe, they should be in attendance. They point to urgent issues that require discussion, namely: the current grounding of Europe's airline fleet, slot waivers, State aid, customer refunds arising from government mandated flight bans, and the timing of a coordinated return to service across the market. They also refer to the need to discuss effective measures that the aviation industry can put in place to maximize customer protection when social distancing will not be possible.	

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