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4<sup>th</sup> June 2020

To: [REDACTED] DG Move, European Commission  
Copy sent to: [REDACTED] Policy Officer, International Aviation, European Commission

Topic: Aviation: Airport Slot Blocking

Dear [REDACTED] *Dear* [REDACTED]

As you will be aware, Wizz Air, the largest airline in the CEE region, has maintained operations – to the limited extent possible – throughout the COVID19 crisis, playing a key role in maintaining EU connectivity and enabling the repatriation of many of its citizens on commercial air services.

Wizz Air has been and remains a company focused on growth. You may have seen announcements in recent days, including the establishment of four new Wizz Air bases in Cyprus, Lviv, Milan-Malpensa and Tirana. Our growth directly benefits the economies of the communities which we serve.

Our relentless focus on cost control means that Wizz Air's business is resilient with a strong balance sheet and we have developed a unique corporate culture where colleagues are supportive and want to see the business thrive and expand, for the career opportunities that it provides. These unique attributes mean we have a far more positive outlook than virtually any other airline.

The COVID19 crisis dealt an unprecedented blow to the aviation industry, worldwide indeed. Like all airlines, we grounded almost all our fleet as we managed the immediate fallout from the crisis. Given the almost impossibility of operation against a backdrop of international flight bans, it was entirely appropriate that the 80/20 rule on slot use be suspended for the summer 2020 season.

As noted above, Wizz Air is now in its own recovery phase. As other airlines re-start their operations, we believe that the pace of the broader industry's recovery phase should not be dictated by the needs of financially-weak carriers.

We are therefore concerned to hear of a possible alleviation of the 80/20 rule for the winter 2020 season. We believe that a blanket alleviation is unjustifiable, particularly where moribund airlines intend to withdraw or reduce services from slot-constrained airports but to rely on an alleviation to keep hold of valuable slots without any operation.

This is slot blocking.

Any such approach would be irrational and anti-competitive and would hinder rather than help the recovery of the EU aviation industry. In turn, this would adversely affect the economies of the cities served by those airports as the airports would suffer a shortfall in passenger numbers, reducing everything from their own employment requirements to local supply and supply chains. Ultimately, it would prejudice the economic recovery of the EU, by restricting air connectivity. It would, further, be grossly unfair to airlines such as Wizz Air who are willing and able to expand, but who would be prevented from doing so by airlines with weak business models or a history of poor cost management.

We consider this to be one of the most important issues facing the EU aviation industry as air services are restored and would welcome the opportunity to discuss this with you further.

Yours sincerely,



Wizz Air Group

*Wishing a prompt recovery of our  
industry and EU connectivity!*