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Subject:

Meeting report: CAB VALEAN - Air France KLM - 28.05.20

Participants :

[REDACTED]

On 28 May, CAB VALEAN met with [REDACTED] (Air France-KLM) on their request to exchange on the current situation of air transport and prospects for an exit of the crisis.

Main points from AFKLM were:

- Passenger traffic levels are down by around 95% versus same period in 2019. Traffic over summer period could be around 20% of the usual. End of 2020 will still be far from usual air traffic levels. At least 2 to 3 years will be needed to return to pre-crisis levels.
- Measures taken by COM, notably on a framework for state aid have been very helpful and likely avoided bankruptcy, otherwise inevitable. However, one should not forget that loans received by (some) airlines constitute debt, and will need refunded.
- AFKLM still intending to play their part towards European Green Deal (EGD) ambition. Airlines contributions need to be seen in the context of the new financial situation.
 - Fleet renewal will play a decisive role in meeting EGD ambition (new aircraft are ~20% more fuel-efficient), but airlines will need financial support from the Recovery Plan. Examples from other sectors of the economy could be replicated (taxonomy, support from European Investment Bank, subsidies, others).
 - Would welcome help to identify the various financial instruments, which could help airlines to meet EGD ambition.
- AFKLM not fully satisfied of the outcome on passenger rights (reimbursement/vouchers). It is clear that passengers will favour reimbursement over vouchers. Had hoped for reimbursement possibly over 12 months. An option could be to “bonnify” vouchers. Looking at it, but costly option.

Main points from CAB VALEAN were:

- Gave an overview of the newly adopted Recovery Plan. Indicated possible areas of the Recovery Plans, which could possibly contribute to supporting the aviation sector.
- Invited AFKLM to make suggestions on measures which could support the recovery of the aviation sector while meeting EGD ambition.
- The revision of the passengers rights regulation will need to cater for future possible similar crises.