

## Meeting with TAP

Lisbon, 03/09/2021, 15:30

TAP [REDACTED]

COM: Henrik Hololei, ██████████ (MOVE), ██████████ (██████████ Lisbon Representation)

COVID impact (incl. slot waivers)

- TAP – [REDACTED]  
[REDACTED] – what are COM views on this; [REDACTED]; slot waiver for next summer will be important, [REDACTED]  
[REDACTED], preparation of budget is ongoing – requiring information on the summer slot waiver quickly
- COM – US flights – discussions took place with the State Dept, but decision is up to the White House and CDC, new developments are unlikely in the short term; recovery is ongoing, but traffic volumes are still clearly down, esp. as regards long-haul flights; for the next slot waiver it is too early to tell, the situation remains volatile, all will depend on the forecast (discussion scheduled for mid-September), if numbers are positive there might be no need for a waiver, but threshold would not go away (level would have to be decided), the 50% threshold seems for now as a good solution

**Follow-up:** further discussion on next slot waiver after the forecast discussions

## State aid case

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**Follow-up:** MOVE to facilitate introduction with COMP DG, potentially link to meeting with MOVE at the same time

Lisbon airport

- COM – air traffic could get back to pre-COVID levels sooner than expected (by end of 2022 or early 2023), this will also bring back old issues (e.g. congestion at Lisbon);

investing in new infrastructure is becoming more difficult, important to see how existing capacity can be used more efficiently

- TAP – [REDACTED]  
[REDACTED]  
[REDACTED] (TAP has [REDACTED] market share at Lisbon); 3 viable scenarios for airport solution [REDACTED]; there are smaller measures that could be implemented to improve capacity use (e.g. e-gates at all terminals) [REDACTED]

#### Cooperation with ANAC

- TAP – how does COM see possibilities for TAP to support ANAC; TAP would welcome approval of electronic flight bags by ANAC (EASA could look into making sure that this is implemented EU-wide); [REDACTED] (maybe Eurocontrol could provide support)
- COM – ANAC is a good partner, could look into possibilities to do more; will check with Eurocontrol [REDACTED]

**Follow-up:** MOVE to follow up with Eurocontrol [REDACTED]

#### Sustainability

- TAP – [REDACTED]  
[REDACTED]  
[REDACTED] SAF's should be seen as a transition, which can be done quicker if there is willingness; communication on sustainability of aviation (also limited contribution to GHG emissions) needs to be better
- COM – need to look at broader issue of SAFs, ReFuelEU Aviation is an important next step; no new aircraft (e.g. liquid green hydrogen) are expected in service by 2035, in the meantime nothing else will be available except SAFs; DG ENER is also a good interlocutor on this

**Follow-up:** MOVE to facilitate discussions with ENER