Meeting with TAP

Lisbon, 03/09/2021, 15:30

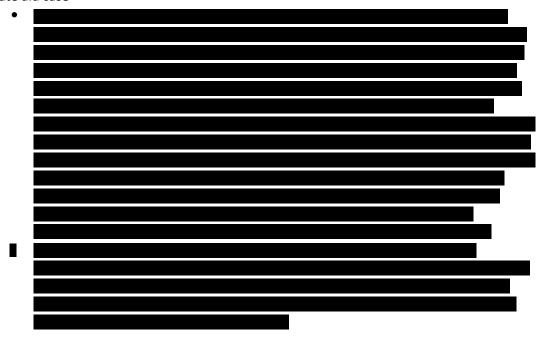
TAP		
COM: Henrik Hololei,	(MOVE),	Lisbon
Representation)		

COVID impact (incl. slot waivers)

- TAP –
 what are COM views on this;
 slot waiver for next summer will be important,
 , 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 longhaul 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





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

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);
 (maybe Eurocontrol could provide support)
- COM ANAC is a good partner, could look into possibilities to do more; will check with Eurocontrol

Follow-up: MOVE to follow up with Eurocontrol

Sustainability

- TAP –

 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