*PART III.13.C*

*Supplementary Information Sheet on start-up aid to airlines*

*It is recommended that this supplementary information sheet is completed, in addition to the “General information” form in Part I, for the notification of any start-up aid covered by the Authority´s Guidelines on State aid to airports and airlines*[[1]](#footnote-1).

*This form applies both to the notification of aid schemes and individual aid.*

1. *Additional information on the beneficiary, project and aid*

1.1. Beneficiary

1.1.1. Is the aid awarded directly to the airline operating the new route?

|  |  |
| --- | --- |
| yes | no |

1.1.2. If the answer to point 1.1.1 is “no”: please describe, if applicable, the legal entity or entities (a) receiving the aid; (b) transferring the aid to an intermediate entity or to the airline that operates the new route.

Click here to enter text.

1.1.3. If the answer to point 1.1.1 is “no”, please explain how the authorities ensure that the intermediary levels receive no advantage.

Click here to enter text.

1.1.4. In the case of individual aid, please describe the legal, organisational and financial relationships between the recipient of the aid and (a) the undertakings with which it forms part of a group of undertakings; (b) its subsidiaries; (c) any other associated enterprises, including joint ventures.

In the case of aid schemes, please describe the method by which the aid granting authority will assess those legal, organisational and financial relationships:

Click here to enter text.

1.1.5. Selection of the beneficiary: Please describe (a) the procedure by which the beneficiary will be chosen or has been chosen; (b) the medium and level of publicity of the selection procedure; (c) eligibility conditions; (d) operational requirements; (e) selection criteria.

Click here to enter text.

2. *Compatibility assessment of the measure*

2.1. Contribution to a well-defined objective of common interest

2.1.1. Does the start-up aid:

(a)  Increase the mobility of EEA citizens and the connectivity of the regions by opening new routes?

(b)  Facilitate regional development of remote regions?

Please explain how the aid contributes to the objective chosen.

Click here to enter text.

2.1.2. In the case of individual aid, please demonstrate that the route or routes to be covered is or are not already covered by a high-speed rail service[[2]](#footnote-2) or from another airport in the same catchment area[[3]](#footnote-3) under comparable conditions. If conditions are considered not to be comparable, please explain why.

In the case of aid schemes, please explain how the aid granting authority will ensure that the condition in this point is met in each individual case of start-up aid.

Click here to enter text.

2.2. Need for State intervention

2.2.1. Please indicate whether the start-up aid concerns:

(a)  Routes linking an airport with less than 3 million passengers *per annum*[[4]](#footnote-4) to another airport within the Common European Aviation Area[[5]](#footnote-5);

(b)  Routes linking an airport located in a remote region to another airport (within or outside the Common European Aviation Area) irrespective of the size of the airports concerned;

(c)  Routes linking an airport with more than 3 million passengers *per annum* and less than 5 million passengers per annum, not located in remote regions. Please duly substantiate the specific circumstances in this case;

(d)  Other (Please specify).

Click here to enter text.

2.2.2. In the case of individual aid, please indicate the location of the airports linked by eligible new routes.

Click here to enter text.

2.2.3. In the case of individual aid where the start-up aid is for routes linking an airport *not* located in a remote region to another airport, please provide the following passenger traffic data of the airports linked by the new route(s):

(a) concerning airports with a commercial passenger traffic history of more than 2 financial years: the average annual passenger traffic during the two financial years preceding the year in which the aid is notified or granted;

(b) concerning airports with a commercial passenger traffic history of less than two financial years: the forecasted average annual passenger traffic during the two financial years after the beginning of the operation of commercial passenger air traffic;

Please provide the data in the form of a table, as follows:

|  |  |  |
| --- | --- | --- |
| Year | Airport | Airport |
| Year | Passenger number | Passenger number |
| Year | Passenger number | Passenger number |

Passenger numbers must be counted “one-way” and for each individual route; e.g. passengers flying to the airport and back have to be counted twice. If an airport is part of a group of airports, passenger traffic data must be established on the basis of the individual airport.

2.2.4. In the case of aid schemes, please explain how the aid granting authority will assess on the basis of airport location, passenger traffic data and routes whether there is a need for State intervention in each individual case of start-up aid.

Click here to enter text.

2.3. Appropriateness of the measure

2.3.1. In the case of individual aid: please demonstrate that the aid in question is appropriate to achieve the intended objective or resolve the problems it intends to address. In particular, please explain how the authorities have established that the same objective cannot be reached and the same problem cannot be resolved, with less distortive policy or aid instruments. For example, if the aid is granted in forms that provide a direct pecuniary advantage[[6]](#footnote-6), please demonstrate that other potentially less distortive forms of aid such as repayable advances or forms of aid that are based on debt or equity instruments[[7]](#footnote-7) are not appropriate.

Click here to enter text.

2.3.2. In the case of individual aid where the beneficiary airline has prepared a business plan *ex-ante* for the route receiving the aid: please provide that business plan. That business plan must indicate whether that route has prospects of becoming profitable for the airline without public funding after 3 years.

Click here to enter text.

2.3.3. In the case of individual aid in the absence of an *ex-ante* business plan for the route receiving the aid: please provide a document showing that the airline in question is irrevocably committed to operate the route for a period which is at least equal to the period during which it received start-up aid.

Click here to enter text.

2.3.4. In the case of aid schemes, please explain how the aid granting authority will assess whether the measure is appropriate in each individual case of start-up aid.

Click here to enter text.

2.4. Incentive effect and proportionality of the measure

2.4.1. In the case of individual aid, please explain why, if available on the basis of a business plan, there is the likelihood that in the absence of aid the level of economic activity of the airline at the airport concerned would not be expanded.

Click here to enter text.

In the case of aid schemes, please describe the method applied by the aid granting authority in order to assess the likelihood that in the absence of aid the level of economic activity of the airline at the airport concerned would not be expanded.

Click here to enter text.

2.4.2. In the case of individual aid, please confirm that the new route will start/started operating only after the application for aid was submitted to the granting authority and provide: (a) a copy of the aid application sent to the granting authority by the beneficiary; (b) documentary evidence of the start date of operations on the new route.

In the case of aid schemes, please confirm that eligible new routes will start operating only after the application for aid was submitted to the granting authority.

Click here to enter text.

2.4.3. Please confirm that the aid will be granted for each route for a maximum period of three years.

Click here to enter text.

2.4.4. Please specify the aid intensity, which is the total aid amount expressed as a percentage of eligible costs[[8]](#footnote-8). Both figures must be expressed in net present value terms at the moment the aid is granted and before any deduction of tax or other charges.

Click here to enter text.

2.4.5. Please specify the provisions made to avoid overcompensation and recover excess amounts of aid from the beneficiary airline.

Click here to enter text.

2.4.6. Please specify the measures taken to avoid cross-subsidisation of other routes of the beneficiary airline to and from the airport or airports in question.

Click here to enter text.

2.5. Avoidance of undue negative effects on competition and trade

2.5.1. In the case of individual aid: please confirm that the connection (for example, city-pair) to be operated by the new air route is not already operated by a high-speed rail service or by another airport in the same catchment area under comparable conditions, notably in terms of length of journey. Please see also point 2.1.2.

In the case of aid schemes: Please explain how the aid granting authority will ensure that the condition in this point is satisfied in each individual case of start-up aid.

Click here to enter text.

2.5.2. Please provide evidence that in planning to grant start-up aid to an airline for the new route, whether or not via an airport, the public authority's plans were made or will be made public in good time and with adequate publicity, to enable all interested airlines to offer their services.

Click here to enter text.

2.5.3. Please confirm that the start-up aid in question cannot be combined with any other type of State aid granted for the operation of the same route.

Click here to enter text.

1. The Authority’s Guidelines on State aid to airports and airlines as adopted by Decision No 216/14/COL, published in OJ L 318, 24.11.2016, p. 17 and EEA Supplement No 66 on the same date). [↑](#footnote-ref-1)
2. High-speed rail service is a service provided with trains capable of reaching speeds of over 200 km/h. [↑](#footnote-ref-2)
3. Catchment area of an airport means a geographic market boundary that is normally set at around 100 kilometres or around 60 minutes travelling time by car, bus, train or high-speed train; however, the catchment area of a given airport may be different and needs to take into account the specificities of each particular airport. The size and shape of the catchment area varies from airport to airport, and depends on various characteristics of the airport, including its business model, location and the destinations it serves. [↑](#footnote-ref-3)
4. Actual average annual passenger traffic during the two financial years preceding that in which the aid is notified or actually granted or paid in the case of non-notified aid. In the case of a newly created passenger airport, the forecasted average annual passenger traffic during the two financial years after the beginning of the operation of commercial passenger air traffic should be considered. These thresholds refer to a one-way count. As a result a passenger flying for example to the airport and back would be counted twice; the count applies to individual routes. [↑](#footnote-ref-4)
5. Decision 2006/682/EC of the Council and of the Representatives of the Member States of the European Union meeting within the Council on the signature and provisional application of the Multilateral Agreement between the European Community and its Member States, the Republic of Albania, Bosnia and Herzegovina, the Republic of Bulgaria, the Republic of Croatia, the former Yugoslav Republic of Macedonia, the Republic of Iceland, the Republic of Montenegro, the Kingdom of Norway, Romania, the Republic of Serbia and the United Nations Interim Administration Mission in Kosovo on the Establishment of a European Common Aviation Area (ECAA) (OJ L 285, 16.10.2006, p. 1). [↑](#footnote-ref-5)
6. For example, low-interest loans or interest rebates, State guarantees, the purchase of a shareholding or an alternative provision of capital on favourable terms. [↑](#footnote-ref-6)
7. For example, low-interest loans or interest rebates, State guarantees, the purchase of a shareholding or an alternative provision of capital on favourable terms. [↑](#footnote-ref-7)
8. Eligible costs are the airport charges in respect of the route. [↑](#footnote-ref-8)