era
european regions airline association

Our work for our members and sector

#StrongerTogether

Our members

56 airlines

14 airports

14 manufacturers

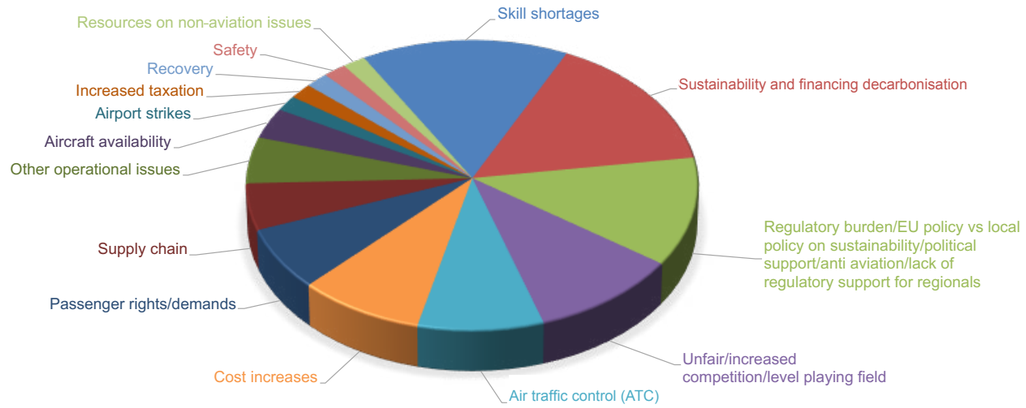
70 suppliers

65 aviation service providers

Our airlines

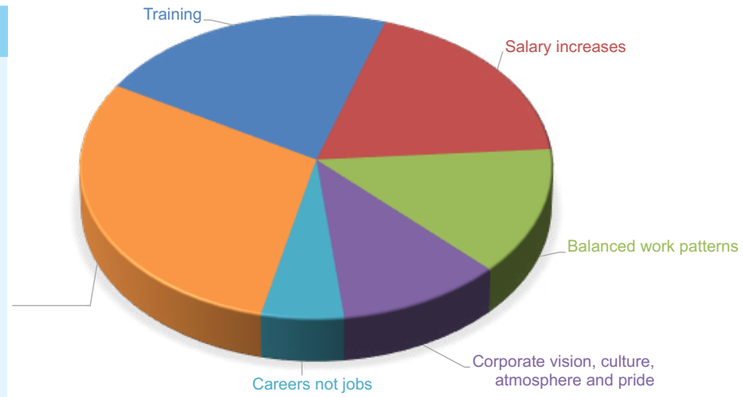
alsieexpress, aurigny, Loganair Scotland's Airline, DAT, TAP Portugal, AMELIA, SPRINTAIR, airmalta, AIR NOSTRUM, APG Airlines, KLM Cityhopper, HOP!, TITAN AIRWAYS, azores Airlines, Xfly, URGA, Emerald Airlines, AIR CORSICA, Eastern airways, air greenland, JUMP AIR, HIBERNIAN airlines, blueislands.com, NYXAIR, Jettime, CITYJET, AirSERBIA, ATLANTIC AIRWAYS, euroairlines, CROATIA AIRLINES, Luxair, Binter, GERMAN AIRWAYS, TUS AIR, ASL AIRLINES BELGIUM, SKY express, FLUGFÉLAG ÍSLANDS, BRA Braathens Regional Airlines, novair, MARATHON AIRLINES, Hahn Air, widerøe, sata azores Airlines, NORRA, Malta Med Air, SAS, ASL AIRLINES IRELAND, ZIMEX, WEST ATLANTIC, TRADEAIR, avantiair, AIR MONTE NEGRO, WAMOS AIR, Carpatair, ASL AIRLINES FRANCE, DAT LT

Our members' main business concerns and issues



Our members' efforts to retain and develop skills and staff

Other
25by2025
Non-salary benefits
Best practice sharing
Employee engagement policies and activities
Apprenticeships
Interesting jobs
Internal promotion
Promoting organic growth
Refocussing on aviation
Staff internship between ERA airline members
Wide range of measures



Our sector

Operate **1,500** routes

850,000 flights per year

Source: Cirium

Using a fleet of

608 passenger aircraft

163 cargo aircraft

57% jet aircraft

43% prop aircraft

81 seats average seating capacity

Source: Cirium

BOARDING PASS

Carrying **>52 million** passengers per year

ERA Groups

ERA runs a series of groups throughout the year for ERA members on topics including operations, air safety, industry affairs, environmental and social, plus cargo. These groups are open to all ERA members to attend, with a mix of face-to-face, hybrid and virtual meeting formats. The meetings offer representatives the chance to work with fellow ERA members on setting policy as well as working collectively towards a future of stability, growth and development. The groups also provide a unique opportunity for all member representatives to expand their industry knowledge and understanding of key issues.

ERA work plan and strategy

ERA's mission

Being the voice of our sector, **representing the interests** of our members and advocating to ensure **a fit-for-purpose regulatory environment**

1. **Boosting regional connectivity**
2. **Ensuring competitiveness of European regional aviation**
3. **Championing environmental and social responsibilities**
4. **Promoting and co-ordinating air safety, operational efficiency and air traffic management (ATM) modernisation**

Events and publications

To accomplish its mission, ERA works on each of these pillars:

1 Boosting regional connectivity

Regional connectivity is at the core of the association's work. ERA's airline members provide vital connectivity and support for Europe's regions, promoting social and territorial equality and cohesion, as well as contributing to increased tourism, investment and job creation.

Regional air connectivity boosts local economies. It is therefore a crucial component for all European regions, not just for the outermost and peripheral territories, as European regions and small and medium-sized enterprises (SMEs) rely on air transport to ensure their full access to the European Single Market.

Thin and public service obligation (PSO) routes play a significant positive role in terms of connectivity, especially for communities in remote areas which often do not have direct access to essential services – such as healthcare, education and social services – and hence rely on connecting to services in larger centres of population. Maintaining these essential routes after the COVID-19 pandemic is vital for the future viability of regional airlines and the connectivity and services they provide.

ERA member carriers need an effective and stable European Union (EU) regulatory framework to ensure proper connectivity in all European regions both for freight and passenger traffic, whilst fostering the sector's sustainability. The current PSO framework is a critical tool to ensure essential connectivity, but it is not the solution for the long-term development of European regions.

ERA asks:

- **Proceed with the revision of Air Services Regulation No. 1008/2008, and in particular the PSO framework**, to ensure more flexibility and long-term growth. In this respect, more powers should be allocated to the region and/or city involved in the PSO process and there should be more clarity among national civil aviation authorities (CAAs) in the interpretation of the PSO guidelines. The duration of PSO contracts should also be considerably extended to attract investments in the renewal of airline fleets.
- **Establish a dedicated and effective aid tool within the framework of the 2014 Aviation Guidelines to enable public authorities to support airlines in assuming the financial risks of starting new routes**. This will help regional airlines to maintain the same levels of regional connectivity within Europe's regions.

2 Ensuring the competitiveness of European regional aviation

Boosting regional connectivity goes hand in hand with ensuring the competitiveness of regional aviation in Europe. ERA is focussed on maintaining fair competition in the industry, to preserve the integrity of the European Single Aviation Market.

ERA asks:

- **Urgently proceed with the revision of Regulation No. 261/2004 governing air passenger rights (EU261), to create a level playing field for consumers and airlines and address its disproportionate costs.** EU261 bears disproportionately on regional airlines by imposing a cost per passenger that is almost twice as high as that for other carriers. These costs result in cancelled routes, render new services uneconomic and negatively impact the financial viability of regional operators, and has also been shown to have implications on safety. In addition, ERA will strongly oppose any worsening of the current rules in context of new legislative initiatives and will continue its advocacy work in establishing common passenger rights covering all modes of transport.
- **Ensure fair competition and access for smaller carriers to all major European airports, for the sake of regional connectivity**. The future revisions of the Slots Regulation No. 95/93 and the Airport Charges Directive 2009/12/EC must ensure connecting traffic for regional carriers, to avoid airports discriminating against airlines based on the size of aircraft.
- **Safeguard the provision of the Computerised Reservation Systems (CRS) Code of Conduct on the neutral display principle** by ensuring they are introduced in the future Multimodal Digital Mobility Services (MDMS) Regulation. It should guarantee that intermediaries will not discriminate against airlines, in particular the smaller ones.
- **Develop specific measures at EU level to prevent uncompetitive practices like 'price dumping'**. Unfair commercial practices by some low-cost carriers are putting significant pressure on regional airlines by directly impacting their competitiveness within the European Single Market and distorting competition taxes must not be manipulated as a cost element for improving the price of the ticket.
- **Ease border controls. A postponement of the implementation of the Entry Exit System (EES) until next year** is indispensable to give airlines, airports and EU and national authorities the opportunity to resolve technical issues and ensure the system is fully tested. In addition, **ERA urges the EU not to introduce mandatory advance passenger information (API) collection requirements for intra-EU flights.** If it considers the requirement to collect API data for intra-EU traffic necessary, this obligation must be equally and simultaneously applied to all modes of transport, not just aviation, to achieve the security objectives of the proposed measure.

3 Championing environmental and social responsibilities

ERA member carriers are fully committed to supporting a transition to more sustainable aviation. In the coming years, regional aviation will lead the aviation sector in the operation of new green aircraft as short-haul flights will be where zero-carbon technologies are tested. ERA believes that short-haul flights should only be restricted if the same level of connectivity is provided by another mode of transport, and after a consultation process with regional stakeholders, to ensure that the economy of the region is not damaged.

Decarbonisation is not the only dimension of sustainability and the social aspect of connectivity and growth of the region should also be taken into account: Europe thrives on connectivity and numerous regions are dependent on these flight connections, which cannot be easily replaced by other modes of transport.

Regional airlines will be significantly financially affected by the costs of the new environmental regulations (Fit for 55 package) and there is no regulatory framework in place at the moment to ensure that the EU will maintain its current levels of regional connectivity following their implementation. ERA carrier members cannot bear the financial stress of the upcoming EU regulations and invest in new green technologies alone without supporting financial mechanisms.

ERA asks:

- **Ensure sustainable aviation fuel (SAF) access at regional airports.** The ReFuelEU Aviation initiative will certainly provide a regulatory incentive for the use of SAF and a concrete step closer to the decarbonisation of aviation, but it should not be disconnected from reality. It must ensure all airlines have actual access to SAF at small airports and without being subject to additional charges.
- **Fully implement the SAF allowances mechanism as part of the EU Emissions Trading System (EU ETS) aviation and increase the amount of allowances available for airlines.** Such a mechanism will provide an additional incentive for airlines to decarbonise with the use of SAF, including the minimum blend mandates, and would help the airlines to bear the costs arising from the EU ETS.
- **Do not proceed with the establishment of a kerosene tax under the current revision of the Energy Taxation Directive (ETD).** Such a tax will encourage people not to travel less, but rather divert traffic to non-EU countries to the detriment of Europe's tourism.
- **Ensure the inclusion of aviation-related activities in the Taxonomy Climate Delegated Act and develop financial incentives for fleet renewal.** This will allow regional airlines to invest in new green technologies and pursue their path towards decarbonisation.
- **Support regional aviation in addressing the shortage of skilled workers**, which affects several aspects of the sector with potential major impacts on safety, economics and maintenance. It is also essential to pursue efforts in encouraging more women and young people into aviation by promoting members' initiatives and best practices.

4 Promoting and co-ordinating air safety, operational efficiency and ATM modernisation

Since the publication of the Single European Sky (SES) recast proposal by the European Commission (EC), ERA has been advocating for an ambitious regulatory framework that enables both a cost-effective and fuel-efficient airspace, providing benefits and in support of the EU Green Deal and the Destination 2050 targets. This includes:

- airspace interoperability and technical innovation through enhanced functional use of airspace;
- continued SES ATM Research (SESAR) co-ordination through SESAR 3 Joint Undertaking (S3JU) and provision of air space user expertise and key projects; and
- the deployment of Common Projects and the associated Airspace Functionalities, and a bigger role for the Network Manager (NM) through enhanced planning and co-ordination functions whilst protecting essential connectivity and regional operations.

In the near term, ERA continues to work closely with the NM with regards to ongoing recovery of traffic to pre-pandemic levels and the mitigation of air traffic flow management delays that we expect to be present in the European Civil Aviation Conference (ECAC) area as a result of staffing, capacity and traffic complexities brought about by the inaccessibility of Ukrainian and neighbouring airspaces. Reference period 4 (RP4) and air navigation services (ANS) cost efficiency targets for the period 2025–2029 will be a priority for ERA over the next 18 months.

The communication, navigation and surveillance (CNS) area is one that ERA is following closely, in particular the performance-based navigation (PNB) implementing rule that will be fully realised in 2030, but in the medium term, the focus is on the Flight and Flow in a Collaborative Environment (FF-ICE) mandate which is a key component of the Common Project 1 Regulation. FF-ICE will see all airlines operating in the European Air Traffic Management Network (EATNM) being required to file all flight plans in a Flight Information Exchange Model (FIXM) format from 1 January 2026. Whilst we are fully supportive of the move towards trajectory-based operations – something FF-ICE will enable – operational and system readiness remains a cause for concern and ERA is actively lobbying for a measured and proportional transition that will deliver in the interest of members and the Network.

The Part-IS provisions on the management of information security risks come into force on 16 October 2025. This, along with wider security issues affecting the industry following the publication of the new aviation security strategy from the EC in February this year, will be a focus for the association over the next two years. We will ensure that the voice and views of the regional and cargo carriers in membership are heard by Member States, institutions and agencies.

With new methods of stakeholder consultation being agreed by EASA's Management Board, Member States and Stakeholder Advisory Bodies, it is important that ERA is able to support these new working arrangements (following a transition period in 2023) so that regional aviation is represented at the right level and our members' issues are heard.

Keeping our members informed

ERA's communications activities ensure that members are consistently kept up-to-date on ERA's work and issues affecting their businesses

All ERA member representatives receive our bi-weekly Members' Update e-newsletter, giving timely news updates, and regular high-level communications from ERA's Director General. Throughout the year, ERA releases focussed, topical and influential publications outlining the association's work and initiatives to promote and protect its members, the sector and industry.

The highly regarded ERA magazine, *Regional International*, is published every two months with an interesting and varied editorial programme, alongside an annual *Yearbook* – a directory of members and review of the year.

ERA also has an active presence on social media on LinkedIn, X (formerly Twitter) and Facebook, sharing the latest news from the #ERAFamily and the wider aviation community as well as engaging with key stakeholders and regulators. #WeAreERA

Bringing our members together

ERA is well known for its valuable, high-profile, quality events, providing both informative conference sessions with input from influential industry leaders and experts, as well as opportunities to form excellent business connections with a diverse range of people from fellow member companies, including senior airline representatives. ERA's spring event is the Regional Airline Conference, providing the necessary facetime in an exclusive environment for members to create and strengthen relationships.

The highlight of the ERA calendar is the ERA General Assembly, with an exhibition at the hub of the event, conference debates including powerful insights from guest speakers, as well as lighter networking opportunities, such as a golf tournament, cocktail reception and awards dinner and a sightseeing tour. Locations for both main events move around Europe each year, travelling to Nice for the Regional Airline Conference and Innsbruck for the General Assembly in 2023.

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