### Airline Bailout Tracker

#### Company

<table>
<thead>
<tr>
<th>Company</th>
<th>Bailout amount</th>
<th>Bailout amount details</th>
<th>Bailout amount type</th>
<th>Bailout amount notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>EasyJet</td>
<td>£8.5m</td>
<td>Senior secured loan £8.5m</td>
<td>Loan</td>
<td>Guaranteed by the UK Government</td>
</tr>
<tr>
<td>Norwegian Airlines</td>
<td>£70m</td>
<td>60% of Norwegian’s £118m loan was unsecured</td>
<td>Loan</td>
<td>Guaranteed by the Norwegian government</td>
</tr>
<tr>
<td>SAS</td>
<td>£69m</td>
<td>60% of SAS’s £118m loan was unsecured</td>
<td>Loan</td>
<td>Guaranteed by the Danish government</td>
</tr>
<tr>
<td>TUI Group</td>
<td>£189m</td>
<td>100% of TUI Group’s £377m loan was unsecured</td>
<td>Loan</td>
<td>Guaranteed by the German government</td>
</tr>
<tr>
<td>Flyair</td>
<td>£277m</td>
<td>100% of Flyair’s £277m loan was unsecured</td>
<td>Loan</td>
<td>Guaranteed by the Norwegian government</td>
</tr>
<tr>
<td>Lufthansa</td>
<td>£640m</td>
<td>100% of Lufthansa’s £640m loan was unsecured</td>
<td>Loan</td>
<td>Guaranteed by the German government</td>
</tr>
<tr>
<td>Austrian Airlines</td>
<td>£400m</td>
<td>100% of Austrian Airlines’s £400m loan was unsecured</td>
<td>Loan</td>
<td>Guaranteed by the Austrian government</td>
</tr>
<tr>
<td>Swiss International Airlines</td>
<td>£143m</td>
<td>100% of Swiss International Airlines’s £143m loan was unsecured</td>
<td>Loan</td>
<td>Guaranteed by the Swiss government</td>
</tr>
<tr>
<td>Brussels Airlines</td>
<td>£200m</td>
<td>100% of Brussels Airlines’s £200m loan was unsecured</td>
<td>Loan</td>
<td>Guaranteed by the Belgian government</td>
</tr>
<tr>
<td>British Airways</td>
<td>£343m</td>
<td>100% of British Airways’s £343m loan was unsecured</td>
<td>Loan</td>
<td>Guaranteed by the British government</td>
</tr>
<tr>
<td>Iberia</td>
<td>£750m</td>
<td>100% of Iberia’s £750m loan was unsecured</td>
<td>Loan</td>
<td>Guaranteed by the Spanish government</td>
</tr>
<tr>
<td>Vueling</td>
<td>£260m</td>
<td>100% of Vueling’s £260m loan was unsecured</td>
<td>Loan</td>
<td>Guaranteed by the Spanish government</td>
</tr>
<tr>
<td>Air France KLM Group</td>
<td>£900m</td>
<td>100% of Air France KLM Group’s £900m loan was unsecured</td>
<td>Loan</td>
<td>Guaranteed by the French government</td>
</tr>
</tbody>
</table>

#### Bailout amount notes

- **Loan agreement**
  - **EasyJet**
    - £8.5m secured by a 600m GBP guarantee from the UK government.
  - **SAS**
    - £69m secured by a 600m KRON guarantee from the Danish government.
  - **TUI Group**
    - £189m secured by a 600m EUR guarantee from the German government.
  - **Flyair**
    - £277m secured by a 600m NOK guarantee from the Norwegian government.
  - **Lufthansa**
    - £640m secured by a 600m EUR guarantee from the German government.
  - **Austrian Airlines**
    - £400m secured by a 600m EUR guarantee from the Austrian government.
  - **Swiss International Airlines**
    - £143m secured by a 600m CHF guarantee from the Swiss government.
  - **Brussels Airlines**
    - £200m secured by a 600m EUR guarantee from the Belgian government.
  - **British Airways**
    - £343m secured by a 600m GBP guarantee from the British government.
  - **Iberia**
    - £750m secured by a 600m EUR guarantee from the Spanish government.
  - **Vueling**
    - £260m secured by a 600m EUR guarantee from the Spanish government.
  - **Air France KLM Group**
    - £900m secured by a 600m EUR guarantee from the French government.

- **Loan guarantee**
  - **EasyJet**
    - £8.5m guaranteed by the UK government.
  - **SAS**
    - £69m guaranteed by the Danish government.
  - **TUI Group**
    - £189m guaranteed by the German government.
  - **Flyair**
    - £277m guaranteed by the Norwegian government.
  - **Lufthansa**
    - £640m guaranteed by the German government.
  - **Austrian Airlines**
    - £400m guaranteed by the Austrian government.
  - **Swiss International Airlines**
    - £143m guaranteed by the Swiss government.
  - **Brussels Airlines**
    - £200m guaranteed by the Belgian government.
  - **British Airways**
    - £343m guaranteed by the British government.
  - **Iberia**
    - £750m guaranteed by the Spanish government.
  - **Vueling**
    - £260m guaranteed by the Spanish government.
  - **Air France KLM Group**
    - £900m guaranteed by the French government.

- **Loan agreement and loan guarantee**
  - **SAS**
    - £69m unsecured loan with a 600m KRON guarantee from the Danish government.
  - **TUI Group**
    - £189m unsecured loan with a 600m EUR guarantee from the German government.
  - **Flyair**
    - £277m unsecured loan with a 600m NOK guarantee from the Norwegian government.
  - **Lufthansa**
    - £640m unsecured loan with a 600m EUR guarantee from the German government.
  - **Austrian Airlines**
    - £400m unsecured loan with a 600m EUR guarantee from the Austrian government.
  - **Swiss International Airlines**
    - £143m unsecured loan with a 600m CHF guarantee from the Swiss government.
  - **Brussels Airlines**
    - £200m unsecured loan with a 600m EUR guarantee from the Belgian government.
  - **British Airways**
    - £343m unsecured loan with a 600m GBP guarantee from the British government.
  - **Iberia**
    - £750m unsecured loan with a 600m EUR guarantee from the Spanish government.
  - **Vueling**
    - £260m unsecured loan with a 600m EUR guarantee from the Spanish government.
  - **Air France KLM Group**
    - £900m unsecured loan with a 600m EUR guarantee from the French government.
<table>
<thead>
<tr>
<th>Airlines</th>
<th>Country</th>
<th>Loan Guarantee Amount</th>
<th>Terms</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Blue Air</td>
<td>Romania</td>
<td>5.2</td>
<td>€260m</td>
<td>Approved as a loan guarantee.</td>
</tr>
<tr>
<td>Alitalia</td>
<td>Italy</td>
<td>21.3</td>
<td>€260m</td>
<td>State aid approved by Commission.</td>
</tr>
<tr>
<td>Air Europa</td>
<td>Spain</td>
<td>11.5</td>
<td>€235m</td>
<td>727m loan worth €235 million approved by Commission.</td>
</tr>
<tr>
<td>TAP</td>
<td>Portugal</td>
<td>15.8</td>
<td>€235m</td>
<td>Loan approved, under EU State aid rules.</td>
</tr>
<tr>
<td>SARS</td>
<td>Portugal</td>
<td>0.7</td>
<td>€235m</td>
<td>Under discussion.</td>
</tr>
<tr>
<td>Ryanair</td>
<td>Ireland</td>
<td>3.9</td>
<td>€235m</td>
<td>Agreed, Under discussion.</td>
</tr>
</tbody>
</table>

European Commission has approved a proposed €2.4 billion state aid package for Spain’s national airline Iberia, which has been suffering from the coronavirus outbreak and the travel restrictions introduced by the governments of many countries.

In France, companies benefitting from loan guarantees are asked by the government to no distribute dividends, but there is no legal constraint. The company is seeking another €4 billion from the government, which would increase to €5 billion if the EU approves it.

In Italy, the government has risen to €155 million in aid to aid Alitalia.

In the Netherlands, the government will directly loan KLM €75 million, and will guarantee a further €250 million of loans. There are no binding climate commitments, though.

In Denmark, the government and several parties have agreed to set aside DKK 3 billion for domestic routes and leisure travel, and has been authorized to get another 4 billion from the European Commission.

The Dutch government will directly loan €28 million to SATA Air and €340 million to Lisbon Air, which have an operating license for commercial flight, and DKK 27 million to regional Danish airlines.

The Danish government has approved DKK 260 million to help the Danish airlines, with operating costs to maintain their license for commercial flight, and DKK 25 million to help the smaller, regional Danish airports, which have an operating license.

The Latvian state’s financial difficulties prior to the crisis, the government has signed the agreement, it was eligible for this loan only under the restructuring aid guidelines. At the same time, the Commission is investigating whether other aid granted to the airline meets criteria established in 2014.

The measure will provide €750m with the necessary resources to address its immediate liquidity needs.

The measure will take €200m state aid approved by Commission. Government has assessed the €250m for rationalisation. There is still under discussion and unclear if that is in addition to earlier €250m flagged for the sector.

Le Monde, 17 November 2020 | Rikan, 20 June 2020

TOTAL AGREED: 30588.2

TOTAL UNDER DISCUSSION: 7899

TOTAL: 38487.2