



Brexit in the aviation sector

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AGENDA

- The Brexit in the aviation sector
- A few consequences of the Brexit:
 - To airports
 - To airlines
 - To ground handling agents
 - To passengers



THE BREXIT IN THE AVIATION SECTOR

- The exit of the UK was postponed to 31st of October to try to reach an agreement between the UK and the EU
- Possibility of a hard Brexit is on the table and the aviation stakeholders are facing questions still with no answer
- Additional costs to guarantee the service will be due and will be reflected in prices
- A possible slowdown of the UK economy, will affect aviation, as traffic tends to follow the economic growth of a country

Security rules may change and passengers travelling to and from the UK to EU airports might have to be submitted to security checks

Increase of queue at the airports

Acquisition of additional security equipment

Additional staff and training needs

More border services

Reorganization of the layout of airports

Loss of revenues in the shops due to loss layover times of passengers

Hardships on the development of new routes and more flights from and to the UK to EU airports

TO AIRPORTS



TO AIRLINES

English airlines

- Need to find solutions to continue to benefit from the Regulation n.º 1008/2008 regime namely freedom of air services within the EU, with new legal solutions regarding ownership and effective control
- Might need to seek individual permissions to operate from the UK to the rest of the EU and to the US due to the existence of the Open Skies Agreement between the US and the EU (as they will not belong to the EU)

EU airlines

- Might need to seek individual permissions to operate from the EU to the UK

English and EU airlines

- Might lose business in case of drawback of the UK economy
- Possible different operation requirements within the UK and the EU might affect the airlines





TO GROUND HANDLERS

EU and English ground handling agents

- Will provide services to the same clients under a solo contract, yet submitted to different legal regimes as (Directive 96/67 will no longer apply in the UK)
- Suffer constraints regarding the transfer of employees

TO PASSENGERS

The Regulation n.º 261/2004 regarding passengers rights

- Might not be adopted by the UK and passengers flying from the UK in a non-European airline will not have the right to compensation
- Might be adopted in a different version with lower compensation to passengers and ECJ will not have jurisdiction the UK courts
- Will continue to apply and passenger's rights will remain the same

The issues mentioned *supra* might also occur regarding assistance to PRM (Regulation n.º 1107/2006)



HOW
TO
DEAL
WITH
THIS?



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Athens, 17 May 2019