

Membership Information for  
**Manufacturers**

# Introducing ERA

**T**hank you for your interest in European Regions Airline Association (ERA). We are the only trade association representing the entire European aviation industry, and our membership includes over 55 airlines and 160 other companies including airlines, airports, manufacturers, suppliers and aviation services.

Collectively we work together, collaborating as the voice of a future sustainable sector providing connectivity and personal and business travel opportunities to millions of people across Europe and beyond. The four main pillars of our work, as outlined in our workplan and strategy detailed in this brochure are: boosting regional connectivity; ensuring the competitiveness of European regional aviation; championing environmental and social responsibility; and promoting and co-ordinating air safety, operational efficiency and air traffic management (ATM) modernisation.

ERA is governed by a Board of elected representatives from across the diverse spectrum of ERA's member companies, who together set the strategy for ERA's work as well as ensuring best practices in governance and the financial stability of the association. With a small but dedicated team, we work on behalf of our members to represent their interests before Europe's major regulatory bodies, governments and legislators to encourage and develop long-term and sustainable growth for our sector.

We are keen for more companies to join ERA to make sure we reflect the needs of the whole industry with a strong, united voice. At the same time, you stand to benefit from being involved and part of an effective association whilst making new connections with our members, being informed on the latest issues affecting your business and having your voice heard at the highest levels.

We also bring members together to exchange information and educate and learn from each other through our high-profile major events, regular

group meetings, webinars and forums and also provide regular information via our numerous communication channels outlining the pertinent industry issues and the work of the ERA team on behalf of the membership.

This brochure outlines the many benefits of being a member of ERA, and I hope will encourage you to join us and be part of our important work.



**Montserrat Barriga**  
Director General, ERA



# Our members



**56**

airlines



**15**

manufacturers



**16**

airports



**67**

suppliers



**67**

aviation services



# List of members



## Airline members

<b>Belgium</b>	ASL Airlines Belgium	<b>Luxembourg</b>	Luxair
<b>Croatia</b>	Croatia Airlines	<b>Malta</b>	Air Malta
	Trade Air		Malta MedAir
<b>Cyprus</b>	Tus Airways	<b>Montenegro</b>	Air Montenegro
<b>Czech Republic</b>	VAN AIR Europe	<b>Netherlands</b>	KLM Cityhopper
<b>Denmark</b>	Air Alsie	<b>Norway</b>	Widerøe
	DAT A/S	<b>Poland</b>	SprintAir
	Jet Time	<b>Portugal</b>	Azores Airlines
<b>Estonia</b>	NyxAir		TAP express operated by
	Xfly		Portugália Airlines
<b>Faroe Islands</b>	Atlantic Airways		SATA Air Açores
<b>France</b>	HOP!	<b>Romania</b>	Carpatair
	APG Airlines	<b>Serbia</b>	Air Serbia
	ASL Airlines France	<b>Spain</b>	Air Nostrum
	Amelia		Binter
	Air Corsica		Euroairlines
<b>Finland</b>	Nordic Regional Airlines		Wamos Air
<b>Germany</b>	Avantiair	<b>Sweden</b>	Braathens Regional Airlines
	German Airways		SAS Link
	Hahn Air Lines	<b>Switzerland</b>	Zimex Aviation
<b>Greece</b>	Marathon Airlines	<b>Turkey</b>	MNG Airlines
	Sky Express	<b>UK</b>	Aurigny Air Services
<b>Greenland</b>	Air Greenland		Blue Islands
<b>Ireland</b>	ASL Airlines Ireland		Eastern Airways
	CityJet		Loganair
	Emerald Airlines		Titan Airways
	Hibernian Airlines	<b>Ukraine</b>	Air Urga
<b>Italy</b>	Aeroitalia		
<b>Lithuania</b>	DAT LT		
	Jump Air		



## Airport members

Aarhus Airport	London City Airport
Aeroport de Tours	London Southend Airport
Aeroport de Nimes	Lugano Airport
Antwerp Flanders International Airport	Ostend-Bruges International Airport
Blue Danube Airport Linz	Pula Airport
George Enescu International Airport Bacau	Salzburg Airport
Groningen Airport Eelde	Shannon Airport
Innsbruck Airport	Southampton International Airport





## Manufacturer, supplier and aviation services members

AAR CORP.	De Havilland Aircraft of Canada	MTU Maintenance
Abelo Capital Aviation Management	DeHavilland	Napier Park Global Capital
ACC Aviation	Deutsche Aircraft	Netherlands Aircraft Company
ACIA Aero Leasing	Danish Aviation Association	Nordic Aviation Capital
AELIS Group	Energy Aviation Services	One Sky Solutions
Aélia Assurances	Embraer	Oriel Consult
AerFin	European Union Agency for the Space Programme	OSM Aviation
Aerfleet	Expliseat	PAS Aviation Group
AeroProfessional	Falko Regional Aircraft	Patria
Airbus	FlightSafety International	Piiq Risk Partners
Air Charter Service	Fokker Aircraft Services	Pratt & Whitney Canada
Air Partner	FuelVision	Produits Sanitaires Aeronefs – PSA
Airplane Delivery	Gates Aviation	Qualitair Aviation Group
Airships	GE Aerospace	Regional Airline Association
Airstream International Group	GOAL German Operating Aircraft Leasing	Regional Airline Support Group
AIR SUPPORT	Heart Aerospace	Regional One
AJW Group	HEH Aviation Management	Revima
Altair Advisory	Hermes – Air Transport Organisation	Rheinland Air Service
Altea	Hitit Computer Services	RIM Enterprises
Amadeus IT Group	HOLIS	Rockton Vision
AMS Aircraft Services	IBA Group	Rolls-Royce
ANA Strategic Research Institute	ICARE	SAAB
ATR	ICTS Europe Systems	Sabena Technics
ATR Maintenance	INAir Legacy Avionics Solutions	Samco Aircraft Maintenance
AURA AERO	Iuno Law Firm	Screen4
Austrian Airlines Technik Bratislava	JANA	Sherrards Employment Law Solicitors
AvAir	Jeppesen	Skytech-AIC
Avation PLC	Jetcraft Commercial	Skyways Technics
Avia Broking	Jet Maintenance Solutions	Skyworld Aviation
Aviator Capital	Jetstream Aviation Capital	Spairliners
Avico	Jet Support Services	SPECTO Aerospace
Avmax Aviation Services	Kadrant	Spectro   Jet-Care
Azorra	Kenyon International Emergency Services	StandardAero
Barfield Precision Electronics	Kiu System Solutions	Swedish Aviation Industry Group
Bayview Aviation	kkconsult	Symbiotics
BeauTech Power Systems	KLM UK Engineering	T-C-Alliance
Besso Insurance	L3Harris Flight Data Services Limited	Textron Aviation
Blake Emergency Services	LAM LHA	Time To Fly
Blueberry Aviation	Logix.aero	TrueNoord
Boeing Commercial Airplanes	LPLG Avocats	Universal Avionics, an Elbit Systems Company
Buzz Aviation Consultancy	LTR	UK Regional and Business Airports Group
C&L Aviation Group	Lufthansa Systems	Universal Hydrogen
Cirium	Lufthansa Technik AERO Alzey	Vanden
Cloud Global	Macquarie AirFinance	VeeOne
Clyde & Co	Maeve Aerospace	Vertis Environmental Finance
Cobham Aerospace Communications	Magellan Aviation Group	Vogeler Rechtsanwälte Partnerschaft
Collins Aerospace	Martyn Fiddler Aviation	Web Manuals
Corpay	MedAire	Willis Lease Finance Corporation
Cosmic Aerospace	Medavia Technics	XINATIS
Cranfield University	MHI RJ Group	ZeroAvia
DASI		

# 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:**

### 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 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.

### 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.

### 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.

## 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 (PBN) 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.



## ERA working 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.





## Publications

ERA produces a range of publications throughout the year on key topics and current campaigns, a bi-monthly association magazine called *Regional International* – featuring high-profile interviews, market intelligence, the latest news and updates from our industry and member companies – and an annual *Yearbook*, a directory of all our members. These are distributed directly to members and high-profile industry figures as well as being available on our website. We encourage members to contribute to our publications to share their work and successes. There are also a variety of opportunities to advertise with us to further raise your company profile.



## Communications

ERA's fortnightly Members' Update e-newsletter is sent exclusively to members, and provides the latest news on issues facing the industry as well as updates on our work, events and details of how members can get involved in association life. In addition, our Director General sends a personal monthly message to all members giving a high-level overview of our current activities and priorities.



## Website

The ERA website is the association's shop window, packed with useful information, and as a member you will get to be part of it! Here you can find an up-to-date listing of members, publications, our group activities including registration for the latest meetings, news on our policy work, press releases, information on and registration for our major events, industry statistics and regulatory updates as well as details of the ERA Board and team. ERA members get special access to restricted documentation on the website.



## Social media

ERA has an active presence social media on LinkedIn, X (formerly known as Twitter) and Facebook, where we share the latest news and from our members and the wider aviation community as well as engaging with key stakeholders and regulators. By following us you can keep informed on our activities and join the conversation! You can follow us at:



[linkedin.com/company/european-regions-airline-association](https://www.linkedin.com/company/european-regions-airline-association)



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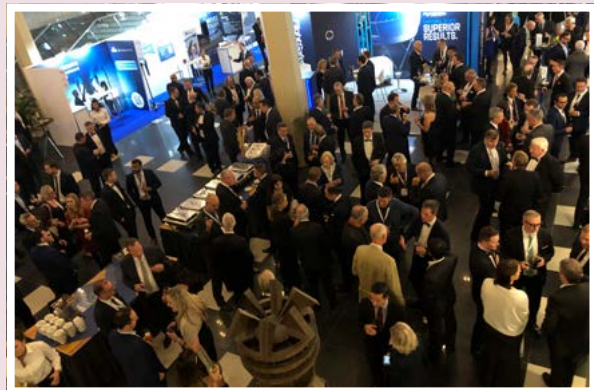


## Events

We hold two major annual events, the ERA Regional Airline Conference and the ERA General Assembly. These quality and high-profile events provide fantastic opportunities for senior management to take part in focussed peer-to-peer networking with fellow executives from other member companies – including leading regional airlines – and from across the industry, giving you the chance to establish new business relationships.

### ERA General Assembly

The ERA General Assembly is our premier annual members-only event. This prestigious and popular event brings our entire membership together for a two-day conference programme, the ERA Annual General Meeting, an extensive exhibition, press conferences, the awards dinner, our airline and airport CEOs' meeting as well as additional meetings dedicated to important issues relevant for member organisations.



## ERA Regional Airline Conference

ERA's annual spring Regional Airline Conference combines networking, presentation and debate of short-, medium- and long-term issues affecting our business. Aimed at senior management level, a distinguished panel of expert speakers and an international audience puts this event ahead of its game. The event is also open for a small number of non-member companies to attend, at a higher cost, to experience what ERA has to offer prior to joining.



## How to join

To get all these benefits of membership by joining ERA, simply complete our application form and return to us at [bus.dev@eraa.org](mailto:bus.dev@eraa.org). Details of membership fees (which depend on the type of company) can also be found on the form.

Our team will then process your membership and will be in touch with more information about getting involved with the association and our work. Don't forget, when your company joins, all employees are entitled to get involved with the association.

If you have any questions, please email [bus.dev@eraa.org](mailto:bus.dev@eraa.org) and one of our team members will be in touch.

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