

**Question for written answer E-010587/2014
to the Commission**
Rule 130
Ole Christensen (S&D)

Subject: Social dumping in the aviation industry

The Commission has recently made it clear that it regards the fact that the Irish-registered carrier Norwegian Air has still not received a licence for flights between the EU and the USA, and is therefore unable to offer more flights on this route, as a clear breach of the EU-US Air Transport Agreement.

I have already (Question E-002583/2014) drawn the Commission's attention to the fact that Norwegian Air's business model is based on social dumping. For example, the company is establishing a structure that forces pilots to be based in Thailand thus avoiding paying tax and social insurance contributions in Europe, where these pilots actually spend most of their time.

In view of this, would the Commission please explain:

Whether the aspects of Norwegian's business model which result in social dumping and unfair competition in the aviation industry have played a part in the Commission's assessment of the US aviation authorities' compliance with the EU-US Air Transport Agreement?

What the Commission is doing to investigate the legality of Norwegian's business model in the light of the many complaints that Norwegian is using flag of convenience strategies and is guilty of unfair competition?