

**Question for written answer E-005273/2018  
to the Commission**

Rule 130

**Tania González Peñas (GUE/NGL)**

Subject: Aid for regional airports

One of the symbols of the inappropriately named 'crisis' in Spain was the construction of infrastructure without considering socioeconomic criteria, as denounced by the European Court of Auditors: high-speed trains, ports and airports that have reported huge benefits for construction companies and long-term debts for citizens.

These are resources that could have been allocated in an effective way towards the promotion of tourism and improving the connectivity of those regions, which are not located within the axes defined by the large European cities.

One example: the airport of Asturias, which had more than 1.4 million passengers in 2017, will have no international connection throughout this winter, despite the fact that the company that is closing the final route, albeit temporarily, states that this is not due to a lack of profitability.

The Commission approved a new set of guidelines in May last year in the area of state aid to EU airports.

Did the Commission present the study called for by the European Economic and Social Committee (EESC)<sup>1</sup> on the situation of public aid, which provides information on the repercussions on the current economic efficiency and development, and their quantitative and qualitative impact on employment?

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<sup>1</sup> <https://eur-lex.europa.eu/legal-content/ES/TXT/?uri=CELEX%3A52014AE1544>.