



January 2011

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Chief Executive's Welcome

A happy New Year to all our readers, wherever you may be.

What might 2011 hold in store?

Most companies and their staff are facing economic pressures of one sort or another. Concerns exist as to how sales turnover will compare to previous years and will it yield a profit?

Airlines are certainly in that position and are continually assessing their own costs and those imposed upon them by regulatory burdens.

Being optimistic, there are reports of a better year ahead for the world's airlines, with some 'green shoots' supposedly evident. The challenge will be to nurture them and make sure they develop into strong sales and profits!

Mike Carrivick – Chief Executive

1. Snow and Heathrow Airport

The much publicised snowfall experienced at Heathrow Airport on 18 December 2010 and the subsequent handling logistics continue to raise serious points of difference between Heathrow Airport Ltd and its airline customers.

Not disputed is the need to have closure periods whilst runways are cleared, but should closures and restrictions be reasonably expected to continue for several days afterwards?

Between the 18th and the evening of 22 December, only one of the two runways was cleared for operation. Additionally, there were long delays in the clearances of taxiways and aircraft parking stands. Consequently, the airport became clogged up with aircraft that either could not be moved or operated because of all the various restrictions in place.

For passengers, the whole experience was a horrendous catalogue of air travel gone wrong, especially for those thousands who were in transit for connecting flights.

For airlines, it created havoc with hundreds of aircraft stuck out of position, in various parts of Europe and elsewhere. Also grounded were the passengers and crews, since those aircraft could not be used to maintain the rest of the schedule elsewhere, causing serious knock-on delays and cancellations across the global airline networks.

The unacceptable delays in getting Heathrow back to normal have created huge losses of revenues and great additional cost burdens for airlines as a result of that airport's less than optimal performance.

However, despite the open acknowledgement that matters should have been far better, BAA has declined any opportunity to share the burden of the revenue losses and extra costs imposed on the airline community.

Direct approaches by BAR UK have been rebuffed, a stance which is not accepted.

BAR UK continues to urge the BAA to acknowledge and implement the following;

- to better engage with airlines as its customers
- to better recognise the huge impacts suffered by airlines and their passengers
- to voluntarily offer, without prejudice, rebated airport charges for an agreeable period to offset the cost burden to airlines.

2. A New Airport for London?

The Mayor of London has made clear his objectives that London should be the 'best big city on earth' and that one of the key ingredients is the quality of its international air links.

What is the best way forward?

His office will shortly be publishing a report that, we are told, sets out a case for additional airport capacity to serve London and that this could be provided at a new hub airport. We await the publication of that report, prepared in conjunction with Transport for London, with great interest.

The aspects we will be assessing is how the new proposals may, or may not, meet the needs of our

member airlines and their customers.

Heathrow is not only an airport for London, but the key hub airport for the UK. It needs to be accessible from the regions and not just the capital and south east England. Separately, and at their request, we will also be having bilateral discussions with TfL (Transport for London).

Meanwhile, Heathrow is operating to full capacity, so the time lag before the publication of the government's planned new aviation policy, and any implementation of it, is a retrograde position for the country and the economy.

3. The Olympics and Air Travel

It's now less than 18 months before the start of the Olympic Games, closely followed by the Paralympics. There's a huge amount of work underway, including a great deal involving air travel, airports and airspace management.

In the mix to be planned for and handled will be:

- the Olympic Family
- Heads of State and VIPs, using scheduled and a significant number of private flights
- the teams and their specialised kit and equipment
- additional air travellers from all parts of the world
- helicopter flights to, from, and within the UK
- additional border and immigration control facilities
- Transport arrangements between airports, London and the Games Village.

BAR UK is a member of the Department for Transport's dedicated working group, joining several other key players in addressing these issues. We have already responded to the consultation regarding the extension of airport slot coordination to many airports not usually subject to a slot regime. This is to ensure that vital UK airspace is used in the most efficient manner by all users.

We look forward to continuing to contribute to the work of this group.

4. BAR UK news

a) New BAR UK Director

Following the vacancy created by the move of Conrad Clifford from Emirates, a board vacancy became available for a Middle East airline.

The board is pleased to announce that Clive Wratten, Etihad's General Manager UK, has accepted its invitation to be co-opted. Clive will then stand for election at the next AGM in May.

b) People on the move

AIRLINE	WELCOME	FAREWELL
American Airlines	Clive Cook	Don Langford
Austrian Airlines	n/a	Gudrun Sullivan
Emirates	Laurie Berryman	Conrad Clifford
Kingfisher Airlines	to be advised	Rick Saggar
Qantas Airways	Paul Yankson	Judith Crompton
Swiss Intl. Air Lines	Felix Rodel	Gregor Koncilja
Gulf Air	Christina Vidos – confirmed as Commercial Manager	
ASSOCIATE MEMBER	WELCOME	FAREWELL
Mott MacDonald	Laurie Price	n/a

c) BAR UK General Meetings in 2011

Friday 21 January 2011 - generously hosted by Clyde & Co

Tuesday 10 May 2011 - at Eye for Travel Exhibition, Islington (including AGM)

Friday 30 September 2011 - generously hosted by Stephenson Harwood

The next BAR UK Newsletter will be published in March 2011