

A report by the CAA Working Group on the work of the Aerodrome Congestion Working Group

Response from British Air Transport Association (BATA)

BATA welcomes the opportunity to respond to the report by the CAA Working Group on the work of the Aerodrome Congestion Working Group dated February 2005. BATA represents UK-registered airlines, both scheduled and charter. Our members produce 90% of UK airline output.

Airport delays at LHR are now a major proportion of all delays for airlines based at the airport. We welcome the recognition by CAA that BAA should be incentivised to reduce delays. However we are disappointed with the CAA's preference for the BAA's option of rebates when runway capacity is constrained by events within its control.

We believe BAA should take responsibility for the overall delay performance at their airports. We recognise of course that BAA is not responsible for all airport delays. Improvements will only come about with the cooperation of the airport, the airlines and NATS. But it is BAA who have the most influence and are in the best position to coordinate the efforts of all involved.

Our preferred option, therefore, is for rebates when a threshold of accumulated holding delays is exceeded. This will directly incentivise BAA to manage the whole process. This is similar to the scheme used with NATS which has worked well.

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