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Rod Gander
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Sent by email to economicregulation@caa.co.uk

Re. Proposal to modify Condition 2 of NATS (En Route) plc licence in respect of resilience planning, policy statement on enforcement and consultation on draft (CAP 1639)

Dear Rod,

British Airways (BA) agrees with the CAA's position on NERL resilience planning and enforcement as outlined in CAP 1639 and supports the licence modification proposed.

The submission of an updated NERL resilience plan on a two-year frequency should provide the CAA and wider industry stakeholders with clarity on resilience planning and the opportunity to review those plans as required. With the NERL RP3 consultation process starting in May it will be useful to understand what level of resilience the RP2 programme will ultimately support prior to moving into the RP3 period as well.

BA welcomes the CAA's commitments regarding monitoring and taking account of other forms of delay and cancellations which may also be indicators of NERL resilience performance beyond the standard delay metric measures. As such we support the CAA's statement that they will investigate incidents and trends that fall short of formal intervention thresholds proposed in the licence modification.

Yours sincerely,



David Milford
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British Airways plc