



Transport Committee

House of Commons, London, SW1A 0AA

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Dear Willie,

I am writing on behalf of the Committee to thank you for appearing at our evidence session about the impact of coronavirus on British Airways on Monday 11 May, and for the subsequent information you provided on cash refunds and vouchers in your letter dated 13 May.

To help inform our inquiry, the Committee would be grateful if you could please provide further information in writing as below.

Requests made during the session

There are two outstanding requests for information made during the evidence session on 11 May:

Q145 – Can you confirm whether British Airways (a) issued HR1 and section 188 notices to the UK Government and trade unions on 17 March; and (b) made clear that, once agreement was reached with trade unions on the availing of the Coronavirus Job Retention Scheme, these HR1 and section 188 notices would be paused?

Q152 – Has British Airways written to individual employees to advise them they are at risk of redundancy or have all messages regarding restructuring been communicated to employees collectively?

Additional requests for information

The Committee would also be grateful for additional information in response to questions that we were not able to sufficiently cover during the session.

BA finances

1. Could you please provide us with details on how British Airways' recorded operating profit of £1.9 billion in 2019 has been used by the company?
2. As of 14 May 2020, how much money has British Airways obtained from the UK Government for the purposes of furloughing staff?



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Future of BA operations

3. Will British Airways CityFlyer continue its operations from London City Airport to Glasgow Airport and Edinburgh Airport?

Job changes and redundancies

4. Were you aware of redundancies that were due to be made to BA CityFlyer staff when appearing before the Committee on 11 May? Will CityFlyer staff have the opportunity to transfer onto other British Airways fleets should they wish to do so?

5. Does British Airways intend to move all cabin crew onto a single contract with revised terms and conditions compared to those currently available on 'mixed fleet' contracts?

6. How is British Airways ensuring that trade union representatives who are furloughed are still able to carry out their duties, for example to engage with employees who have also been furloughed or are working in lockdown conditions?

7. Do British Airways intend to avail of the extension to the Government's Coronavirus Job Retention Scheme for its employees until the end of October? And if so, for how many employees?

We would be grateful for a response to these questions by **Tuesday 2 June 2020**.

Yours sincerely,

Huw Merriman MP
Chair of the Transport Committee