



Annual Report

2011 -2012

Building #4, Grantley Adams Industrial Estate, Christ Church

THE AIR TRANSPORT LICENSING AUTHORITY

Annual Report

2011 - 2012

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AIR TRANSPORT LICENSING AUTHORITY

Building #4, Grantley Adams Industrial Estate, Christ Church
BARBADOS



Making Barbados Work Better

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LETTER OF TRANSMITTAL

April, 2014

Honourable Richard Sealy
Ministry of Tourism and
International Transport
International Transport
Baobab Tower
Warrens
ST. MICHAEL

Dear Minister

In accordance with Section 15(1) of the Civil Aviation Act, 2005, Cap. 288B of the Laws of Barbados, I have the honour to submit to you, in your capacity as Minister of Tourism and International Transport, the Air Transport Licensing Authority's Accounts and its Report on its operations during April 1, 2011 - March 31, 2012.

I am
Yours faithfully


for Chairman

BOARD MEMBERS AND SENIOR OFFICERS

The following Board Members were appointed for a period of two years from March 25, 2011:

Mr. Leric Hunte	-	Chairman
Mr. Simon Angoy	-	Deputy Chairman
Mr. Robert Morris	-	Member
Mr. Andrew Moseley	-	“
Ms. Gale Prescod	-	“
Mrs. Beryl Weekes	-	“
Chief Operations Officer GAIA Inc.	-	“
Mr. Lindell Nurse	-	“
Board Secretary		
Ms. Arlene Daniel	-	Secretary

CHAIRMAN'S REMARKS

During the course of this year the Authority's systems and resources were tested as it sought to cater to the first Barbadian registered low cost carrier, REDjet. Despite repeated challenges to its parliamentary mandate, the Authority was able to respond professionally and promptly to the various requirements of the new entrant to Barbadian Civil Aviation. It was regrettable therefore that the demise of such a venture occurred after less than one year of operation, as REDjet's presence highlighted the multiple benefits to be derived from a Barbados owned and operated carrier, particularly in lowering the air travel costs to travellers not only in Barbados but in all States to which the airline operated.

The Authority continued to work on a restructuring plan which would enable it to better respond to the needs of its clientele. By the end of the year after considering several options, a new staffing structure based on a self-supporting Authority had been designed and the proposals submitted to the Ministry.

For several years the Laws governing consumer protection with relation to the airline industry, which is so important to present-day airline travellers, had occupied the attention of the Authority. After detailed consideration of this matter, including the review of Regulations in force in Europe, North America and India, detailed proposals for changes to the Civil Aviation (Licensing of Air Services) Regulations were compiled and submitted to the Ministry of International Transport. However, as a result of the difficulties faced by the public after the suspension of operations by REDjet and the public outcry for the protection of passengers who had bought tickets to travel, and their inability to obtain a return of their money, the Authority took the decision to revisit their proposals governing consumer protection.

After careful reconsideration, the proposed Regulations were revised to broaden the provisions for refunds to consumers in cases of the suspension of operations of an airline. It is also proposed that any start up airline is to be bonded in a sum of not less than US\$250,000.00. These proposed changes have been finalized and the revised proposed legislation has been re-submitted to the Ministry which subsequently recommended that the Authority enter into consultation with industry stakeholders. The Authority will therefore be preparing in due course for the consultation phase of the proposed legislation.

As the Authority met the challenges of the year it was noted with some concern that the laws governing the functioning of the Authority needed to be more comprehensive in several areas. It remains mindful of the need for a complete revision of the Civil Aviation Act and its Regulations so that the Authority can be empowered to conduct its business within an improved legal framework.

FUNCTIONS OF THE AUTHORITY

The functions of the Authority as detailed in the Civil Aviation Act are:

- (a) to hear and determine applications for licences or for amendments to licences to operate any scheduled air service;
- (b) to consider any representation or objection from any person with respect to
 - (i) the adequacy of any scheduled air service; or
 - (ii) the charges for any scheduled air service;
- (c) to determine any question referred to it by the Minister that
 - (i) relates to facilities for air transport into or out of Barbados or to the charges for such facilities; or
 - (ii) in the opinion of the Minister, requires consideration with a view to the improvement of air transport services into or out of Barbados;
- (d) To approve all fares, rates and other charges and conditions respecting scheduled air services into or out of Barbados, except where those matters are regulated by an international agreement to which Barbados is a party;
- (e) To make reports and recommendations to the Minister in connection with conclusions reached after consideration of matters referred by the Minister;
- (f) With the approval of the Minister, to appoint such assessors as it thinks expedient for the purpose of securing proper advice respecting matters affecting the interest of
 - (i) users of air transport services; and
 - (ii) technical, professional, industrial and commercial bodies including labour unions directly concerned with the provision of air transport services into or out of Barbados;
- (g) To perform such other functions as the Minister may from time to time determine.

FUNCTIONS OF THE SECRETARIAT

The Secretariat is staffed by a Secretary (Administrative) and a Clerk/Typist. The Secretary manages the daily functioning of the Secretariat and oversees the one staff member. It is the job of the Secretary to analyse data received from the airlines and present these to the Members of the Authority in such a manner as to assist them in making decisions, to convene meetings and support the functions of the Board as its Secretary. The Secretary is also called upon to carry out various ancillary duties such as research on various matters which may from time to time be referred to the Authority by the International Transport Division of the Ministry of International Business and International Transport. The Secretary also attends and participates in air services discussions locally and internationally and attends international aviation conferences and seminars which have a direct impact on local civil aviation and air travel.

The Clerk/Typist is responsible for the preparation of documents, record keeping and the daily functioning of the office.

FINANCE

The Authority's approved estimates of expenditure for the financial year, April 2011 to March 2012, totalled \$179,556.00. Revenue generated during that period amounted to BDD71,000.00. The budget is attached at **Appendix I**.

OPERATIONAL ACTIVITIES 2011-2012

ACTIVITIES DURING THE PAST YEAR

(1.) HOLDING OF MEETINGS

During the period April 1, 2011 to March 31, 2012, the Authority held fourteen (14) meetings to consider applications for licences, fares and schedules. Two of these were extraordinary meetings, which were occasioned by particularly urgent or important matters. In addition, the Authority also held round robins during which the views of Members were sought by telephone, or email on matters that could be decided in this expeditious manner. Such decisions were formalised at its succeeding meeting.

(2.) GRANTS AND VARIATIONS OF LICENCES

During the year the Authority issued twenty-one (21) licences. The total remuneration derived from these licences as well as for applications for licences was \$71,000.00. A list of the licences issued and fees collected is attached at **Appendix II**.

New Licences Issued

(i) Airone Ventures Ltd. (Trading as REDjet)

During the course of the year seven new licences were issued to REDjet. The first Licences - Barbados/Georgetown/Barbados; Barbados/Kingston/Barbados and Barbados/Port of Spain/Barbados were issued and effective on April 21st, 2011. The airline formally began operating a service between Barbados and Georgetown, Guyana on May 10, 2011; and began services to Port-of-Spain, Trinidad on July 28, 2011. The airline however ceased operations on March 16, 2012.

REDjet was also issued licences for St. Lucia; St. Maarten; Antigua and Grenada. However five of the applications remained pending, at the time of the company's closure, as the Authority was awaiting technical clearance for the applications, from local and foreign aviation authorities.

RENEWED LICENCES

(ii) US Airways Inc.

At the expiry of its licence in February 2011, US Airways applied for and was granted a renewed licence for its services between Barbados and Charlotte, North Carolina, USA.

(iii) Caribbean Airlines Ltd.

On January 12, 2011, Caribbean Airlines applied for renewal of its operating licences for services to and from Barbados using the Dash 8 aircraft. The airline also applied for additional intermediate stops on its Port-of-Spain/Barbados/Port of Spain and Port of Spain/Barbados/Kingston licences to include intermediate stops at Grenada, Antigua, St. Maarten and Tobago.

Since Grenada and St. Maarten were not approved stops on the Bilateral Agreement between Barbados and Trinidad and Tobago, it became necessary for the two countries to enter into negotiations with respect to these countries. As a result, the issuing of these licences were significantly delayed. However four licences were issued to Caribbean Airlines in December 2011 for:

- (1) Port-of-Spain/Barbados/Port-of-Spain - intermediate point Tobago (traffic purposes)
- (2) Port-of-Spain/Barbados/Kingston/Barbados/Port-of-Spain - intermediate stops (non-traffic) ANU, SXM
- (3) Georgetown/Port-of-Spain/Barbados/Port-of-Spain
- (4) Port-of-Spain/St. Lucia/Barbados/St. Lucia/Port-of-Spain

(iv) British Airways PLC

At the expiry of its licence which was issued for the Barbados/London route, British Airways applied for and was granted a renewed licence.

Amended Licences

REDjet

The licences issued to REDjet were amended by the Authority in order to make provision for more precise routing. These licences were reissued at no cost to the airline.

Caribbean Airlines Ltd.

The four licences issued to Caribbean Airlines in December 2011 were amended in February 2012 when the airline added new ATR aircraft to its fleet.

Applications Pending

(i) Airone Ventures Limited (Trading as REDjet)

REDjet submitted and paid for five (5) licences which were pending at the date of its cessation of operations.

(ii) Caribbean Airlines Ltd

Pending is an application from Caribbean Airlines for services on the route Port-of-Spain/Barbados/Grenada/Port of Spain. This application is awaiting bilateral negotiation between Barbados and Trinidad & Tobago. Until such time as the result of such negotiation is advised, the airline operated therefore under its old licence in accordance with the present Regulations during this reporting period.

(iii) Virgin Atlantic

At the expiry of its licences between Barbados and London and Barbados and Manchester, the airline applied for renewal. The airline however experienced difficulty in the submission of its technical documentation and therefore technical clearance is still being awaited from the Barbados Department of Civil Aviation .

(3.) APPROVAL OF FARES, RATES AND OTHER CHARGES

The Authority processed fare applications as part of applications for licences as well as applications for fare ‘specials’ - reductions aimed at generating increased passenger activity. There were notably few applications for increased fares during the reporting period.

(4.) PROCESSING OF APPLICATIONS FOR VARIATIONS TO SCHEDULES

During 2011-12 approximately fourteen (14) airlines operated scheduled services into Barbados (see **Appendix III** attached). The majority of these airlines submitted seasonal schedules of operations.

The Authority also processed ad hoc schedule changes, which arise as a result of unexpected operational or technical difficulties as well as seasonal traffic volume changes which are experienced by the airlines from time to time.

(5.) SCHEDULED SERVICES

(a.) Canada

Two airlines, Air Canada and WestJet, operate in this market. Air Canada serves Toronto year round and Montreal on a seasonal basis while WestJet serves the Toronto market. Air Canada controls the majority share of the traffic in this market with 64.18%, while WestJet carried the remaining 35.82%. 168,159 passengers were recorded during the period, representing a decrease in passenger activity on the route of 4.34%.

(b.) Caribbean Region

Scheduled carriers on this route during 2011 were Caribbean Airlines, LIAT and new entrant, REDjet. REDjet was a Barbadian registered carrier which commenced operations in May 2011. The routes generating large amounts of passenger activity were Port-of-Spain, St. Vincent, Georgetown, St. Lucia, Antigua and Grenada. As previously mentioned REDjet ceased operations on March 16, 2012.

On the Port- of -Spain route 159,902 passengers were recorded, and this reflected an increase of 41,209 passengers. Caribbean Airlines held the majority share of the market with 74.24%, LIAT followed with 18.96% and REDjet made inroads with 6.80% of the market share.

LIAT enjoyed a monopoly on the St. Vincent route which recorded an increase in passenger activity of 9.54%.

The Georgetown route recorded an increase of 47.46% in passenger activity. Three airlines operated on this route. LIAT led in market share with 65.77%, REDjet captured 33.90% and Caribbean Airlines 0.43%.

On the St. Lucia route, the 68,671 passengers recorded, reflected a decline of 9.85%. The two carriers on this route were LIAT, with 99.16% market share, and REDjet 0.84%.

The Antigua route generated 56,607 passengers. LIAT monopolized the market with 99.83% market share.

On the Grenada route LIAT was the sole scheduled carrier, ferrying a total of 53,539 passengers. This figure however represented a decrease of 12% when compared to 2010 figures.

(c.) Europe

Since the withdrawal in 2009 of Livingston Air, which provided weekly services to Italy, the only scheduled passenger airline serving the European market at the present time

is Condor. This airline provides services twice weekly between Barbados and Frankfurt, Germany.

(d.) United Kingdom

This route is served by two airlines, Virgin Atlantic and British Airways which together serve two UK cities – London and Manchester. On the London route, Virgin Atlantic holds a market share of 54.71% while British Airways transports the other 45.29% of the traffic. The London route recorded an increase in passenger activity of 1.79% over last year's figures. Virgin Atlantic is the sole carrier on the Manchester route.

(e.) United States

During the period the United States of America (USA) was served by five airlines - American Airlines, American Eagle, Delta Air Lines, JetBlue and US Airways. USA cities served are – Atlanta, Charlotte, Dallas, Miami, New York and San Juan.

American Airlines was the only carrier on the Miami route and recorded an increase in passenger activity on this route of 1.75%. On the New York route American Airlines lost some market share to JetBlue but still maintained its lead of 50.84%, while JetBlue's share of the market was 49.16%.

The San Juan route showed a decline in arrivals of 59.19% from its 2010 figures. American Airlines' partner, American Eagle, held a market share of 93.86% while LIAT held the remaining 6.14%.

U.S. Airways was the sole carrier transporting passengers to Charlotte, USA while American Airlines was the sole carrier on the Dallas route.

(f.) South America

After a hiatus of several years a direct service between Barbados and South America has been re-established with the introduction of GOL's services between Barbados and Brazil in June 2010. During the period GOL transported over 8,000 passengers.

STATISTICS

The Authority, with the assistance of the Ministry of International Transport, is responsible for the compilation of monthly statistical reports derived from reporting forms submitted by airlines.

The information using this data (Form C) is compiled by the Statistical Officer in the Ministry of International Business and International Transport. The Analyses displayed below relates to data received up to December 2011.

As shown in Table I attached at **Appendix IV** passenger traffic totalled 1,704,151. This was an increase of 4.87 or 79,089 persons when compared to the 1,625,062 travellers recorded for the corresponding period in 2010. Canada recorded 168,159 or 10% of passenger traffic in 2011 in comparison to 175,784 or 11% of passenger traffic in 2010.

The Commonwealth Caribbean continue to be the main source market, transporting 582,626 or 34% of passenger traffic in 2011 in comparison with 516,549 or 32% in 2010. The French West Indies registered 12,201 or 1% passengers in 2011 in comparison with 10711 or 1% passengers in 2010. Latin America recorded 8,637 passengers or 0% in 2011 over 2,595 passengers or 0% in 2010. The Other Caribbean recorded 13,071 or 1% of passengers in 2011 in comparison to 17,469 or 1% in 2010 of passenger traffic. The United Kingdom/Europe recorded 435,005 passengers or 26% of traffic in 2011 as compared to 437,793 or 27% in 2010. Passenger traffic for the United States of America totalled 484,452 passengers or 28% of passenger traffic in 2011 in comparison to 464,161 of 28% in 2010 (see **Appendix V** attached).

Appendix VI shows that American Airlines transported 364,089 passenger in 2011 in comparison to 362,851 passenger in 2010 an increase of 11.39%. British Airways transported 171,679 passengers in 2011 in comparison to 166,207 an increase of 3.29%. Caribbean Airlines transported 154025 passengers in 2011 in comparison to 132716 passengers in 2010 an increase of 16.06%. Condor transported 17,521 passengers in 2011 when compared with 11,213 shows an increase of 56.26%. Gol VRG Linhas Airlines transported 8,637 passengers in 2011 in comparison to 2,595 an increase of 232.83%. JetBlue Airways transported 105,460 passengers in 2011 over 77,724 passengers in 2010 an increase of 35.69%. LIAT transported 418,104 passengers in 2011 in comparison to 412,613 passengers in 2010 an increase of 1.33%. REDjet transported 36,630 passengers an increase of 100% as this airline did not operate in 2010. Air Canada transport 110,608 passengers in 2011 down from 114,604 in 2010 a decrease of 3.49%. American Eagle transported 3125 passengers in comparison to 9168 passengers in 2010 a decrease of 65.91%. Delta Airlines carried 1,942 passenger down from 9,719 a decrease of 80.02%. US Airways carried 8,975 in 2011 passengers down from 40,099 in 2010 a decrease of 77.62%. Virgin Atlantic transported 245,805 passengers in 2011 in comparison to 260,373 passengers in 2010 a decrease of 5.60% and West Jet carried 57,551 passengers in 2011 in comparison to 61,180 in 2010 a decrease of 5.93%.

HEARING OF COMPLAINTS

REDjet – Sale of Tickets

Following a complaint from REDjet, a formal Hearing was held on February 5, 2011 pertaining to the sale of tickets before the grant of a licence and permission to advertise the airline's routes and services. At the start of the hearing it was revealed that the circumstances which curtailed the sale of tickets no longer existed as the Director of Civil Aviation had issued an Air Operator's Certificate to REDjet. It was decided that a licence would be issued to the airline and ticket sales could therefore commence.

Refund of Cost of Ticket to Passenger

The Authority handled one complaint during the period which related to the demise of local airline REDjet. A member of the public requested that the Authority assist in securing a refund of her airfare. The matter was successfully settled, however the public outcry for justice constrained the Authority to seek legal advice on the rights of passengers in the particular circumstances. It was found that the legislation did not address the issue

specifically. This therefore led the Authority to seek to improve the provisions of the Regulations to provide for customers in the circumstances of the demise of an airline.

TRENDS IN AIR TRANSPORT

One of the major tools in the regulation of international air traffic is the Air Services Agreement between countries. The continuing trend has been the liberalization of these agreements with a notable increase in “open skies” air services agreements which provide full market access without restrictions on Third, Fourth and Fifth freedom traffic rights, designation, capacity, frequencies, code sharing and tariffs. Liberalization has not only affected Bi-lateral Agreements but Regional Multilateral Agreements has also been formulated. Within the Caribbean region arrangements are being formulated for the liberalization of intra-regional air transport services by means of a revised Caribbean Community (CARICOM) Multilateral Air Services Agreement (MASA).

These agreements have a disenfranchising effect on the work of the Authority as it pertains to the regulation of air traffic and tariffs, particularly those relating to air fares, and gives rise to the question of the promotion and maintenance of fair competition.

The low fare business model which had been adopted by some new entrants in the United States following deregulation in 1978 have continued to grow and spread. This business model emerged in Barbados in the form of REDjet. The presence of REDjet promoted a review of regulatory practices especially as they pertained to pricing.

*AIR TRANSPORT LICENSING AUTHORITY
November 2013*

APPENDIX I

SUB HEAD AND OBJ. NO.	HEAD 68 MINISTRY OF INTERNATIONAL BUSINESS AND INTERNATIONAL TRANSPORT	PROPOSED NEW BUDGET 2011/2012
	<u>334: REG. OF AIR SERVICE</u> <u>SUB-PROGRAM 336:</u> <u>ACTIVITY: AIR TRANSPORT</u> <u>LICENSING AUTHORITY</u>	- - - -
	- <u>(CODE 68 334 336)</u> <u>OBJECT CLASSIFICATION</u>	- -
1EX02	102 Other Personal Emoluments	104,840.00
2EX06	206 - Travel	2,000.00
2EX07	207 - Utilities	4,594.00
2EX09	209 - Library	1,800.00
2EX10	210 - Supplies and Materials	3,500.00
2EX11	211 - Maintenance of Property	5,238.00
2EX12	212 - Other Operating Expenses	57,584.00
2EX625	752 - Machinery & Equipment	-
TOTAL AIR TRANSPORT LICENSING AUTHORITY		179,556.00

APPENDIX II

LICENCES ISSUED & FEES COLLECTED APRIL 1, 2011 TO MARCH 31, 2012

Licence No	Airline	Route	Date Issued	Total Fees Paid	Comments
3-11-1	Airone Ventures Ltd operating as REDjet	Barbados /Georgetown/Barbados	April 19, 2011	Fees paid in Previous Year	
3-11-2	Airone Ventures Ltd operating as REDjet	Barbados /Kingston /Barbados	April 19, 2011	Fees paid in Previous Year	
3-11-3	Airone Ventures Ltd operating as REDjet	Barbados /Port-of-Spain/Barbados	April 19, 2011	Fees paid in Previous Year	
3-11-1 AMENDED	Airone Ventures Ltd operating as REDjet	Barbados /Georgetown/Barbados	May 26, 2011	Fees not necessary	Amended by the Authority
3-11-2 AMENDED	Airone Ventures Ltd operating as REDjet	Barbados /Kingston/Barbados	May 26, 2011	Fees not necessary	Amended by the Authority
3-11-3 AMENDED	Airone Ventures Ltd operating as REDjet	Barbados /Port-of-Spain/Barbados	May 26, 2011	Fees not necessary	Amended by the Authority
11-11-1	Airone Ventures Ltd operating as REDjet	Barbados/St. Lucia(Hewannorra)/Barbados	November 29, 2011	18,000	
2-12-01	Airone Ventures Ltd operating as REDjet	Barbados/St. Maarten/Barbados	February 07, 2012		
	Airone Ventures Ltd operating as REDjet	Barbados/Suriname/Barbados			Application Pending
	Airone Ventures Ltd operating as REDjet	Barbados/Panama/Barbados			Application Pending
	Airone Ventures Ltd operating as REDjet	Barbados/St. Kitts/ Barbados			Application Pending
3-12-2(P)	Airone Ventures Ltd operating as REDjet	Barbados/Antigua/Barbados	March 06, 2012		Provisional Licence Issued
3-12-1(P)	Airone Ventures Ltd operating as REDjet	Barbados/Grenada/Barbados	March 06, 2012		Provisional Licence Issued
	Airone Ventures Ltd operating as REDjet	Barbados/Puerto Rico/Barbados			Application Pending
	Airone Ventures Ltd operating as REDjet	Barbados/Portlamar/Barbados			Application Pending
12-11-1	US Airways Inc.	Charlotte/Barbados/Charlotte	December 20, 2011		5,500.00
12-11-2	Caribbean Airlines Ltd.	Port-of-Spain/Barbados/Port-of-Spain	December 08, 2011	5,500.00	
12-11-3	Caribbean Airlines Ltd.	Port-of-Spain/Barbados/Kingston/Barbados/Port-of-Spain	December 08, 2011	5,500.00	
12-11-4	Caribbean Airlines Ltd.	Port-of-Spain/Georgetown/Barbados/Port-of-Spain	December 08, 2011	5,500.00	

APPENDIX II

Licence No	Airline	Route	Date Issued	Total Fees Paid	Comments
	Caribbean Airlines Ltd.	Port-of-Spain/Grenada/Port-of-Spain	Not Issued	5,500.00	Application Pending
12-11-5	Caribbean Airlines Ltd.	Port-of-Spain/St. Lucia/Barbados/St. Lucia/Port-of-Spain	December 08, 2011	5,500.00	
2-12-02	Caribbean Airlines Ltd.	Kingston/Barbados/Kingston	February 13, 2012	5,500.00	
12-11-6	British Airways PLC	London/Barbados/London	December 29, 2011	5,500.00	
	Virgin Atlantic	London/Barbados/London	Not Issued	1,500.00	Amendment Application Pending
	Virgin Atlantic	Manchester/Barbados/Manchester	Not Issued	1,500.00	Amendment Application Pending
12-11-2 AMENDED	Caribbean Airlines Ltd.	Port-of-Spain/Barbados/Port-of-Spain	February 13, 2012	1,500.00	
12-11-3 AMENDED	Caribbean Airlines Ltd.	Port-of-Spain/Barbados/Kingston/Barbados/Port-of-Spain	February 13, 2012	1,500.00	
12-11-4 AMENDED	Caribbean Airlines Ltd.	Port-of-Spain/ Georgetown/Barbados/Port-of-Spain/ Barbados/ Georgetown/Port-of-Spain	February 13, 2012	1,500.00	
12-11-5 AMENDED	Caribbean Airlines Ltd.	Port-of-Spain/St. Lucia/Barbados/St. Lucia/Port-of-Spain	February 13, 2012	1,500.00	

Total Funds collected as at February 20, 2012

BDS

\$ 71,000.00

APPENDIX III

AIR TRANSPORT LICENCES VALID AS AT MARCH 31 2012			
	AIRLINES	LICENCE NO:	ROUTES
1	Air Canada	9-08-3	Montreal/Barbados/Montreal
	"	9-08-4	Toronto/Barbados/Toronto
2	American Airlines	9-08-1	Miami/Barbados/Miami
	"	10-10-1	Dallas/Barbados/Dallas
	"	9-08-2	New York/Barbados/New York
3	American Eagle	6-09-3	San Juan /Barbados /San Juan
4	Amerijet	8-09-1	Miami/Barbados/San Juan/Barbados/Miami
	"	8-09-2	Miami/Barbados/ Bogota/Barbados/Miami
5	British Airways PLC	12-11-06	London/Barbados/London
6	Caribbean Airlines	12-11-2 AMENDED	Port of Spain/Barbados/Port of Spain
	"	12-11-3 AMENDED	Port of Spain/Barbados/ Kingston/Barbados/Port of Spain
	"	12-11-4 AMENDED	Port of Spain/Georgetown/Barbados/Port of Spain
	"	12-11-5 AMENDED	Port of Spain/St. Lucia/Barbados/St. Lucia/Port of Spain
	"	2-12-02	Kingston/Barbados/Kingston
7	Condor Flugdienst	9-09-1 AMENDED	Frankfurt/Barbados/Frankfurt

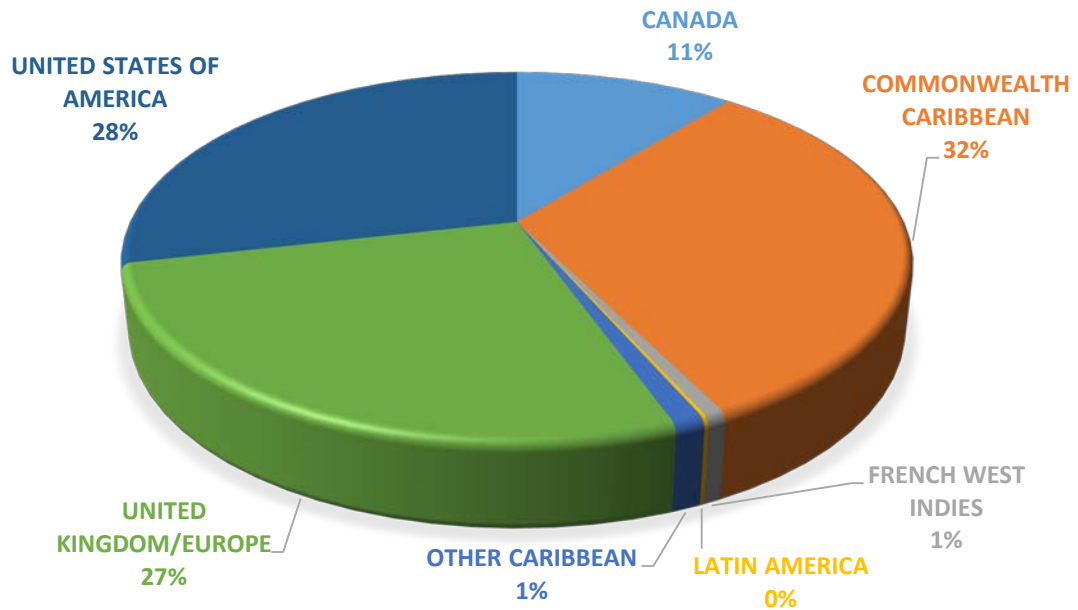
APPENDIX III

8	Gol VRG	6-10-1	Brazil/Barbados/Brazil
9	Jetblue	6-09-1	New York/Barbados/New York
10	LIAT	8-09-3	Barbados/Antigua/Barbados
	"	8-09-4	Barbados/Curacao/Barbados
	"	8-09-5	Barbados/Dominican Republic/Barbados
	"	8-09-6	Barbados/Martinique/Guadeloupe/ Barbados
	"	8-09-7	Barbados/St. Lucia/Barbados
	"	8-09-8	Barbados/Venezuela/Barbados
	"	8-09-9	Barbados/Kingston/Barbados
11	REDjet	3-11-1 AMENDED	Barbados/Georgetown/Barbados
	"	3-11-2 AMENDED	Barbados/Kingston/Barbados
	"	3-11-3 AMENDED	Barbados/Port of Spain/Barbados
	"	11-11-1	Barbados/St. Lucia/Barbados
	"	2-12-1	Barbados/St. Maarten/Barbados
	"	3-12-1(P)	Barbados/Grenada/Barbados
	"	3-12-2(P)	Barbados/Antigua/Barbados
12	US Airways Inc	12-11-1	Charlotte/Barbados/Charlotte
13	Virgin Atlantic	2-09-1	London/Barbados/London
	"	2-09-2	Manchester/Barbados/Manchester
14	Westjet	7-08-1	Toronto/Barbados/Toronto

TABLE I
PASSENGER TRAFFIC BY COUNTRY AND CITY - DECEMBER 2011

CITY	MONTH				CUMULATIVE			
	DECEMBER				JANUARY TO DECEMBER			
	2010	2011	CHANGE		2010	2011	CHANGE	
ABS			%	ABS			%	
<u>CANADA</u>	15,798	15,223	-575	-3.64	175,784	168,159	-7,625	-4.34
MONTREAL	692	712	20	2.89	10,339	7,668	-2,671	-25.83
TORONTO	15,106	14,511	-595	-3.94	165,445	160,491	-4,954	-2.99
<u>COMMONWEALTH CARIBBEAN</u>	39,217	47,265	8,048	20.52	516,549	582,626	66,077	12.79
ANTIGUA	4,304	3,586	-718	-16.68	58,643	56,607	-2,036	-3.47
DOMINICA	1,694	1,724	30	1.77	26,591	31,741	5,150	19.37
GEORGETOWN	2,798	7,126	4,328	154.68	47,980	70,749	22,769	47.46
GRENADA	4,183	3,435	-748	-17.88	61,107	53,539	-7,568	-12.38
KINGSTON	2,845	3,060	215	7.56	28,988	36,009	7,021	24.22
PORT OF SPAIN	11,170	15,241	4,071	36.45	118,693	159,902	41,209	34.72
ST. KITTS	43	89	46	106.98	1,905	1,578	-327	-17.17
ST. LUCIA	5,091	5,136	45	0.88	75,532	68,671	-6,861	-9.08
ST. VINCENT	6,829	7,622	793	11.61	93,389	102,299	8,910	9.54
TOBAGO	260	246	-14	-5.38	3,721	1,531	-2,190	-58.86
<u>FRENCH WEST INDIES</u>	663	827	164	24.74	10,711	12,201	1,490	13.91
MARTINIQUE	663	629	-34	-5.13	10,681	11,501	820	7.68
GUADELOUPE	0	198	198	100.00	30	700	670	2,233.33
<u>LATIN AMERICA</u>	559	822	263	47.05	2,595	8,637	6,042	232.83
SAO PAULO	559	822	263	47.05	2,595	8,637	6,042	232.83
<u>OTHER CARIBBEAN</u>	1,076	694	-382	-35.50	17,469	13,071	-4,398	-25.18
CANOUAN	137	105	-32	-23.36	2,857	969	-1,888	-66.08
CURACAO	201	155	-46	-22.89	3,907	3,817	-90	-2.30
ST. MAARTEN	508	258	-250	-49.21	6,983	3,258	-3,725	-53.34
TORTOLA	230	176	-54	-23.48	3,722	5,027	1,305	35.06
<u>UNITED KINGDOM /EUROPE</u>	41,615	41,565	-50	-0.12	437,793	435,005	-2,788	-0.64
FRANKFURT	2,028	3,148	1,120	55.23	11,213	17,521	6,308	56.26
LONDON	36,492	34,633	-1,859	-5.09	372,444	379,098	6,654	1.79
MANCHESTER	3,095	3,784	689	22.26	54,136	38,386	-15,750	-29.09
<u>UNITED STATES OF AMERICA</u>	42,405	42,990	585	1.38	464,161	484,452	20,291	4.37
ATLANTA	330	0	-330	-100.00	9,719	1,942	-7,777	-80.02
CHARLOTTE	851	1,123	272	31.96	10,559	8,975	-1,584	-15.00
DALLAS	2,150	3,052	902	41.95	2,150	39,334	37,184	1,729.49
MIAMI	22,691	19,382	-1,159	-5.64	211,970	215,674	3,704	1.75
NEW YORK	17,253	18,488	1,235	7.16	190,455	214,541	24,086	12.65
PHILADELPHIA	0	0	0	0.00	29,540	0	-29,540	-100.00
SAN JUAN	1,280	945	-335	-26.17	9,768	3,986	-5,782	-59.19
TOTAL	141,333	149,386	8,053	5.70	1,625,062	1,704,151	79,089	4.87

PASSENGER TRAFFIC BY COUNTRY 2010



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