

Contents

Can you fill a plane to capacity taking into account social distancing?	1
What transportation can you provide?	1
Can a charter flight be cancelled?.....	2
Are the prices you've mentioned inclusive of ground costs?	2
Who is responsible for the different permits, such as permits to fly over different countries?	2
Would it be possible for 2 universities to joint charter a flight?	2
What insurances are available in case government rules change?	2
Can you negotiate with the charter companies at all?	2
Are you able to organise onward travel of the arrival airports?	2
Are you able to sell unsold tickets or freight capacity on the charter flight to bring the cost down? ...	3
How many charter companies are there that you can negotiate price with?.....	3
Would something be rescheduled if our charter was cancelled?	3
Can we charter into other UK airports other than just London?.....	3
Are there any additional costs that haven't been mentioned?.....	3
Is the 'on board' experience comparable to a scheduled service?	3
What time lines are we looking at if we want to have students arrive mid-September?	4
Are there landing slots at the moment for charter flights to land in the UK/China?	4
How modern are the planes? Are they inline with the current fleets?	4
If we decided to pursue this, could the students book and pay the TMC directly for their ticket?	4
What do we do about publicity?.....	4

Can you fill a plane to capacity considering social distancing?

Yes, you can sell every seat on an aircraft. Masks would be made mandatory with temperature checks before boarding. The aircraft and crew will be fully compliant with Covid-19 procedures in aircraft cleanliness and so on. If, however you decided to leave the middle seat free, it means lower seat sales which would increase the overall cost per passenger.

What transportation can you provide?

The aircraft are anything from 4 seat to 440 seats. Ground transportation can be coaches or taxis depending within the UK, depending on onwards journeys. This would incur an additional cost.

Can a charter flight be cancelled?

Yes, it can, but the closer you get to the planned departure date, the higher the cancellation penalties would be.

Are the prices you've mentioned inclusive of ground costs?

The costs are guide, they cover all aspects of getting the aircraft moved from one destination to another. Onward coach travel and passenger airport tax would be additional. Please contact Clarity BT to discuss the actual costs in greater detail.

Who is responsible for the different permits, such as permits to fly over different countries?

The airline or charter company take care of all this.

Would it be possible for 2 universities to joint charter a flight?

Yes, this is also absolutely workable, if you know your local universities you can make direct contact with them, you could post a question on the HEPA/BUFDG discussion board, or contact Jayne Thorn at SUPC who can put you in touch with institutions in your area.

What insurances are available in case government rules change?

e.g. flights no longer allowed in/out a certain country or social distancing on planes means we can only fill say every other seat so fill 50% max?

The same as a commercial operated service, if the government advise against travel a full refund is given and this would be within the contract.

You do not have to social distance on a plane but if you wish to do so (perhaps leave a middle seat free) that is fine. However as you are selling less seats the cost goes up.

Can you negotiate with the charter companies at all?

Yes, and if you do more than one rotation, then the cost goes down.

Are you able to organise onward travel of the arrival airports?

Yes, onwards coach or taxi travel can be organised, but this would incur additional costs.

Are you able to sell unsold tickets or freight capacity on the charter flight to bring the cost down?

Yes, but it is inadvisable since you are reliant on a third party.

How many charter companies are there that you can negotiate price with?

We have access to all the charter companies, as well as BA, EasyJet, and Virgin. In real terms however there are only 3 or 4 companies that have a jumbo jet available.

Would something be rescheduled if our charter was cancelled?

Yes, the flight could be rescheduled if it was cancelled for whatever reason.

Can we charter into other UK airports other than just London?

Yes, it is possible to do this, but checks need to be made that the aircraft you plan to use can use the often-shorter runways at regional UK airports.

Are there any additional costs that haven't been mentioned?

The price in the slides was just a guide, you should contact the TMC directly to discuss the exact route and numbers you are looking at to get a cost.

Is the 'on board' experience comparable to a scheduled service?

We want to ensure there is a good student experience.

Generally, yes, it is. There would be meals served and depending on type of aircraft in-flight entertainment. This can all be confirmed during time of enquiry. You should be aware that currently some short haul scheduled flights aren't serving in-flight refreshments.

What timelines are we looking at if we want to have students arrive mid-September?

Start as soon as you can. The TMC can normally source price and availability with 48 hours, and if acceptable could start selling tickets within 48 hours. The longer the lead time the more likely it is that you'll sell all the tickets.

Are there landing slots at the moment for charter flights to land in the UK/China?

Yes, and these are organised by the charter company.

How modern are the planes? Are they in line with the current fleets?

The aircraft generally range between new and 15 years old. All are subject to same scrutiny in both safety and servicing that any commercial scheduled service would have to adhere to.

If we decided to pursue this, could the students' book and pay the TMC directly for their ticket?

Yes, this is something that Clarity BT can facilitate.

What do we do about publicity?

This is something that needs to be considered carefully before chartering a flight. The good publicity is the revenue the University is not only bringing in for themselves but also the community. Bad publicity may occur when word gets around that a University is flying in 400 students from China, where the Covid-19 outbreak originated.

We would suggest controlling the potential publicity from the start, emphasise the fact why you are doing this, the benefits it brings and that Covid-19 measures are in place. Temperate checking, face masks and transportation from the airport to University/boarding to ensure 14-day quarantine measures are met. A handy way to look at this is to think, *'How would the Daily Mail put a negative spin on this?'*