39 Essex Chambers’ aviation and aerospace group includes leading experts who advise and represent clients on issues across the aviation and aerospace sector in the UK and internationally. This includes the planning and development of airports, heliports and aviation related infrastructure, environmental, commercial, construction, civil liability and regulatory disputes, advice on compulsory purchase, surface access, noise and emission controls, AAIB inquiries and air accidents, air traffic services, the effects of wind turbines on radar and ATC, lease finance, airport, aircraft, pilot and crew licensing, engineering and management, taxation, aircraft leasing and sales, passenger claims, cases involving UK and foreign governments, ICAO, EASA and the CAA, competition, European and international law.

Members act for the full range of clients in the aviation and aerospace sector including international airlines, operators of private, domestic, regional and international airports varying in size from major UK airports to private farm strips and helipads, passenger carriers and freight forwarders, owners of single aircraft and fleets of aircraft, leasing companies, flight training schools, business aviation operators, aviation industry representative bodies, aero engine manufacturers and suppliers, aircraft and aerospace manufacturers and engineering companies, the UK Civil Aviation Authority, Department of Transport, Ministry of Defence, Treasury, Home Office and Border Control, other public bodies and local authorities, as well as private individuals and objector groups. The aviation and aerospace group’s members have represented clients in commercial and construction law disputes, judicial review challenges, civil liability and AAIB investigations and inquiries, and regularly appear in the High Court and Court of Appeal, public inquiries, DCO inquiries and before Parliamentary Bill Committees, as well as appearing in dispute resolution hearings and arbitrations in the UK and internationally in particular in the Middle East and Asia as mediators, arbitrators and counsel.

Chambers is unique in the UK in being able to offer, within one set, expertise in all aspects of aviation and aerospace matters that are likely to arise within civil law.

DAVID BARNES
Chief Executive and Director of Clerking
Email david.barnes@39essex.com
Direct +44 (0)20 7832 1115
Mobile +44 (0)7979 850 434

MICHAEL KAPLAN
Senior Clerk
Email michael.kaplan@39essex.com
Direct +44 (0)20 7634 9076
Mobile +44 (0)7775 997 230

ALASTAIR DAVIDSON
Senior Clerk
Email alastair.davidson@39essex.com
Direct +44 (0)20 7832 1181
Mobile +44 (0)7736 154 109
JOHN TACKABERRY QC  
(Call 1967, Silk 1982)

During his career at the Bar, John undertook a large range of work before specialising as a silk initially in arbitration but subsequently including work in other capacities – for example as a member of the Chartered Institute of Arbitrators Governance Tribunal. As well as work in the UK, he has a great deal of expertise in international disputes throughout Europe, the USA, The Middle East, the West Indies, Africa, Hong Kong, Singapore, Malaysia, India and South America. He is a member of, or has been admitted to the Bars of California, Ireland, Hong Kong (ad hoc), Malaysia (ad hoc) and New South Wales and has been heavily involved in ICC arbitrations. He sat as a recorder for 17 years and was appointed to the United Nations Compensation Commission for a five year term as chair of a construction panel. He has been appointed to panels resolving aircraft licensing disputes, and maintenance and construction disputes. He has written and contributed widely, including in particular as Principal Editor of Bernstein’s Handbook of Arbitration and Dispute Resolution Practice. He principally undertakes work as an arbitrator, dispute board resolver, and adjudicator.

NEIL BLOCK QC  
(Call 1980, Silk 2002)

Neil has acted in various claims arising out of aviation accidents in which there have been catastrophic injuries or fatalities. Most recently he has been retained to advise on liability and insurance issues in relation to a high profile helicopter crash. He has also acted in claims arising out of light aircraft, hangliding and parachuting accidents.

BRIAN ASH QC  
(Call 1975, Silk 1990)

The main areas of Brian’s practice are in the field of planning, compulsory purchase and highway law; together with the broad range of environmental, public law and judicial review cases, appearing in the Lands Tribunal, the High Court, Court of Appeal and House of Lords. Brian has appeared at a substantial number and variety of planning inquiries relating to airports including; Stansted T4, Heathrow T5, London Heliport, numerous regional or local airport aviation and other proposals.

MATTHEW HORTON QC  
(Call 1969, Silk 1989)

Matthew has acted for and against various aviation proposals concerning fixed wing and other general aviation (business and flying training) proposals e.g. Turweston; Bournemouth; Bristol; West Malling; Cannon Street Heliport. He also acted in a High Court challenge to the government’s decision to allow expansion of London Ashford Airport next to Dungeness Nuclear Power Station.

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John’s practice has been concerned with aviation and aerospace for over 25 years. This has involved the UK government, CAA, NATS, airports, airlines, pilots and operators in all aspects of Aviation Law, aerospace and airport development. John is a fellow of the Royal Aeronautical Society, honorary legal adviser to The Air League, and a qualified instrument rated pilot. John is currently representing various airports in a Judicial Review challenge of the MOD, Secretary of State for Transport and the CAA concerning use by civil aircraft of Northolt Airport.

William has a specialist practice in environment and planning law, particularly relating to wind farms, and judicial review in relation to environmental cases. William’s recent aviation experience involves issues of liability and damages, one arising out of the crash of a corporate jet in the Middle East and the other the crash of a light aircraft in Southern England. William also has a great deal of experience of the impact of wind turbines on Air Traffic Control and Airport radar and Ministry of Defence interests (Clyde, Ray, Fauch Hill Inquiries).

Peter is very experienced in aviation matters, having acted for the successful promoters of Robin Hood Airport, Doncaster. He also acted for TUI in its successful defence of enforcement proceedings relating to the operation of Coventry Airport. And, more recently, he acted for London Ashford Airport in its proposals to lengthen the runway and introduce commercial passenger operations.

Hodge specialises in the litigation and arbitration of complex commercial disputes, including within the finance, energy, infrastructure and insurance sectors. Hodge has a broad range of experience in aviation law. He also sits as the Chairman of the Competition Appeal Tribunal and recently handed down the decision in Ryanair Holdings v CMA and Aer Lingus [2015] CAT 14. Hodge has acted or advised in recent aviation disputes, including:

- Acting for an Pakistani airline company in the BVI in a ownership dispute.
- Advising British Airways on its operations (including licensing and ticketing issues) in the Middle East.
- Acting for Mahan Air in Mahan Air v Blue Sky One in relation to an ownership dispute over six aircrafts and issues of sanctions.
SEAN WILKEN QC
(Call 1991, Silk 2010)

Sean has detailed experience resolving or litigating disputes in the commercial, financial, energy, infrastructure, insurance and construction sectors. Sean’s recent aviation experience includes:
• Airport slot allocation disputes.
• Aircraft manufacturing and maintenance disputes.
• Judicial reviews over airline licences.
• EU competition issues.
• Airline anti-terrorism and security issues.

THOMAS HILL QC
(Call 1988, Silk 2009)

Tom has been advising on all aspects of airport related development for over 25 years. He is the only practising Member of the Bar of England and Wales to have advised on the promotion of a new full length runway in the UK from inception to completion (Manchester Airport’s Second Runway).

ADRIAN HUGHES QC
(Call 1984, Silk 2006)

Adrian’s practice focuses on construction and commercial law both domestically and in international arbitration. Having served in the Royal Navy, his practice includes defence related work and typical aviation related cases have included disputes arising from contracts for the design and supply of flight simulators and a fighter pilot training centrifuge to the Ministry of Defence. His commercial work includes aircraft leasing work and service agreements between airlines and airports within the UK. He is a recent past Chairman of the United Kingdom Society of Construction Law and his construction practice has involved a variety of work arising from international airport construction projects. He sits regularly as arbitrator and mediator for international disputes and chairs and sits on Dispute Boards for international construction and infrastructure projects. Most recently he successfully mediated a dispute arising from the construction of a new airport in the Caribbean.

CHARLES MANZONI QC
(Call 1988, Silk 2009)

Charlie’s practice involves mainly international litigation, arbitration and mediation across a broad spectrum of commercial work. He acts as counsel in the High Courts of London and Hong Kong, in international and domestic arbitrations. Charlie has acted as Arbitrator on a Private Jet Management Agreement that was terminated due to alleged inadequate maintenance and pilot coverage. Charlie was also counsel in a claim between an Airline and a maintenance company concerning adequacy.
James Strachan QC  
(Call 1996, Silk 2013)

James has wide experience of aviation related development and the associated issues involved with major infrastructure. He acted for Coventry Airport in its successful appeal against enforcement action affecting its passenger terminal permitted development rights. He acted for London Ashford Airport on its runway extension and new passenger terminal. He has acted frequently for both NATS and CAA on the protection of aviation radar assets from wind turbine development throughout the UK. He has recently been acting for the Department of Transport on the promotion of HS2 – London to Birmingham.

Paul Stinchcombe QC  
(Call 1985, Silk 2011)

Paul was called to the Bar in 1985 and built up a substantial practice in planning, public and environmental law before becoming an MP in 1997. Since returning to Bar after Parliament, Paul’s aviation experience has included the below:
- Stansted Planning Inquiry (49 days) for Stop Stansted Expansion, resisting an additional 10 million passengers per annum (also instructed in the abandoned Inquiry into a second runway).
- Barbone and Ross v Secretaries of State [2009] EWHC 463 (Admin), a challenge to the decision to permit 10 million additional passengers a year at Stansted Airport.
- R ((1) Peter Sanders (2) Brian Ross) v (1) Airports Commission (2) Secretary of State for Transport (2013), [2013] EWHC 3754 (Admin), a judicial review of the Aviation Commission Group.

Richard Harwood OBE QC  
(Call 1993, Silk 2013)

Richard specialises in planning, environmental and public law. His aviation planning experience includes the Manchester Airport Second Runway and Robin Hood Airport Doncaster Sheffield inquiries and safeguarding issues at other UK airports. He is acting in the helicopter noise nuisance case: Peires v Bickerton’s Aerodromes Ltd [2016] Env LR 27. Recommended for planning and environmental work by the legal directories, Richard is also the author of the standard planning law books Planning Permission, Planning Enforcement and Historic Environment Law.

Fenella Morris QC  
(Call 1990, Silk 2012)

Fenella specialises in public, regulatory and human rights law, and is recommended by the directories. She has advised in a number of substantial aviation matters concerning airspace changes, public consultation and passenger compensation schemes. Her wide experience of acting for and against regulators enables her to bring a host of legal and practical perspectives to bear on any such case.
Jonathan has an established litigation, arbitration and advisory practice in commercial aviation law. His practice includes domestic work in the Commercial Court, international work and arbitrations under the auspices of major institutions including ICC, LCIA and SIAC. His experience includes aircraft and asset leasing, sales, maintenance and service agreements. He is experienced in dealing with urgent interim remedies and with cases involving complex factual and technical issues on liability and damages. Jonathan has international experience in SE Asian, N Asian, Indian, Middle Eastern, Russian and African disputes. He is listed as a leading lawyer in international commercial arbitration and litigation in the Asia Pacific region. He is recommended in the Legal Directories as being “thorough, pragmatic and tactically astute”. Jonathan is a Fellow of the Chartered Institute of Arbitrators and a Chartered Arbitrator.

John has advised on strategic policy and planning applications affecting Bournemouth International, Exeter, Gloucester Staverton, London City, Old Sarum and Norwich Airport landholdings. He retains a keen interest in the aviation industry.

Denys has a strong reputation for commercial litigation and arbitration. In the aviation field, Denys has advised a major airliner on their fuel storage contracts. Denys has also advised Israeli Aircraft Industries on agreements relating to “loitering munitions”.

Justine specialises in environmental and planning law and related aspects of international; EU; public; regulatory and commercial law. She is Visiting Professor at University College London. She is instructed in high profile projects like HS2 and Hinkley Point C. She is recognised for her ability to represent all sides of the argument in controversial environmental projects. She has acted for Government; promoters; campaigners; statutory bodies and individuals. Her experience of all sides of the argument is reflected in strong strategic advice and advocacy in individual cases. She is rated by Chambers UK as “a great advocate with a fierce intellect”. Her aviation experience includes advising the DfT on Stansted Second Runway in 2008/2009. She was seconded to the Department for approximately a year to work on legal aspects of the second runway until the decision was taken not to proceed with it. She has given advice on EIA in the context of Bristol Airport. She has published a number of articles on air quality aspects of airport expansion and presented them to the Foreign Office and senior members of the judiciary including Lord Carnwath. Justine is Case Law Editor of the Journal of Environmental Law. Her research publications include the prestigious Law Quarterly Review.
Bernard is a specialist in cross border tort claims and the lead author of “Accidents Abroad: International Personal Injury Claims” published by Sweet & Maxwell, which includes a chapter on claims arising from air travel. Bernard has considerable experience of the liability and conflict of laws issues which arise in relation to aviation incidents, both those governed by the Montreal Convention and those governed by the general law of contract and tort, and regularly represents claimants and defendants in aviation related litigation.

Adam specialises in the litigation and arbitration of large scale commercial and construction disputes in the aviation, transport, energy, infrastructure and resources sectors. He has recently been involved in:

- The arbitration of substantial claims arising out of the construction of an airport in the Middle East;
- The arbitration of claims arising out of commercial agreements with respect to aircraft;
- Litigation arising from the supply of defective parts for commercial aircraft engines.

Andrew has a broad range of experience in aviation law. Recent work includes acting for TAG Farnborough in a 4 week Lands Tribunal trial considering compensation claims brought by residents re redevelopment as a business airport (potential claims are >£100m), and advising the CAA on numerous issues, including aircraft maintenance regulation, airspace policy, wind turbine schemes, and a proposed skyscraper near London City airport. He has previously been involved in numerous other airport relates disputes. These include Crawley North East Sector, a housing scheme, where the main issue was the impact of a possible 2nd runway at Gatwick. In addition, Andrew was led by John Steel QC in a Challenge to the Aviation White Paper. He was also part of a team fending off injunction proceedings seeking to shut down Thomsonfly's use of Coventry Airport.

Christiaan's infrastructure practice encompasses aviation law. He acted for Shui Wing Steel Limited in its successful judicial review of the Government's Director of Environment decision (supported by the Airport Authority) to permit a kerosene storage for the new Hong Kong Airport near to a steel mill and, more recently, he advised on airfield permitted development. Christiaan also has significant and unparalleled experience in a range of infrastructure DCOs, having been instructed on numerous orders by promoters, regulators, the Examining Authority, and the decision making Secretary of State.
CHRISTOPHER STAKER  
(Call 2003)

Christopher has extensive experience in international law and public law, at both national and international levels. He is an experienced advocate in cases before international courts (including International Court of Justice (ICJ), International Tribunal for the Law of the Sea (ITLOS) and European Court of Human Rights), as well as before national courts and tribunals in England and Wales and Australia. He has worked also in ICSID investment treaty arbitration matters. He formerly worked in the Office of International Law of the Australian Attorney-General’s Department, and in that capacity was a delegate at the Legal Committee of the International Civil Aviation Organisation (ICAO) in Montréal. He recently advised on private international law issues relating to a commercial matter with connections to countries including the USA and the UK. He holds a private pilot’s licence with an IMC rating.

KARIM GHALY  
(Call 2001)

Karim specialises in the litigation and arbitration of commercial disputes in the construction, energy, engineering and infrastructure sectors. He has recently acted or advised in disputes arising out of:

- The construction of an international airport terminal and runway.
- ACMI lease agreements.
- The defective maintenance of aircraft.

JESS CONNORS  
(Call 2000)

Jess specialises in commercial disputes. She has advised and appeared in complex and high value arbitrations – both international (including LCIA and ICC) and domestic – as well as litigation in the English Commercial Court, Mercantile Court, TCC and Court of Appeal, and mediations. Jess was counsel in an international arbitration concerning a supply agreement for the fit out of airplane interiors for a national carrier.

JAMES POTTS  
(Call 2011)

James has advised and acted in a number of regulatory, commercial and judicial review claims relating to aviation, including in relation to ICAO, EASA and CAA regulation, aircraft financing, ticketing fraud, and claims under the Montreal Convention and EU law. He is currently acting in a judicial review of the CAA concerning airspace changes at Gatwick Airport (R (Barraud) v CAA, with John Steel QC). He acted for London Oxford and Biggin Hill airports in a judicial review that clarified the CAA’s statutory responsibilities for safety of civil aircraft using government aerodromes (R (Oxford Aviation Services) v Secretary of State [2015] EWHC 24 (Admin), with John Steel QC and Duncan Sinclair).
CLEON CATSAMBIS  
(Call 2011)

Cleon has a broad and successful commercial and regulatory practice with particular knowledge of and experience in the aviation sector. He regularly advises and acts for the Civil Aviation Authority, individual airports and airlines. Cleon acted for the CAA in the judicial review proceedings concerning its duty to consult in respect of alterations to air traffic control patterns at Gatwick Airport: *R. (on the application of Barraud) v Civil Aviation Authority*, 31 July 2015. He has also advised the CAA and airports in respect of airspace changes, consultation duties and post implementation reviews in respect of Gatwick Airport, London City Airport, Luton Airport and Edinburgh Airport. Cleon was involved in the litigation concerning Ryanair’s minority shareholding in Aer Lingus and whether it complied with EU and domestic merger regimes.

YASH BHEEROO  
(Call 2011)

Yash specialises in the litigation and arbitration of commercial and regulatory disputes with a focus on issues in the financial, infrastructure, insurance and aviation sectors. He has a broad range of experience in aviation law, with a particular emphasis on cases relating to the sale of aircrafts and ownership disputes. His recent work includes:

- Advising an Asian airline in respect of a dispute with a supplier of parts for a new fleet.
- Advising a national carrier on the defective maintenance of a fleet of aircrafts.
- Advising consumers in respect of a class action compensation claim against a Turkish Airline for flight cancellations and delays.
- *Aerostar Maintenance International Ltd v Wilson & Ors* concerning the sale and maintenance of numerous aircrafts.

SARAH BOUSFIELD  
(Call 2013)

Sarah has been instructed on commercial, regulatory and public law matters within the aviation sector. She has a very good knowledge of airspace regulation including a technical understanding of RNAV (area navigation) systems and their interaction with noise preferential routes (NPRS), as well as consultation issues arising in the context of airspace change processes (ACPs). Most recently, Sarah advised the Civil Aviation Authority with Fenella Morris QC on the Post Implementation Review of changes to Departure Routes at Gatwick Airport. She has also advised, as sole counsel, on the impact of Environmental Information Regulations on requests for information/disclosure.
DAVID BARNES
Chief Executive and Director of Clerking
Email david.barnes@39essex.com
Direct +44 (0)20 7832 1115
Mobile +44 (0)7775 997 2

MICHAEL KAPLAN
Senior Clerk
Email michael.kaplan@39essex.com
Direct +44 (0)20 7634 9076
Mobile +44 (0)7736 154 109

ALASTAIR DAVIDSON
Senior Clerk
Email alastair.davidson@39essex.com
Direct +44 (0)20 7832 1118
Mobile +44 (0)7979 850 434

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