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1. Adding capacity at Heathrow

Whilst there had been a possibility that a decision, regarding a third runway and an additional terminal, would be made before the summer Parliamentary recess, that has not happened. Instead, it is to be hoped that the Secretary of State for Transport will make her decision known sometime during this autumn.

Meanwhile, the public debate continues.

However, whatever the forecasts of passenger and flight numbers in the years ahead, there is no doubt that added capacity is required right now.

Perhaps it also needs to be made clear that the main debate should not be planes or trains. For an expanded Heathrow to work really well, and to help achieve its environmental targets, it should be a case of planes AND trains.

The sustainable development of Heathrow fully recognises the importance of future rail and other surface transport connectivity at Heathrow. However, by themselves, they are not a substitute for air travel.

2. News at BAR UK

▪ **New member**

Aer Lingus 

It is a great pleasure to announce that **AER LINGUS** has re-joined BAR UK, and will be represented by *Anthony Bland*.

▪ **Membership changes - welcomes and farewells**

Whilst it is with regret that we say farewell to the following delegates, we warmly welcome their successors.

<u>Airline member</u>	<u>Farewell</u>	<u>Welcome</u>
Silverjet	Paul Moore	n/a
Singapore Airlines	Marvin Tan	Joey Seow
<u>Associate member</u>	<u>Farewell</u>	<u>Welcome</u>
Menzies Aviation	Jas Dosanjh	n/a

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3. Aviation Duty

The proposal by the Treasury to impose an aviation duty per departing aircraft, instead of Air Passenger Duty for each passenger, continues to create tensions within the airline industry.

Since the consultation closed in April, it has become known that the United States government has objected officially, and questioning the lawfulness of the proposed duty, citing provisions contained within the Chicago Convention.

The arguments raised by BAR UK and others are well-known; in essence, great competitive distortions arise, whilst **NO ENVIRONMENTAL BENEFITS OF ANY SORT** are gained. In fact, it is possible that overall emissions could increase.

BAR UK continues to call for this duty to be abandoned.

4. UK Border Agency

The border agencies continue their planned evolution from an Immigration-focused organisation into one with a much wider remit.



Having previously been the Immigration and Nationality Directorate (IND), and then the Border and Immigration Agency (BIA), they are now evolving into UKBA.

It was formed in April 2008 to improve the United Kingdom's security through stronger border protection whilst welcoming legitimate travellers and trade.

It brings together the work previously carried out by the Border and Immigration Agency, Customs detection work at the border from Her Majesty's Revenue and Customs (HMRC) and UK Visa Services from the Foreign and Commonwealth Office (FCO).

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UKBA engages with the airline industry on a wide range of issues, both strategically and on policy implementation matters.

This website below is of particular value to airlines:

www.ukba.homeoffice.gov.uk/transport

It explains more about e-Borders, and immigration matters for entry into the UK.

5. National ID Cards for airside workers



The policy of the Home Secretary to require all 'airside' workers at airports to possess a National ID Card caused the industry to write her a collective letter calling for a reversal of policy.

Signed by the Chief Executives of several well-known organisations, including airlines, airports, associations (including BAR UK) and trade unions, its effect has been to create much deeper engagement by the Identity and Passport Service (IPS) with the aviation industry.

The point has been well made to the IPS that the original proposals added huge costs without demonstrable values. The issue of a National ID Card did not eliminate the need for criminal checks, and did not replace the airside pass issued by airports. It was a card to get a card.

Discussions are ongoing, and it will be interesting to see how value might now be added to the original proposals.

6. Review of the Principles of Airport Regulation in the UK



The regulated airport pricing process for Heathrow and Gatwick airports, that concluded earlier this year, caused various concerns.

So, on 22 April 2008, the Secretary of State launched a review of the regulatory framework that has been used to date. It will be led by the Department for Transport (DfT) with cross-government support and input. The Secretary of State will be advised by a panel led by Professor Martin Cave of Warwick Business School.

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The Secretary of State recognised the importance of considering the views of all the key stakeholders in the UK aviation sector, so launched a call for evidence from interested parties.

The International Air Transport Association (IATA) has responded with its initial views and requirements, also made on behalf of BAR UK.

Following on, there will be a formal consultation during 2009 on the Secretary of State's proposals for a new regulatory framework before any changes are implemented.

Further details are available on:

www.dft.gov.uk/pgr/aviation/airports/reviewregulationairports/callforevidence

7. UK Visas - stricter requirements

The outcomes of the first global review - known as the Visa Waiver Test - of who needs a visa to come to the UK have been announced.



The Test was announced in March 2007 as part of the 'Securing the UK Border' strategy. Please visit the [UK Border Agency website](#) for more details.

The Visa Waiver Test examined all non European countries against a set of strict criteria to determine the level of risk they pose to the UK in terms of illegal immigration, crime and security. The results of the test showed a strong case for introducing visa regimes for the following eleven countries: Bolivia; Botswana; Brazil; Lesotho; Malaysia; Mauritius; Namibia; South Africa; Swaziland; Trinidad and Tobago; and Venezuela.

The UK Government will introduce visa requirements for short-term visitors from these countries unless they significantly reduce the risk they pose to the UK by the end of the year. This means visitors from these countries would need to apply for a short term visa, before travelling to the UK.

The government will now work with these countries over the next six months to reduce the risk they pose. If they are able to present compelling evidence

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that they can improve - and show evidence of change - there will be no need to introduce a visa regime.

No final decisions will be made until early 2009.

8. Fit to Fly?



Every year, over one billion people travel by air and that figure is predicted to double in the next two decades. Air travel is a comfortable and safe means of transport and is accessible to all sectors of the population. The global increase in travel, as well as an increasingly aged population, means that there will be a significant increase in older passengers and those with illness who will wish to travel.

An understanding of the physics and physiology of flying and how this may interact with pathology is useful in coming to an objective conclusion about a passenger's fitness to fly.

Guidelines for medical professionals are now available from the Aviation Health Unit, UK Civil Aviation Authority. Please see:

www.caa.co.uk/fitnesstofly

9. Diary date - next BAR UK General Meeting

The third general meeting for BAR UK members is being held on 28th October at the offices of the CAA.

The keynote address will be by the CAA Chairman, Sir Roy McNulty.

The agenda will focus on three areas where we work with the CAA: Economic Regulation, Consumer Protection and Airspace Policy. Additionally, there will be a presentation by the Air Transport Users' Council.

10. BAR UK office - holiday closures

Both Jane and Mike will be away at various times during the month of August, so requiring the office to be closed.

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During this time, it will not be possible to respond to telephone calls or messages of any sort until the office re-opens.

Please accept our advance apologies should any inconvenience be suffered at these times.

Normal services are expected to resume from 1st September.

The next BAR UK Newsletter will be published by 1st October

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