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Chief Executive's welcome

Welcome to the October edition of the BAR UK Newsletter.

Some topics continue to retain a high profile, and Air Passenger Duty (APD) is one of them.

It has become very clear that the government has no intention of amending its proposed increases to APD next month, and again in November 2010.

Whilst it may be too late to change this first increase, BAR UK and other sectors within the travel industry will continue to lobby against next year's increase. Read the article immediately below to see the initiative BAR UK has undertaken with the Olympic movement, and why.

This edition also contains topics that have been aired before; this is because they remain active and important for our members and their customers – the travelling public.

Mike Carrivick

1. Air Passenger Duty – BAR UK writes to the Olympic Committees



HM TREASURY

It has become very evident that the grave concerns of the travel industry, about the detrimental effects of the increases to Air Passenger Duty, are being ignored.

High amongst these concerns are the reduced numbers of visitors to this country.

High profile visitors include those competing in the Olympic and Paralympic Games, plus those who travel to support them.

To highlight these issues, BAR UK has recently written to all 156 National Olympic Committees that are affected by APD in Bands B/C/D advising them of the high levels of APD they will face as a result of Treasury plans.

Our letters ask them to consider the:

- additional costs to their teams' travel budgets
- amount of aviation tax they will be required to pay their host nation
- detrimental effect it may have on the ability of fans to travel and support their nations.

The National Olympic Committees have been advised that their concerns can be expressed in various ways, including representations to their relevant British Embassy or High Commission.

2. News from BAR UK

(a) New Board directors

The resignations of two directors, Stephen Thompson (Qantas - promoted back to Head Office) and Doros Theodorou (Malev - a change of company) left two vacancies on the board.

The Board is pleased to announce it has co-opted the following to replace them:

- Ms Suzanne Faithfull, TAM Airlines - General Manager UK/Ireland
- Mr Philippe de Gentile-Williams, Cathay Pacific Airways – General Manager Europe

(b) Membership changes - welcomes and farewells

Since the last edition, we say welcome or farewell to the following BAR UK member:

<u>Airline</u>	<u>Welcome</u>	<u>Farewell</u>
Emirates	Mr Conrad Clifford	Mr Vic Sheppard

(c) Subscription levels 2010

The Board is pleased to confirm that there will be *no increase in subscription levels for 2010*, which will remain the same as for 2009.

The BAR UK Secretariat has been able to make considerable savings in respect of the office lease renewal, the associated legal costs, and potential relocation costs.

(d) New BAR UK Website

The BAR UK website has been in existence for a long time, and is recognised as providing a good point of reference on a wide range of aviation and aero-political matters.

However, in the technical sense, it is obsolete and needs to be moved over to a new platform.

After examining a range of options, the decision has been made to appoint **Stop Designs** (www.stopdesigns.co.uk) to develop the new site. It will go public on 1st November 2009, and the web address remains exactly the same.

This does mean farewell to our current webmaster, Chris Warburton at Working Websites (www.working.co.uk) to whom we are very grateful for all the service and assistance provided to BAR UK over the years. Thank you Chris, Monika and all the team.

(e) Next General Meeting

This will be held at **NATS Swanwick**, near Southampton on **3rd November**.

Guest Speaker:

We are delighted to announce that our guest speaker will be Mr Paul Barron, Chief Executive Officer – NATS.

The theme will be around the need for efficient management of airspace for safe and on-time airline performance. Details have been circulated to all those entitled to attend.

(f) Meeting dates 2010

Please note the following for your diaries next year!

As ever, we are very grateful for the generous sponsorship being offered by the organisations shown below.

<u>General Meetings</u>	<u>Time</u>	<u>Venue / Sponsor</u>
Friday 26 February	10:00	Stephenson Harwood
Thursday 17 June (inc AGM) (TBC)	10:00	Eye for Travel Exhibition, Islington
Friday 15 October (TBC)	10:00	Gates & Partners

3. Heathrow and Runway 3



The forthcoming general election, by 3 June 2010 at the latest, places expansion at Heathrow into an interesting set of conflicting aviation policies by the various political parties.

The current government is, subject to a range of environmental requirements being met, in support of an additional runway and terminal capacity.

The Conservative Party and Liberal Democrats are openly adverse to a third runway.

BAR UK and its member airlines do not share their views, and urges them both to review this vital matter.

It is puzzling at a time when the economy urgently needs to grow that vital infrastructure, that does not require public money, is being denied to the country.

Support for Runway 3 can be easily expressed by visiting www.futureheathrow.co.uk and clicking the 'Become a Supporter' button on the right-hand side of the home page.

4. The confusion of ATOL protection

Many years ago, the most popular type of holiday was one that had been assembled by tour operators to include flights, transfers, hotel accommodation and sightseeing. To the general public they were known as Package Holidays, a concept easy to understand and recognise. Package holidays tended to be sold either directly to passengers or through their agents.



It was on that basis that the Air Travel Organiser's Licence (ATOL) was made a mandatory requirement to provide consumer protection facilities in the event of a tour operator going out of business.

Today, it's a completely different scenario, with great changes brought about by the internet, and the manner in which travel elements are distributed directly, through agents or via a range of other intermediaries. However, the ATOL scheme has tried to plod on and has been found wanting.

Consequently, a consultation is now expected from the Department for Transport to examine how consumer protection can be effectively updated.

Unless the scheme is easily understood by the public, and interpreted easily and effectively when required, it stands every chance of being as confusing as the current system.

BAR UK looks forward to contributing to this consultation.

The next BAR UK Newsletter will be published in December 2009