



Dear Members and Industry colleagues,

Since the last newsletter, many readers will have enjoyed a summer break, as did BAR UK. Welcome back. For those reasons, this edition is slightly smaller than normal.

1. **Membership** - welcome to new members and delegates
2. **Air Transport Consultations** -
  - Night Flying
  - Passengers with Reduced Mobility (PRMs)  
*plus updates on*
  - Consumer protection
  - Copying of Documents
3. **Gatwick Express** - *an update*
4. **Facilitation (Immigration and Passports)**
  - APIS requirements
5. **Extension to Daylight saving Time (USA)**

1. **Membership - welcome to new members and delegates**

It is a pleasure to welcome a new member!

BAR UK is sad to see existing delegates or their alternates leave, but is pleased to welcome their replacements:

- **Air France** - Mrs. Christine Ourmières, for Bernard Anquez who has moved to a senior position in the USA.
- **Vietnam Airlines**, is welcomed as a new off-line carrier, whose delegate is Mr David Cook, UK Manager. Their nearest online point is Paris, but hopefully their expansion plans may include London at some future point.

## 2. Air Transport Consultations Department for **Transport** (DfT)

Current consultations for which BAR UK has responded, or is about to do so are:

### **a. Passengers with Reduced Mobility (PRMs).**

Many members contributed feedback and comments to the various drafts that were circulated. Thanks to all; it was all very useful. Our response was provided to the DfT on 5 August. It has been circulated to all BAR UK members

### **b. Night Flying Restrictions for Heathrow, Gatwick and Stansted.**

Responses are required by 16 September 2005. and a draft response is due to be circulated to BAR UK members very shortly.

### Consultation updates

- **Consumer protection**

There have not been any changes since the last edition, but one low-cost carrier, Eujet, has ceased operating. That has prompted many interested parties in the travel industry to continue for a GBP1 levy on all air tickets, but the Government has reserved its position to date.

- **Copying of Documents)**



It was hoped that a clear reply would have been provided to carriers' response to the earlier consultation, but none has yet been received.

## **3. Gatwick Express - An update**



The timing of any decision regarding the Gatwick Express is still unclear.

BAR UK has therefore taken the step of writing yet again to the Secretary of State, expressing the views of its members.

## **4. Facilitation (Immigration and Passports)**

### **(i) E Borders**

The UK Home Office is developing plans to electronically monitor, and authorize, the flow of international passengers into, AND out of, the UK.



An initial Regulatory Impact Assessment (RIA) has just been published seeking stakeholders' initial views; that document has been circulated to members. BAR UK will be preparing a draft response and submitting a formal response.

**(ii) Machine-readable passports**

The USA is not the only country requiring Advance Passenger Information. India and Spain are both requiring further information, and it may be expected that others will do the same.

The challenges, as yet not fully resolved, are how to obtain and validate the information before passengers get to the airport. The impact on remote check-in has yet to be defined.

**5. Extension to daylight saving Time (USA)**

On Friday, 29 July, Congress passed the Energy Policy Act of 2005. President Bush is expected to sign it into law later this week. Tucked away in the massive bill is a provision to extend daylight savings time (DST), or "summer time", in the United States by one month. and for this change to take effect in 2007.

Currently, U.S. DST begins on the first Sunday of April (one week after the EU) and ends on the last Sunday of October (as in the EU) as established by the U.S. Uniform Time Act of 1966. This creates only one week per year that EU/US DSL schedules are not synchronised. However, the energy bill will move up the start of U.S. DST to the second Sunday in March (two weeks before the EU) and extend it to the first Sunday in November (one week after the EU). This gives 3 weeks during which the EU/US DSL schedules will not be synchronised.

This extension will affect the schedules of any airline operating to the USA.

Of particular interest to those with UK/USA flights is what impact it may have on the night flying quota, and also the Night Flying consultation currently in progress.

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