



NEWSLETTER

Edition 1/06 February 2006

The newsletter for BAR UK member airlines.

Welcome to our first newsletter in 2006.

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1. Membership - welcome to new members and delegates

It's a great pleasure to welcome new members to BAR UK:

- Aer Lingus, (On-line Member) whose main delegate is Anthony Bland, and
- TLT Solicitors, (Associate Member), whose main delegate is Michael Offer.

We also say farewell to some delegates, but are pleased to welcome their replacements:

- **Czech Airlines** - Mrs Vendula Raymova in place of Mr Tomas Kaufman
- **Iran Air** - Mr Seyed Mehdi Ghaffar in place of Mr M Vaezinejad

- Korean Airlines - Mr Jong Hwan Kim in place of Mr Yunhwi Kim
- Singapore Airlines - Mr Marvin Tan in place of Mr Raja Segran
- South African Airways - Mr Marcus McKenzie in place of Mr Richard Midgley, interim delegate, and who continues as the alternate.
- US Airways - Ms Margaret Skinner in place of Mr Richard Mortimore

2. BAR UK Meetings 2006



Last meeting

Our last meeting was held at the Royal Aeronautical Society on 26 January, with the theme of 'Reflection on Aviation Crisis Management'.

The meeting was generously sponsored by Kenyon International (<http://www.kenyoninternational.com>) who gave a very thought-provoking presentation by Tim Whitaker, Planning Specialist - Europe, Middle East and Africa.

Next General Meeting

The next general meeting is scheduled for 18 May, to be preceded by the Annual General Meeting.

Its theme will be E Borders, the new electronic border controls to be brought in by the UK Government, a programme that will affect every single airline flying into, and within, the UK. BAR UK members are encouraged to attend, and to invite a Head Office specialist as well.

Efforts are being made to have a minister from the Home Office speak to delegates, reflecting the importance of this matter.

Consequently, and also because of pressures on getting a suitable venue, **the date of this meeting may change**. Any change of date will be notified in good time.

3. Air Transport Consultations

a) **Stansted 2nd Runway (SG2)**

BAA published their consultative document, Stansted Generation 2 (SG2), in December 2005, for which responses are required by 24 March 2006.

BAR UK is in the process of developing its response. A draft response will be circulated to all members to comment upon, prior to a final version being sent to BAA.

b) Constructive Engagement

(i) Constructive Engagement (CE) is a new set of processes by which the CAA is determining the regulated prices at Heathrow, Gatwick, Stansted and Manchester for the next 5 yearly period, 2008-13 for the London airports, and 2009-14 for Manchester.

The CAA and BAA addressed BAR UK members at our General Meeting in May 2005 and, having found it so useful, asked to address them again. This they did on 21 February.

CE depends on the airport operators and their airline customers structuring a Steering Team to oversee a defined number of joint working groups which exchange information and views on a range of different issues.

To date, the process is working reasonably well for Heathrow and Gatwick Airports (where BAR UK London interests largely focus), and will start in earnest for Manchester Airport next year. The one year delay in implementation recognises that resources would be heavily diluted if all airports proceeded on the same time basis.

(ii) As the CE process is totally new, the CAA is also currently undertaking a consultative review of it, for which responses are due by 20 March. BAR UK will be submitting a response on behalf of its members.

Consultation updates

- **Night Flying Restrictions for Heathrow, Gatwick and Stansted.**
The DfT is still considering all of the various responses it received last autumn. Its response is expected in the Spring.

- **All-Cargo Flights (a success!)**
Quoting the London Airports Traffic Distribution Rules, and that runway peak period usage generally extended from early morning until late evening, BAA proposed that all-cargo flights were scheduled outside of these times.

The impact would have been horrendous, and BAR UK, amongst others, provided responses as to why all-cargo flights should be retained.

BAA have agreed that established all-cargo flights may continue, but does reserve the right to re-assess the situation at some time in the future.

- **Consumer protection**

The issue of consumer protection has become complex in recent weeks.

In broad terms, it has been ruled that should a holiday be assembled from various separate elements, rather than be sold as a 'package', then ATOL requirements do not apply. This ruling is causing a lot of anxiety amongst different parts of the travel industry, including consumer organisations.

To add to the discussion, ABTA has declared that it is relaxing its bonding requirements, a decision that is causing even more confusion amongst agents and tour operators.

BAR UK will continue to have discussions with Government, and is in touch with its members regarding voluntary notices, concerning consumer protection, on their web sites.

- **Copying of Documents**

BAR UK recently met with the Home Office to discuss various issues and has since distributed Home Office information to its members.

Feedback is now awaited so that BAR UK can respond to the Home Office.

- **E Borders**

Discussions between the Home Office and the airline community are now scheduled once a month. They currently concentrate on the various processes that carriers use so that the E Borders team can build them into its ultimate requirements on carriers here in the UK, and at points of departure abroad into the UK.

4. Gatwick Express – the latest!



BAR UK, and various individual airlines, have been active in canvassing behind the scenes for the retention of the Gatwick Express.

Support was also formally provided for the proposed schedules that BAA and National Express submitted, which included terminating the service south of Gatwick, and adding more seating.

Matters were not helped when the revised Route Utilisation Strategy (RUS) document was released by the DfT, accompanied by ministerial statements, and press releases, that indicated that the Gatwick Express was to be drastically changed, with additional stops between London and Gatwick.

That RUS was the incorrect version and, to date, no decision has yet been announced.

The manner in which the future of the Gatwick Express has been handled is less than ideal. BAR UK, and its members, look forward to a more positive outcome.

5. Visits to BAR UK members

BAR UK welcomes the opportunity to visit members to discuss its work, and to understand the needs of its members.

If any Member or Associate would like a visit please contact Mike or Jane at office@bar-uk.org so that an appointment can be arranged.

6. Airport Charges 2006/7

BAA have announced the charges at their regulated airports of Heathrow, Gatwick and Stansted. In all cases, prices have been increased to the limit of the cap.

This was especially disappointing at Heathrow where, due to the Buncefield oil terminal fire, flight operation costs have risen for all carriers. The terminal fire was certainly not the fault of BAA, but its impact has been to make the airport at Heathrow a lot more expensive to operate to for several months to come.

7. Career Opportunity

The role of Airport Manager Heathrow for BWIA is currently open. Should you be seeking to redeploy staff, or know of anyone suitable, then full details can be found on this internet link:

<http://www.aviationjobsearch.com/employer.asp?employerid=2122&vacid=44692>

8. International Youth Exchange

The International Youth Exchange for families of Airline Employees has been operating for over 10 years, and matches applicants with an airline family which has a student of a similar age.

Applications for the Summer 2006 programme are now welcome. For details please e mail Camille Wheeler at Cwhee23773@aol.com

Note: This information is provided by BAR UK for information only, and without liability or endorsement.

***THE NEXT BAR UK NEWSLETTER WILL BE PUBLISHED
AT THE END OF APRIL 2006***