

Dear Members and Industry colleagues,

Welcome to this newsletter, which includes:

1. **BAR UK Board changes**
2. **Membership** - welcome to new members and delegates
3. **UK and EU Consultations** -
 - Night Flying
 - Runway expenditure (Stansted)
 - LHR, EDI, GLA Master Plans
 - All-cargo flights
 - Carrier Identification
 - Runway slot abuse

plus updates on:-

 - Copying of Documents
 - Later operation of the London Underground at Heathrow
4. **Meeting with the Parliamentary Under Secretary for Transport**
5. **General Meeting - October**
6. **Subscriptions - 2006**
7. **Avian flu contingencies**
8. **Gatwick Express** - *an update*
9. **E Borders**
10. **Metal cutlery** - *an update*

1. BAR UK Board changes

The chairman, Raja Segaran of Singapore Airlines, has recently announced that he will be leaving London, and the industry, so has tendered his resignation from the Board. This takes effect from 25 November 2005.

Raja will be taking up a new, full time, Christian ministry in a church in Singapore, and leaves his company in mid-January 2006.

The Board and secretariat is sorry to see him depart. They thank him for his services to BAR UK, and send him, and his family, their best wishes for their new life back in Singapore.

In respect of his successor as BAR UK Chairman, there are certain formalities to be followed. The same applies in respect of the Board vacancy that arises. An announcement may be expected, at the latest, after the next Board meeting in late November.

2. Membership – welcome to new members and delegates

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

| | |
|---------------|--------------------|
| → Finnair | Mr Mikko Paronen |
| → Gulf Air | Mr Clive Wratten |
| → Jet Airways | Mr Harvinder Sethi |
| → VLM | Mr David Nye |

3. UK and EU Consultations

Since the last newsletter, BAR UK has responded to the following:

a) Night Flying Restrictions for Heathrow, Gatwick and Stansted.



This is the second of two stages, for which responses were due by 16 September.

A firm date for publishing the result of the consultation has not been provided. However, as the new night flying policy is effective from late October 2006, it will need to be known before next Spring's IATA Scheduling Conference, which defines that 2006/7 flying programme.

The BAR UK response is available to members in the 'Members only' section of our website.

b) Runway expenditure (Stansted)



In brief, the CAA has been consulting the airline community in respect of preliminary expenditure concerning a second runway at Stansted.

This most recent consultation complemented the one that took place last year, but which was deemed incomplete.

BAR UK's response disagreed on certain aspects of the investment cycle, and return on that investment, by BAA. The response also insisted that Stansted must be considered as a 'stand-alone' airport, meaning that cross-subsidy by users at BAA's other London airports must not be permitted.

The BAR UK response is available to members in the 'Members only' section of our website.



c) LHR, EDI and GLA Master Plans

Earlier in the year, BAA published Master Plans for these three airports, providing details of expansion plans, and the effects such plans may have in respect of the environment, transportation, housing blight etc.

The LACC Heathrow is providing a detailed response, but BAR UK has submitted one separately, in support of the LACC.

High level responses were also submitted by BAR UK in respect of Edinburgh and Glasgow Airports.

All responses are about to be made available, to members only, on the website.

d) Operation of All-Cargo flights at peak times

BAA, quoting the UK Traffic Distribution Rules, is proposing to ban the operation of all-cargo aircraft during peak periods. Peak periods are now stated to generally apply (Monday-Friday) between 0500-2055 in the summer, and 0600-2255 in the winter; slightly reduced hours apply at the weekend.

BAR UK has various members who operate all-cargo flights, so submitted strong objections to these proposals. Copies of that response were sent to the appropriate members.



e) EU - Identity of carrier

The EU has some concerns that, at the time of booking, some passengers are not provided with the details of the airline that will be carrying them. Added to the fact, that some airlines have evidently been banned in some EU countries, but not in others, a blacklist of banned airlines is due to be produced for distribution; this list would then be needed to be pointed out to customers.

BAR UK has responded to the proposed legislation that, it would seem, is more an issue for tour operators using charter airlines, rather than scheduled airlines. However, despite the CRS Code of Conduct, scheduled airlines need to recognize that last minute changes of operator can occur; in such instances, an obligation would exist to inform passengers at check in.

The BAR UK response is available to members in the 'Members only' section of our website.

f) EU - Runway slot abuse

This consultation concerns the misuse of slots at busy, slot-regulated airports, by carriers who do so on a consistent AND intentional basis. The effect of such abuse is to deny slots to other airlines users.

BAR UK has responded generally positively to this consultation, although some discussion probably remains to take place about the enforcement and appeals procedures.

The BAR UK response is available to members in the 'Members only' section of our website.

CONSULTATION UPDATES

Copying of Documents)



In its consultation document, the Home Office had stated that carriers would be required to purchase all the digital scanners required to participate in this 'voluntary' scheme. Issues concerning the proposal itself, the amount of scanners required, their specifications, and several other issues led to a strong protest by BAR UK, and others.

WIN!

It is therefore very pleasing to advise that the Home office has advised, as a one-off situation, that they will now absorb these costs. **SAVINGS = GBP205K minimum**

- **Later weekend operating of the London Underground at Heathrow**

The consultation process enjoyed a heavy response, with a majority stating they would favour the later running of the Underground at weekends. However, the amount of people against the proposals was quite large, and they tended to be

regular users, stating the difficulties of getting to/from work at Heathrow; objectors included unions, airlines and BAR UK.

The outcome of the consultation is due within the next few weeks.

4. Meeting with the Parliamentary Under Secretary for Transport

The Parliamentary Under Secretary, Ms Karen Buck M.P., was appointed after the general Election in May. The meeting was held at the request of BAR UK to familiarize the Minister with many of the issues that concern the membership.

A productive meeting was held, and one of the issues that can be expected on the agenda of future meetings is Consumer protection.

Despite the Government not permitting mandatory protection on all ticket-only sales, it does have concerns that the public need to be made much more aware of what travel purchases are protected, and which ones are not. Therefore, further engagement by BAR UK, and its members, with the department for Transport, and the CAA, may be expected.

The meeting also included the Gatwick Express (see item 7 below)

5. General Meeting - 13 October



The venue was London City Airport, and the theme of the meeting was a review of the Denied Boarding Regulation since its introduction in February this year.

Our guest speakers were initially Simon Evans of the Air Transport Users Council (AUC) and Geoff Elsbury of the CAA. The AUC are the appointed organisation to receive complaints from members of the public, and the CAA are the appointed enforcer, should any airline prove to be consistently flouting the regulation. Happily, they have yet to be involved in any such enforcement.

A presentation by Patsy Barnes and Adam Baker of Beaumont & Sons - Aviation at Clyde and Co then followed, bringing members up to date on the legal challenge being brought on behalf of IATA and the European Low Fares Airline Association. Copies of their presentation have been circulated to members.

After other items on the agenda had been completed, the meeting was concluded with a lively, informative and humorous presentation on the development of London City Airport by Richard Gooding, the airport's managing director.

Our sincere thanks go to him and his staff for sponsoring the meeting, the excellent conference room, the buffet lunch that followed, and the airport tour for those who had requested it.

See www.londoncityairport.com/ for details of this popular and busy airport.

6. Subscriptions - 2006

BAR UK is pleased to advise that subscriptions for 2006 will not increase for:

- Online members
- Offline members
- Active Associates

The category of non-Active Associates is being reviewed because of the inconsistencies that arise with Active Associates.

7. Avian Flu contingency

The airline community had previously been in discussions called by the Department for Transport, concerning contingency measures should a pandemic occur.

As instances of avian flu have now reached the UK, BAR UK has called upon the DfT to call another meeting. The purpose will be to clarify what contingencies may be expected, the impact on airlines, the applicable legislation that applies and various other related topics.

As a result, a meeting has been called for 3 November. Members will be advised should any matters require their attention.

8. Gatwick Express - An update



The future of the Gatwick Express still remains unclear.

BAR UK expressed its concerns to the Parliamentary Under Secretary for Transport that the airline community had effectively been ignored since the original consultation almost one year ago. She was also informed that a meeting

had been requested with the director general for rail, who is now overseeing matters.

She acknowledged our views and concerns, and stated a decision had yet to be taken.

Since then, the Director General for Rail has agreed to meet BAR UK, and others, and will do so on December 8th.

9. E Borders



This project is dependent on data collection being collected from transportation companies and then channelled through 'one window' for the joint use of Immigration, Police and Customs authorities. To do so requires changes to data protection laws, and BAR UK responded to the consultation document circulated for this matter.

There is a separate airline stakeholders Working Group, in which BAR UK is very active, and other work takes place based around those discussions.

There are several areas of this project that require clarification, especially costs of equipment, implementation and transmission.

The Home Secretary is shortly due to meet a small select number of main stakeholders on this important topic, and BAR UK is part of that group.

10. Metal cutlery - an update

The issues that prevent many airlines from using their standard steel cutlery on their flights ex-UK concern the strict interpretation of rules concerning the specifications, especially blade length. The specifications arise not just from the EU, but also ICAO.

BAR UK is therefore not in a position to change these on its own; reluctantly, the matter is now considered closed.

THE NEXT EDITION OF THE BAR UK NEWSLETTER WILL BE PUBLISHED BEFORE THE CHRISTMAS HOLIDAY SEASON