

**CONTENTS**

1. **AIRPORT SECURITY**
2. **NEW BAR UK DIRECTOR**
3. **MEMBERSHIP CHANGES**
4. **AIR TRANSPORT CONSULTATIONS -  
*updates on***
  - **E Borders**
  - **Identity of Carrier Regulation**
  - **USA APIS - 60MINS**
5. **OFFICE OF FAIR TRADING AIRPORTS STUDY**
6. **GATWICK EXPRESS**

**1. AIRPORT SECURITY****Department for Transport (DfT)**

The date of 10<sup>th</sup> August 2006 is one that will long be remembered by anyone involved with air transport, staff and passengers alike. That was the day when the security status of the United Kingdom was raised to 'Critical'.

The DfT called a meeting the next day for main stakeholders, including BAR UK.

It was chaired by Mr. Douglas Alexander, Secretary of State for Transport, and attended by Dr. John Reid, Home Secretary, and Mr. John Prescott, Deputy Prime Minister. Delegates were briefed on the fact that an imminent aviation threat of immense proportions existed, the modus operandi that was expected to have been used, and that it was quite possible that some suspects were still at large.

Since then, the security status was reduced, but only by one level. The effect of the radical hand baggage restrictions urgently introduced in the

early hours of the morning, since modified, and the screening measures for all baggage, continue to have an adverse effect on airline and airport operations even now.

Transec, the security specialists of DfT, are aware of the many adverse effects that their current security standards have for airlines, and their customers, but have no wish to compromise security standards whilst the current threat level exists.

They are consulting airports and airlines, including BAR UK, especially in regard to the hand baggage criteria that apply.

BAR UK members are overwhelmingly in favour of one piece of hand baggage which does not exceed the recommended IATA dimensions (max of 115 cms L+W+D); these are much smaller than what used to be accepted as hand baggage, but larger than the current DfT dimensions (max of 96cms L+W+D).

Transec will continue to review matters, and it is earnestly hoped that a revised set of criteria, permitting the IATA-recommended hand baggage size, will be authorised sooner than later.

*Note: For the latest standards please refer to the BAR UK website. The 'Security' page has a dedicated link through to the DfT website.*

### **BAA Airport performance**

The great majority of BAR UK member airlines are customers of BAA airports, notably Heathrow, and it is this airport that has come in for most criticism.

BAR UK issued a press release on 16 August headed  
**'Future airport security planning required NOW.'**

We are concerned not only about the ability to provide suitably qualified airport security staff, but also the internal layouts of terminal buildings. We simply do not wish to see thousands of our members' customers forced to queue for hours in wet weather, or in draughty tents on airport roads.

It is pleasing to note that BAA is now planning for the future.

Last Friday, Heathrow Airport Ltd organised an initial, independently-facilitated, meeting with the airline community on the many issues that have arisen with the current security situation, and what solutions are required for the future.

This initial meeting was very useful, and others will follow.

## **2. NEW BAR UK DIRECTOR**

The departure of Tony Cowles from Air Jamaica was announced in the previous Newsletter, at which time his successor as a BAR UK director had not been finalised.

It is pleasing to announce that Mr Alexander Schnecke, General Manager UK & Ireland, Austrian Airlines, has accepted the Board's invitation to join them.

## **3. MEMBERSHIP CHANGES - WELCOMES AND FAREWELLS**

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

<u>Airline member</u>	<u>Welcome</u>	<u>Farewell</u>
Air India	Mr K D Row	Captain Sharma
Air Jamaica	Ms Anne Deamer	Mr Tony Cowles
Cathay Pacific	Mr Philippe de Gentile Williams	Ms Chitty Cheung
China Airlines	Mr Kelvin Chen	Mr Edward Wang
Kenya Airways	Mr Bruce Watson (interim)	Mr David Granville
Royal Jordanian	Mr Samir Risheq	Mr Michael Boulos
S N Brussels	Mr Francisco Atienza	Ms Mona Van Dooren
TAP-Air Portugal	Mr Carlos Lourenço	Mr F. Serrano Baptista

## **4. AIR TRANSPORT CONSULTATIONS**

### **a. E Borders (Home Office)**

The consultation process has been a mix of formal consultation documents including legislative changes, a dedicated all-day seminar organised in conjunction with BAR UK, and a series of monthly meetings of the airline community with the e-Borders team.

Legislative changes have been required in order to lawfully permit the sharing of information between Immigration, Customs, and Police authorities

within the UK. The data being shared is that obliged to be provided to them by carriers, such as reservations, APIS and check-in information.

A series of secondary legislative changes is now needed, which requires the airline community to respond formally to Regulatory Impact Assessment (RIA). Such additional legislation will impose further legal requirements on carriers to provide the information required by the authorities. A copy of that RIA will shortly be circulated to member airlines.

There is no doubt that the cost of compliance with e-Borders legislation will cost carriers a lot of money yet, at the same time, the benefits to carriers seem to be ever-diminishing. This scenario is now beginning to cause concerns that will have to be addressed by the e-Borders team.

BAR UK will be taking a very hard look at all of the issues, and consult with members on what solutions may be required to address them.

#### **b. Identity of Carrier Regulation (DfT)**

This EU Regulation, which is effective already, requires that passengers are notified of the operating carrier at the time of booking. Should that not be possible, then they are still required to be advised at a later date.

This consultation is from the UK Government, and concerns the levels of penalties that should apply should an airline or operator fail to provide the required information.

The draft response of BAR UK has already been circulated to members, and the final version will be submitted by the final deadline of 20 October.

#### **c. USA APIS - 60MINS (US Government)**

Quite separate to the emergency requirement of supplying APIS data at least 60 minutes before flight departure, the US government has indicated that it wanted to see this deadline as future normal practice.

To that extent, it has issued a Notice of Proposed Rule Making (NPRM), the deadline for which is 12 October.

There are 12 BAR UK members operating direct flights between the UK and USA, and they are in the process of being consulted before any formal response from BAR UK is provided.

#### **5) OFFICE OF FAIR TRADING AIRPORTS STUDY**

The UK Office of Fair Trading (OFT) has launched a study into the UK airports market. They plan to explore the potential for greater competition within the airport industry, particularly in the S East of England and at Manchester. The OFT will then decide if a reference to the Competition Authority (CA) is justified for a market investigation.

The views of BAR UK have been incorporated into the response provided by IATA.

The deliberations of the OFT Study will be circulated once they have been received,

#### **6) GATWICK EXPRESS - STILL NO NEWS**

BAR UK, and other interested parties, are still very much in contact with the DfT Rail. However, hard news concerning the future of this vital rail link is hard to come by.

Members and readers will be advised when more news is available.

*THE NEXT NEWSLETTER WILL BE PUBLISHED  
AT THE END OF NOVEMBER 2006*