

Airlines UK 2017 manifesto 'asks'

Brexit

Aviation provides important economic connections which must continue after the UK leaves the EU. We look forward to the EU and UK reaching an agreement as soon as possible that allows consumers and businesses from all European countries to continue to travel to and from the UK and around Europe just as they do today.

- **Prioritise aviation issues in the Brexit negotiations.**
- **Safeguard EU, US and international market access for the UK aviation sector.**
- **Continue UK membership of the European Aviation Safety Agency (EASA) with all EASA rules and regulations applied to UK operators and companies based here and the UK continuing to receive full voting rights within EASA.**
- **Continued UK involvement in the development of Single European Sky, and participation in SESAR.**
- **Retain ability to employ staff from across Europe post-Brexit and protect current employment rights for those already employed in the UK or elsewhere in the EU.**
- **Ensure that there are no further restrictions to UK border arrangements.**

Airport capacity

We agree that additional capacity at Heathrow offers greater potential economic and social advantages than expansion at Gatwick. Airlines are clear that the cost of expansion that they and their customers pay for is a key factor. We need the right solution at the right price, at the right time, in order to meet the needs of customers.

- **Continue to express commitment to expansion at Heathrow airport at a reasonable cost, with charges kept flat, and reducing over time with increased movements. Commit to opposing the pre-funding of new capacity, whereby today's users of the airport pay for future expansion.**
- **Put in place a policy framework that supports growth in aviation in the short to medium term, before extra capacity at Heathrow is operational, through airspace modernisation, surface access improvements and operational changes that enhance resilience.**

Tax

The failure to take action on Air Passenger Duty is a missed opportunity to demonstrate that – in the current Brexit climate – the UK is open for business. It is increasingly untenable – at a time when we are looking to strike deals and open ourselves up to new markets and opportunities – for the Government to continue to levy one of the highest taxation on air travel in the world by some considerable margin.

The Government is right to recognise that APD devolution will have impacts in England, but wrong to see this as an issue affecting just a handful of regional airports closest to Scotland. It should recommit to ensuring that future reductions in Scotland do not distort a competitive market place and unfairly penalise other parts of the UK.

- **Abolish APD in the next Parliament to transform the UK's international competitiveness, boost trade, increase productivity, encourage inbound tourism and support the travelling public.**
- **Recommit to ensuring that reductions in APD in Scotland do not cause competitive distortions in other parts of the UK.**

Sustainability

The UK should build on its leadership in global aerospace and aviation to capitalise on the emerging sustainable fuels market to reduce emissions, create jobs and bolster investments in science and technology. Long-term policy stability and economic support for the scaling-up and rollout of sustainable fuel production capacity will be needed.

- **Deliver legislation for including all sustainable aviation fuel producers in the Renewable Transport Fuel Obligation. Provide a clear long-term policy to encourage UK sustainable aviation fuel production.**

Border & Visas

We want to ensure the UK is an attractive and safe place to visit and do business, within a globally competitive environment. Border Force, the organisation that manages our border, is facing increased budget pressures that need to be addressed.

- **Border Force must have the resources it needs to deliver a safe and secure border while meeting passenger and airline expectations for queue times and customer service.**
- **There must be no relaxation of current targets for queue time at the border and these targets should be regularly benchmarked against our competition.**
- **If a UK Electronic Travel Authority (ETA) is introduced for some non-visa nationals, then the scheme should be user friendly and cost effective.**
- **In particular, the competitiveness of the UK's visa system in China (and indeed other important markets like India), should be improved, including early and full implementation of Government plans to reduce the cost of a 10-year multiple entry visit visa.**

Disruptive Passengers

Thankfully the problem of disruptive behaviour is rare - in the context of the millions of passengers travelling every year – but when it happens it can be a real issue for the passengers and crew. The industry is working hard to combat this issue and has taken action with the launch of its Code of Practice last year.

Alcohol is the single largest contributory factor and it is clear that it needs to be sold and consumed responsibly, for the safety of all. Alcohol purchased in the airport and then consumed covertly on-board is hard for crew to monitor and control and so airlines are asking Government to amend the Air Navigation Order to make this type of consumption a criminal offence.

- **Government should amend the Air Navigation Order to make consumption of a passenger's own alcohol onboard a criminal offence.**