AIRLINES UK   THE VOICE OF UK AIRLINES

Connectivity, Growth, and Net Zero
A manifesto for sustainable air travel

Lead the Transition to Net Zero Carbon Flight:

Sustainable Aviation Fuels – making more and cheaper SAF available to ensure fuel supplier compliance with the mandate and protect consumers

> Introduce primary legislation for a Government-backed SAF revenue support mechanism to unlock private investment in UK production, in the first King's Speech of the next Parliament – whilst bringing forward the published SAF delivery plan to meet the Government commitment of having five SAF plants under construction by 2025

> Protect passengers from the risk of higher ticket prices by reducing the cost of available SAF in the UK to bring it closer to the cost of jet fuel – with support at least in proportion to that being provided to EU airlines by the European Union via Emissions Trading Scheme revenues

Hydrogen

> Commit to a 10-year programme of funding for hydrogen aviation R&D support through the Aerospace Technology Institute, beyond 2030, alongside policy stability to support airlines and airports in making the significant investment in hydrogen flight needed in the 2030s and 2040s

> Ensure that the CAA is effectively resourced to lead on the development of hydrogen-related certification processes, standards and procedures and enable safe and timely entry-into-service

> Agree a strategic plan to ensure sufficient low carbon electrical and hydrogen generation is in place to power UK aviation's transition to net zero, including to produce hydrogen as both a feedstock and direct fuel, and to power carbon capture and storage

Airspace Modernisation

> Complete the Airspace Modernisation Programme by the end of the current decade, reducing delays for passengers, boosting capacity, and cutting carbon and noise pollution

Keep the UK a Competitive International Aviation Hub:
Ensure that policies are aligned to maintain the UK as an internationally competitive place to base and run an airline:

> Undertake a formal Government review into the economic regulation of Heathrow Airport and NATS (En Route) plc

> Update passenger rights legislation to provide greater clarity for consumers and create a more proportionate system that strikes a fair balance between strong consumer protection and affordability

> Support sustainable aviation growth including affordable airport expansion, making best use of existing capacity and through consistency with international guidelines and best practice on allocation of airport slots

> Apply the Balanced Approach to Aircraft Noise Management to protect the role of cargo and passenger night flights critical to our 24-hour, global economy whilst minimising the impact of aircraft noise

> Transform the passenger experience at the border using automation, technology, and data in close consultation with the sector. Engage with EU member states to ensure the smooth introduction for UK citizens of the EU Entry & Exit System and then the European Travel Information and Authorisation System

> Reduce the cost of a five-year visitor visa to the UK to bring us into line with international competitors such as the United States and EU, and remove the requirement for passengers transiting the UK to purchase an Electronic Travel Authorisation

> Maintain a level competitive playing field by ensuring new legislative and regulatory requirements from Government or the CAA apply to all airlines, not just UK-based carriers, unless inappropriate

Ensure airlines can recruit the people they need from any background:

> Encourage the next generation of diverse aviation professionals by removing VAT on pilot and ATC training, enabling student loans or other self-funded options to be used for courses, and allowing the use of Apprenticeship Levy funds for training

> Introduce mutual recognition of pilot and engineer licences between the CAA and EASA