

## Heathrow Leadership Group

### Meeting 6

**Minutes of a meeting held in the Board Room, The Compass Centre, Nelson road, Hounslow, Middlesex, TW6 2GW.**

**On Monday 30<sup>th</sup> July 2012 at 10:00**

<b>Present:</b>	Richard Deakin	NATS
	Andrew Haines	CAA (by phone)
	Steve Ridgway	Virgin Atlantic Airways
	Willie Walsh	International Airlines Group
	Christoph Mueller	Aer Lingus
	Brian Moore	Border Force (item 2, Immigration)
	Colin Matthews (Chair)	BAA Airports Ltd
	Tina Temby (Admin)	BAA Airports Ltd

The meeting commenced at 10:08

The minutes of the Heathrow Leadership Group meeting indicate the topics discussed and show the direction of debate, the general conclusions and actions. The minutes are not intended to be a detailed record.

Item no.	Subject
1.	<p><b>Minutes of Previous Meeting</b>            The minutes of 30<sup>th</sup> April 2012 were agreed.</p>
2.	<p><b>Short Term Operational Issues</b></p> <p><b>Immigration</b>            Good performance since 15<sup>th</sup> July. The group believes that good passenger service should be maintained after the Games and Brian Moore outlined plans to maintain contingency resources through the period from September to December with a focus on maintaining the agreed service levels. From the year end, newly recruited staff should be trained and effective. The group believes that current standard (25 minutes for EEA and 45 minutes for non EEA) should be improved.</p> <p>Brian Moore left the meeting at 10:40.</p> <p><b>Olympics</b>            Good performance so far.</p> <p><b>Winter Resilience</b>            The short term (12 out of 14) recommendations arising from the Begg report have been implemented. The 2 longer term items (the possible centralisation of de-icing facilities and Airport Control Centre) are being developed in consultation with airlines.</p> <p><b>T2 Occupancy</b>            The acquisition of BMI by IAG is driving a rethink of T2 occupancy. Already complicated, the review</p>

	<p>is made more difficult by uncertainty over which airline will take up the “remedy slots” relinquished by British Airways. To avoid delays to the T2 project, and to give clarity for Q6, early resolution is important.</p> <p><b>Operational freedoms</b>  Phase 2 is on-going and has been more beneficial to punctuality than phase 1, with early vectoring allowing a more rapid recovery on occasions when weather conditions have caused departure delays.</p> <p><b>Liquids and gels</b>  The European Commission has recognised the limitations of currently available liquid screening technology and appears accordingly to be taking a realistic approach to the timetable for relaxation of the current regulations.</p>
<b>3.</b>	<p><b>“Sustainable Aviation” policy review</b>  Noise will be a key issue through the policy review process, and we have an opportunity to present a coherent explanation of the overall performance and plans. Heathrow is making progress on noise with quieter aircraft, modified operational procedures and noise mitigation schemes.</p>
<b>4.</b>	<p><b>Civil Aviation Bill and Q6</b>  The Bill is approaching the final legislative stages and few changes are anticipated. BAA distributed its “Q6 Initial Business Plan” to airlines as the basis for further debate.</p>
<b>5.</b>	<p><b>AOB</b>  None.</p>
<b>6.</b>	<p><b>Date, Time and Venue of Next Meeting</b>  Monday 15<sup>th</sup> October 2012, 09:00 – 11:00  Board Room, BAA Compass Centre</p>
	<p>There being no further business the meeting closed.</p>

The meeting finished at 11.50

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**Colin Matthews**  
**Chairman**