

Heathrow Leadership Group

Meeting 3

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

On Friday 7th October 2011 at 10:00

Present:

Richard Deakin	NATS
Andrew Haines	CAA
Wolfgang Prock-Schauer	British Midland
Steve Ridgway	Virgin Atlantic Airways
Colin Matthews (Chair)	BAA Airports Ltd
Tina Temby (admin)	BAA Airports Ltd

Apologies: Willie Walsh International Airlines Group

The meeting commenced at 10:10

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>Minutes of Previous Meeting The minutes were agreed.</p>
2.	<p>Resilience</p> <ol style="list-style-type: none"> a. Normand Boivin has started as BAA's Heathrow COO. b. Winter and Olympics preparation is advancing with agreement between airlines and airport, for instance regarding passenger welfare provision. Significant progress made to increase permanent, "reservist" and stand-by resources. Training continues along with rehearsals to expose and address any remaining risks. c. The effective collaboration established at operational level for these specific purposes should be made into an on-going permanent mechanism to improve the passenger experience in times of disruption and in normal operations. d. NATS described the measures being taken to cope with additional demands on air traffic control during the Olympics. A good outcome would be closer integration of ACL activities into the overall airport and airspace plan. The airlines undertook to arrange senior level discussions, and the topic will be revisited at the next meeting of the Heathrow Leadership Group with an invitation to the CEO of ACL to attend. e. A large proportion of Olympic traffic will arrive on scheduled flights into Heathrow, and it will be important that they are not disrupted by additional flights by helicopter, private or military aircraft into other airports. Possible mitigations were discussed. f. "Operational freedom" trials and closer integration of NATS and Heathrow airport in a new "operational efficiency cell" both have the potential to improve resilience. It is important to explain to residents affected by noise that "operational freedoms" will be used responsibly. g. Details of the exact funding mechanism for investments in winter resilience were debated. h. Despite various interventions, immigration queues remain a concern and will be discussed again at the next meeting.

3.	<p>UK Aviation Policy</p> <ul style="list-style-type: none"> a. Government has asked for views about the importance to the UK of “hub” airport capacity. BAA and others are providing data and analysis highlighting the value to UK trade and jobs which derive from efficient direct connections to world markets associated with Heathrow. b. Leaders of business outside aviation have been more vocal recently about the importance of adequate capacity. Heathrow Airport should produce an updated explanation of the work that is being done and can be done in future to reduce noise, as this is a key area of concern for local residents.
4.	<p>Q6</p> <ul style="list-style-type: none"> a. Heathrow Airport and airlines want to achieve during the next regulatory period the maximum improvement in passenger experience, and progress towards an agreed long term “masterplan”, delivered in an affordable fashion. b. In line with evolutions in other regulated industries, and in contrast to the situation leading up to the current period, airlines and airport will need to be as aligned on investment priorities, passenger forecasts and cost reduction opportunities. c. The process has made a good start.
5.	<p>Date, Time and Venue of Next Meeting Monday 30th January 2012, 10:00-12:00 Board Room - West BAA Compass Centre</p>
<p>There being no further business the meeting closed.</p>	

Colin Matthews
Chairman