

Project Definition Sheets – Q6 and Beyond Eastern Campus

FQ01 : CWF T1 (Q6 & Q7)

FQ02 : CWF T2 (Q6 & Q7)

FQ03 : Eastern Campus Phase 2

Header Information

Project Name:	CWF T1 (Q6 & Q7)
Name in Schedules:	FQ01 : CWF T1 (Q6 & Q7)

Project Overview, Objectives and Status

Overview:		
Description:	Clean Working and Friendly (CWF) is an allowance for minor projects in an area. The projects should be focused on asset replacement and minor works that improve at least one of the following; service quality, safety, environmental performance or security.	
Ref. Drawings / Images: <i>(Refer to Appendix A)</i>	None	
Objectives:		
BAA:	To ensure the main asset base is maintained and that statutory and service quality objectives can be met and / or improved.	
Airline:	As BAA's.	
Status:		
BAA Lead Team:	Airline Engagement:	Strategic Solution or DGS/IGS Stage
Strategy	Amber	Outline

Project Delivery

Current Control Budget:			
Total Capital Budget <i>(Constant Prices)</i> :			£7.4M
<i>Refer to appendix B for cost information detail.</i>			
Time:			
Brief Decision:	Start on Site:	Completion on Site:	Operational Use Commences:
Each project created from CWF funds will have its own delivery dates that will be determined at project definition.			
<i>Refer to appendix C for programme information detail.</i>			
Assumptions:			
The following points cover the significant delivery assumptions related to this project;			
<ul style="list-style-type: none"> The CWF allowance is based upon a renewal percentage of X% over a 5 year period on the asset base NPV (2008) of £310,226,000. 2% has been selected to reflect the current age of the asset base. Cost shown for 5 years of Q6 and 1 year of Q7. 			
<i>Note: Assumptions stated here are to aid understanding and are not necessarily exhaustive.</i>			

Operational Issues

Financial Revenue and Operational Cost (Opex) Impact:		
Revenue / Opex Cost Area:	Revenue (+) / Cost (-) Impact per Annum:	Commentary:
Refer to assumptions below		
Impact on User Charges:		Not included in CIP 2009 Publication
Estimated Per Passenger Cost Impact:		Not stated
Commentary:		

None.
<i>Note: Impact on User Charge is subject to a number of complex variables and regulatory decisions and therefore information is indicative only.</i>
Assumptions:
The following points cover the significant operational assumptions related to this project;
<ul style="list-style-type: none"> The nature of CWF projects is such that any revenue / operational cost impact for each project is minor in the context of the overall Heathrow budget also not possible to calculate at this allowance level.

Areas of Disagreement

The following points cover any significant areas of disagreement between BAA and the Airline Community regarding this project.
<ul style="list-style-type: none"> None
<i>Note: Any disagreement noted must be read in the context of the airline engagement status shown above.</i>

Header Information

Project Name:	CWF T2 (Q6 & Q7)
Name in Schedule:	FQ02 : CWF T2 (Q6 and Q7)

Project Overview, Objectives and Status

Overview:		
Description:	Clean Working and Friendly (CWF) is an allowance for minor projects in an area. The projects should be focused on asset replacement and minor works that improve at least one of the following; service quality, safety, environmental performance or security.	
Ref. Drawings / Images: <i>(Refer to Appendix A)</i>	None	
Objectives:		
BAA:	To ensure the main asset base is maintained and that statutory and service quality objectives can be met and / or improved.	
Airline:	As BAA's.	
Status:		
BAA Lead Team:	Airline Engagement:	Strategic Solution or DGS/IGS Stage
Strategy	Amber	Outline

Project Delivery

Current Control Budget:			
Total Capital Budget (<i>Constant Prices</i>):			£7.8M
<i>Refer to appendix B for cost information detail.</i>			
Time:			
Brief Decision:	Start on Site:	Completion on Site:	Operational Use Commences:
Each project created from CWF funds will have its own delivery dates that will be determined at project definition.			
<i>Refer to appendix C for programme information detail.</i>			
Assumptions:			
The following points cover the significant delivery assumptions related to this project;			
<ul style="list-style-type: none"> The CWF allowance is based upon a renewal percentage of X% over a 5 year period on the asset base being, at this time, the T2A AFC of £1.3bn. 0.5% has been selected to reflect the current age of the asset base. Cost shown for 5 years of Q6 and 1 year of Q7. 			
<i>Note: Assumptions stated here are to aid understanding and are not necessarily exhaustive.</i>			

Operational Issues

Financial Revenue and Operational Cost (Opex) Impact:		
Revenue / Opex Cost Area:	Revenue (+) / Cost (-) Impact per Annum:	Commentary:
Refer to assumptions below		
Impact on User Charges: Not included in CIP 2009 Publication		
Estimated Per Passenger Cost Impact:		
Commentary:		
None.		

Note: Impact on User Charge is subject to a number of complex variables and regulatory decisions and therefore information is indicative only.

Assumptions:

The following points cover the significant operational assumptions related to this project;

- The nature of CWF projects is such that any revenue / operational cost impact for each project is minor in the context of the overall Heathrow budget also not possible to calculate at this allowance level.

Areas of Disagreement

The following points cover any significant areas of disagreement between BAA and the Airline Community regarding this project.

- None

Note: Any disagreement noted must be read in the context of the airline engagement status shown above.

Header Information

Project Name:	Eastern Campus Phase 2
Name in Schedule	0000 : Eastern Campus Phase 2

Project Overview, Objectives and Status

Overview:		
Description:	Continued development of the Eastern Campus (Q6 & Q7)	
Ref. Drawings / Images: <i>(Refer to Appendix A)</i>	Indicative Eastern Campus Layouts at; <ul style="list-style-type: none"> Phase 1 Opening Phase 2 Completion Baggage Masterplan Option 3 	
Objectives:		
BAA:	<ul style="list-style-type: none"> Alliance collocation Service quality improvement Operational efficiencies 	
Airline:	As BAA's	
Status:		
BAA Lead Team: Strategy	Airline Engagement: Red	Strategic Solution or DGS/IGS Stage Pre-Outline

Project Delivery

Current Control Budget:			
Total Capital Budget <i>(Constant Prices)</i>			£"TBC"
<i>Refer to appendix B for cost information detail.</i>			
Time:			
Brief Decision:	Start on Site:	Completion on Site:	Operational Use Commences:
TBC			
<i>Refer to appendix C for programme information detail.</i>			
Assumptions:			
The following points cover the significant delivery assumptions related to this project;			
<ul style="list-style-type: none"> The need for a Phase 2 of the Eastern Campus is driven by ;a) passenger growth and, b) asset life expectancy. Current forecasts excluding Mixed Mode effects suggest T2A Phase 1 will reach its design capacity by 2020, along with this Pier Service demands in Terminal 3 and the Eastern Campus would suggest the construction of additional infrastructure. Other key drivers are the life expectancy of Terminal 1 and the removal of T2A's reliance on the Terminal 1 Baggage System. Enablers to the commencement of this project are: <ul style="list-style-type: none"> Completion of T2A Phase 1 Relocation of the Terminal 1 non aligned airlines BCT ???? Completion of the Eastchurch Road re-alignment and Hanger BCT ??? Eastern Campus Phase 2 Safeguarding completed during Q5 BCT ???? BCT 7720 will be used during Q5 to fund early management and design resources for EC Phase 2 Key scope assumptions for this project are: <ul style="list-style-type: none"> Demolition & Enabling Removal of the remaining elements of the ESR Gantry Vacant Possession of all demolition & work zones Demolition of BA facility TBE 			

<ul style="list-style-type: none"> • Demolition of BA facility Cathedral Hanger • Demolition of southern sections of T1 Piers 3, 4, Euro lounge and FCC • Demolition of MSCP1/T2A Phase 1 VCC Passenger Connector • Re - alignment of Alpha and Bravo Taxiways including the necessary AGL substations • Re - alignment of the Northern & Southern Runway Holding areas • Code F compliant re-alignment of a section of the Bravo Taxiway north of T1 • Remodelling of Terminal 1 to facilitate demolition zones and continuing airline operations for EI and FI • Temporary re-provision of the Hounslow Suite, or upgrading of the Hillingdon Suite • Maintenance Base property acquisition costs to support the construction of T2C • New Infrastructure <ul style="list-style-type: none"> • Eastern Airside Road extension to either Viscount Way or the diverted Eastchurch Road including a new control post • Additional infrastructure services to support EC Phase 2 • New segregated T2C Pier with an additional 7 Code F and 5 Code E stands (with 2 (Code E)/3 (Code F) Airbridges & PCA per stand) • Civil Construction and fitout of TTS Maintenance base east of T2C • Civil Construction of the TTS running tunnel between T2A, B and the remaining sections connecting T2B to T2C • Fitout of T2A, B and C TTS station zones and the interconnecting running tunnels • Installation, testing and putting into operation of the new TTS System • TTS system safeguarding for Inter-Terminal TTS operation. • Baggage System fitout of T2A, B and C based on Masterplan Option 3 • Extension of the T2A Terminal per existing Planning Permission for an additional 10MPPA with additional 4 Code C and 1 code F stand (Code F stand to have 3 Airbridges & PCA) • Baggage civils zones & basements in the extension of the T2A Terminal based on Baggage Masterplan Option 3 • Passenger transport zones in the extension of the T2A Terminal based on an Eastern Campus TTS System including active safeguarding for an inter-terminal TTS. • Civil Construction and fit out of a further 2 Code F, 2 Code E and 1 Code D remote stands associated with the extension of the T2A Terminal • Retrofit and integration works required inside T2A Phase 1 • Eastern Campus Phase 2 Operational Readiness • Excludes the necessary Forecourt/MSCP extension and CTA works required for this development.
<i>Note: Assumptions stated here are to aid understanding and are not necessarily exhaustive.</i>

Operational Issues

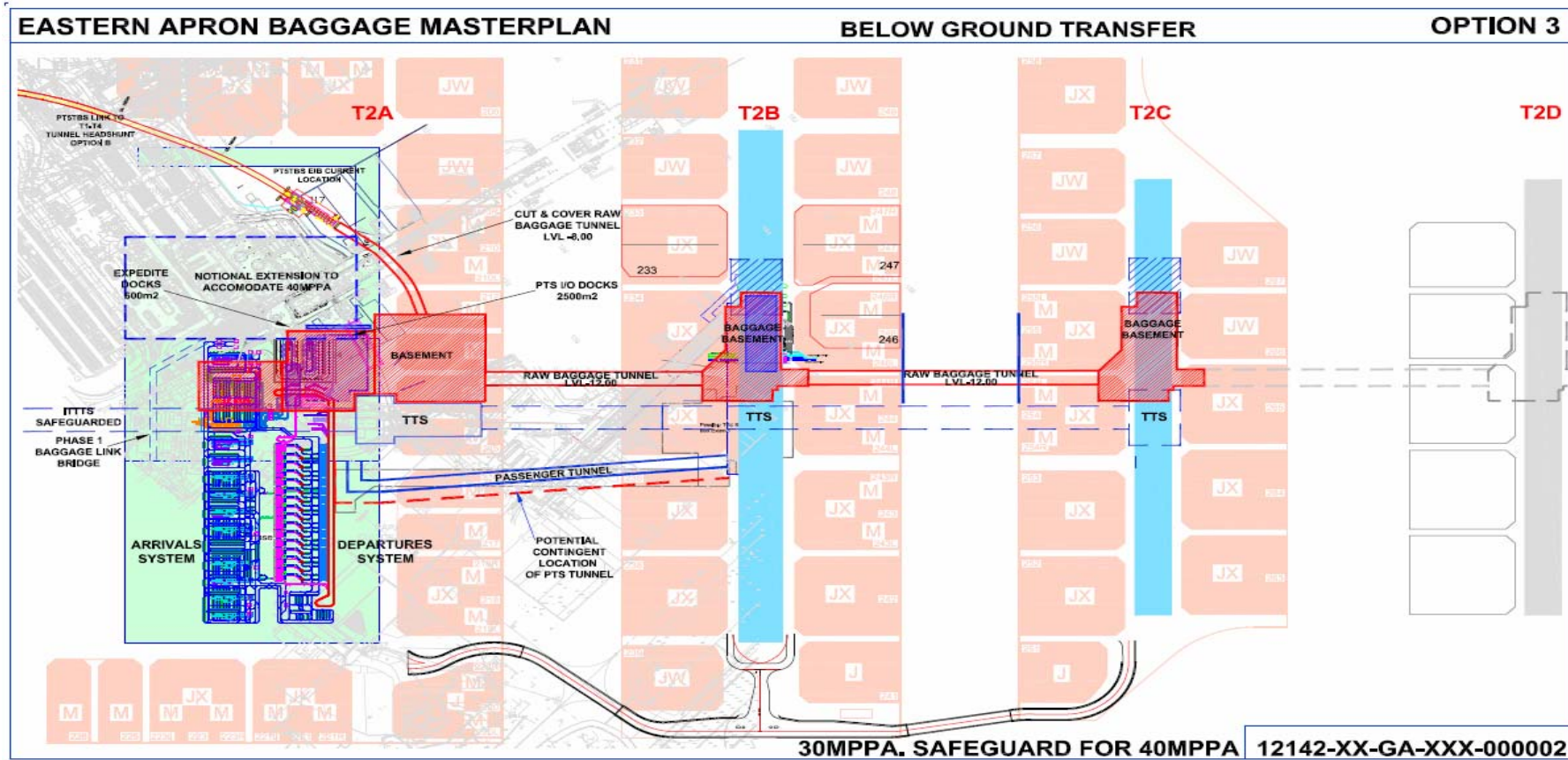
Financial Revenue and Operational Cost (Opex) Impact:		
Revenue / Opex Cost Area:	Revenue (+) / Cost (-) Impact per Annum:	Commentary:
		Opex and Revex impacts have not been assessed at this stage.
Impact on User Charges: Not included in CIP 2009 Publication		
Estimated Per Passenger Cost Impact:		

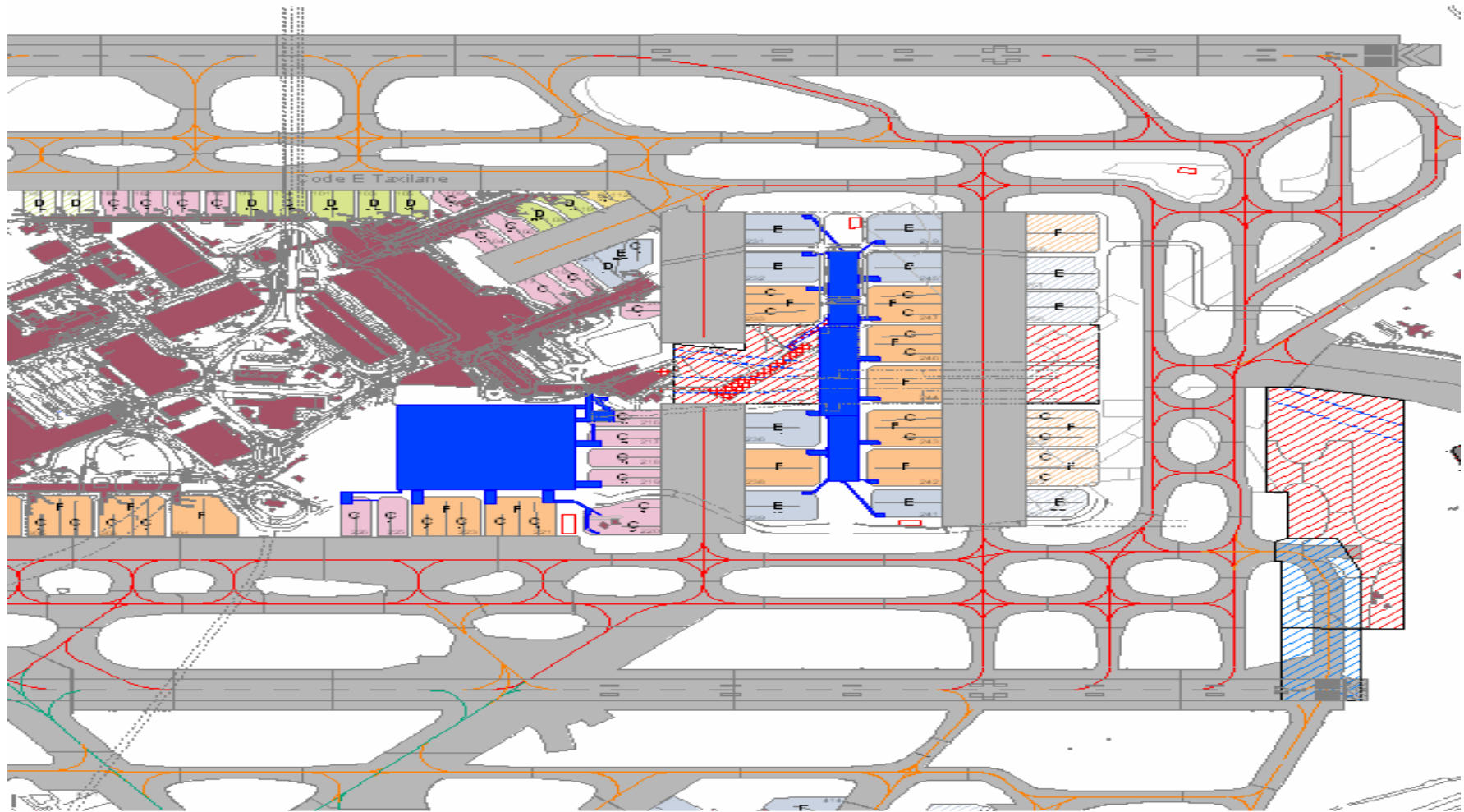
Commentary:
None
<i>Note: Impact on User Charge is subject to a number of complex variables and regulatory decisions and therefore information is indicative only.</i>
Assumptions:
The following points cover the significant operational assumptions related to this project;
<ul style="list-style-type: none"> • This project being the provision of significant infrastructure will create as a minimum increases in the following operational fields; Security, Maintenance, Cleaning and Baggage Ops.

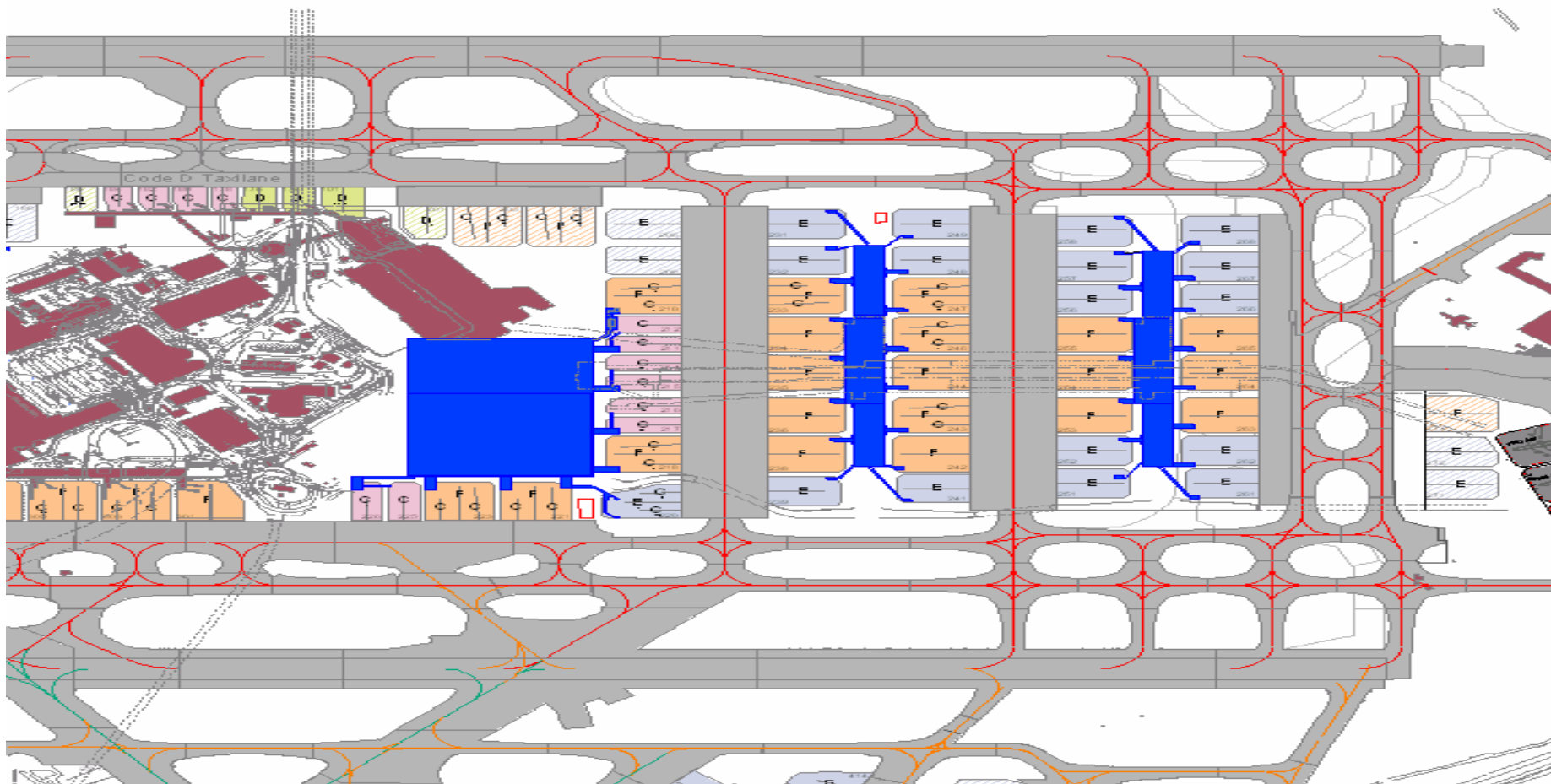
Areas of Disagreement

The following points cover any significant areas of disagreement between BAA and the Airline Community regarding this project.
<ul style="list-style-type: none"> • While not a specific disagreement, the airline occupancy for Eastern Campus Phase 2 has not been agreed.
<i>Note: Any disagreement noted must be read in the context of the airline engagement status shown above.</i>

Appendix A: Overview: Reference Drawing / Image:

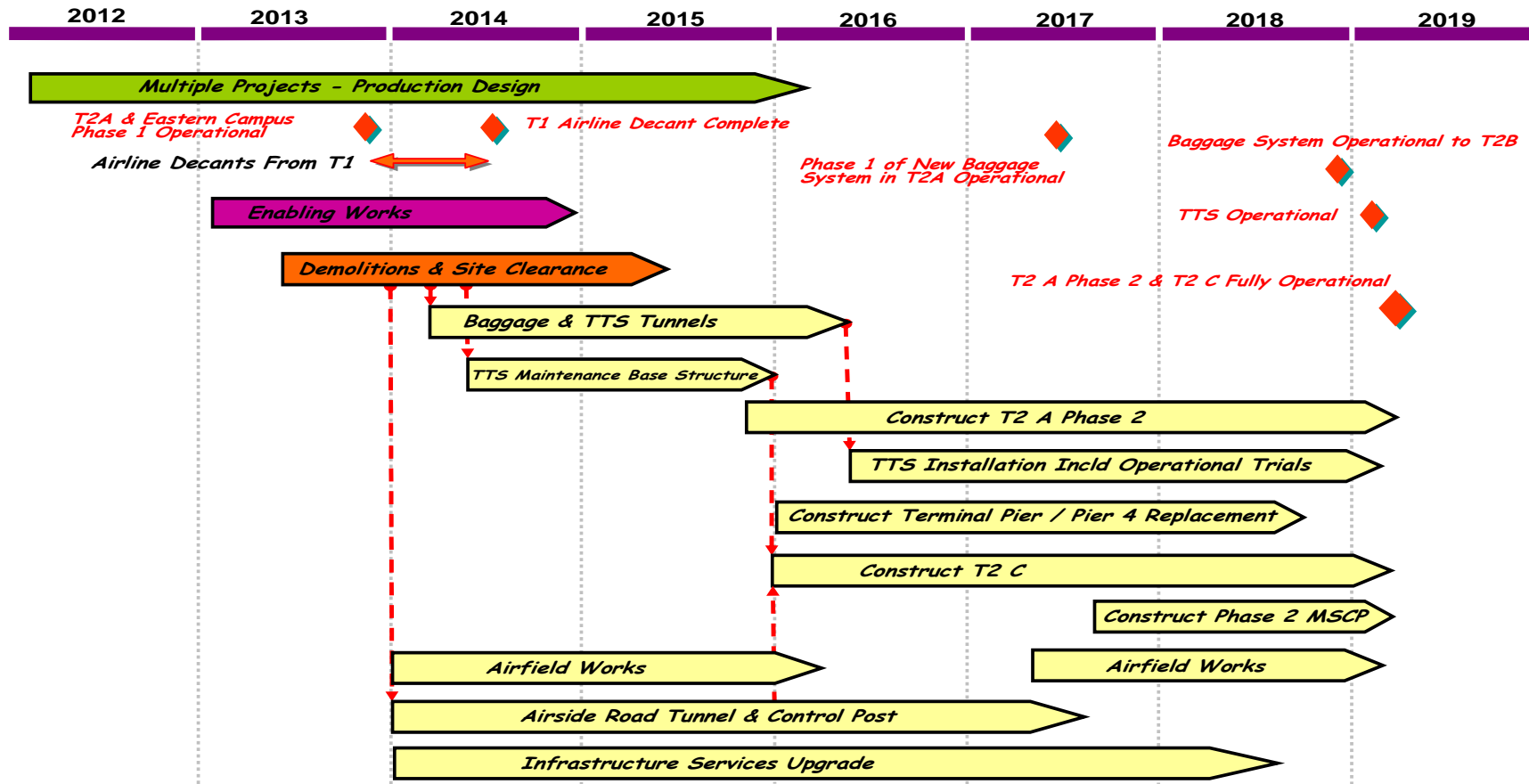






Appendix C: Project Delivery: High Level Project Plan:

Eastern Campus Phase 2 - Initial Review Programme



Ref : Diagrammatic Summary of 10000-XX-TS-XXX-000131 R2 0.1 15th December 2009