

**Project Definition Sheets – Q6 and Beyond Eastern Campus**

**BCT Number and Project Name as shown in Schedules**

9205 : T1 Non Aligned / T3 Refit

9206 : Eastern Campus Phase 2 Safeguarding

9723 : Eastern Campus Accommodation Equipment and Ancillary Facilities

FQ001 : 0000 : Eastern Campus Phase 2

## Header Information

<b>Project Name:</b>	T1 Non Aligned / T3 Refit
<b>Name in Schedule:</b>	9205: T1 Non Aligned / T3 Refit

## Project Overview, Objectives and Status

<b>Overview:</b>		
Description:	This project is an enabler to the construction of T2A Phase 2 (BCT 7720) and Eastern Campus Phase 2 (BCT 9204). This project provides for the refit of vacated areas in Terminal 3 to accommodate the move of non aligned carriers from T1.	
Ref Drawings/Images: <i>(Refer to Appendix A)</i>	None	
<b>Objectives:</b>		
BAA:	Further Toastracking of the Eastern Apron Service standard improvement	
Airline:	Alliance collocation on the Eastern Apron Service standard improvement	
<b>Status:</b>		
BAA Lead Team:	Airline Engagement:	Strategic Solution or DGS/IGS Stage
I&S	Red	Pre-Outline

## Project Delivery

<b>Cost:</b>			
Total Capital Expenditure (Outturn):			TBC
<b>Time:</b>			
Brief Decision:	Start on Site:	Completion on Site:	Operational Use Commences:
March 2013	March 2014	September 2014	September 2014
<b>Assumptions:</b>			
The following points cover the significant delivery assumptions related to this project;			
Enablers to the commencement of this project are: <ul style="list-style-type: none"> <li>• Completion of T2A Phase 1 &amp; the subsequent airline moves</li> <li>• Airline moves into T2A &amp; T2B are funded by airlines under terms of commercial policy</li> </ul> Key scope assumptions for this project are: <ul style="list-style-type: none"> <li>• Refit of vacated areas of T3 for provision of CIP lounge, airline accommodation, ramp accommodation, handler accommodation etc</li> <li>• Relocation of systems infrastructure for LY &amp; CY</li> <li>• Provision of airline specifics and support to facilitate the required moves</li> <li>• Excludes vacant possession and demolition activities in T1</li> </ul>			
<i>Note: Assumptions stated here are to aid understanding and are not necessarily exhaustive.</i>			

## Operational Issues

<b>Financial Revenue and Operational Cost (Opex) Impact:</b>		
Revenue / Opex Cost Area:	Revenue (+) / Cost (-) Impact per Annum:	Commentary:
		Opex and Revex impacts have not been assessed at this stage.
<b>Assumptions:</b>		
The following points cover the significant operational assumptions related to this project;		
None		

## Areas of Disagreement

The following points cover any significant areas of disagreement between BAA and the Airline Community regarding this project.
Discussion on the timeframe and nature of T1 closure has been commenced with the Airline Community but has not been concluded.
<i>Note: Any disagreement noted must be read in the context of the airline engagement status shown above.</i>

## Header Information

<b>Project Name:</b>	EC Phase 2 Safeguarding
<b>Name in Schedule:</b>	9206 : Eastern Campus Phase 2 Safeguarding

## Project Overview, Objectives and Status

<b>Overview:</b>		
Description:	Q5 Safeguarding for Eastern Campus Phase 2	
Ref Drawings/Images: <i>(Refer to Appendix A)</i>	T2A/B/C Tunnel Requirements – Plan Drawing	
<b>Objectives:</b>		
BAA:	Reduce future operational impact of Eastern Campus Phase 2 delivery by actively safeguarding for T2C & T2D	
Airline:	As BAA's	
<b>Status:</b>		
BAA Lead Team:	Airline Engagement:	Strategic Solution or DGS/IGS Stage
I&S	Green	Scheme

## Project Delivery

<b>Cost:</b>			
Total Capital Budget (Outturn):			TBC
<b>Time:</b>			
Brief Decision:	Start on Site:	Completion on Site:	Operational Use Commences:
March 2008	October 2010	November 2013	TBA
<b>Assumptions:</b>			
The following points cover the significant delivery assumptions related to this project;			
<p>This project is needed to safeguard for the future construction of the Eastern Campus Phase 2 and in particular T2C &amp; T2D. Active safeguarding of Services, Baggage and TTS infrastructure at this point will provide the least cost and disruptive solution for the future construction of the Eastern Campus Phase 2</p> <p>Key scope assumptions for this project are as follows:</p> <ul style="list-style-type: none"> <li>• Services Design and civils construction only of the services connectivity tunnel between T2B &amp; C (Excludes Fitout)</li> <li>• Baggage Design of the baggage connectivity tunnel between T2A, B &amp; C Construction civils only of baggage connectivity tunnel between T2B &amp; C (Excludes Fitout) Details all based on Baggage Masterplan Option 6 with T2D Safeguarding</li> <li>• TTS Design of the TTS Running Tunnels between T2A, B &amp; C including a TTS maintenance base between T2B &amp; C Design and construction civils only of TTS station box area under T2B including safeguarding for T2D. Safeguarding needs for a cross campus TTS have yet to be</li> </ul>			

defined (Excludes Fitout)  
 Construction civils only of TTS Running Tunnels and maintenance base between T2B & C (Excludes fitout)  
 To provide both program and cost efficiencies this scope is to be delivered in conjunction with the T2B Phase 2 project.

*Note: Assumptions stated here are to aid understanding and are not necessarily exhaustive.*

**Operational Issues**

<b>Financial Revenue and Operational Cost (Opex) Impact:</b>		
Revenue / Opex Cost Area:	Revenue (+) / Cost (-) Impact per Annum:	Commentary:
		Opex and Revex impacts have not been assessed at this stage.
<b>Assumptions:</b>		
The following points cover the significant operational assumptions related to this project;		
None		

**Areas of Disagreement**

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

The safeguarding needs for a Cross Campus TTS system are currently being discussed therefore they have not yet been fully defined for this project.

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

## Header Information

<b>Project Name:</b>	Eastern Campus Accommodation Equipment and Ancillary Facilities
<b>Name in Schedule:</b>	9723 : Eastern Campus Accommodation Equipment and Ancillary Facilities

## Project Overview, Objectives and Status

<b>Overview:</b>		
Description:	This project will provide the necessary support ramp accommodation, equipment parking and ancillary facilities for the functioning of the Eastern Campus	
Ref Drawings/Images: <i>(Refer to Appendix A)</i>	None	
<b>Objectives:</b>		
BAA:	Operational Efficiency Service Improvement	
Airline:	As BAA's	
<b>Status:</b>		
BAA Lead Team:	Airline Engagement:	Strategic Solution or DGS/IGS Stage
I&S	Green	Various

## Project Delivery

<b>Cost:</b>			
Total Capital Budget (Outturn):			TBC
<b>Time:</b>			
Brief Decision:	Start on Site:	Completion on Site:	Operational Use Commences:
October 2010	December 2012	December 2013	March 2014
<b>Assumptions:</b>			
The following points cover the delivery assumptions related to this project;			
This project will provide the following support ramp accommodation, equipment parking and ancillary facilities for the functioning of the Eastern Campus			
<ul style="list-style-type: none"> <li>• Ramp and Baggage accommodation blocks to a maximum of 4300m<sup>2</sup></li> <li>• Equipment parking areas aligned to the location of ramp accommodation and baggage operations.</li> <li>• Other ancillary facilities such as stillage, aircraft waste and de-icing needed for the smooth operations.</li> <li>• Options identified during the explore stage were against the demand across each of the key delivery phases of the Eastern Campus. ( I.e. T2B Phase 1, T2A Phase 1, T2A Phase 2.).</li> <li>• The current assumption is that a total of 3 ground handlers will occupy the fully developed T2A.</li> <li>• The current assumption is that a total of 2 ground handlers will occupy T2B with support accommodation for other handlers potentially operating</li> </ul>			

<p>out of T2B</p> <ul style="list-style-type: none"> <li>• The design of Terminal 2C is assumed to mirror T2B at this stage</li> <li>• Apron space is required around T1 to support baggage equipment parking</li> </ul> <p>The following key constraints were identified during the explore stage studies:</p> <ul style="list-style-type: none"> <li>• Site for construction of accommodation unit to west of stand 226 is available May 2013</li> </ul> <p><i>Note: Assumptions stated here are to aid understanding and are not necessarily exhaustive.</i></p>
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**Operational Issues**

<b>Financial Revenue and Operational Cost (Opex) Impact:</b>		
Revenue / Opex Cost Area:	Revenue (+) / Cost (-) Impact per Annum:	Commentary:
		Not applicable at this stage
<b>Assumptions:</b>		
The following points cover the significant operational assumptions related to this project;		
None		

**Areas of Disagreement**

<p>The following points cover any significant areas of disagreement between BAA and the Airline Community regarding this project.</p> <p>None</p> <p><i>Note: Any disagreement noted must be read in the context of the airline engagement status shown above.</i></p>
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## Header Information

<b>Project Name:</b>	Eastern Campus Phase 2
<b>Name in Schedule:</b>	0000 : Eastern Campus Phase 2

## Project Overview, Objectives and Status

<b>Overview:</b>		
Description:	Continued development of the Eastern Campus (Q6 & Q7)	
Ref Drawings/Images: <i>(Refer to Appendix A)</i>	Indicative Eastern Campus Layouts at; Phase 1 Opening Phase 2 Completion	
<b>Objectives:</b>		
BAA:	Alliance collocation Service quality improvement Operational efficiencies	
Airline:	As BAA's	
<b>Status:</b>		
BAA Lead Team:	Airline Engagement:	Strategic Solution or DGS/IGS Stage
I&S	Red	Pre-Outline

## Project Delivery

<b>Cost:</b>			
Total Capital Budget (Outturn):			TBC
<b>Time:</b>			
Brief Decision:	Start on Site:	Completion on Site:	Operational Use Commences:
TBC			
<b>Assumptions:</b>			
The following points cover the significant delivery assumptions related to this project;			
<ul style="list-style-type: none"> <li>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.</li> <li>Enablers to the commencement of this project are: Completion of T2A Phase 1 Relocation of the Terminal 1 Non Aligned Airlines Completion of the Eastchurch Road re-alignment and Cathedral Hanger Reprovision Eastern Campus Phase 2 Safeguarding completed during Q5 BCT 7720 will be used during Q5 to fund early management and design</li> </ul>			



resources for EC Phase 2

- Key scope assumptions for this project are:

Demolition & Enabling

Removal of the remaining elements of the ESR Gantry

Vacant Possession of all demolition & work zones

Part Demolition of BA facility TBE

Demolition of BA facility Cathedral Hanger

Demolition of southern sections of T1 Piers 3, 4, Eurolounge and FCC

Demolition of MSCP1 and the T2A Phase 1 VCC Passenger Connector

Re - alignment of the Nth/Sth 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

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)

Fitout of TTS Maintenance base between T2B and T2C

Civil Construction of the TTS and Baggage tunnels between T2A, B the remaining sections connecting T2B to T2C and the safeguarding of tunnels to a future T2D

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 potential Inter-Terminal TTS operation.

Baggage System fitout of T2A, B and C based on Masterplan Option 6 including T2D safeguarding

Cross Campus Connectivity Baggage System fitout from T3 to T2 and from T2 to T4

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 6 including T2D safeguarding and cross campus baggage connectivity.

Passenger transport zones in the extension of the T2A Terminal based on an Eastern Campus TTS System including safeguarding for a potential 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.

*Note: Assumptions stated here are to aid understanding and are not necessarily exhaustive.*

### **Operational Issues**

<b>Financial Revenue and Operational Cost (Opex) Impact:</b>		
Revenue / Opex Cost Area:	Revenue (+) / Cost (-) Impact per Annum:	Commentary:
		Opex and Revex impacts have not been assessed at this stage.
<b>Assumptions:</b>		
The following points cover the significant operational assumptions related to this project;		
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.

While not a specific disagreement, the airline occupancy for Eastern Campus Phase 2 has not been agreed.

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