

Project Definition Sheets – Q6 and Beyond Western Campus

BCT Number and Project Name as shown in Schedules

FQ002 : 0000 : T4 GP5 – Lower MSCP4 Forecourt

FQ003 : 0000 : T4 GP18 – Ready to Fly- Transfers

FQ004 : 0000 : T4 GP15 – Arrivals Piers Refurbishment

Header Information

Project Name:	Lower MSCP4 Forecourt Refurbishment
Name in Schedule:	0000 : T4 GP5 – Lower MSCP4 Forecourt

Project Overview, Objectives and Status

Overview:		
Description:	Full refurbishment of Arrivals forecourt <ul style="list-style-type: none"> • Explore potential to close off inner lanes to extend forecourt • Full review of area and utilisation • Void refurbishment/painting • Deep clean • Review of wayfinding/signage • Bollards replaced • Resurfacing • Fencing/Barriers replaced • Lighting 	
Ref Drawings/Images: <i>(Refer to Appendix A)</i>		
Objectives:		
BAA:		
Airline:		
Status:		
BAA Lead Team:	Airline Engagement:	Strategic Solution or DGS/IGS Stage
I&S		

Project Delivery

Cost:			
Total Capital Budget (Outturn):		circa £5.2m	
Time:			
Brief Decision:	Start on Site:	Completion on Site:	Operational Use Commences:
Assumptions:			
Inner lanes would need to remain open giving limited scope for full redesign of area			
<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 /	Revenue (+) /	Commentary:

Opex Cost Area:	Cost (-) Impact per annum:	
Assumptions:		
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.
None at this stage
<i>Note: Any disagreement noted must be read in the context of the airline engagement status shown above.</i>

Header Information

Project Name:	Ready to Fly - Transfers
Name in Schedule:	0000 : T4 GP18 – Ready to Fly- Transfers

Project Overview, Objectives and Status

Overview:		
Description:	Roll out of Ready to fly process. <ul style="list-style-type: none"> • Process roll out • Devise a T5-style solution for transfer i.e. directing transfer passengers through central search, rather than transfers search • Wayfinding/Signage review • FIDs • Same infrastructure to support 	
Ref Drawings/Images: <i>(Refer to Appendix A)</i>		
Objectives:		
BAA:		
Airline:		
Status:		
BAA Lead Team: I&S	Airline Engagement:	Strategic Solution or DGS/IGS Stage

Project Delivery

Cost:			
Total Capital Budget (Outturn):		circa £3.4m	
Time:			
Brief Decision:	Start on Site:	Completion on Site:	Operational Use Commences:
Assumptions:			
Airport wide initiative			
<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:

Assumptions:

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.
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None at this stage

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

Header Information

Project Name:	Arrivals Piers Refurbishment
Name in Schedule:	0000 : T4 GP15 – Arrivals Piers Refurbishment

Project Overview, Objectives and Status

Overview:		
Description:	Refurbishment of Arrivals Routes <ul style="list-style-type: none"> • New ceiling • New lighting • Wall linings • Travelator refurbishment • Wayfinding review and upgrade • Personalised connections FIDs 	
Ref Drawings/Images: <i>(Refer to Appendix A)</i>		
Objectives:		
BAA:		
Airline:		
Status:		
BAA Lead Team:	Airline Engagement:	Strategic Solution or DGS/IGS Stage
I&S		

Project Delivery

Cost:			
Total Capital Budget (Outturn):		circa £8.2m	
Time:			
Brief Decision:	Start on Site:	Completion on Site:	Operational Use Commences:
Assumptions:			
Travelators can be removed or refurbished and do not need replacement			
<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:

Assumptions:

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.
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None at this stage

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