Project Definition Sheets – Q6 and Beyond Baggage

BCT Number and Project Name as shown in Schedules

FQ005 : Baggage Cross-Campus Connectivity
FQ006 : T3 Baggage Product Improvements
FQ007 : T4 Baggage Product Improvements
FQ008: T5 Baggage Product Improvements

Header Information

Project Name:	Q6 Cross-Campus Connectivity
Name in Schedule:	Baggage Cross-Campus Connectivity

Project Overview, Objectives and Status

Overview:			
Description:	BHS Asset Renewal and Operational Enhancements		
Ref Drawings/Images: *(Refer to Appendix A)*	None		
Objectives:			
BAA:	Reductions in end-to-end operating costs; Reductions in mishandled bag rates; Improved connection times; Reduced manual handling of bags		
Airline:	As BAA's.		
Status:			
BAA Lead Team:	Airline Engagement:	Strategic Solution or DGS/IGS Stage	
I&S	Green		

Project Delivery

Cost:			
Total Capital Budget (Outturn):	TBC		
Time:			
Q6			
Brief Decision:	Start on Site:	Completion on Site:	Operational Use Commences:
Assumptions:			
The following points cover the significant delivery assumptions related to this project;			
Fit-out of the TBS between the WIB at T3 and the T2 Phase 2 baggage system (deferred from Q5). Replacement of the existing BAE "Telecar" baggage system in the T1-T4 tunnel the technology for which will be obsolete. The system functionality needs to be aligned with the T5-T3-T2 TBS and integrated with the T2 Phase 2 system. On-line disruption handling facilities with fully automated baggage storage and reflighting capability for approx. 10,000 bags requiring re-routing/reflighting. System to be common user with capability to service bags from any terminal.			
Note: Assumptions stated here are to aid understanding and are not necessarily exhaustive.			

Operational Issues

Financial Revenue and Operational Cost (Opex) Impact:		
Revenue / Opex Cost Area:	Revenue (+) / Cost (-) Impact per Annum:	Commentary:
		Handler Opex reductions due to more efficient use of manpower and reduction in lost time due to injury.
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
Note: Any disagreement noted must be read in the context of the airline engagement status shown above.

Header Information

Project Name:	Q6 T3 Baggage Product Improvements
Name in Schedule:	T3 Baggage Product Improvements

Project Overview, Objectives and Status

Overview:			
Description:	BHS Asset Renewal and Operational Enhancements		
Ref Drawings/Images: *(Refer to Appendix A)*	None		
Objectives:			
BAA:	Reductions in end-to-end operating costs; Reductions in mishandled bag rates; Improved safety environment for operators		
Airline:	As BAA's.		
Status:			
BAA Lead Team:	Airline Engagement:	Strategic Solution or DGS/IGS Stage	
I&S	Green		

Project Delivery

Cost:			
Total Capital Budget (Outturn):	TBC		
Time:			
Q6			
Brief Decision:	Start on Site:	Completion on Site:	Operational Use Commences:
Assumptions:			
The following points cover the significant delivery assumptions related to this project;			
This project addresses the following issues in T3: Replacement and reconfiguration of all arrivals reclaim belts (not modified in Q5) to provide more A380 capacity, better bag presentation to the passenger and elimination of baggage vehicle queuing at the unload areas. HBS replacement to meet Standard 3 requirements by 2018. Automated ULD handling (full & empty) to enable release of terminal building space to other users (passenger security).			
Note: Assumptions stated here are to aid understanding and are not necessarily exhaustive.			

Operational Issues

Financial Revenue and Operational Cost (Opex) Impact:		
Revenue / Opex Cost	Revenue (+)	Commentary:

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

Header Information

Project Name:	Q6 T4 Baggage Product Improvements
Name in Schedule:	T4 Baggage Product Improvements

Project Overview, Objectives and Status

Overview:			
Description:	BHS Asset Renewal and Operational Enhancements		
Ref Drawings/Images: *(Refer to Appendix A)*	None		
Objectives:			
BAA:	Reductions in end-to-end operating costs; Reductions in mishandled bag rates; Improved safety environment for operators		
Airline:	As BAA's.		
Status:			
BAA Lead Team:	Airline Engagement:	Strategic Solution or DGS/IGS Stage	
I&S	Green		

Project Delivery

Cost:			
Total Capital Budget (Outturn):	TBC		
Time:			
Q6			
Brief Decision:	Start on Site:	Completion on Site:	Operational Use Commences:
Assumptions:			
The following points cover the significant delivery assumptions related to this project;			
This project addresses the following issues in T4: Replacement and reconfiguration of all arrivals reclaim belts (not modified in Q5) to provide more A380 capacity, better bag presentation to the passenger and elimination of baggage vehicle queuing at the unload areas. HBS replacement to meet Standard 3 requirements by 2018. Low-level control (PLC) equipment asset replacement Replacement of power distribution system to the baggage system to avoid obsolescence and to provide redundancy. SAC replacement (aligned with T1 SAC) SCADA hardware replacement (to align with BAA IT strategy)			

Control room refit/refurbishment to align with HAL baggage control room strategy

Replacement of the two rear sorters

Batch build operations (build cell technology) will be introduced into T4 to improve operational efficiency, allow for more effective use of manpower and improve manual handling safety through the use of assisted handling devices. This will include replacement of ABF1 and ABF1.5

Automated ULD handling full & empty

Automated early bag storage system

APV system replacement (asset renewal)

Transfer loop replacements

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

Operational Issues

Financial Revenue and Operational Cost (Opex) Impact:		
Revenue / Opex Cost Area:	Revenue (+) / Cost (-) Impact per Annum:	Commentary:
		Handler opex reductions due to more efficient use of manpower and reduction in lost time due to injury.
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
Note: Any disagreement noted must be read in the context of the airline engagement status shown above.

Header Information

Project Name:	Q6 T5 Baggage Product Improvements
Name in Schedule:	T5 Baggage Product Improvements

Project Overview, Objectives and Status

Overview:			
Description:	BHS Asset Renewal and Operational Enhancements		
Ref Drawings/Images: *(Refer to Appendix A)*	None		
Objectives:			
BAA:	Reductions in end-to-end operating costs; Reductions in mishandled bag rates; Improved safety environment for operators		
Airline:	As BAA's.		
Status:			
BAA Lead Team:	Airline Engagement:	Strategic Solution or DGS/IGS Stage	
I&S	Green		

Project Delivery

Cost:			
Total Capital Budget (Outturn):	TBC		
Time:			
Q6			
Brief Decision:	Start on Site:	Completion on Site:	Operational Use Commences:
Assumptions:			
The following points cover the significant delivery assumptions related to this project;			
This project addresses the following issues in T5: Much of the baggage IT equipment in T5 will become obsolete and expensive to support during Q6. This project includes replacement equipment to ensure that the opex does not increase as a result and that the IT systems can be aligned with the BAA common IT platform for baggage. Batch build operations (build cell technology) will be introduced into T5 to improve operational efficiency, allow for more effective use of manpower and improve manual handling safety through the use of assisted handling devices. Automated ULD handling (full & empty) Arrivals system enhancements to provide more A380 capacity, reduce queuing and improve first/last bag delivery times and reduce passenger waiting times at reclaim.			

HBS replacement to meet Standard 3 requirements by 2018. Control room refit/refurbishment to align with HAL baggage control room strategy Automated early bag storage system capacity increase. Offline disruption handling facility (reflighting) at T5.
Note: Assumptions stated here are to aid understanding and are not necessarily exhaustive.

Operational Issues

Financial Revenue and Operational Cost (Opex) Impact:		
Revenue / Opex Cost Area:	Revenue (+) / Cost (-) Impact per Annum:	Commentary:
		Handler opex reductions due to more efficient use of manpower and reduction in lost time due to injury.
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
Note: Any disagreement noted must be read in the context of the airline engagement status shown above.