

Trigger Definition Sheet

Programme	Airport Resilience	
Q6 Business Case	BC117 – T4 Infrastructure Improvement	
Project	T4 Code F Stand 410 (part of BC117)	
Trigger description	Reconfigure Stand 410 to handle Code F Aircraft	
Trigger Date	16 th December 2014	

P50 Capital Investment Value @ G4	£9,779,000 (2011/12 prices)	Monthly Rebate	£43,600
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Trigger Definition

Introduction – Overall Business Case

There is a demand for wide bodied aircraft such as the A380 in Terminal 4. Presently there are only two Code F stands in T4 (405 and 406), this project will deliver an additional two Code F stands (410 and 411).

Trigger Objective

To incentivise timely completion of newly reconfigured stand 410 for operational use by the airlines and their wide bodied fleet.

Achievement Criteria

The ability for the airlines to have operational use of reconfigured stand 410 as follows:

- Constructed and equipped for Code F A380 aircraft and also MARSed to handle two Code C aircraft.
- 3 new air bridges compatible with Code F and Code C aircraft requirements.
- 3 new fixed links.
- Required civil's preparations/installations and new electrical pits for safeguarding of future pre-condition air (PCA) apparatus.
- Fixed Electrical Ground Power compatible with Code F and Code C aircraft requirements.
- Stand entry Guidance/ Stand number indicator for Code F and Code C aircraft
- Fuel hydrant requirements for Code F and Code C aircraft

The Trigger date detailed above will include all commissioning and testing of the stand and its constituent equipment and systems, such that it is delivered fit for operational use on or before the trigger date. The Stands will only be accepted by the airline community after such commissioning and testing. The transition from the construction team to operations will utilise Heathrow's "Bringing Into Use" process.

Agreed Parameters



It has been agreed with the airlines that two stand closures can be accommodated at any one time to enable the Contractor to take access of two stands as essentially required to meet his schedule. It is therefore assumed that Airline Operations will comply with scheduled stand closures, through established engagement.

Payment of Rebate


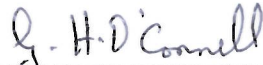
The trigger calculation has been based on the CAA settlement price control licence condition (Jan 14).

The monthly rebate for late delivery of the triggered project is as detailed above. The payment of the rebate will be for complete calendar months following the target date and will continue until the end of the month following the fulfilment of the triggered project as specified above.

Endorsement and approvals

Title	Name	Signature	Date
HAL Programme Director	Helen Gamlin		24-03-14
HAL Exec Sponsor	Normand Boivin		01 09 14

Stakeholder Group endorsement	Endorsed at Triggers - Q6 Portfolio Sub Group 07 th February, 2014
Capital Transitions Group endorsement	Endorsed at Triggers - Q6 Portfolio Sub Group 07 th February, 2014

Title	Name	Signature	Date
HAL CTG Representative	Phil Wilbraham		27/3/14
Airline CTG Representative	Gerry O'Connell		27/3/14