

# Heathrow Airport Limited

## 2012-13 Actuals to Table 6-3 Variance Analysis

Year ended 31 March 2013

## Introduction

This report provides users with explanations of variances between actual results in the Trading Statement to those included within the CAA forecast for activities identified as 'Specified Activities' within Table 6-3 of the 'Economic Regulation of Heathrow and Gatwick Airports 2008-2013', CAA decision dated 11th March 2008 for the year ending 31st March 2013.

The CAA forecast for Specified Activities lists the revenue that is forecast to be generated by Heathrow Airport (ie. third party revenue) for the fifth quinquennium (Q5). This forecast is based on certain assumptions and any derivation from this forecast is required to be explained and justified to users and the CAA.

The specified activities are:

- Baggage, Check-in desks and Common Use Self Service Machines (CUSS)
- Other Desk Licences
- Staff Car Parking
- Airside Licences
- Electricity
- Fixed Electrical Ground Power (FEGP)
- Heating and Ventilation
- Water and Sewerage
- Security Documentation
- Bus and Coach Services

The variance analysis has been made against third party elements of the actuals for the period 1st April 2012 to 31st March 2013.

This paper includes Table 6-3 for Q5 and an update showing this table uplifted to nominal prices using RPI for 2012/13 from The Office for National Statistics (ONS), and Oxford Economic Forecast (OEF) for future years. The RPI uplift is applied to provide a consistent comparison between CAA forecast and actuals in nominal prices (ie. current year prices). These variances are explained on the following sheets.

As charges for Passengers with Reduced Mobility (PRMs) were not included in the Q5 Settlement they have not been analysed in this report.



**Baggage, Check-In & CUSS  
2012-13**

**3rd Party Element only**

	Trading Statement £'000	Table 6-3 £'000	Variance Table 6-3 £'000	Commentary on variance	£'000
Revenue per 12/13 Trading Statement	119,806				
London 2012 Olympic and Paralympic Games adjustment	3,856				
11/12 bfwd (under) / over recovery	2,711				
<b>Total Revenue</b>	<b>126,372</b>	<b>104,949</b>	<b>21,423</b>	Actuals reflect pricing increase to cover cost changes below	
				Additional scope - Inter Terminal Operation (assumed reduced due to opening of T1-T5 Tunnel)	(4,600)
				Additional scope - T1 - T4 Tunnel operating at fuller capacity than previously assumed	(1,000)
				Additional scope - T1 Out of Gauge assumed closed	(900)
				Additional scope - Terminal 4 Ancilliary Baggage Facility	(400)
				Additional scope- T4 following transfer of responsibilities from BA	(1,400)
				Additional scope - T4IB	(1,100)
				Under estimated T5 Operating & Maintenance costs, now based on actuals and reflecting extended scope.	(6,000)
				Additional scope - Baggage Recovery Facility	(900)
				Check-in & CUSS - check-in under estimated and CUSS fully recovered	(3,600)
				Other	(14)
<b>Direct Expenditure</b>	<b>113,495</b>	<b>93,581</b>	<b>(19,914)</b>		<b>(19,914)</b>
<b>Allocated costs</b>	<b>8,202</b>	<b>11,369</b>	<b>3,167</b>	Agreed efficiency savings incorporated in allocated costs	
London 2012 Olympic and Paralympic Games adjustment	3,856		(3,856)	London 2012 Olympic and Paralympic Games adjustment	
<b>Net (under) / over recovery at 31 March 2013</b>	<b>820</b>	<b>0</b>	<b>820</b>		

Note: Due to the predominantly fixed nature of the total costs, usage volume reductions will lead to an increase in the price per unit. Conversely, usage volume increases will result in a decrease in the price per unit.

**Staff Car Parking  
2012-13**

**3rd Party Element only**

	Trading Statement £'000	Table 6-3 £'000	Variance Table 6-3 £'000	Commentary on variance	£'000
Revenue per 12/13 Trading Statement	19,369				
London 2012 Olympic and Paralympic Games adjustment	975			London 2012 Olympic and Paralympic Games adjustment	975
11/12 bfwd (under) / over recovery	1,730			Pricing adjusted primarily to reflect cost decreases driven by lower annuity	(2,339)
<b>Total Revenue</b>	<b>22,074</b>	<b>22,873</b>	<b>(799)</b>	Increase in 3rd party share from 81% per Table 6-3 to 83% per Actuals	565
					<b>(799)</b>
<b>Direct Expenditure</b>	<b>10,550</b>	<b>9,180</b>	<b>(1,370)</b>	Coaching & Fuel - additional schedules and increased fuel costs.	(1,240)
				Rent & Rates	140
<b>Allocated costs and Annuity</b>	<b>10,701</b>	<b>13,694</b>	<b>2,993</b>	Increase in 3rd party share from 81% per Table 6-3 to 83% per Actuals	(226)
				Other	(45)
London 2012 Olympic and Paralympic Games adjustment	975		(975)		<b>(1,370)</b>
<b>Net (under) / over recovery at 31 March 2013</b>	<b>(151)</b>	<b>0</b>	<b>(151)</b>	The annuity for terminal adjacent car parks has been adjusted in accordance with the release of spaces	
				London 2012 Olympic and Paralympic Games adjustment	

**Airside Licences  
2012-13**

**3rd Party Element only**

	Trading Statement £'000	Table 6-3 £'000	Variance Table 6-3 £'000	Commentary on variance	£'000
Revenue per 12/13 Trading Statement	1,591				
11/12 bfwd (under) / over recovery	(562)			Pricing primarily adjusted to reflect prior year under-recovery	178
<b>Total Revenue</b>	<b>1,029</b>	<b>915</b>	<b>114</b>	Decrease in 3rd party share from 100% per Table 6-3 to 93% per Actuals	(64)
					<b>114</b>
<b>Direct Expenditure</b>	<b>779</b>	<b>444</b>	<b>(335)</b>	Higher staff costs to reflect agreed focus on airside safety and compliance	(309)
<b>Allocated costs and Annuity</b>	<b>471</b>	<b>471</b>	<b>0</b>	General Costs - Unit Load Device Management	(120)
Trading Statement Adjustment	(154)		154	Other	93
<b>Net (under) / over recovery at 31 March 2013</b>	<b>(67)</b>	<b>0</b>	<b>(67)</b>	Trading Statement Adjustment	<b>(335)</b>

Note: Due to the predominantly fixed nature of the total costs, usage volume reductions will lead to an increase in the price per unit. Conversely, usage volume increases will result in a decrease in the price per unit.

<b>Electricity</b>					
<b>2012-13</b>					
<b>3rd Party Element only</b>					
	<b>Trading Statement £'000</b>	<b>Table 6-3 £'000</b>	<b>Variance Table 6-3 £'000</b>	<b>Commentary on variance</b>	<b>£'000</b>
Revenue per 12/13 Trading Statement	27,122				
Backbilling Income Adjustment	4,246				
11/12 bfwd (under) / over recovery	(807)				
<b>Total Revenue</b>	<b>30,561</b>	<b>33,981</b>	<b>(3,421)</b>	Additional backbilled income relating to prior years	4,246
				Pricing adjusted to reflect cost decreases and lower total airport consumption	(3,021)
				Decrease in 3rd party share from 39.5% per Table 6-3 to 34.1% per Actuals	(4,646)
					<b>(3,421)</b>
<b>Direct Expenditure</b>	<b>15,155</b>	<b>25,517</b>	<b>10,362</b>	Decreased total airport consumption and costs	6,874
				Decrease in 3rd party share from 39.5% per Table 6-3 to 34.1% per Actuals	3,488
					<b>10,362</b>
<b>Allocated costs and Annuity</b>	<b>8,462</b>	<b>8,462</b>	<b>0</b>		
Backbilling Cost Adjustment	2,856		(2,856)	Direct costs related to the adjustment for additional revenue for backbilled 3rd party consumption in the period prior to 12/13	
<b>Net (under) / over recovery at 31 March 2013</b>	<b>4,087</b>	<b>0</b>	<b>4,087</b>		

**Fixed Electrical Ground Power (FEGP)  
2012-13**

**3rd Party Element only**

	<b>Trading Statement £'000</b>	<b>Table 6-3 £'000</b>	<b>Variance Table 6-3 £'000</b>	<b>Commentary on variance</b>	<b>£'000</b>
Revenue per 12/13 Trading Statement	9,490				
11/12 bfw (under) / over recovery	(2,224)				
<b>Total Revenue</b>	<b>7,266</b>	<b>8,281</b>	<b>(1,015)</b>	Reduced consumption	<u>(1,015)</u>
<b>Direct Expenditure</b>	<b>4,449</b>	<b>3,563</b>	<b>(885)</b>	Higher electricity cost driven by Electricity NRC pricing	(1,206)
<b>Allocated costs and Annuity</b>	<b>4,718</b>	<b>4,718</b>	<b>0</b>	Reduced maintenance costs	<u>322</u>
Ash cloud rebate	(168)		168	Ash Cloud Rebate	<u>(885)</u>
<b>Net (under) / over recovery at 31 March 2013</b>	<b>(1,732)</b>	<b>0</b>	<b>(1,732)</b>		

Income is charged per qtr hour periods, whereas Electricity costs represents the actual cost of the electricity supplied.

Note: Due to the predominantly fixed nature of the total costs, usage volume reductions will lead to an increase in the price per unit. Conversely, usage volume increases will result in a decrease in the price per unit.



## Heating & Ventilation 2012-13

### 3rd Party Element only

	Trading Statement £'000	Table 6-3 £'000	Variance Table 6-3 £'000
Revenue per 12/13 Trading Statement	1,388		
<b>Total Revenue</b>	<b>1,388</b>	<b>1,044</b>	<b>344</b>
<b>Direct Expenditure</b>	<b>1,096</b>	<b>748</b>	<b>(348)</b>
<b>Allocated costs and Annuity</b>	<b>921</b>	<b>921</b>	<b>0</b>
<b>Net (under) / over recovery at 31 March 2013</b>	<b>(629)</b>	<b>(625)</b>	<b>(4)</b>

### Commentary on variance

T5 Energy Centre costs were not included in the Table 6-3 submission, neither was the reduction in the other boiler houses caused by the relocated usage. The additional costs and revenue reflect the net increase in the provision of H&V facilities.

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Note: Heating & Ventilation income is based upon rents agreed by the AOC rents group, therefore any (under)/over recoveries are not rolled forward into the following year's price setting.

**Water & Sewerage  
2012-13**

**3rd Party Element only**

	Trading Statement £'000	Table 6-3 £'000	Variance Table 6-3 £'000	Commentary on variance	£'000
Revenue per 12/13 Trading Statement	1,296				
Backbilling Income adjustment	110				
11/12 bfwd (under) / over recovery	(468)				
<b>Total Revenue</b>	<b>938</b>	<b>1,091</b>	<b>(153)</b>	Additional backbilled income relating to prior years	110
				Pricing adjusted to reflect cost decreases and lower total airport consumption	(1,276)
				Increase in 3rd party share from 16% per Table 6-3 to 31% per Actuals	1,013
					<b>(153)</b>
<b>Direct Expenditure</b>	<b>927</b>	<b>715</b>	<b>(211)</b>	Reduced Water supply costs	453
				Increase in 3rd party share from 16% per Table 6-3 to 31% per Actuals	(664)
					<b>(211)</b>
<b>Allocated costs and Annuity</b>	<b>371</b>	<b>371</b>	<b>0</b>		
Backbilling Cost Adjustment	81		(81)		
Cap backbilling to CAA decision 3rd party share	(81)		81	Direct costs related to the adjustment for additional revenue for backbilled 3rd party consumption in the period prior to 12/13	
<b>Net (under) / over recovery at 31 March 2013</b>	<b>(359)</b>	<b>5</b>	<b>(364)</b>		

**Security Documentation  
2012-13**

**3rd Party Element only**

	Trading Statement £'000	Table 6-3 £'000	Variance Table 6-3 £'000	Commentary on variance	£'000
Revenue per 12/13 Trading Statement	3,562				
11/12 bfwd (under) / over recovery	2,099				
<b>Total Revenue</b>	<u>5,661</u>	<u>3,202</u>	<u>2,458</u>	Significant increase in volume of passes issued without incurring an increase in costs plus introduction of new tariffs to ensure greater compliance with security standards	2,635
				Decrease in 3rd party share from 85% per Table 6-3 to 80% per Actuals	(176)
					<u>2,458</u>
<b>Direct Expenditure</b>	<u>1,564</u>	<u>1,556</u>	<u>(8)</u>	Staff savings	456
<b>Allocated costs and Annuity</b>	<u>1,646</u>	<u>1,646</u>	<u>0</u>	Purchase of ID issue cards, card holders and lanyards	(576)
				Other	112
<b>Net (under) over / recovery at 31 March 2013</b>	<u>2,450</u>	<u>0</u>	<u>2,450</u>		<u>(8)</u>

Note: Due to the predominantly fixed nature of the total costs, usage volume reductions will lead to an increase in the price per unit. Conversely, usage volume increases will result in a decrease in the price per unit.

**Bus & Coach  
2012-13**

**3rd Party Element only**

	Trading Statement £'000	Table 6-3 £'000	Variance Table 6-3 £'000	Commentary on variance	£'000
Revenue per 12/13 Trading Statement	1,477			Underlying decrease in income	(452)
				Increase in 3rd party share from 73% per Table 6-3 to 86% per Actuals	299
<b>Total Revenue</b>	<b>1,477</b>	<b>1,630</b>	<b>(153)</b>		<b>(153)</b>
				Staff	(28)
				Property Related	(6)
				Maintenance & Equipment	(121)
				Management fees	(1,452)
				Increase in 3rd party share from 73% per Table 6-3 to 86% per Actuals	(23)
<b>Direct Expenditure</b>	<b>1,758</b>	<b>128</b>	<b>(1,630)</b>		<b>(1,630)</b>
<b>Allocated costs and Annuity</b>	<b>3,878</b>	<b>3,878</b>	<b>0</b>		
<b>Net (under) / over recovery at 31 March 2012</b>	<b>(4,159)</b>	<b>(2,376)</b>	<b>(1,783)</b>		

Note: Bus and Coach income is based upon commercial agreements with suppliers, therefore any (under)/over recoveries are not rolled forward into the following year's price setting.

