

# YORK AVIATION EXPERIENCE

### **Advantage West Midlands (2000)**

A regional economic development strategy for Birmingham International Airport and the National Exhibition Centre.

### **Advantage West Midlands/East Midlands Development Agency (2002)**

A study of the economic development and regeneration implications of the alternative scenarios of the growth of aviation included in the Department for Transport's Midlands Air Services Consultation Document.

### **Advantage West Midlands/West Midlands Regional Assembly (2005)**

Study into the economic implications of airport expansion in the West Midlands in support of the new Regional Spatial Strategy.

### **Aer Rianta (2001-2002)**

An assessment of the national, regional and local economic impact of the proposed new runway at Dublin Airport.

### **AIG, Credit Suisse & GECAS (2006)**

Appointed by a consortium comprising Banque AIG, Credit Suisse and GECAS in August 2006 to assist with the process of due diligence in connection with the consortium's bid for the acquisition of London City Airport, which was successful. Our advice covered air traffic forecasts, projections of aeronautical revenue, and capital expenditure requirements to meet future capacity needs.

### **Airbus (2006 & 2009)**

Provision of design layout for a new aircraft apron and taxiway at Broughton Airport to accommodate the Beluga cargo aircraft carrying aircraft wings to Hamburg and Toulouse.

A simulation study of airport operations for Airbus using the SIMMOD simulation tool.

### **Air Route Development Northern Ireland Ltd (2003-2004)**

Appointed in November 2003 to undertake an economic appraisal of the value of investment to support new air routes from Northern Ireland airports.

### **Airports Council International (ACI) EUROPE (1998-2004)**

The position of York Aviation as one of the leading companies in Europe in relation to the economic impact of airports was recognised by ACI EUROPE, the trade body for European airports. We assisted ACI EUROPE with the preparation of the 1998 brochure on the economic impact of airports, including a review of economic impact assessments of 35 airports in Europe, North America and South East Asia, giving us unrivalled knowledge of the economic impacts of airport development.

York Aviation was appointed in December 2002 to update the 1998 brochure 'Creating Employment and Prosperity in Europe'. For this study we updated our database of the economic and social impact of airports across Europe and the Report was published in February 2004. We have also published an Economic Impact Study Kit jointly with ACI EUROPE.

### **Airport Operators Association (2005)**

Preparation of an economic impact brochure.

### **Airport Regions Conference (2000-2005)**

A study of future trends in airport-related employment based on five case studies of continental European airports (Dublin, Milan, Paris, Stockholm and Vienna) and UK experience at Birmingham, Gatwick, Heathrow, Manchester and Stansted. The work examined current and projected occupational and skill breakdowns of airport workforces, the likely impact of key drivers of employment growth, and examples of good practice in relation to the implementation of training and employment programmes (2000).

Contribution to the Manual of Air Service Development (2005).

### **Amsterdam Schiphol Group (2010)**

Appointed by the Schiphol Group to undertake a study into the wider impact of Amsterdam Airport on the Dutch economy.

### **Association of European Express Carriers/European Express Organisation (1999)**

An assessment of the employment impact of the express carrier industry in the countries of the European Union and the five applicant states.

### **Atlantic Connectivity Alliance (2007-8)**

Working with a wide range of public and private sector stakeholders to examine the impact on the regional economy of the withdrawal of the Aer Lingus Shannon to Heathrow service in early 2008. This work also included analysis of options for supporting the development of new services on an ongoing basis.

### **BAA (2006)**

Participation in the SESAR (Single European Sky ATM Research) Consortium as part of the BAA-led airport team.

### **BAA Scottish Airports (2010)**

Economic impact studies for Glasgow and Aberdeen airports for BAA Scotland, which complemented and were consistent with the economic impact study of Edinburgh Airport, which we completed for Scottish Enterprise in 2009.

### **Barcelona Activa (2001)**

Barcelona Activa, the economic development agency for Barcelona, was seeking to create a service that provides information and guidance for young people on employment opportunities in key growth sectors in the City. In order to support the establishment of the new service, Barcelona Activa carried out a series of studies of the key growth sectors. York Aviation carried out studies of the aviation and aerospace sectors.

### **Barcelona Regional (1998)**

Assistance to Barcelona Regional, the metropolitan agency for urban infrastructure development, with an assessment of the likely impact of the growth of the airport on the economic development of both the City and Catalonia, based on experience from around the world.

### **Beauvais Airport (2007)**

Air traffic forecasts, capacity and financial analysis for a bidder for the concession to operate Beauvais Airport, in Paris.

### **Belfast City Airport (2010/11)**

Advice to Belfast City Airport on matters relating to the Public Inquiry on the proposed runway extension.

### **Birmingham International Airport (1993-2007)**

We have undertaken the following assignments for Birmingham International Airport:

- an assessment of the economic impact of the airport on the West Midlands Region, updated in March 1995 for inclusion in the Airport Company's Master Plan for the period to 2005 – this work was an input to Board decisions regarding the ownership structure of the airport (1993 and 1995);
- an assessment of the economic impact of the expansion of long haul services from the airport – this involved an assessment of the impact of the extension of the runway necessary to allow the development of services to a wide range of long haul destinations (1994);
- an economic impact report in support of the planning application to Solihull Metropolitan Borough Council for the expansion of terminal capacity at the Airport (1995);
- an assessment of the economic impact of the airport on both the West Midlands and East Midlands Regions, in the context of the updating of the Airport's Master Plan, the review of the Solihull Unitary Development Plan and the Government's Midlands Regional Air Services Study (1999);
- an assessment of the economic case for the extension of the runway in order to accommodate long haul services to the Far East, the West Coast of the US and elsewhere and to reduce payload restrictions on other routes (2001);
- an economic impact assessment in support of the Airport's Master Plan (2005);
- reviews of the long term passenger forecasts (2005-7);
- an economic impact assessment of the proposed runway extension (2007).

### **Bournemouth International Airport (2001)**

An assessment of the sub-regional economic impact of the Airport, following its purchase by the Manchester Airports Group.

### **Cardiff International Airport (1997-1999)**

An assessment of the regional economic impact of the airport in the context of proposals for a new £65 million access road. We assisted in the preparation of traffic forecasts over the period to 2010 and examined the income and employment implications of this projected growth and the wider regional economic benefits of the expansion of the airport. Subsequently, we played a major role in securing the support of Welsh Office Ministers and the key Local Authorities in South Wales for the early construction of the new Airport Access Road (1997).

This earlier report was then updated and developed in order to examine explicitly the economic case for the new Airport Access Road. This involved looking at air traffic forecasts both with and without the new Road and the economic impact of the airport under both scenarios (1998).

#### **Carter Jonas LLP, in relation to Conington Airfield (2009)**

Provision of advice on behalf of Conington Airfield near Peterborough on the viability of business opportunities at the airfield including general aviation operations.

#### **Catalunya Government (2004)**

Work with local consultants on the key objectives and measures for route development fund intervention in Catalunya.

#### **Church Schools Company, Salford (2004)**

Provision of advice on the feasibility of locating a proposed new Salford Academy on each of four potential sites adjacent to Barton Aerodrome in Greater Manchester.

#### **City Hopper Airports (2003-4)**

We have undertaken the following assignments for City Hopper Airports:

- market analysis and economic impact studies of the proposed expansion of Birmingham Wolverhampton Airport (2003);
- due diligence assessment of Blackpool Airport passenger forecasts (2004);
- advice on route development at Blackpool Airport (2004);
- advice on passenger forecasts for a potential airport acquisition (2005).

#### **CityJet (2009)**

Appointed by CityJet to advise on airport related matters.

#### **City of London Corporation (2008/2010)**

A study to examine the economic importance of air services to the City of London economy, updated in 2010.

### **Ciudad Real Airport (2006)**

A study of the economic impact of the growth potential at Ciudad Real (Don Quixote) Airport, located to the south of Madrid.

### **Consortium of Airports Against Finningley (2000-2002)**

An assessment of the economic case for the new commercial airport at Finningley near Doncaster proposed by Peel Airports, undertaken for a consortium of East Midlands Airport, Humberside Airport and Leeds-Bradford Airport. Both Louise Congdon and Nigel Mason appeared as expert witnesses at the Public Inquiry in January 2002.

### **Cornwall County Council (2005)**

An economic impact study of Newquay Airport.

### **Cumbria Inward Investment Agency (2003-2004)**

Appointed in November 2003 to carry out a study into the feasibility of operating helicopter services from West Cumbria.

### **Department for Transport (2002 & 2004)**

Advice on the analysis framework for analysing responses to the Regional Consultation into the Future of Air Transport and Chair of various regional and national workshops (2002).

Development of an Appraisal Framework for Route Development Funds (2004/5).

### **Derry City Council (2006-9)**

Financial Appraisal of Development Options for City of Derry Airport.

Economic Impact Study of City of Derry Airport.

Study into governance options for the City of Derry Airport, including business plan verification.

Update to a previous report on Airport Funding Options (2008).

Strategic Advice on the preparation of a 10-year Business Plan for City of Derry Airport (2008).

### **DHL (2002)**

An assessment of the current and projected economic importance of the express freight industry at East Midlands Airport.

### **Doncaster Metropolitan Borough Council (2007)**

Advice in relation to the potential for maximising the benefits of Robin Hood Airport Doncaster Sheffield in connection with the Local Enterprise Growth Initiative (LEGI).

### **Dublin Airport Authority (2005)**

An economic impact assessment of the proposed east/west second runway at Dublin Airport.

### **East of England Development Agency (2005- 2007)**

Study into the socio-economic case for the expansion of activities at London Southend Airport (2005).

Study into the socio-economic case for the expansion of activities at Norwich International Airport (2006/7).

### **East Midlands Airport (2001, 2004 & 2010/11)**

An assessment of the economic value of night time aircraft operations, in the context of a request from the local planning authority to the Secretary of State for the Environment, Transport and the Regions to designate the airport under Section 78 of the Civil Aviation Act (2001).

Preparation of Busy Day Timetables for terminal capacity planning (2004).

Advice in connection with the successful defence of Part 1 Claims relating to the Airport's runway extension and Cargo West apron development (2010/11).

### **East Midlands Development Agency (2003)**

A regional economic development strategy for East Midlands International Airport.

### **easyJet (2006)**

Advice in relation to Berlin Airport.

### **Elvington Park Ltd. (2008)**

Provision of advice in relation to the need and economic impact of a proposed hangar development at Elvington Aerodrome near York, the subject of a planning appeal, including preparation of a Proof of Evidence and acting as expert witness at the Public Inquiry.

### **England's Regional Development Agencies (2002-2009)**

We have undertaken the following assignments for the English RDAs:

- preparation of a common approach to an Aviation and Airport Strategy for England for the nine English Regional Development Agencies in the context of the Government's consultation process on the future of air transport in the UK; in addition, preparation of a follow-on response from the nine English RDAs following the inclusion of Gatwick in the consultation process (2002-3);
- advice on the opportunities to support air transport arising from the Future of Air Transport White Paper for 4 RDAs – Advantage West Midlands, EMDA, OneNE and SWRDA (2004);
- assessment of the economic value of Heathrow to the English regions in the context of the consultation on the future development of the airport (2007);
- draft consultation response on the UK Department for Transport Consultation on the Framework of Economic Regulation for UK Airports (2009);

### **Exeter Airport (1995-2001)**

An assessment of the economic impact of the airport as an input to policy decisions in the Structure Plan Review and in the context of local government re-organisation and the acute budgetary position of its owner, Devon County Council. Key issues in relation to the Structure Plan Review included the allocation of employment land associated with the expansion of the airport, and especially the development potential of the adjacent Skypark site, and the proposals for the construction of a new settlement in the area east of Exeter (1995).

The economic impact assessment was updated in 2001 in the context of regional initiatives on air services and development proposals in the vicinity of the airport, including Skypark, an inter-modal freight transfer station, and the proposed new settlement to the east of Exeter (2001).

### **European Airline Associations (AEA, EBAA, ECA, ELFAA, ERA, and IACA) (2007-8)**

In association with Ernst & Young, an analysis of the EC Proposal to include aviation activities in the European Emissions Trading Scheme. A review and update of the study was undertaken in 2008.

### **European Low Fares Airline Association (ELFAA) (2007)**

A study into the social benefits and impact of Low Fares Airlines in Europe.

### **Farnborough Airport (2007/8)**

Provision of advice in relation to the need for an increase in weekend business aviation movements at Farnborough Airport; Louise Congdon appeared as an expert witness for TAG Farnborough at the Planning Appeal Public Inquiry. The Appeal was successful.

### **Federal Express Europe (1998)**

An assessment of the impact of the operations of Federal Express on the UK economy in the context of negotiations over fifth freedom rights.

### **FlyAmbeo (2008)**

An assessment of the market potential for corporate services by Very Light Jets from the South East of England, including a review of CAA passenger data, air intensive market sectors and the wider General Aviation market.

### **Gdansk Airport (2007-2009)**

In partnership with PricewaterhouseCoopers (PwC) Poland, provision of management scenarios and investment strategies for running and developing a second airport in the Gdansk region of Northern Poland.

In partnership with PricewaterhouseCoopers (PwC) Poland, preparation of traffic forecasts and a market assessment for PLG Gdansk Airport, including General and Business Aviation.

### **Gdynia-Kosakowo Airport (2009/10)**

York Aviation was commissioned by Port Lotniczy Gdynia-Kosakowo in Northern Poland to prepare an Airport Master Plan for Gdynia-Kosakowo Airport as part of a consortium that includes PwC Polska and PBP Enamor Ltd Gdynia.

### **Government Office for the East of England (2004)**

Study into the employment and housing Implications of a two-runway Stansted with Cambridge Econometrics.

Audit of Stansted Growth Assumptions used in various studies as an input to RPG preparation.

### **GoSkills (2004-5)**

Assessments of aviation industry skills needs and provision to support the development of the air transport industry in the North West of England.

### **Hambleton District Council in relation to Bagby Airfield (2010/11)**

Advice to Hambleton District Council in relation to Bagby Airfield in North Yorkshire, including an analysis of likely movements and recommendations for Planning Conditions.

### **Highlands & Islands Airports Limited (2007)**

Provision of advice relating to runway, airfield and terminal operations at Inverness Airport, identifying where improvements could be made to manage peak activity.

### **Highlands & Islands Enterprise, Scottish Enterprise, and the Scottish Executive (2003-4)**

Preparation of an economic appraisal framework for assessing proposals for the support of new direct air services to/from Scotland in the context of the Interim Route Development Fund.

### **Humberside International Airport (1999)**

An assessment of the sub-regional economic impact of the airport.

### **Indonesia Open Skies (2011)**

Working in conjunction with Mott MacDonald, York Aviation was commissioned to undertake a socio economic impact assessment of the implementation of the ASEAN Open Skies for Indonesia. Indonesia is the largest economy in the ASEAN Open Skies area and the 18th largest economy in the world. The study examined the potential long term economic benefits to the rapidly developing Indonesian economy from increased air service liberalisation.

### **Invest Thames Gateway (2011)**

Appointed by Invest Thames Gateway to undertake proposition research into the aerospace and MRO sectors in the Thames Gateway area.

### **Kent (Manston) International Airport (2011)**

York Aviation provided advice to Kent Manston International Airport in relation to the economic impact of potential changes to night flying policy.

### **Kruger Mpumalanga International Airport (2007)**

Advice to a potential investor into the market potential of Kruger Mpumalanga International Airport in South Africa.

### **Laings (2004)**

Advice on due diligence regarding investment in a European Airport.

### **Laing Investment Management Services (2007)**

A Study in conjunction with PricewaterhouseCoopers Prague in the Czech Republic regarding the potential of developing the former military airbase at Pardubice as a second airport for Prague, including preparation of traffic forecasts, CAPEX and OPEX investment programmes, revenue forecasts, management scenarios and phased master plan proposals.

### **Lancashire Economic Partnership (2006)**

A study into the social and economic impact of Blackpool International Airport, with the aim of improving the understanding of the airport's role in the local area and the sub region, and its ability to act as a driver for economic development (2006).

### **Leeds-Bradford International Airport (2002-2006)**

We have undertaken the following assignments for Leeds Bradford International Airport:

- an assessment of the prospects for the development of the airport for a private sector client with an interest in adjacent land, in the context of the relaxation of the restrictions on night-time flying and the emerging Leeds Unitary Development Plan. We prepared forecasts of the growth of passenger traffic over the period to 2010 and examined the employment implications of this projected growth. The employment forecasts were used to assess the employment land allocations needed in order to prevent the expansion of the airport being constrained over the Plan period (1994-1995);
- assistance with the preparation of response to the Future Development of Air Transport in the North of England (2002);
- review of the Terminal Development Strategy Plan 2004 to 2016 (2003-4);
- update of Economic Impact for Master Plan (2005);
- review of Passenger Forecasts (2005/6);
- under sub-contract to PricewaterhouseCoopers, appointed to undertake the technical aspects of the Vendor Due Diligence in connection with the sale of Leeds Bradford International Airport (2006).

### **London City Airport (2005-11)**

We have undertaken the following assignments for London City Airport:

- an economic and social impact assessment of the Airport's growth on the Thames Gateway area in support of the Airport's Master Plan (2005);
- preparation of the economic and social impact case in connection with planning applications (2007);
- preparation of Air Traffic Forecasts to support future planning applications (2007/8);
- preparation of an updated Economic Impact Report and Social Survey including summary text for a published brochure on 'The Economic Significance of London City Airport' (2010/11).

### **London Luton Airport Ltd (2006-11)**

Advice on air traffic forecasts, capacity development, costs and revenues at Luton Airport, in conjunction with Ernst & Young.

### **London Luton Airport Operations Ltd (2002)**

Preparation of a paper on the economic impact of the airport in the context of the reviews of the Bedfordshire and Luton Structure Plan and the Borough of Luton Local Plan.

### **Luffartsverket (1999)**

An analysis of the economic implications of alternative scenarios of airport development in the Stockholm region, including concentration of activity at Arlanda and the construction of a new airport to the south of the City, for the Swedish Civil Aviation Administration. The work involved estimating the employment and wider economic benefits of the alternative scenarios and an assessment of the implications of the scenarios for the overall economic development of the region.

### **Lydd Airport (2010/11)**

Preparation of advice in relation to traffic forecasts and planning applications; Louise Congdon also appeared as an expert witness in the 2011 Public Inquiry.

### **Lyon Saint Exupéry Airport (2002-2003)**

A regional economic impact assessment of the two Lyon airports of Saint Exupéry and Bron in the context of proposals to construct a new third airport in Paris.

### **Manchester Airport (1991-2011)**

We have undertaken the following assignments for Manchester Airport:

- an assessment of the economic development potential of the airport, forming the basis for the economic development strategy adopted by the surrounding Local Authorities (1991);
- preparation of evidence on the economic impact of the proposed Second Runway on the North West Region. Both Louise Congdon and Nigel Mason appeared as expert witnesses on behalf of the Airport Company at the Public Inquiry in July 1994;
- an assignment for Manchester City Council, suggesting supply chain mechanisms through which the economic benefits resulting from the expansion of the airport could be captured by areas most in need of regeneration (1994);
- preparation of evidence on the proposed expansion of Liverpool Airport; both Louise Congdon and Nigel Mason appeared as expert witnesses on behalf of Manchester Airport Plc at the Liverpool Airport Inquiry in May 1995;

- an assessment of the economic impact of a failure to achieve further liberalisation of air services on the North West Region – the study report was used in the Airport Company's lobbying campaign for 'Open Skies' (1996);
- an assignment to develop pilot employment initiatives that could be implemented in order to ensure that areas of high unemployment in South Manchester benefit from the expansion of the airport (1997);
- assistance with the evaluation of development options as part of a long term strategic review (1999);
- a study of the economic impact of the Manchester-Kuala Lumpur service introduced by Malaysia Airlines in March 1999 (1999-2000);
- a study of the airport supply chain, identifying key relevant sectors and the extent to which employment and wealth are being generated outside the north of England, and suggesting ways in which regional partners can influence future indirect job generation (2001-2002);
- passenger terminal modelling studies have been carried out testing a variety of scenarios related to optimising the processing times and landside and airside passenger dwell times with the Terminals at Manchester Airport. These results have been used to help identify opportunities to speed up processing and maximise quality dwell times in order that the passenger experience can be improved, retail and commercial revenues enhanced, and that best use can be made of existing processing facilities at check-in and security;
- provision of a terminal simulation training course using modelling tools;
- advice on the methodologies for assessing the off-load capacity of inbound baggage using simulation modelling;
- appointed in November 2003 to update the 'Capacity Thermometer' tool which guides where and when, in relation to throughput, investment or management solutions are required for the airport's airfield and terminal passenger and aircraft handling infrastructure;
- advice on the economic impact of air service liberalisation (2004/5);
- support for Master Plan preparation:
  - development of Busy Day Schedules and further analysis of airside and terminal capacity requirements including Terminal 2 Phase 2 (2004-6);
  - airside capacity assessment for the period from 2005 to 2030 (2005);
  - long-term runway capacity assessment (2005);
  - training provision in the use of the SIMMOD Plus! runway and airfield simulation modelling tool (2006);

- an airfield capacity study utilising the SIMMOD tool to analyse proposals for taxiway and apron development (2007);
- traffic allocation and stand demand studies in support of the Terminal 2 Phase 2 feasibility study (2006);
- a study into the economic and social impact of the four Manchester Airport Group airports, Manchester, Nottingham East Midlands, Humberside, and Bournemouth, undertaken in conjunction with the Centre for Local Economic Strategies (2005-6);
- a study into the implications of Air Passenger Duty rises (2010).
- a review of the Aviation Pricing Strategy for the Manchester Airport Group's four airports including Manchester Airport (2010/11);
- assistance with the development of forecasting models (2011).

### **Newcastle International Airport (2005)**

Preparation of the mix of aircraft and layout design for the new South Side Apron.

### **North Somerset Council (2005-7)**

Examination of the draft Bristol Airport Master Plan and provision of advice as to whether its proposals offer the best solution with regards to land take, environmental impact, and protection for the long term socio-economic needs of the sub-region. This study included a critique of the current airport capacity and examined the merits of proposals put forward for the future.

Further advice in relation to the Final Master Plan and in connection with the planning application for terminal development.

### **North West Leicestershire District Council (2004)**

Review of forecasts in connection with the proposed runway extension, and an assessment of the proposed Departure Lounge extension at Nottingham East Midlands Airport.

### **North West Regional Development Agency (2002-2005)**

We have undertaken the following assignments for NWDA:

- preparation of a position statement on the development of airports in the North of England in the context of the Government's consultation process on the future of air transport in the UK for the three Regional Development Agencies (the North West Development Agency, One North East and Yorkshire Forward) (2002);
- a study into new route development (with PWC) assessing whether and how the agency should support the development of new routes at the airports in the region and how the benefits of such support should be measured (2003);
- a study mapping the aviation cluster within the North West. Identifying the extent of an aviation cluster and what measures the agency might exercise to strengthen the cluster (2003);
- an appraisal of the potential economic benefits of NWDA support for the development of Carlisle Airport and development of an Airport Business Plan (2003/4) and extension to the contract to finalise the Business Plan (2004/5);
- assistance with the establishment of an Air Services Development Fund and development of the economic appraisal framework (2004/5).

### **Oslo Airport (2011)**

Oslo Gardermoen Airport appointed York Aviation in May 2011 to provide training, technical support and the construction of a validated base model of the airport using the SIMMOD Plus! fast time simulation software package. The base model incorporates the arrival and departure airspace network within the TMA, the dual runway operations and supporting taxiway network in both segregated and mixed mode operations, the provision of a comprehensive peak period traffic sample together with a study planning and results analyses methodology.

### **Peel Airports (2004)**

Preparation of a paper on the economic impact of the Thomsonfly and TUI Britannia operations at Robin Hood Airport Doncaster Sheffield;

Advice on Public Service Obligations.

### **Plymouth City Council (2005-6)**

Assessment of the options for the development of Plymouth City Airport in connection with the Local Development Framework, in association with Plymouth City Airport.

### **Pomorskie Voivodeship Regional Government - Poland (2008)**

In conjunction with PricewaterhouseCoopers Warsaw, the development of an airports strategy including socio-economic benefits and linkages to surface transport.

### **Poznan Lawica Airport (2010)**

Commissioned in partnership with PwC Poland to undertake a study of commercial income at Poznan Lawica Airport in Poland.

### **Redhill Aerodrome (2011)**

York Aviation undertook an economic impact assessment for Redhill Aerodrome in relation to a proposed planning application for a hard-surfaced runway.

### **Renaissance South Yorkshire (2003-4)**

Appointed with Amion Consulting in November 2003 to undertake a study to maximise the economic regeneration opportunities of Doncaster Finningley Airport (now Robin Hood Airport Doncaster Sheffield).

### **Ryanair (2005 onwards)**

We continue to provide ongoing advice to Ryanair on a number of topics including:

- regulatory matters related to ground handling and other airport related issues;
- the development of Stansted Airport (for the Stansted Airlines Consultative Committee) including providing expert witness at G1 Public Inquiry;
- slot coordination and capacity development at Dublin Airport, and providing expert witness at Public Hearing in relation to Terminal 2;
- market analysis in connection with the proposed merger with Aer Lingus.

### **Scottish Enterprise (2003–2009)**

Retained by Scottish Enterprise to develop an Economic Appraisal Framework for the Scottish Route Development Fund in March 2003 and subsequently to undertake specific route appraisals on a continuing basis.

Economic Impact Study of Edinburgh Airport for Scottish Enterprise and the West Edinburgh Development Partnership (2009).

### **Scottish Enterprise Renfrewshire & Partners (2006)**

Appointed with Ekos Consulting and others to undertake the development of an Economic Development Framework and Action Plan for the Glasgow Airport Zone.

### **Sheffield City Airport (1998-2001)**

An assessment of the future economic impact of this new city centre airport, involving a review of passenger traffic forecasts and an environmental impact assessment, as well as the estimation of employment and income effects and the wider economic impact of the airport. The study was an important input into strategic policy decisions to be taken by the two relevant Local Authorities regarding the development of the airport and the surrounding area (1998).

An assessment of the contribution Sheffield City Airport is currently making to the economy of South Yorkshire, its potential impact over the next 15 years, and the key obstacles to the development of a strong network of services, and the identification of a realistic and deliverable strategy for removing these obstacles (2000-2001).

### **Sheffield City Council (2005)**

An assessment of the economic and financial viability of Sheffield City Airport.

### **Sochaczew Airport (2006)**

Preliminary feasibility study, in conjunction with PricewaterhouseCoopers, into the conversion of a military airbase to be the second airport for Warsaw.

### **South East of England Development Agency (SEEDA) (2006 and 2010/11)**

Advice in connection with the South East of England Plan.

Assessment of the aviation potential of Lee-on-Solent (Daedalus) airfield.

### **St. Helens Council (2004 - 2005)**

A study setting out a marketing, management and implementation strategy for the promotion and development of aviation at the Haydock Park Racecourse Aerodrome as one of the projects identified by the St. Helens City Growth Strategy.

### **St Lucia Air & Sea Ports Authority (2010/11)**

Commissioned in partnership with ASM to undertake an economic and social impact assessment of a range of development options for the Island's two airports. The work will be central to Government decision making about future strategic options.

### **States of Guernsey (2009 and 2011)**

An economic-based assessment of development options at Guernsey Airport.

An update on the implications of changes to airport pricing.

### **Stockholm STRAIR Partnership (2005-2006)**

STRAIR-funded project to look at the drivers of airport-related business development around Stockholm Arlanda airport (2005) and to develop an action plan for business development in the airport region building on the outline strategy established in Phase 1 to develop priorities and examine the mechanisms and information required for successful implementation (2006).

### **Stockport Avondale High School (2005)**

Advice to architects Aedas concerning risk and other aviation related issues associated with over-flights to and from Manchester Airport at the site of the proposed new Stockport Avondale Academy.

### **Teesside International Airport (1998)**

Nigel Mason appeared as an expert witness at the Public Inquiry into Phase I of the proposed southside development at the Airport on behalf of Moorfield Semley (Teesside) Limited, the promoters of the scheme. The proposed scheme included 176,877 square metres of airport-related freight, warehousing and industrial development. The focus of the evidence was on the economic context of Teesside and the employment likely to be supported by the scheme.

### **Tees Valley Joint Strategy Unit (2008)**

An analysis of the value of the Durham Tees Valley to Heathrow service to the Tees Valley area economy.

### **Tewkesbury Borough Council (2007)**

Provision of advice in relation to various planning applications submitted by Gloucester Airport in terms of satisfying the requirements of the Civil Aviation Authority and evaluating the extent to which additional flying activity might be attracted as a result.

### **Transport for London**

York Aviation has provided support to Transport for London in the development of airport policy.

### **Uttlesford District Council (2002)**

Advice on the employment and economic evidence prepared by BAA Plc in support of the planning application for the expansion of Stansted Airport to handle 25 million passengers per annum.

### **Welsh Assembly Government (2007)**

Appraisal of routes supported under the Welsh Route Development Fund.

### **West Midlands Regional Assembly (2006)**

Advice on the Airspace issues raised at the Coventry Airport Public inquiry and the relevant issues associated with the Regional Spatial Strategy.

### **Yorkshire Forward (2004-5)**

A study into the air transport opportunities in Yorkshire and Humber arising from the Future of Air Transport White Paper (2004).

Advice on the development of the Directions Finningley Training Academy at Robin Hood Airport Doncaster Sheffield (2005).