

## **Filton Airfield - Review of Aviation Options report and related issues.**

### **Purpose**

To review the steps taken to appoint consultants to assist in the Council's review of the BAE Systems Aviation Options Report for Filton Airfield and related issues arising from ongoing engagement and to confirm a preferred contractor.

### **Background**

Officers were asked to identify consultants who may be able to assist in the review of the Aviation Options Report. Possible consultants were identified by contacts at Bristol and Manchester Airports and from the Web.

The invitation (Appendix 1) set out the broad context for the study and the nature of inputs the Council is seeking. The intention is for the consultant to perform in two main ways:

1. To provide officers with a point of contact for specialist advice as issues arise.
2. To undertake a specified task in reviewing assumptions behind the Aviation Options Report and in particular providing a practical and market view of the options considered by Mott MacDonald:
  - a. Commercial air passenger services
  - b. Commercial air cargo services
  - c. Business aviation facilities
  - d. General aviation facilities
  - e. Helicopter facilities and
  - f. Maintenance, repair and overhaul(MRO)

As part of this work the consultant will also be asked to advise on whether the alternative suggestion of operating a smaller airfield based on business and general aviation, as advocated by the Save Filton Airfield Campaign Group represents a credible way forward.

The consultants would be expected to comment on the assumptions set out in the Aviation Options Report about the physical requirements for each type of airfield operation, the likely demand, viability and need and potential environmental concerns/impacts.

A total of seven consultancies were invited to quote and positive responses were received from three – Halcrow, York Aviation and Alan Stratford and Associates. A fourth practice responded but decided not to submit a bid.

The intention is to appoint on the basis of both professional competence and scale of fees. Officers consider that all three bidding companies have more than adequate experience to fulfil the brief and note that that they have no declared no conflicts of interest.

It follows that cost is a material factor in selection with:

York Aviation lowest cost - £ +Vat and expenses,  
Alan Stratford and Associates second lowest - £ +Vat.  
Halcrow most expensive - £ +Vat.

On that basis the preferred route is to appoint York Aviation.

**Appendix 1 – Invitation to provide specialist advice.**

Dear Sirs,

You may be aware that BAE Systems has announced its intention to close Filton Airfield at the end of 2012.

In explanation of its decision BAE has commissioned an Aviation Options Report from TOR and Mott MacDonald – link <http://www.southglos.gov.uk/Resources/Publications/PTE/11/0400/PTE-11-0218>.

My Council is concerned to test the accuracy of the report, and the assumptions made within it, and is seeking specialist consultant input to assist with that review. As part of this process the Council will also need address comments and suggestions but forward by the Save Filton Airfield Campaign Group (<http://www.savefiltonairfield.org/>) and others who are advocating alternative scenarios to closure.

I understand that your consultancy may have appropriate experience and knowledge of the aviation sector to assist in this review. Unfortunately the Council has to reach a conclusion and respond to a very tight deadline.

I would be grateful for confirmation by the end of 7<sup>th</sup> November that:

- You are able to produce an initial draft report by 16<sup>th</sup> November and full report by 25<sup>th</sup> November (or if not by those dates when you would be in a position to respond);
- You would have no conflict of interest in meeting this brief e.g. by current or recent work with any of the principal interests at Filton.
- You have appropriate skills, knowledge and experience.

I would therefore be grateful for your competitive fee quote for this project either an hourly fee rate with an estimate of time or a fixed rate.

We assume that the fee would include for an introductory scoping meeting with officers and for a second meeting with submission of the final draft report. The intention is for Officers to set out and agree, as part of the initial meeting, the specific areas of the report where your input would be most helpful.

We anticipate that the final report would highlight on the basis of your knowledge and expertise, key areas of agreement or disagreement with the TOR/Mott MacDonald Aviation Options Report and also provide an overview of whether, or not, the conclusions drawn in the report on Aviation Options, viability and future needs are sound.

Your advice to the Council would be made public.

I acknowledge the short notice but an early indication of whether you are able to work with the Council on this review would be very helpful.

Please do not hesitate to contact me should you have any questions. Unfortunately I will not be available on Friday 4<sup>th</sup> due to planning workshops.

Kind regards

Senior Principal Planning Officer

Major Sites Team

01454 86

**Appendix 2 - List of companies invited to quote**

<b>Company</b>	<b>Lead contacts</b>	<b>Team</b>
Halcrow	Suggested by Bristol Airport	
York Aviation	From Web Manchester Airport Contact	
Alan Stratford and associates	From Web	
Jacobs	Suggested by Bristol Airport	Did not submit
Aviation solutions	From Web	Conflict of interest
Scott Wilson	Suggested by Bristol Airport	No response
DTZ	Manchester Airport Contact Acted on Woodford	No response

### Appendix 3 - Summary of relevant experience.

Company	Lead Consultants
<p><b>1. Halcrow</b> Wide ranging experience</p>	<p>– Civil Engineer, Airport planning and Design, 25 years experience – Gatwick, Geneva, Gibraltar, Dublin – wide ranging – appears to be detailed on site planning rather than modelling/economics – although both covered.</p> <p>– Aviation Economist/Planner – 17 years experience. Background in feasibility studies - international experience.</p>
<p><b>2. Alan Stratford and Associates</b> Established 1968. Relevant experience for local authorities:</p> <ul style="list-style-type: none"> <li>• Farnborough Airfield (Rushmoor Borough Council)</li> <li>• Dunsfold Aerodrome (For Waverley District Council)</li> </ul> <p>NB Some work for Barton Willmore on land south of Filton Airfield in 2005.</p>	<p>– Air transport economist – 27 years experience.</p> <p>– lecturer and consultant in airport planning, design and operations.</p>
<p><b>3. York Aviation</b> Market assessment of airports. Specialist in business and general aviation – some aerospace work and Maintenance, Repair and Overhaul (MRO). Many examples – economic impact work. Farnborough, Guernsey, Twekesbury Borough (in respect of Gloucester Airport. Some work on Bristol and Plymouth Airports. Some work for Airbus in respect of the beluga and Broughton.</p>	<p>– Formerly Manchester Airport – very broad planning and management roles.</p> <p>– Air transport management – passenger number and economic forecasting.</p> <p>– trained as planner – airport capacity planning – work on Bristol and Plymouth. Ex Manchester Airport.</p>