

2. Terms of Reference

2.1. Introduction

- 2.1.1. The Part 1 Regional Air Studies were completed by the end of 1999. These studies form the first part of a three-stage process, which will culminate in a statement of long-term regional airports policy in the prospective Air Transport White Paper. Part 2, this study, is the co-ordination study. Part 3 Studies, were commissioned towards the later stages of this RASCO study programme, comprise a more detailed evaluation of runway options in the Midlands and Scotland arising from the analysis in Parts 1 and 2.
- 2.1.2. Each regional study was essentially undertaken as a discrete exercise to develop a range of options and proposals for future air services and airport development, solely to address the future needs of the region concerned. In order to place this work in a wider UK and European context it is necessary to examine cross-boundary regional issues, and develop a coherent overall policy framework for airports outside the South East and East of England. This is the core focus of the RASCO project.

2.2. Study Objectives

- 2.2.1. The key objectives of the study were therefore as follows:
- drawing on existing and, if necessary, new work establish the principle exogenous influences (e.g. market trends, economic drivers and policy instruments) and endogenous factors (e.g. catchment areas, surface access, operational considerations and land use / environmental opportunities and constraints), within and across regional boundaries which are likely to impact significantly on the future development of regional airports and air services in the UK.
 - based on the foregoing, develop a robust analysis of the potential role and future prospects for the UK's regional airports and air services under a range of demand and policy scenarios. In doing so particular attention should be paid to:
 - their relationship with their counterparts in the South East and East of England and major and secondary hub airports elsewhere in Europe;
 - the impact of future developments in the airline sector; and
 - high speed rail alternatives to air services, and for the potential to develop integrated mini and regional hub networks.
 - recommend, as the basis for consultation, alternative options for the long-term development of the UK's regional airports and air services in line with the Government's sustainability and integration agendas for the transport sector.
- 2.2.2. In doing so, the study was expected to work closely with a client Steering Group comprising DfT, relevant Government Offices and devolved administrations, which was established to oversee the study.

2.2.3. Another important objective was to engage a wide range of external interests with the aim of generating as broad a consensus as possible around the emerging analysis and recommendations within the constituent regions, but also to highlight areas of remaining concern and disagreement. The vehicles for this were the existing Regional Reference Groups established during the Part 1 studies and a new 'Regional Co-ordination Group' comprising selected representatives from the industry and other key regional players and environmental groups.

2.3. *Scope of Work*

Part 2 Study - Regional Airports Co-ordination (RASCO)

2.3.1. To realise these objectives, key work streams in the Part 2 Regional Airports Co-ordination (RASCO) study are discussed in the following paragraphs.

2.3.2. A review of the Part 1 Regional Studies to identify:

- core underlying assumptions;
- principle conclusions and where they differ significantly;
- critical dependencies; and
- important intra and inter-regional cross-boundary issues.

2.3.3. Consideration of the emerging findings from related studies covering:

- the UK Air Freight Sector;
- regional high speed rail links to London and London's airports;
- strategic studies into commercial trends and technology change within the aviation industry;
- initial work on the South East and East of England Regional Air Services (SERAS) Study;
- recalibration of CAA's SPAM model and the development of revised UK - wide base forecasts for 2015 and 2030;
- various studies examining the potential for new air routes and services for the regions of the UK;
- Multi-Modal Corridor Studies (MMS); and
- detailed analysis of future runway capacity and core surface access requirements at major regional airports.

2.3.4. On the basis of the foregoing, but working with the client Steering Group¹ and external Reference Group, a range of alternative future scenarios and associated demand forecasts were developed as the background to:

- developing regional and airport specific infrastructure options and proposals in the light of the types of air traffic which the region and airport are expected to attract;
- appraising them within an appraisal framework developed and agreed with DTLR based on an Appraisal Framework Scoping study that has been commissioned separately;

¹ The RASCO Study Steering Group was responsible for defining the scope of the study, agreeing the scenarios that have been appraised, agreeing the appraisal framework itself and also for agreeing the base demand forecasts and adjustments made to the raw model output during the course of the study.

- highlighting where these depart from those put forward in the Part 1 studies, and how competing claims have been reconciled; and
- In discussion with the Department, identified the policy framework needed to deliver them.

2.3.5. The analysis in the work streams above was wide-ranging and covered, amongst other things:

- competing catchment areas and the impact of new surface access;
- the implications of capacity constraints within and outside the airports and high speed rail alternatives;
- potential airline economies and commercial strategies.

2.3.6. The Part 2 study also examined the issue of “competition vs. co-operation” in the provision of regional air services, with the outcome of this work incorporated into the analysis noted above.