

Appendix D: Forecast Growth Rates

1 Summary of Growth Rates

- 1.1 The forecast growth rates used for TCN assessment and which are the basis of the traffic figures and other analyses presented in the TCN consultation document, are primarily based on historical trend data. Apart from Heathrow's Terminal 5, no additional development to airport infrastructure (runway or terminal) has been assumed within the period 2007-2014 covered by these forecasts.

Summary table of forecast growth rates use in TCN analyses

Airport	Period	Growth (per annum)
Heathrow	2007 to 2014	0.5%
Stansted	2007 to 2014	3.5%
Luton	2007 to 2009	7.5%
	2010 to 2014	5.0%
London City	2007 to 2014	5.9%
	2007 to 2009	9.0%
	2010 to 2014	4.0%
Northolt	2007 to 2014	5.8%
	2007 to 2014	Zero

- 1.2 The above forecast data has been compared to airport master-plan forecasts, and with the exception of Luton, the forecast growths to 2014 are within the range of the relevant published master-plans. Airport Master Plans were used primarily as guidance material in determining whether the growth rates derived from the trend data were reasonable. Forecast data therefore does not attempt to reproduce data contained within Airport Master Plans but merely uses the data as an alternative comparison. Should stakeholders require any of the Airport Master Plans, details may be obtained from the relevant airport.
- 1.3 The TCN development is a regional development and therefore the growth used for each affected airport has to sum to a reasonable total for regional growth. NATS does not consider a summation of master plans to present a reliable picture of growth for air traffic demand in the region. This is largely due to the fact that airports tend to generate master plans independently therefore increasing the likelihood for double-counting of future passenger/traffic demand within a proximate region. It is assumed using airport master plans in this way would result in an over-estimation of regional traffic as a whole.
- 1.4 The forecast for Luton assumes lower growth than its master-plan to better reflect recent trends.

- 1.5 London City and Luton are currently exhibiting strong growth, and the shorter-term forecasts (2007-2009) reflect this. However, this growth would not be expected to be sustained over the whole period. The longer-term forecasts (2010-2014) are therefore weaker. Heathrow and Stansted assume a single growth rate throughout.