

Traffic Forecasts

CAP725 requires Airspace Change Sponsors to include traffic forecast assessments as part of the EIA. This information must include the current traffic using the airspace and a forecast usage.

Typically forecasts should be for five years from the planned implementation date of the airspace change. However CAP725 allows Airspace Change Sponsors to vary this for good reason, such as using data that is already within the public domain. In the case of BAL's ACP, forecast information provided for the Runway Extension Planning Application was chosen because this data is within the public domain and has previously been used as the basis for the assessment of the environmental impact of the Runway Extension.

Forecast traffic information for this EIA has been provided for 2013 and 2022. This assumes that forecast data provided for the Runway Extension Planning Application, which assumed an opening date of 2012, represents the forecast traffic at the revised time of implementation in 2013. The 2022 forecast data has been retained for the future forecast scenario.

The forecast was provided by a specialist consultancy in aviation economics, York Aviation Limited. It should be noted that since permission to extend the runway was granted, the Airport has not grown in line with the forecasts predicted, largely due to the economic recession. However, the continued use of the Runway Extension Planning Application forecasts have, following discussion with the CAA, been deemed appropriate for use, as they allow for consistency with previous statements made about environmental impact. In actual fact they represent a "worst-case" compared to what is now anticipated.

In order to assess the environmental impact, the Airport Company has produced an indicative schedule of aircraft movements to reflect Air Transport Movement and passenger numbers within the forecast. This data includes the number of Air Transport Movements by arrival and departure and also by aircraft type.

Following discussion with the CAA, it was decided that the most recently produced noise contours (Summer 2010) should be used for the current situation.

When using the forecast data, a runway modal split of R33 62%/ R15 38% has been assumed. This has been calculated as the average runway modal split for the summer period for the last 10 years.

Situation	Forecast Data	92 day daytime summer ATMs	Annual ATMs
Current	2010 (actual)	27,714	95,454
Airspace change implementation	2013	37,719	148,001
Airspace change with traffic growth	2022	46,910	181,791