

January 2024

London Luton Airport Expansion

Planning Inspectorate Scheme Ref: TR020001

Volume 8 Additional Submissions (Examination)

8.155 Applicant's Response to Written Questions - Need

Infrastructure Planning (Examination Procedure) Rules 2010

Application Document Ref: TR020001/APP/8.155

The Planning Act 2008

The Infrastructure Planning (Examination Procedure) Rules 2010

**London Luton Airport Expansion Development Consent
Order 202x**

8.155 APPLICANT’S RESPONSE TO WRITTEN QUESTIONS - NEED

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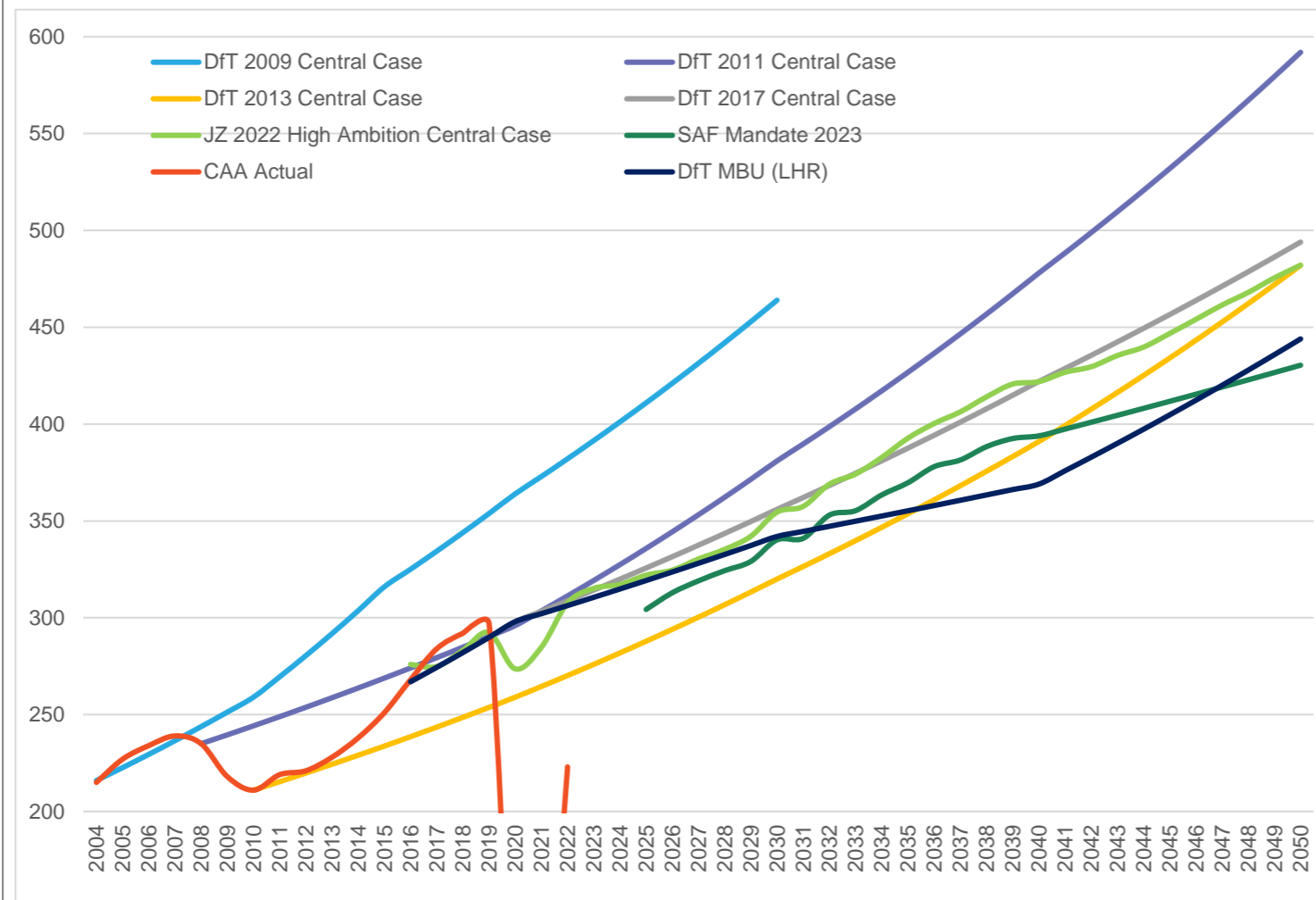
1 RESPONSE TO EXAMINING AUTHORITY WRITTEN QUESTIONS (NEED)

Table 1.1: Responses to the Examining Authority's Written Questions (Need)

| PINS ID | Question / Response |
|---------|--|
| NE.2.1 | <p>Question:</p> <p>Revised Gross Domestic Product (GDP) forecast The Office for Budgetary Responsibility (OBR) published its economic forecasts in November 2023 including revised GDP figures. Given that the model used for future forecasts in the Need Case uses economic forecasts dating back to March 2022, to allow the ExA to provide a recommendation to the Secretary of State (SoS) based on more up-to-date economic data, please provide revised forecasts for the central, slower and faster planning case based on the November 2023 OBR data and a written commentary of the extent to which the revised economic forecast affects the previous demand forecasts. If this is not considered to be appropriate, please explain why not.</p> <p>Response:</p> <p>The process of producing demand forecasts for the Proposed Development is a complex multi-stage process involving assessing the expected rate of growth in passenger demand across the southern part of the UK and then assessing London Luton Airport's share of that market in competition with other airports. A change to the short-term UK GDP projections on its own does not flow straight through to a change in the planning cases for London Luton Airport as there are other factors that can influence market share.</p> <p>Hence, as agreed with the ExA, it is not possible to produce updated planning case outputs for Deadline 7 but the Applicant has undertaken to produce these for Deadline 8.</p> <p>Nonetheless, in relation to changes consequent upon the latest OBR short term economic forecasts, it is important to recognise that these economic projections are updated at approximately 6 monthly intervals and, as explained at paragraph 2.2.3 of REP2-042, can vary upwards as well as downwards.</p> <p>It is not normal practice to adjust long term planning forecasts for an airport every time there is an adjustment to short term economic projections. Evidence would suggest that long term passenger demand forecasts produced during a period of short term economic slowdown can underpredict future demand, whilst those produced during periods of strong economic growth can lead to overstatement of long term demand. This is illustrated by the pattern of Department for Transport (DfT) forecasts for UK air passenger demand as shown in Figure 1 below, recognising that the base year for each forecast is typically two years ahead of the publication date:</p> |

PINS ID **Question / Response**

Figure 1: Comparative Department of Transport UK air passenger demand projections



It is clear that, prior to the Covid 19 pandemic, the actual rate of demand growth was ahead of both the DfT's 2011 (Ref 1) and 2013 (Ref 2) forecasts, both of which were impacted by near term more pessimistic economic conditions.

For this reason, the Applicant does not believe that short term economic or market fluctuations are directly relevant to a long term planning decision particularly given that a range of forecasts, in terms of the time when 32 mppa would be reached at London Luton Airport, has been assessed in the Application in any event. Notwithstanding this view, the Applicant will provide an update to the underlying market forecasts and growth scenarios for London Luton Airport consequent upon the change to short term economic projections as at November 2023.

NE.2.2

Question:

Forecasting with Gatwick

The forecasting parameters in the Need Case [AS-125] limits growth at Gatwick Airport to 50 million passengers per annum (mppa), although the response to ExQ1 N.E.1.4 [REP4-059] states this could rise to 53.5mppa on a single runway by 2050 (51mppa at 2030 and 52mppa).

The post hearing submission response for ISH2 from the Joint Host Authorities [REP3-093] comments that Gatwick Airport has estimated that the airport could accommodate a passenger throughput of 67mppa in a base case without a northern runway (ie do-nothing scenario).

| PINS ID | Question / Response |
|---------|---|
| | <p>Applicant:</p> <ol style="list-style-type: none"> 1. Explain why there is a difference between your assumptions and that by Gatwick Airport as quoted by the Joint Host Authorities. 2. Explain whether a difference of 14mppa between the figures can be considered 'marginally greater' (using the terminology in your response to ExQ1 NE.1.4 in [REP4-059]) and the implications a difference in increase of 14mppa would have on your forecasting figures. <p>Local Authorities:</p> <ol style="list-style-type: none"> 3. Provide any comments on this question. <p>Response:</p> <p>As noted in response to question NE.2.1 above, assessing the effect of a change in any individual assumption within the demand forecasting process is not straightforward and the Applicant has agreed with the ExA to provide a detailed response following remodelling at Deadline 8.</p> <p>This would include responding to the question as to what effect a 14 mppa increase in capacity assumed at Gatwick (or capacity for 67 mppa), assuming that approval is not granted to its Northern Runway Project, would have on the demand projections for London Luton Airport. This would be material to the scenarios where there is either no additional runway in the London system or one with an additional runway at Heathrow only, which would also necessitate updating the assumption as to the likely timescale over which a new runway could be delivered at Heathrow bearing in mind that the planning process has not yet recommenced.</p> <p>As explained in response to ExAQ1 NE.1.4 [REP4-059], a change in the underlying scenario forecast does not flow directly through to the planning forecast cases for London Luton Airport as these are deliberately hybrids of different scenarios as explained in Section 6 of the Need Case [AS-125], reflecting uncertainty as to the underlying rate of economic growth over the longer term, costs of carbon and/or its abatement and whether one or both additional runways will be consented and brought into use.</p> <p>In terms of the assumptions about the capacity attainable at Gatwick based on its existing single runway, the capacity figure of 50 mppa as used in the demand modelling was taken from the longer term capacity with a single runway assumed by the DfT in its <i>UK Aviation Forecasts 2017</i> (Ref 3) at Table 22, which shows capacity of 45 mppa up to 2030 and 50 mppa thereafter. As noted in response to ExAQ1 NE.1.4, the Applicant accepts that aircraft size and load factor growth could enable the capacity to be increased slightly above 50 mppa over the longer term but considers that the adoption of the same capacity assumption for Gatwick with a single runway as used by DfT is robust.</p> <p>The Applicant recognises that Gatwick Airport Ltd has claimed that it can accommodate up to 67 mppa with only a single runway in use by 2047 (59.4 mppa in 2032 and 63.4 mppa in 2038) – see Environmental Statement Forecast Data Book (Ref 4).</p> <p>This assessment of capacity has not been validated and the Applicant is aware that there is already substantial concern being expressed by the airlines regarding current levels of delay at Gatwick (Ref 5 and Ref 6).</p> <p>The concerns relate both to the current single runway operation and future operations with two runways. The Applicant believes that the delays being experienced with the current infrastructure is one reason why demand recovery at Gatwick is lagging that at other major UK airports, including London Luton Airport. Achieving 67 mppa requires a 15% increase in passenger aircraft movements at Gatwick above 2019 levels which, in the light of expressed airline concerns, the Applicant does not believe to be realistic as this would simply exacerbate delays that the airlines already say are unacceptable.</p> <p>The Applicant considers that its existing assumption of 50 mppa is realistic and robust for the purpose of considering the likely competitive interaction between additional capacity being available at London Luton Airport and Gatwick airport constrained to a single runway.</p> <p>Without prejudice to this view, the Applicant will further assess the potential implications if such an uplift in capacity were to be attainable by Deadline 8.</p> |
| NE.2.3 | <p>Question:</p> <p>Load factors</p> <p>Your response to ExQ1 N.E.1.4 [REP4-059] states low cost carriers, such as those that provide the majority of flights at Luton Airport, tend to operate with higher load factors than the full service airlines, such as British Airways, that play a more substantive role at Heathrow and Gatwick, due to offering different classes of travel and flexibility of tickets.</p> <p>Given that Gatwick also operates as a hub for Easyjet, where the factors quoted in your response would not apply, provide further evidence to justify this statement.</p> |

| PINS ID | Question / Response |
|---------|--|
| | <p>Response:</p> <p>When considering airports, it is necessary to consider the blended average effect of all the airlines and, therefore, some airlines at Gatwick will have higher load factors typically (such as easyJet and the charter airlines) whilst others may operate with lower load factors such as some full-service airlines. In the case of Gatwick, around 29% of flights during 2023 were operated by full-service rather than low cost airlines and this impacts on the load factor attainable. At London Luton Airport, virtually all flights are currently provided by the three low cost airlines, easyJet, Wizz Air and Ryanair. Gatwick also aspires to attract growth from more long haul mainline carriers so, if correct, this would see the average load factor further eroded.</p> <p>The International Airlines Group (IAG) which owns British Airways publishes statistical data (Ref 7) and this shows that in 2019 (prior to the distortions of COVID and COVID-recovery periods) the average load factor for British Airways was 83.6%, marginally up from 82.5% in 2018. By comparison easyJet had a load factor of 91.5% (Ref 8) and Ryanair had a booked load factor (some of these passengers may not have flown) of 95% (Ref 9).</p> |
| NE.2.4 | <p>Question:</p> <p>Load factors and average seats per flight</p> <p>Your response to ExQ1 N.E.1.4 [REP4-059] states it is highly unlikely that load factors could feasibly continue to grow at the pace seen over the period 1999-2019. It is estimated that this would continue at an initial rate of 1% per annum to the mid-2020s, declining to 0.25% per annum.</p> <ol style="list-style-type: none"> 1. Explain how the 1% and 0.25% figures have been calculated. 2. To allow for greater understanding of how the average seats per flight would change as a result of new generation aircraft being introduced, provide details of a comparison between current average seats per flight at Luton Airport and estimated average seats per flight on each of the aircraft listed in the Need Case [AS-125, Table 6.12] at each assessment year. Alternatively, explain why this information is not considered necessary. 3. To what extent has the continued increase in average seats per flight as a result of transition to new generation aircraft, and the extent of how this could be experienced at other airports, been included in your forecasting model? <p>Response:</p> <p>The graph provided in response to ExQ1 N.E.1.4 [REP4-059] covered load factor growth across the whole aviation sector for the period 1999-2019 rather than specifically related to London Luton Airport. This was to illustrate that, across the whole of the industry including at other airports around London, there is little scope for further increases in load factors.</p> <p>In terms of the specific assumptions about the number of passengers per passenger aircraft movement for London Luton Airport of 1% per annum reducing to 0.25% per annum, these figures reflect the average number of passengers per movement, which is a function of both load factors and aircraft size/seat capacity. Over recent years, there has been growth in both factors not only at the airport but at other airports in the UK, Europe and globally. Hence, consideration needs to be given to both trends in aircraft seat capacity and in load factor (the proportion of seats occupied).</p> <ol style="list-style-type: none"> 1. The 1% and 0.25% figures (growth in passengers per movement) are not specific calculations but reasoned assumptions drawing on recent experience and extrapolating those trends, having regard to the airlines and aircraft types expected to operate at the airport. Given the anticipated aircraft mix at the airport, it would not be plausible to expect the historic trend of high growth of over 3.5% per annum in passengers per passenger aircraft movement to continue as it would imply 383 passengers per movement by 2043, suggesting an almost entirely wide bodied fleet of aircraft, which is not realistic. Hence, the assumed growth in average passengers per passenger aircraft movement reflects the expectation that the airport will remain dominantly a short haul airport and that practically attainable load factors over the fleet as a whole probably peaked pre-Covid. The assumed increase in passengers per aircraft movement, therefore, reflects the anticipated and ongoing transition to new generation aircraft with slightly more seats per aircraft than the types they replace and reinstatement to pre-pandemic load factors. Once the current fleet replacement is complete, it is not anticipated that there would be substantial scope for further increases in seating on the narrow body aircraft fleets relevant to the majority of operations at London Luton Airport. |

| PINS ID | Question / Response | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|------------------|---|---|---------------|-------|-------------|-----|--|-------------|-----|--|----------------|-----|--|-------------|-----|--|---------------|-----|--|----------------|---------|---|-----------------|-----|--|-----------------|-----|--|-----------------|-----|--|------------------|-----|--|-----------------|---------|---|-----------------|-----|--|---------------|-----|--|--------------|---------|--|--------------|-----|--|-------------|----|--|-----------------|-----|--|
| | <p>2. In 2019, the average seats per passenger flight was 188 and this had grown to 193 over the first 7 months of 2023. The fleet projections presented for the Core Planning Case in the Need Case [AS-125, Table 6.12] have an average of 197 seats per movement in 2027, climbing to 203 by 2039 and 205 by 2043. The projected seat capacity for each type is consistent across all scenarios and are as follows:</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th style="text-align: center;">Seat Capacity</th> <th style="text-align: left;">Notes</th> </tr> </thead> <tbody> <tr><td>Airbus A319</td><td style="text-align: center;">156</td><td></td></tr> <tr><td>Airbus A320</td><td style="text-align: center;">186</td><td></td></tr> <tr><td>Airbus A320Neo</td><td style="text-align: center;">186</td><td></td></tr> <tr><td>Airbus A321</td><td style="text-align: center;">210</td><td></td></tr> <tr><td>Airbus A321LR</td><td style="text-align: center;">161</td><td>Long-range aircraft, hence fewer seats</td></tr> <tr><td>Airbus A321Neo</td><td style="text-align: center;">210-239</td><td>Airlines operate in a range of configurations, mainly 235-239 seats (easyJet and Wizz Air respectively)</td></tr> <tr><td>Airbus A350-900</td><td style="text-align: center;">330</td><td></td></tr> <tr><td>Boeing 737-800W</td><td style="text-align: center;">189</td><td></td></tr> <tr><td>Boeing 737-900W</td><td style="text-align: center;">175</td><td></td></tr> <tr><td>Boeing 737-Max10</td><td style="text-align: center;">220</td><td></td></tr> <tr><td>Boeing 737-Max8</td><td style="text-align: center;">189-200</td><td>Airlines operate in a range of configurations</td></tr> <tr><td>Boeing 737-Max9</td><td style="text-align: center;">175</td><td></td></tr> <tr><td>Boeing 787-10</td><td style="text-align: center;">330</td><td></td></tr> <tr><td>Boeing 787-8</td><td style="text-align: center;">254-291</td><td></td></tr> <tr><td>Boeing 787-9</td><td style="text-align: center;">299</td><td></td></tr> <tr><td>Dash 8-Q400</td><td style="text-align: center;">76</td><td></td></tr> <tr><td>Embraer E190-E2</td><td style="text-align: center;">110</td><td></td></tr> </tbody> </table> <p>It is important to note in relation to points 1 and 2 above that, the projections of annual aircraft movements (derived from the average passenger per movement calculations) and fleet mix, have been endorsed as appropriate and reasonable by the Host Authorities, including within the Luton Borough Council Statement of Common Ground (REP6-027, Point LBC14) and Hertfordshire County Council within the Statement of Common Ground (REP6-031, Point HCC15) along with the other Hertfordshire Authorities</p> <p>3. The forecasts for other airports within the forecasting model are not dependent on passenger per movement calculations specifically and the model allocates passengers to their likely preferred airport limited only by any passenger cap applied but without reference to any specific load factor assumption.</p> | | Seat Capacity | Notes | Airbus A319 | 156 | | Airbus A320 | 186 | | Airbus A320Neo | 186 | | Airbus A321 | 210 | | Airbus A321LR | 161 | Long-range aircraft, hence fewer seats | Airbus A321Neo | 210-239 | Airlines operate in a range of configurations, mainly 235-239 seats (easyJet and Wizz Air respectively) | Airbus A350-900 | 330 | | Boeing 737-800W | 189 | | Boeing 737-900W | 175 | | Boeing 737-Max10 | 220 | | Boeing 737-Max8 | 189-200 | Airlines operate in a range of configurations | Boeing 737-Max9 | 175 | | Boeing 787-10 | 330 | | Boeing 787-8 | 254-291 | | Boeing 787-9 | 299 | | Dash 8-Q400 | 76 | | Embraer E190-E2 | 110 | |
| | Seat Capacity | Notes | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Airbus A319 | 156 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Airbus A320 | 186 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Airbus A320Neo | 186 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Airbus A321 | 210 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Airbus A321LR | 161 | Long-range aircraft, hence fewer seats | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Airbus A321Neo | 210-239 | Airlines operate in a range of configurations, mainly 235-239 seats (easyJet and Wizz Air respectively) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Airbus A350-900 | 330 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Boeing 737-800W | 189 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Boeing 737-900W | 175 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Boeing 737-Max10 | 220 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Boeing 737-Max8 | 189-200 | Airlines operate in a range of configurations | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Boeing 737-Max9 | 175 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Boeing 787-10 | 330 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Boeing 787-8 | 254-291 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Boeing 787-9 | 299 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Dash 8-Q400 | 76 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Embraer E190-E2 | 110 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NE.2.5 | <p>Question:</p> <p>Forecasts</p> <p>A number of parties eg [REP2-064], [REP2-075] refer to the reduction from 70% to 52% in forecast passenger demand growth in the High Ambition Scenario on page 11 of the Jet Zero strategy: one year on (2023)(JZS OyO). In response eg [REP-061] and [REP-065], you acknowledge that the Government projections of air passenger demand in 2050 are slightly lower than their previous projections, state that demand growth is expected to be faster in the near term and slower over the longer term, which means that the estimated passenger market size of 391 million air passengers in 2043 is understated. You also state that economic projections for the UK have been revised upwards and are slightly more optimistic over the medium to long term than those adopted by the Department for Transport (DfT). Given this:</p> <ol style="list-style-type: none"> 1. Explain why your forecasts using less optimistic economic assumptions, as noted in your response to Chris Smith Aviation Consultancy Ltd [REP2-042], maintain an increase in passenger demand whereas those used by the DfT in JZS OyO have resulted in a reduced estimated forecast. 2. Explain the differences between the data used in your forecasts and those used in the DfT forecasts for JZS OyO. 3. Explain why demand in passenger forecast would be faster in the short term when revised GDP figures by the OBR in November 2023 forecasts slower economic growth in the short term. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| PINS ID | Question / Response | | | | | | | | | | | | | | | | | | | | | | |
|-------------|--|--|-------------------|----------------|--------|--|---|---|---|-------------|--|--|--|--|-----|--|--|--------|--|--|------------|--|----------------|
| | <p>Response:</p> <p>The reference, in REP2-042, to the Need Case forecasts using slightly more pessimistic forecasts for the UK economy referred to a comparison between the OBR projections of March 2022 as used in the demand forecasts for the Proposed Development compared to the most up to date OBR projections of March 2023 at the time writing of REP2-042. The point being made was that the then most recent economic projections were more optimistic than the November 2022 projections that were used by the Department for Transport's Jet Zero – One year (Ref 10) on forecast update and closer to those used for the DCO Application forecasts. At paragraph 2.2.4, the Applicant noted that if updated to the March 2023 economic forecasts, it was possible that the unconstrained forecasts for London Luton Airport might be slightly higher, i.e. the unconstrained demand forecasts published by DfT might be understated over the short term to medium term.</p> <p>In response to the specific questions:</p> <ol style="list-style-type: none"> As stated above, the demand forecasts for the Proposed Development use slightly more optimistic assumptions for the UK economy than those adopted by the DfT in its SAF Mandate forecasts, referenced in Jet Zero – one year on. As the Applicant has noted in response to ExA2.NE2.1, it will produce a revised forecast considering the most recent OBR November 2023 economic projections and submit this by Deadline 8. The table below sets out the Applicant's understanding of the differences in the data sources used by the DfT in its Jet Zero and Jet Zero – One year on forecasts. <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="background-color: #2c3e50; color: #f1c40f;">Year</th> <th style="background-color: #2c3e50; color: #f1c40f;">Need Case Sources</th> <th style="background-color: #2c3e50; color: #f1c40f;">JZSOYO Sources</th> </tr> </thead> <tbody> <tr> <td rowspan="2">UK GDP</td> <td>Short Term: OBR March 2022 Economic and fiscal outlook</td> <td>Short Term: OBR November 2022 Economic and fiscal outlook</td> </tr> <tr> <td>Long Term: OBR Fiscal Sustainability Report July 2020</td> <td>Long Term: Department for Transport TAG Data Book November 2021 v1.17</td> </tr> <tr> <td rowspan="2">Foreign GDP</td> <td>Short Term: IMF International Monetary Fund, World Economic Outlook Database, October 2021</td> <td>Short Term: IMF International Monetary Fund, World Economic Outlook Database, October 2022</td> </tr> <tr> <td>Long Term: OECD Dataset: Economic Outlook No 109 - October 2021 - Long-term baseline projections</td> <td>Long Term: OECD Dataset: Economic Outlook No 109 - October 2021 - Long-term baseline projections</td> </tr> <tr> <td>ETS</td> <td>DfT Jet Zero: further technical Consultation, Annex B: Illustrative Carbon Price Assumptions</td> <td>DfT Jet Zero: further technical Consultation, Annex B: Illustrative Carbon Price Assumptions</td> </tr> <tr> <td>CORSIA</td> <td>DfT Jet Zero: further technical Consultation, Annex B: Illustrative Carbon Price Assumptions</td> <td>DfT Jet Zero: further technical Consultation, Annex B: Illustrative Carbon Price Assumptions</td> </tr> <tr> <td>Oil Prices</td> <td>DfT: BEIS Fossil fuel price assumptions: BEIS FFPA19</td> <td>Bloomberg data</td> </tr> </tbody> </table> <p>The Applicant understands that there were also some other differences in terms of segmentation of markets within the updated DfT projections that have resulted in lower longer term growth projections due to changes in the economic parameters used but the basis of these has not been clarified by the DfT.</p> <ol style="list-style-type: none"> The comment regarding potentially slightly faster growth related to the implications if the March 2023 economic projections were used. The Applicant will assess the impact of the November 2023 economic forecasts through remodelling and report at Deadline 8. | Year | Need Case Sources | JZSOYO Sources | UK GDP | Short Term: OBR March 2022 Economic and fiscal outlook | Short Term: OBR November 2022 Economic and fiscal outlook | Long Term: OBR Fiscal Sustainability Report July 2020 | Long Term: Department for Transport TAG Data Book November 2021 v1.17 | Foreign GDP | Short Term: IMF International Monetary Fund, World Economic Outlook Database, October 2021 | Short Term: IMF International Monetary Fund, World Economic Outlook Database, October 2022 | Long Term: OECD Dataset: Economic Outlook No 109 - October 2021 - Long-term baseline projections | Long Term: OECD Dataset: Economic Outlook No 109 - October 2021 - Long-term baseline projections | ETS | DfT Jet Zero: further technical Consultation, Annex B: Illustrative Carbon Price Assumptions | DfT Jet Zero: further technical Consultation, Annex B: Illustrative Carbon Price Assumptions | CORSIA | DfT Jet Zero: further technical Consultation, Annex B: Illustrative Carbon Price Assumptions | DfT Jet Zero: further technical Consultation, Annex B: Illustrative Carbon Price Assumptions | Oil Prices | DfT: BEIS Fossil fuel price assumptions: BEIS FFPA19 | Bloomberg data |
| Year | Need Case Sources | JZSOYO Sources | | | | | | | | | | | | | | | | | | | | | |
| UK GDP | Short Term: OBR March 2022 Economic and fiscal outlook | Short Term: OBR November 2022 Economic and fiscal outlook | | | | | | | | | | | | | | | | | | | | | |
| | Long Term: OBR Fiscal Sustainability Report July 2020 | Long Term: Department for Transport TAG Data Book November 2021 v1.17 | | | | | | | | | | | | | | | | | | | | | |
| Foreign GDP | Short Term: IMF International Monetary Fund, World Economic Outlook Database, October 2021 | Short Term: IMF International Monetary Fund, World Economic Outlook Database, October 2022 | | | | | | | | | | | | | | | | | | | | | |
| | Long Term: OECD Dataset: Economic Outlook No 109 - October 2021 - Long-term baseline projections | Long Term: OECD Dataset: Economic Outlook No 109 - October 2021 - Long-term baseline projections | | | | | | | | | | | | | | | | | | | | | |
| ETS | DfT Jet Zero: further technical Consultation, Annex B: Illustrative Carbon Price Assumptions | DfT Jet Zero: further technical Consultation, Annex B: Illustrative Carbon Price Assumptions | | | | | | | | | | | | | | | | | | | | | |
| CORSIA | DfT Jet Zero: further technical Consultation, Annex B: Illustrative Carbon Price Assumptions | DfT Jet Zero: further technical Consultation, Annex B: Illustrative Carbon Price Assumptions | | | | | | | | | | | | | | | | | | | | | |
| Oil Prices | DfT: BEIS Fossil fuel price assumptions: BEIS FFPA19 | Bloomberg data | | | | | | | | | | | | | | | | | | | | | |

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