

# Supplementary Information Relating to Airport Specific Forecasts

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# Supplementary Information Relating to Airport Specific Forecasts

1. The Department's aviation forecasts are primarily prepared to inform long-term strategic aviation policy rather than provide detailed forecasts at every individual airport. Airport level forecasts are generated as an intermediate output of the forecasting methodology and are published within the “UK Aviation Forecasts” report to provide additional transparency to a technically demanding approach.
2. As such, it is plausible that, at an airport level, the DfT forecasts may differ from local forecasts which are produced for different purposes and may be informed by specific knowledge of business developments and the local airport market.
3. In particular, it should be noted that:
  - Whilst the Department aims to accurately reflect planning restrictions on the expansion of airports within the forecasts, the forecasts themselves should not be considered a cap on the development of individual airports.
  - In some circumstances these airport specific forecasts can be used, in conjunction with additional relevant information, to inform local planning decisions.
  - The low and high scenarios presented in Annex G for individual airports reflect the different input scenarios applied at an aggregate level, as described in Chapter 2 of the report. These scenarios are designed to demonstrate a plausible range of outcomes at a more aggregated level rather than at the level of specific airports.