



London Southend Airport Traffic Forecasts in support of Runway Extension Planning Application

FINAL REPORT
April 2009



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1. Introduction



1. Introduction

- AviaSolutions has been retained by London Southend Airport to provide air traffic forecasts in support of its forthcoming planning application to seek permission to extend the length of the existing airport runway.
- The traffic forecasts are presented as follows:-
 - 2 cases:-
 - 'With Development Case' (ie with runway extension)
 - 'Base Case' (no development scenario ie without runway extension)
 - For 2020
 - Annual (primary) forecasts
 - Passengers and flight movements
 - Secondary forecasts
 - Demographic and busy day inputs to surface access assessment
 - Aircraft movement / fleet inputs to air noise assessment (Leq and Lden basis)

2. Traffic Context

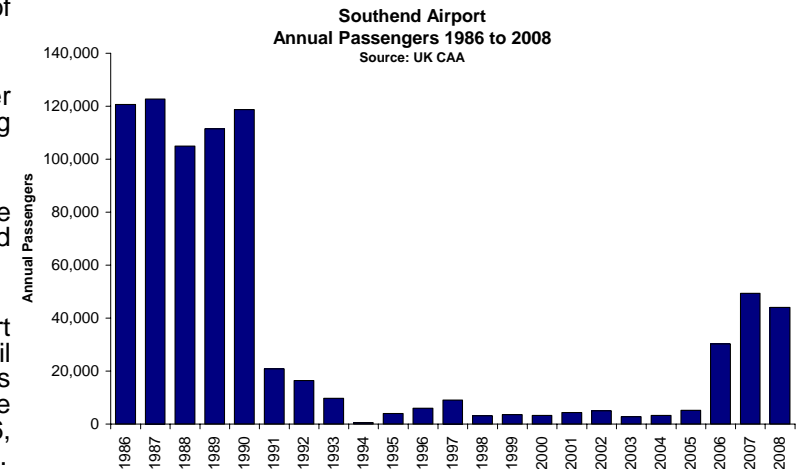


2. Traffic Context

Southend - Historic Passenger Volumes

- Current volumes are much lower than historic.
- Volumes in 2006 – 8 were buoyed by the Ford service, although this operation has now stopped.

- Historically Southend airport has served a far greater number of passengers than it does today and in the past few years.
- In the 1960s and early 1970's the airport had a sizeable passenger operation reaching a peak of 0.69 million passengers in 1967 flying on Mediterranean charter services.
- Traffic declined thereafter, plateauing at circa 0.1m throughout the 1980s. Two of the main scheduled destinations at this time included Ostend and Billund.
- In 1991 traffic declined to just 21,000. From this point the airport operated at very low passenger levels (< 10,000 per annum) until 2006, when Flightline commenced regular charter operations carrying Ford employees between Southend and Cologne. The Ford service flew 25,000, 43,000 and 37,000 passengers in 2006, 2007 and 2008 respectively but was suspended in December 2008.
- Given the current low traffic base, the example of the Ford service demonstrates how the addition of a new route and / or additional frequency can have a significant impact on the overall traffic volume.
- The Jersey route has regularly contributed passengers to Southend. Prior to 1996 charter services provided circa 10,000 annual passengers to Jersey. From 1996 firstly Cityflyer Express and then Flybe have contributed 2,500 to 3,000 passengers to Jersey each year.



2. Traffic Context

Southend - Historic Movement & Freight Volumes

- Current movement volumes are also lower than historic.
- Non – commercial movements are, and have always been, the major component of the mix.
- Freight tonnage volumes, while sizeable in the past, are now negligible.

Movements

- As with passengers Southend has historically served a far greater number of movements than it does today.
- In 1989 Southend was recorded as having 110,000 aircraft movements. In this period the airport handled almost 11,000 commercial air transport movements.
- In contrast, by 2008 the airport served just under 41,700 movements, the vast majority of which were non - commercial flights.
- Non – commercial flights have always been an important component of Southend's operation.
 - Aero club flights have always made up the largest share of movements, from a 69% share in the mid 1990s, to 43% in 2008.
 - Private flights have been the second main contributor to the movement total, with a broad share of 20 – 25% over the same period.

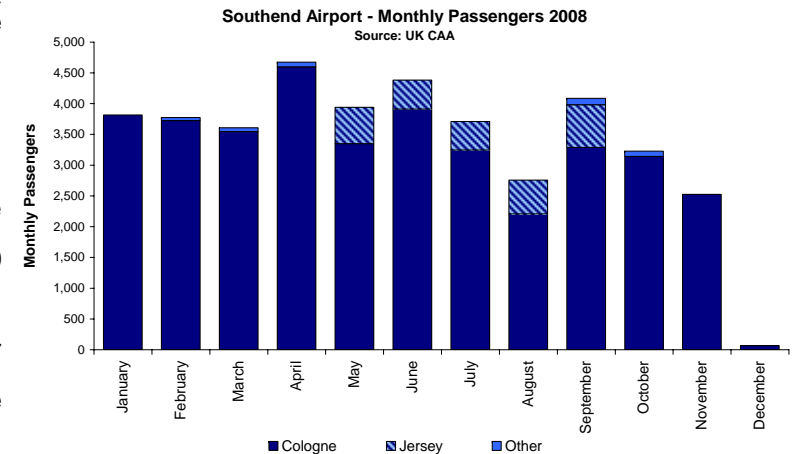
Freight

- In the late 1980s / early 1980s the airport had a significant freight operation, handling 13,500 tonnes in 1991.
- However tonnage volumes have been minimal since then; only 472 tonnes was handled in 2008.

2. Traffic Context Southend – Current Traffic

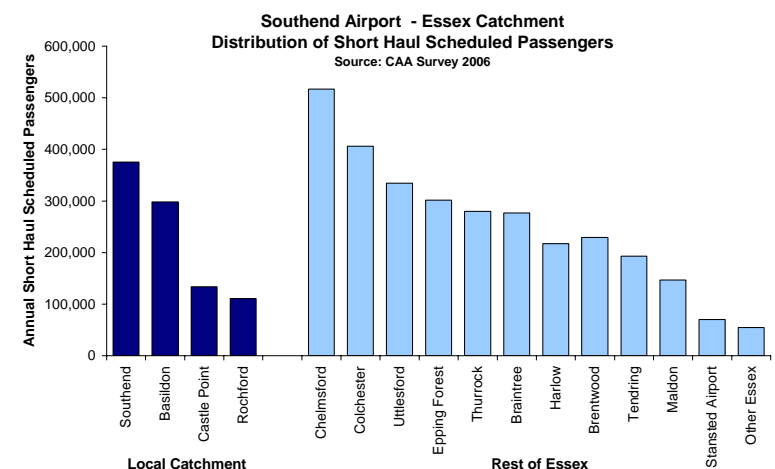
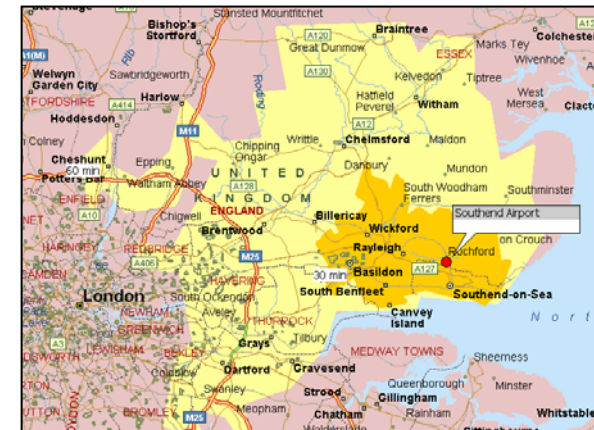
- Circa 48,000 passengers in 2008 and 42,000 movements.
- Passenger volumes have been negligible since the demise of the Ford service in Autumn 2008.

- Data from London Southend Airport (LSA) shows that in 2008 the airport served about 48,000 passengers. The vast majority of these passengers flew on just two routes:-
 - Ford (Cologne-Bonn charter)
 - Flybe (Jersey)
- The Ford service was operated circa 7 times a week by Flightline using a 99 seat BAE 146 aircraft. Flightline ceased operations in November 2008. The service accounted for over 36,000 passengers in 2008.
- From December 2008 Ford employees have been flying from other airports, primarily using the Germanwings service from Stansted. Airport management hopes that the Ford service will recommence from Southend in the near future.
- Flybe have a summer only service that operates from mid May to mid September on a Saturday using a 78 seat Dash 8 Q400 aircraft. In 2008 this service carried almost 2,800 passengers.
- It should be noted that in the CAA's latest passenger figures for January and February 2009 no passengers have been recorded at Southend.
- Southend's movement volume is very heavily dominated by non – commercial flights, and as a result the total flight volume (c42,000) has not been materially impacted by the demise of the Ford service.
- Unlike many of London's secondary airports, Southend is clear of congested and complex airspace and has well established procedures for airways access. The airport is therefore well placed to capitalise on airspace congestion at Stansted and London City which is expected to increasingly restrict business aviation movements in the future.



2. Traffic Context Southend – Potential Catchment Area

- Southend has a significant population living within 30 and 60 minutes drive of the airport.
- A developed Southend could potentially draw on a large local market to form the core of its traffic base.
- Southend Airport's immediate 30 minute drive time catchment (orange area on map) contains 0.4 million people, and includes Southend, Basildon, Rochford and Castlepoint.
- The 60 minute drive time catchment (yellow area on map) contains 2 million people, and includes most of Essex, Thurrock, North East Kent and the London Boroughs of Bromley, Bexley, Havering, Barking and Dagenham, Newham, Redbridge and Waltham Forest.
- Competition arises from Stansted and London City – but a discrete catchment area has been identified. Taking into account the attractiveness of Stansted and London City and the pull effect they will have on the Essex population, we estimate that Southend is the most convenient airport location for at least 0.6m people.
- The potential power of the catchment is also demonstrated by analysis of the 2006 CAA Survey for London airports which shows that 4million passengers travelling to scheduled short haul destinations had a surface origin / destination in Essex.
- Almost a quarter of those passengers originated in Southend's local catchment districts.
 - Southend on Sea: 375,000
 - Basildon: 300,000
 - Castle Point: 133,000
 - Rochford 111,000
- Taking these points together we estimate that a developed Southend could draw 70% of its traffic from Essex, of which 40% will come from the local area.

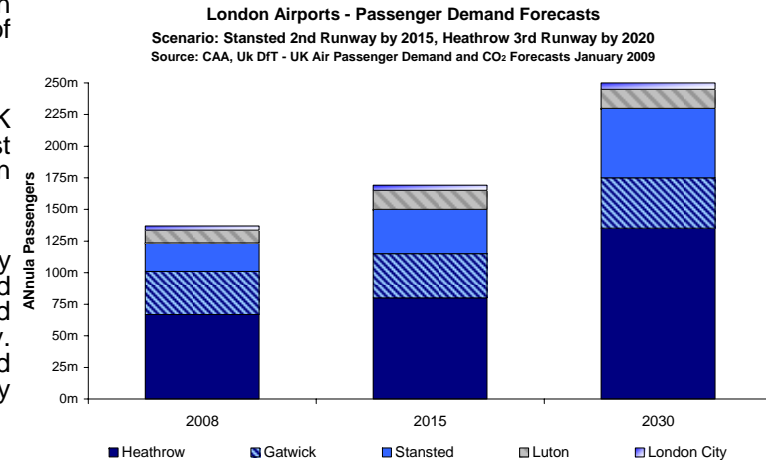


2. Traffic Context

DfT Traffic Forecast

- Recent DfT forecasts suggest London system growth of circa 3% per annum in the medium / long term.
- Stansted (G2) is a key component of the headline DfT traffic scenario.
- However the future of the G2 scheme is questionable.
- The absence of G2 could provide a key stimulus for growth at Southend.

- Southend Airport is classed by the CAA as being within the London Airports system. Forecasts for London are therefore potentially of relevance when considering the future for Southend.
- In January 2009 the Department for Transport updated their UK Passenger Demand Forecasts and presented a number of forecast scenarios for the volume and distribution of passengers at London airports.
- For modelling purposes the DfT assumes that the most likely scenario is that where Stansted has a 2nd runway (G2) by 2015 and Heathrow has a third runway by 2020. Gatwick, London City and Luton are all treated as being constrained by airport capacity. Under this scenario total traffic for the London system is expected to grow to 169m passengers in 2015 and 250m passengers by 2030.
 - This represents system-wide growth of 3.1% CAGR between 2008 and 2015 and 2.6% CAGR between 2015 and 2030.
- Stansted, the most obvious local competitor to Southend for LCC traffic, is assumed to grow to 55 mppa by 2030 (from 22 mppa at present).
- However the likelihood of G2 - whether in the medium term or at all - appears to be receding given the Competition Commission's decision to force BAA to divest of Stansted, the likely cost necessary to fund G2 (and the opposition of airlines at Stansted to this), and the Secretary of State's postponement of the G2 Public Inquiry process pending further clarity on BAA's intentions vis-à-vis the sale of Stansted.
- Without the 2nd runway the DfT forecasts constrain growth at Stansted to just 35m passengers in 2030, thereby indicating a substantial body of excess demand which could be exploited, in the long term, by neighbouring airports such as Southend. In consequence Southend's long term growth may be dependent, at least in part, on Stansted not gaining a 2nd runway.



3. Annual Traffic Forecasts



3. Annual Traffic Forecasts Introduction

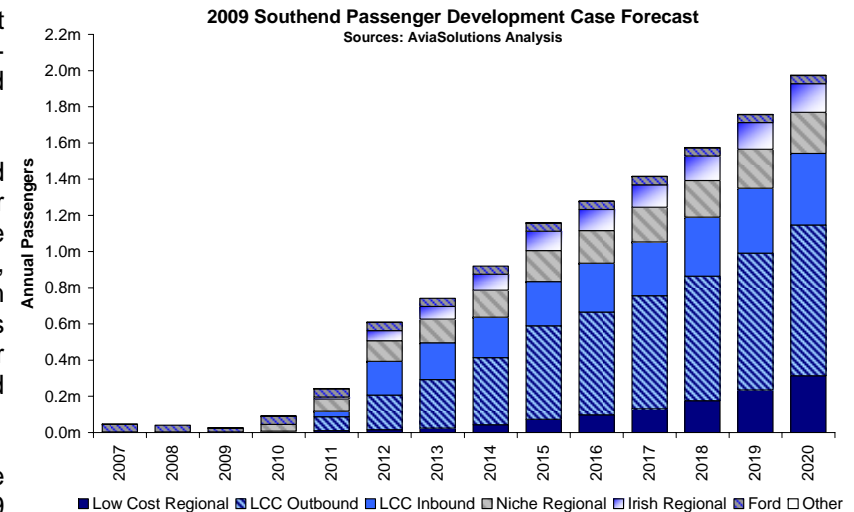
• Traffic forecasts have been prepared for the 'With Development Case' and the 'Base Case'.

- This section presents the annual passenger and flight movement forecasts for the forecast Cases.
- The forecasts have been informed by previous forecasts undertaken by AviaSolutions and others in relation to Southend, along with recent discussions with airport management. They have been principally created on a 'bottom up' basis, derived with reference to assumptions about the potential development of traffic on a route by route basis. Given the status of the forecasts as input to a planning application (including assessment of the potential environmental impacts of development) they are positioned at the high end of the 'most likely' range. Assessment of the impacts of development is therefore based on a 'worst case' (in terms of effects) view of potential traffic outcomes.
- Both cases assume that the airport will be provided with a dedicated railway station (opening at the start of 2010), with upgrades to the capacity of the terminal in order to support the respective projections of annual passenger volumes in the two Cases.
- In addition the 'With Development Case' assumes provision of a 300m runway extension (ready in summer 2011). The present runway length places significant limits on the size and range of aircraft using the airport and has limited the attractiveness of the airport to commercial airlines. As an important consequence of this Southend has to date missed out on the boom in the South East's LCC market. Given the limited lack of commercial passenger services currently on offer at the airport the vast majority of locally resident passengers currently have to use other London area airports.
- Extension of the runway should enable the airport to address this. It will allow Southend to facilitate a wider range of commercial air services, and, in particular, should make the airport operationally viable to support LCC airlines using aircraft of dimensions up to and including the Airbus A319 and Boeing 737- 300 / 700.
 - However it has not been assumed that the extended runway could support commercial operations by the Boeing 737 – 800 (another leading aircraft used by LCCs, notably Ryanair).
- Annual traffic forecasts are presented to 2020. The forecasts for 2012 show a 'one-off' increase in volumes, reflecting the potential positive impacts of the London Olympics, before settling back to underlying volumes in 2013.

3. Annual Traffic Forecasts With Development Case – Annual Passengers

- New infrastructure (extended runway, rail station) will support growth in short term.
- The extended runway will be the key catalyst to attract LCCs.
- Potential for major step change by 2020, with volumes growing to almost 2 mppa.

- In the 'With Development Case' the provision of new airport infrastructure is assumed to be the catalyst for the re-emergence of passenger volumes (in the short term), and strong / ongoing growth in the medium / long term.
- In the short term the opening of the railway station is expected to increase the attractiveness of Southend as a passenger airport. We have assumed that this will result in regional niche airline operators, utilising ATR 72 type aircraft (or similar), commencing UK Domestic and Irish services in 2010. In addition the existing summer weekly Flybe JER service is assumed to continue to operate, and to move to both a longer operating season and additional frequency. Finally the Ford service to Cologne is assumed to recommence later in 2009.
- Once open the extended runway length will facilitate the introduction of services from low cost airlines operating A319 (and similar) type aircraft. Low cost services entering Southend are assumed to include:
 - Inbound services from Central Europe, which may include an airline moving its operations from elsewhere in the London area.
 - Outbound services to major Mediterranean destinations.



- By 2020 substantial growth to 1.97m passengers is forecast, principally made up of:-
 - Regional airline(s) flying 60+ weekly services on 6 UK Domestic and Irish routes, with 0.4m annual passengers in total.
 - LCCs developing a substantial network of services to Southern / Central European destinations, generating a total of 1.2m annual passengers.
 - A regional low cost airline (potentially Flybe) developing a network including potential destinations such as Edinburgh, Glasgow and Amsterdam where there is sufficient demand for 2 daily (12 weekly) services.

3. Annual Traffic Forecasts With Development Case – Annual Movements

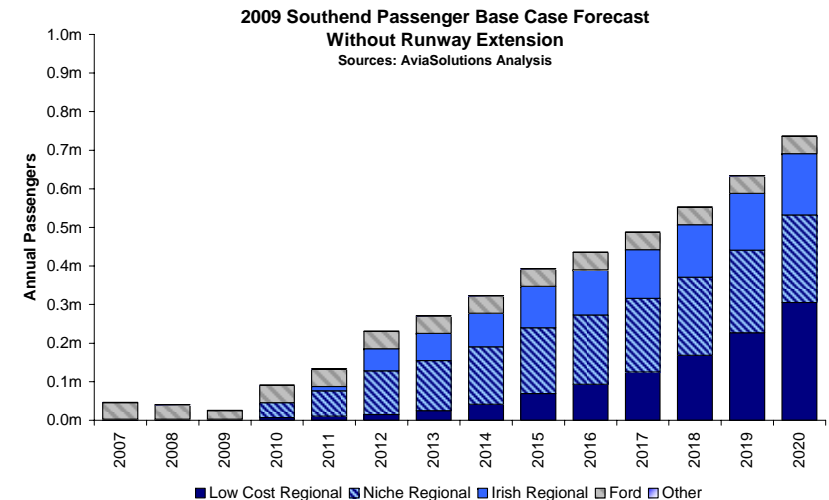
- Growth to 53,300 aircraft movements by 2020, including 26,400 ATMs.

- Development of the airport will also bring about an evolution in the volume and mix of aircraft movements.
- By 2020 the forecasts assume a total of circa 53,300 aircraft movements.
 - 26,400 commercial ATMs, comprising:
 - 12,600 Regional movements, primarily made up of 70 - 80 seat Dash 8 Q400 / ATR72 type aircraft.
 - 10,700 LCC movements, using the Airbus A319 or similar (eg Boeing B737-300/700).
 - 1,000 Ford RJ100 aircraft movements.
 - c2,100 Cargo ATMs using a mix of Bae 146 and smaller aircraft types.
 - 26,900 non commercial movements, including:
 - 14,000 Business Aviation, Air Taxi and Private movements.
 - 7,500 Aero club movements. These are assumed to decline as commercial movements increase.

3. Annual Traffic Forecasts Base Case – Annual Passengers

- New infrastructure (rail station) will support growth in short term.
- However the absence of the extended runway will restrict growth over the medium / long term.
- Volumes assumed to grow to 0.7mppa by 2020.

- In the 'Base Case' the provision of the airport railway station for 2010 is assumed to revitalise traffic in the short term. As in the 'With Development Case' we assume that this will result in:-
 - New service by regional niche airline operators.
 - Continuation / development of the existing Flybe JER service.
 - Recommencement of the Ford Charter service.
- Critically, however, the Base Case makes no assumption for extension of the runway. On this basis Southend will therefore not be able to support typical LCC Domestic and Short Haul operations and will remain 'locked out' of much of the LCC market in the South East.
- Growth is assumed to 2020, but at a substantially lower volume than projected for the 'With Development Case'. We have projected that the airport will handle 0.74m passengers in 2020. At this point the key services are assumed to comprise:-
 - Regional airline(s) flying 50+ weekly services on 4 to 6 UK Domestic and Irish routes, generating 0.3m annual passengers.
 - A regional low cost airline (potentially Flybe) developing a network including potential destinations such as Edinburgh, Glasgow and Amsterdam where there is sufficient demand for 2 daily (12 weekly) services, and generating approximately 0.4m annual passengers.
- As a planning assumption the 'With Development' and 'Base Case' forecasts adopt a similar projection of regional traffic volumes. This reflects the latent potential for development of such services from Southend in response to improved surface access to the airport, even without the extended runway.
 - However only the 'With Development' case assumes LCC services (to destinations not served by regional aircraft).



3. Annual Traffic Forecasts

Base Case – Annual Movements

- Similar movement totals to the 'With Development Case' despite lower (P)ATM totals.
- This reflects the assumption that the airport will adopt a relatively greater business focus on cargo and non-commercial sectors if passenger growth is less of an option.
- In the absence of the extended runway (and LCCs) it is likely that the airport company will seek alternative means to develop income. We therefore consider it likely that Southend will place relatively more focus on nurturing and developing its cargo and non-commercial sectors.
- As a result the Base Case annual movement forecasts are of a similar magnitude to those of the With Development Case, (despite the materially lower passenger volume), but with a greater bias towards Cargo ATMs and non-commercial movements.
- By 2020 the forecasts assume a total of circa 52,500 aircraft movements.
 - 16,700 commercial ATMs, comprising:
 - 12,600 Regional movements, primarily made up of 70 - 80 seat Dash 8 Q400 / ATR72 type aircraft.
 - 1,000 Ford RJ100 aircraft movements.
 - 3,100 Cargo ATMs using a mix of Bae 146 and smaller aircraft types.
 - 35,800 non commercial movements, including:
 - 17,900 Business Aviation, Air Taxi and Private movements.
 - 12,500 Aero club movements.

4. Secondary Forecasts – Inputs to the Surface Access assessment



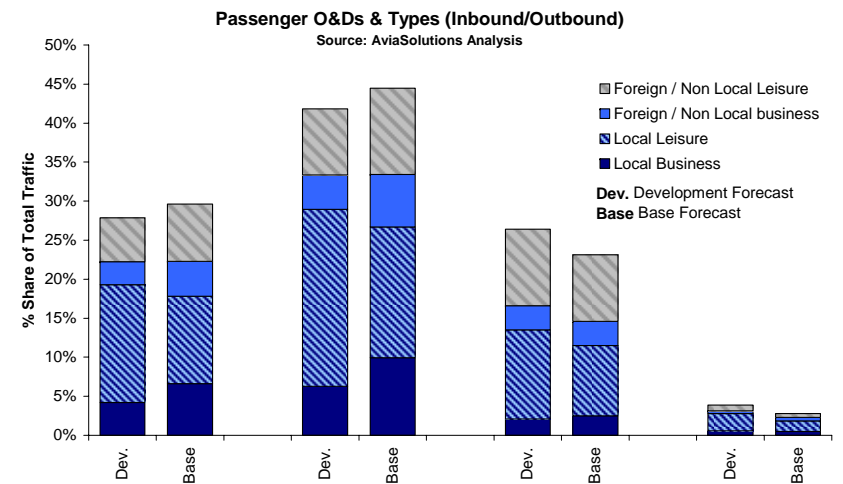
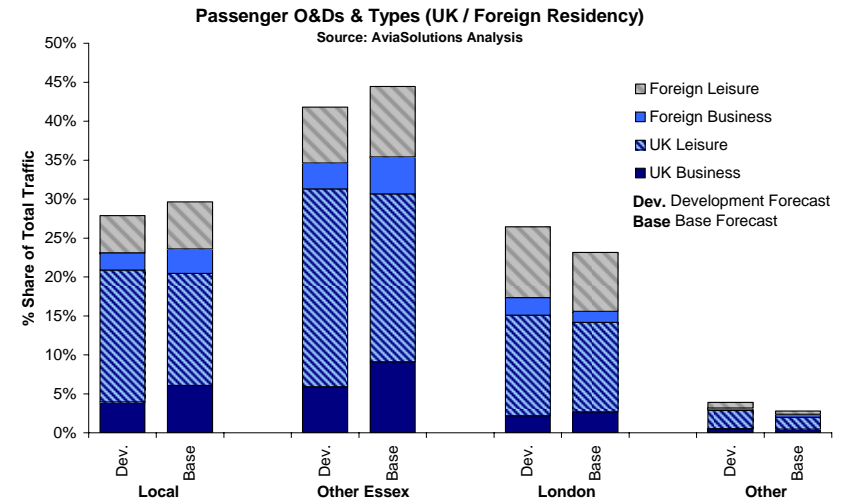
4. Surface Access Introduction

- This section presents and explains the inputs to the surface access assessment.
- This section, in association with the 'Forecasts Book' that accompanies this report as an appendix, sets out the air passenger forecasts produced in support of the surface access assessment, along with aspects of the methodology used.
- The inputs to the surface access assessment comprise:-
 - Annual passenger volumes by broad O/D zone, cross-tabulated by nationality (UK / Foreign) and / or residency (Local ie Outbound / Non Local ie Inbound) , and journey purpose (Business / Leisure).
 - Indicators of seasonality
 - Projections of summer volume as a proportion of the whole year
 - Benchmark data for 1 – 3 mppa UK regional airports
 - Projections of peak monthly passenger volumes
 - Busy day (Average July Friday) passenger volumes
 - Hourly passenger profile (arrivals, departures) on the Busy Day
 - These have been derived from creation of a busy day schedule for 2020, which in turn reflects the mix of airline / route types assumed, and the typical schedule characteristics of such markets at other comparator airports.
- Projection of the mix of passengers by type and zonal O/D has been supported by analysis of the characteristics of the potential Southend catchment area, along with comparative benchmarks elsewhere in the London airports system, and among other small UK regional airports.

4. Surface Access Forecasts by Passenger Type and O/D Zone

- We envisage that Southend Airport will have many of the catchment – type features of regional airports in the 1 to 3 mppa bracket.
- These will also be accompanied by ‘London – proximity’ features which may drive a material number of inbound passengers and London ODs.

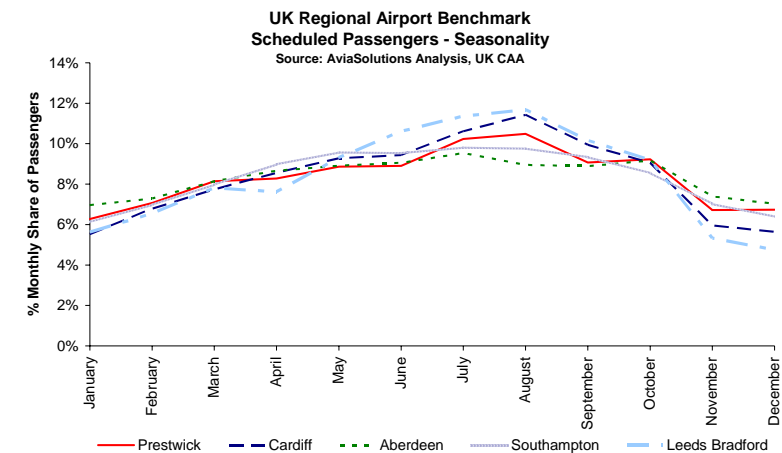
- In common with other UK regional airports Southend is assumed to attract most of its passengers from the immediate local area, with the county of Essex providing 70% - 75% of all passengers.
- The immediate locality, (Southend-on-Sea / Rochford), is assumed to generate about 40% of the passengers from the core catchment of Essex and will account for 28 – 30% of the total traffic.
- In the “With Development” case Southend's proximity to London, together with the availability of LCC flights and the airport railway station is expected to be attractive to the London market. This will result in circa 26% of Southend's passengers with an origin or destination in London. The lack of LCC services in the ‘Base Case’ reduces this share to 23%.
- UK residents are assumed to make up broadly 70% of all Southend’s passengers. Although this represents a relatively high share it is lower than the share seen at a number of UK regional airports and reflects the assumed development of a foreign inbound market.
- In both forecast scenarios it is assumed that the majority of traffic will be leisure – oriented, particularly in the ‘With Development’ forecasts where low cost services form the majority of air services attracted by the availability of the extended runway. It is assumed that the leisure proportion will be circa 80% in the “With Development Case’ and approximately 70% in the “Base Case”.



4. Surface Access Seasonality & the Busy Day

Seasonality and busy day volumes have been assessed by comparison to other regional airports.

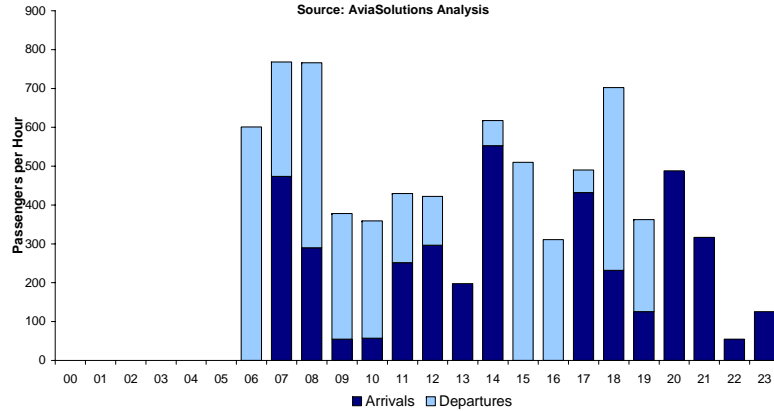
- We have assessed the potential seasonality at Southend Airport in 2020 by analysing monthly scheduled passenger volumes at UK regional airports with volumes of circa 2 mppa.
- In terms of the summer / winter split of traffic we examined the share of summer traffic (as a proportion of the year) at 5 regional airports.
 - These shares ranged from 63% at Aberdeen airport to 70% at Leeds Bradford airport. Both Prestwick and Southampton had 65%.
- We have assumed that the 30 week summer season will make up 64% of Southend's annual traffic in the "With Development Case". Like other comparator airports we expect Southend's seasonality to be impacted by the availability of additional outbound services in the summer schedule.
- The 'Base Case' traffic mix is dominated by regional (non – LCC) services and is likely to have a relatively greater orientation towards business traffic than in the 'With Development Case'. As a result we have assumed that the seasonal profile may be flatter than that assumed for the 'With Development Case', and as indicated by the 2 mppa regional airport benchmarks. The 'Base Case' 30 week summer season is therefore assumed to generate a relatively lower proportion of the annual total.
- We have examined the peak month at various airports:-
 - Peak month shares range from 11.7% in August at Leeds Bradford to 9.5% in July at Aberdeen. Leeds Bradford has a high proportion of outbound low cost services and Aberdeen has a high proportion of business oriented regional services.
 - Southampton's traffic is made up predominantly of low cost regional services. The peak month generated 9.8% of the annual scheduled traffic in 2008.



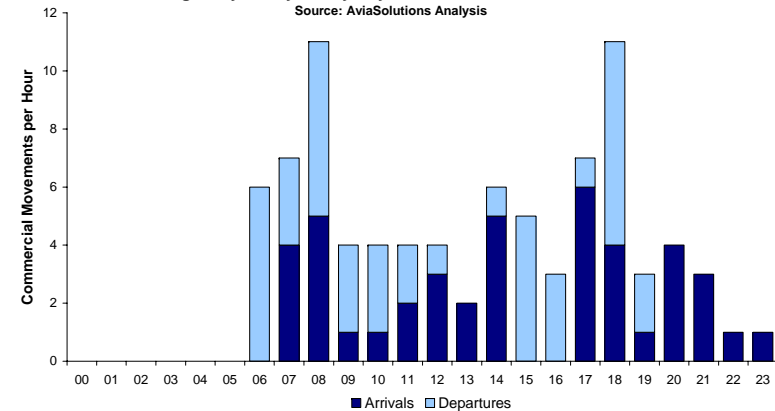
- Using these comparators we have assumed the following peak monthly passenger totals:
 - 2020 "With Development": 207,000
 - 2020 "Base Case" : 74,000
- Busy Day (Average July Friday) volumes at Southampton and Aberdeen (Fixed Wing) both accounted for 0.4% of their respective 2008 annual passenger totals. We have assumed a similar proportion for Southend in 2020.

4. Surface Access Hourly Air Passenger & Flight Movement Profiles

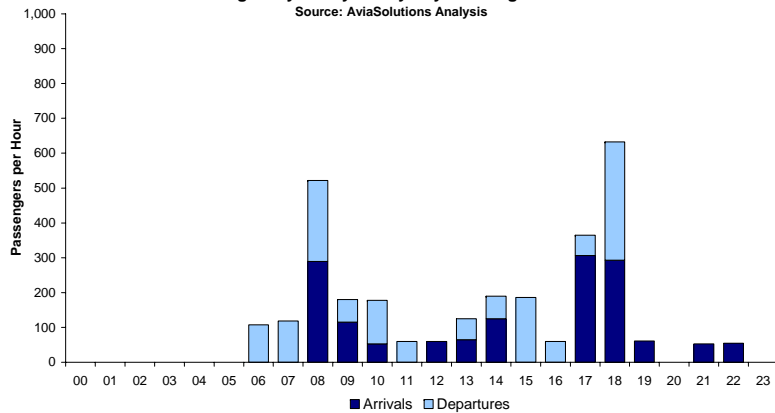
Southend Airport Development Forecast 2020
Average July Friday - Busy Day Passenger Profile
Source: AviaSolutions Analysis



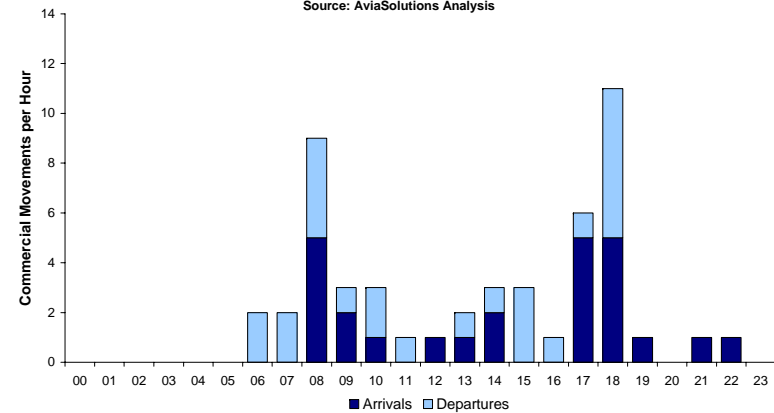
Southend Airport Development Forecast 2020
Average July Friday - Busy Day Commercial Movements Profile
Source: AviaSolutions Analysis



Southend Airport Base Forecast 2020
Average July Friday - Busy Day Passenger Profile
Source: AviaSolutions Analysis



Southend Airport Base Forecast 2020
Average July Friday - Busy Day Commercial Movements Profile
Source: AviaSolutions Analysis



5. Secondary Forecasts – Inputs to the Air Noise assessment



5. Air Noise Introduction

- This section presents and explains the air traffic forecast inputs to the air noise assessment.
- This section, in association with the 'Forecasts Book' that accompanies this report, sets out the air passenger forecasts produced in support of the air noise assessment, along with aspects of the methodology and assumptions used.
- The air traffic forecast inputs to the air noise access assessment comprise:-
 - Leq Period movements by:-
 - Aircraft Type (ATMs)
 - Aircraft category eg GA Single Piston (non – commercial)
 - Daytime (0700 – 2300 Local), Night (2300 – 0700)
 - Arrivals / Departures
 - Departures track
 - Lden Period movements:-
 - Splits as per Leq inputs

5. Air Noise Methodology & Assumptions (1)

- Forecasts have been derived for the Leq and Lden periods.
 - Fleet mix forecasts reflect 'current' operating types, and have been derived with reference to the anticipated traffic mix.
 - The air traffic inputs to the noise assessment have been derived with regards to assumptions about:-
 - The annual movement forecasts (see Section 3).
 - Fleet mix
 - Seasonality
 - Projected schedule of operations
 - Departing track usage by different operational types
 - The forecasts have been derived for the summer Leq Period (16th June – 15th September inclusive), with scaling factors applied to grow these up to annual (Lden) equivalents.
- Fleet Mix**
- The fleet mix varies by case, with the route and carrier network a key determinant of the projected ATM fleet mixes. Given the assumptions about the likely development of LCC and / or regional services the leading ATM types in 2020 are assumed to be:-
 - Airbus A319 / ATR 72-500 / Dash 8 QC-400 (Passenger ATMs)
 - Bae 146 (Cargo ATMs)
 - We have examined the airport movement logs for a busy week in July 2008 to assess the mix of aircraft types used by non – commercial operations. Given the wide range of types in use we have categorised these into a number of broader groupings, with GA Single Piston aircraft (eg Piper PA-28) comprising a significant proportion of the non – commercial fleet.
 - For simplicity the assessment assumes the continued operation by 'current' aircraft types in 2020. This creates a potential 'downside' risk (in noise terms) given the likelihood of gradual improvements in noise technology across different aircraft size bands.
 - Further details of the assumed fleet mixes are provided in the 'Forecasts Book' accompanying this report.

5. Air Noise Methodology & Assumptions (2)

- Leq Period assumed to contribute 27% – 28% of annual movements.
- Operations will continue to be heavily biased towards daytime hours.

Seasonality

- In order to assess the likely volume of movements in the 92 day Leq Period we have examined historic monthly and annual movement data for Southend, along with benchmark information from Southampton (as an example of an airport with a strong regional carrier presence), and Luton (as an example of a London area LCC – oriented airport).
- The Leq Period generated 29.0% and 26.5% of the respective annual movement totals at Southend in 2006 and 2008. Similar proportions were observed in 2008 at Southampton (28.3%), and Luton (27.8%).
- Based on the local and benchmark data we have assumed that in future the Leq Period will generate 27 – 28% of the annual movement total at Southend, with the exact proportion reflecting the assumed mix of traffic types per Case and spot year.

Schedule (Daytime / Night)

- We have used the July 2008 airport movement logs and our projected busy day schedule (for commercial operations) to estimate the potential split of movements between daytime and night.
- The current operation is overwhelmingly biased towards daytime operations.
 - Only 3% of movements in the July 2008 ‘Busy Week’ took place outside daytime hours.
- Our forecasts anticipate that the operation in 2020 will retain this bias, albeit with some small increases in the proportion of night movements, particularly in the ‘With Development Case’. This principally reflects potential LCC aircraft departures in the period 0630 – 0700.
 - Night operations comprise 5 – 7% of movements in the ‘With Development Case’ and 5 – 6% in the ‘Base Case’.
- By 2020 we anticipate that the airport (with runway extension) will support circa 8 – 9 flights during night hours (2300 – 0700). It is assumed that the majority of these will be commercial passenger flights departing Southend in the 0630 – 0700 period, with typically 5 commercial flights leaving in this period.
- Hourly movement (ie commercial ATMs only) profile forecasts are given in Section 4 (Surface Access), pages 24 and 25.

5. Air Noise Methodology & Assumptions (3)

- Forecasts of the usage of departing tracks have been undertaken with reference to historic data, along with discussion with local ATC.

Departures Tracks

- Departing aircraft noise will disperse in accordance with the usage by aircraft of the designated airspace tracks away from the airport. Assumptions about the likely usage of tracks by different traffic types is therefore an important input to the air noise assessment.
- Southend Airport currently operates with 3 departures tracks, pending potential changes resulting from the proposed reorganisation of airspace in the region:-
 - ENVAS (for departures to the West / North)
 - CLN (for departures to the East / North)
 - DET (for departures to the South)
- An analysis of historic data provided to us by the airport indicates that small jets and piston aircraft (which make up the large majority of the current fleet at Southend) predominantly make use of the DET (47% of all departures) and ENVAS (40%) tracks when flying from the airport. For the purpose of the forecasts we have assumed that non – commercial movements will make similar use of the current departures tracks in the future.
- However the commercial operation is likely to include flights to a number of Continental European destinations which are not currently served from Southend. For these services we have calculated the potential usage of the current departures tracks, taking into account assumptions about the likely range of destinations and frequency on offer from the airport in the future, along with guidance from the local ATC service about the tracks that could be used by aircraft flying to these destinations.

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