

Summary of projections extracted from the statistical spreadsheet

YEAR	- - - UK CO ₂ - - -		Stansted
	Departing flights (tonnes)		Departing flights (tonnes)
	LHR NWR Base	LHR NWR + Best Use	LHR NWR Base
2020	38,874,109	38,874,109	1,460,686
2021	38,808,572	38,808,572	1,451,513
2022	39,104,343	39,104,343	1,458,974
2023	39,057,663	39,060,150	1,495,987
2024	39,134,849	39,087,646	1,543,644
2025	39,079,119	39,027,739	1,573,978
2026	42,096,425	42,060,523	1,508,445
2027	43,062,412	43,057,765	1,468,539
2028	43,601,058	43,603,079	1,424,675
2029	43,581,359	43,364,830	1,406,208
2030	43,468,312	43,378,937	1,375,866
2040	42,317,872	42,428,522	1,598,299
2050	39,945,335	40,786,072	1,668,288

Notes:

- 1) LHR NWR is the abbreviation used to denote the Heathrow third runway base case scenario, which is currently under development, approved by the Civil Aviation Commission and supported by both the Government and Heathrow Airport Ltd
- 2) 'Best Use' relates to the policy of supporting expansion plans at UK airports under the 'Best Use' scenario to assess the impact of the policy on UK aviation CO₂ emissions. As of 2020, the 'Best Use' scenario is assumed to have a planning capacity of 100 million passengers per annum
- 3) Under the 'Best Use' Scenario, Stansted is assumed to have a planning capacity of 100 million passengers per annum
- 4) The conventional way to account for aircraft CO₂ emissions (so as to avoid double counting) is to use the 'Best Use' scenario for the base case and the 'Best Use' scenario for the 'Best Use' scenario

readsheets disclosed by DfT to the Claimants

ed CO₂

Stansted Passengers

ights (tonnes)

Scenario Modelled

LHR NWR + Best Use	LHR NWR Base	LHR NWR + Best Use
1,460,686	22,137,512	22,137,512
1,451,513	21,734,936	21,734,936
1,458,974	21,659,296	21,659,296
1,451,712	22,130,804	21,380,932
1,476,895	22,978,798	21,843,462
1,502,640	23,743,752	22,518,808
1,452,629	22,954,938	21,948,974
1,417,344	22,715,332	21,794,028
1,372,281	22,251,156	21,297,632
1,334,749	22,403,256	21,059,896
1,324,730	22,275,988	21,270,018
1,321,785	31,927,004	26,419,752
1,643,223	35,491,040	36,074,640

sed on the 'North West Runway' option, which is the option that was rec
. It is scheduled to be built by 2026 and the above DfT forecasts are ba
other than Heathrow based on making best use of their existing runway
can be seen above, it is projected to increase 2050 CO₂ emissions froi
) of 35mppa until 2031 and of 44.5mppa thereafter.

double counting) is to include departing flights only, as above.

Stansted ATMs

Scenario Modelled

LHR NWR Base	LHR NWR + Best Use
157,037	157,037
153,798	153,798
152,940	152,940
154,441	149,969
159,436	152,670
163,735	156,533
156,437	150,694
153,416	148,303
148,386	143,144
147,340	139,808
145,042	138,737
184,182	155,316
203,835	204,800

Recommended by the Airports
based on that assumption.
years. The DfT modelled this
from 39.945Mt to 40.786Mt.