

Appendix E.



Project Ark: Northolt

Estimates of passenger traffic, aircraft types
and movements for a shortened runway and the
existing runway

January 2012

Ernst & Young LLP



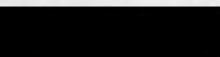
Project Ark: Northolt

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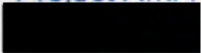
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1. Introduction

In order to substantiate the commercial case for the development of Northolt for Civil Air Transport Operations, passenger traffic estimates have been prepared based on two different runway lengths and to reflect constrained and un-constrained demand.

The first runway length is a shortened runway approximately 1390 – 1450m (Runway 07 TORA). The length will be dependent on detail design and a collision risk model and so we have taken a prudent approach by basing passenger traffic estimates on the lower end of this range.

The second runway length is the existing runway length which is declared at 1684m (Runway 07 TORA).

The traffic estimates are shown as tables A for the shortened runway (as assumed compatible with probable CAA requirements) and B for the existing runway option, reflecting the current take-off runway length published by the MoD.

In both cases the constrained slot supply, as discussed earlier, limits total annual activity at Northolt to some 50,000 Air Transport Movements a year; this is similar to the level achieved when Northolt was British European Airways' main operational base in the early 1950s.

The forecasts have been prepared for a range of some 50 domestic and North West European airports, generally within a maximum range from London of 600 miles. The minimum distance used has been 125 miles (Exeter and Cardiff).

'Unconstrained' forecasts relate to the expected demand from airlines wishing to use either of the two options, using only aircraft capable of using Northolt's relatively short runway. The forecasts have been based on the expected frequency of operation likely to be sought from each airport (subject to adequate slot availability), on probable aircraft size, and with an appropriate annual average passenger load factor based on aircraft size. Current schedules to the five London area airports have been used to determine what the frequency and size are likely to be to Northolt from each destination, given the reduced runway lengths available, and the 'imperfect' arrangements for transferring to Heathrow for connecting flights. Some of the flights are expected to transfer from Heathrow, with the current operator selling the freed-up slots to long-haul operators for significant sums; others would transfer from Gatwick, London City, Luton or Stansted; and the remainder would be generated

by the sudden availability of slots at an airport well-located for both central London and Heathrow.

Most airlines would be expected to seek to serve these destinations with two to four flights a day, but they range from once daily to six a day on the larger domestic routes. Three aircraft sizes have been selected for each runway option – 50, 80 and 100 seats for the shorter runway, and 50, 80 and 120 for the longer runway, where the larger Embraer and smaller Airbus aircraft will be able to benefit from the extra 300 metres. Average annual passenger load factors are expected to increase with aircraft size – from 60% on the 50-seat aircraft, to 70% with 80 seats, 75% with 100 seats, and 80% with 120 seats.

Unconstrained demand has been assessed at 83,100 flights a year, for both the shortened and the existing runways (or 60% greater than the assumed supply limitation of 50,000 ATMs pa). This results in an average of 55.5 passengers per sector on the shorter runway, giving a demand of 4.61 mppa, unconstrained by an ATM limitation; and 62.8 passengers a flight on the longer (existing) runway (due to the use of larger aircraft), giving a demand of 5.22 mppa, similarly unconstrained by the assumed ATM limitation.

Around 56% of passenger demand is expected to be from domestic routes, 14% from Ireland, and 30% from mainland Europe.

It will be recognised that the forecast traffic includes two relatively close in (200 miles or less) destinations Cardiff and Exeter. Others such as Norwich have been excluded. But with no serious rail improvement planned to either destination, and in the case of Exeter, the closure of Plymouth airport reducing fast air access to that part of the South West region, both are seen as viable routes, primarily for connecting traffic. Both have a history of service to London Gatwick and or London City.

It is also worth noting that Manchester International some 127 nautical miles from Heathrow is already served by multiple daily frequencies despite the rail links to London and that over 50% of the traffic is connecting. So for Cardiff airport only 110 nautical miles from Northolt (Cardiff is some 130 miles by road) or Exeter airport 123 nautical miles from Northolt, the opportunity for a twice or three times daily regional connecting service which incorporates the nations only major hub airport, should prove attractive

2. The Shortened Runway

The shortened runway of 1390 – 1450m would be marginally longer than that currently available at London City. London City itself is now handling some 3 million passengers a year on a point to point basis with key routes including Edinburgh and Glasgow in the top 10. It is significantly profitable for its owners, GIP.

Compared to a total "runway length constrained" forecast of 4.6 million passengers and some 83,000 ATMs, the ATM-constrained forecast suggests that there would be some 3.3 million passengers and 50,750 ATMs handled in a mature year once the runway at Northolt has been made available. This compares with some 70 million passengers a year at Heathrow today.

It is calculated that this would result in an average of 72.1 passengers per sector. We have forecast that the bulk of traffic, some 2.1 million or 64%, would be from UK domestic points. Fifteen domestic points would be expected to be served, including six that are currently served from Heathrow. Six smaller domestic destinations are considered unlikely to obtain slots, including the 'close-in' airports of Exeter and Cardiff. This would allow Northolt to become the UK regions' key access airport for both central London and the world-wide connectivity afforded by Heathrow. In addition it is assumed that three Irish cities would also be served.

A number of secondary cities in Europe have been included as they either had a record of previous service into Heathrow, or represent growing markets that are un-served or under served from London and would benefit from the proximity to Heathrow and the world-wide connectivity it affords.

3. The Existing Runway

Under this scenario, it is assumed that the airport remains under military control and a take-off runway of some 1684 metres (Runway 07 TORA) will continue to be made available at Northolt. This is some 300 metres longer than that available at London City airport and can be compared to the 1706 metre available at Jersey, 1736 metres at Isle of Man (Ronaldsway) and 1765 metres at Inverness. This suggests that all the major types that might be operated into those airports, should be able to operate without any significant restriction on the sectors envisaged to and from Northolt.

Most of the existing more modern regional aircraft types such as the Dash 8-400, Embraer 175 and 190 and indeed the Airbus A318 should be able to operate with economic payloads from such a runway. The new Bombardier C series also has a field length requirement that is expected to be matched by the current runway at Northolt.

On this basis, the forecasts for the shorter runway scenario were developed in line with the "runway length constrained" demand. Allocating different aircraft sizes up to a 120 seat Embraer 190, the overall level of demand increased by almost 16% to 3.8 million, still within an approximate 50,000 ATM cap and still not satisfying the total un-constrained demand estimate of some 5.2 million. This is some half a million passengers more than with the shortened runway, with the opportunity to grow further were the initial assumption of 50,000 ATMs a year to be lifted.

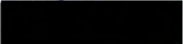
4. Conclusion

The analysis of likely market demand against possible operational and environmental constraints at Northolt with a circa 50,000 ATM limit, suggests that at worst (with the shorter runway option) Northolt could expect to handle some 3.3 million passengers per annum, of which 64% would be UK domestic, many either un-served or who have lost their Heathrow links many years ago. This would provide those regions links that they have long sought to Heathrow and provide potential short term economic improvement to those regions at no cost to the UK Government.

For the longer existing runway option the traffic increases by almost 16% to 3.8 million of which 63% is UK domestic.

It should be noted that both the number of passengers per aircraft (pax/aircraft) and the average passenger load factors used in our estimates are higher than for similar (regional) airports of this general size because Northolt is a London airport benefiting from substantial demand for central London as well as for onward connecting flights from Heathrow.

Given the recent CAA statement about the need for greater connectivity and runway capacity for London and Heathrow in particular, the limited development of the existing runway at Northolt to provide either length would appear to offer significant regional and national connectivity and economic opportunities.



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Appendix A. Table A (Shortened Runway)

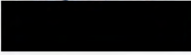


Project Noah

Alan Cooke, January 16th 2012

B - Estimate of Flights, Seats and Passengers per year between Northolt and points in North West Europe using aircraft with a maximum of 120 seats - Existing Runway (07 TORA 1,684 m)

Unconstrained demand:										Constrained demand:										
Airport	Flights per day	per week * 6.5	per year * 50	R.T. * 2	Ave. Seats	Annual Seats	PLF %	Annual Passengers	Pax per sector	Flights per day	per week * 6.5	per year * 50	R.T. * 2	Ave. Seats	Annual Seats	PLF %	Annual Passengers	Pax per sector	Airport	
LDY	2	13	650	1,300	50	65,000	60	39,000	30	0	0	0	0	50	0	60	0	-	LDY City of Derry	
BHD	8	39	1,950	3,900	120	465,000	80	374,400	96	4	26	1,300	2,600	120	312,000	80	249,600	96	BHD Belfast City	
ICM	2	13	650	1,300	80	104,000	70	72,800	56	2	13	650	1,300	80	104,000	70	72,800	56	ICM Isle of Man	
INV	3	20	975	1,950	80	156,000	70	109,200	56	3	20	975	1,950	80	156,000	70	109,200	56	INV Inverness	
ASZ	3	20	975	1,950	120	234,000	80	167,200	96	3	20	975	1,950	120	234,000	80	167,200	96	ASZ Aberdeen	
DND	2	13	650	1,300	50	65,000	60	39,000	30	0	0	0	0	50	0	60	0	-	DND Dundee	
EDI	4	26	1,300	2,600	120	312,000	80	249,600	96	4	26	1,300	2,600	120	312,000	80	249,600	96	EDI Edinburgh	
GLA	4	26	1,300	2,600	120	312,000	80	249,600	96	4	26	1,300	2,600	120	312,000	80	249,600	96	GLA Glasgow	
PKI	3	20	975	1,950	80	156,000	70	109,200	56	0	0	0	0	80	0	70	0	-	PKI Prestwick	
CAX	2	13	650	1,300	50	65,000	60	39,000	30	2	13	650	1,300	50	65,000	60	39,000	30	CAX Carlisle	
NCL	4	26	1,300	2,600	120	312,000	80	249,600	96	4	26	1,300	2,600	120	312,000	80	249,600	96	NCL Newcastle	
NME	3	20	975	1,950	80	156,000	70	109,200	56	3	20	975	1,950	80	156,000	70	109,200	56	NME Durham Tees Valley	
LBA	3	20	975	1,950	50	97,500	60	58,500	30	3	20	975	1,950	50	97,500	60	58,500	30	LBA Leeds Bradford	
DSA	2	13	650	1,300	50	65,000	60	39,000	30	0	0	0	0	50	0	60	0	-	DSA Doncaster Sheffield	
HUY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	HUY Humberside
BLK	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	BLK Blackpool
LPL	4	26	1,300	2,600	80	208,000	70	145,600	56	4	26	1,300	2,600	80	208,000	70	145,600	56	LPL Liverpool	
MAN	4	26	1,300	2,600	120	312,000	80	249,600	96	4	26	1,300	2,600	120	312,000	80	249,600	96	MAN Manchester	
BHX	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	BHX Birmingham
EMA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	EMA East Midlands
NWI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	NWI Norwich
CWL	3	20	975	1,950	50	97,500	60	58,500	30	0	0	0	0	50	0	60	0	-	CWL Cardiff	
EXT	2	13	650	1,300	50	65,000	60	39,000	30	0	0	0	0	50	0	60	0	-	EXT Exeter	
NOY	4	26	1,300	2,600	80	208,000	70	145,600	56	4	26	1,300	2,600	80	208,000	70	145,600	56	NOY Newquay	
JER	4	26	1,300	2,600	120	312,000	80	249,600	96	4	26	1,300	2,600	120	312,000	80	249,600	96	JER Jersey	
GCI	3	20	975	1,950	80	156,000	70	109,200	56	3	20	975	1,950	80	156,000	70	109,200	56	GCI Guernsey	
DOMESTIC	67	402	20,100	40,200	97.7	3,926,000	74.4	2,922,400	72.7	51	306	15,300	30,600	106.4	3,266,500	76.0	2,473,900	80.8	DOMESTIC	
DUB	5	39	1,950	3,900	120	488,000	80	374,400	96	4	26	1,300	2,600	120	312,000	80	249,600	96	DUB Dublin	
SNN	3	20	975	1,950	120	234,000	80	167,200	96	2	13	650	1,300	120	156,000	80	124,800	96	SNN Shannon	
ORK	3	20	975	1,950	80	156,000	70	109,200	56	2	13	650	1,300	80	104,000	70	72,800	56	ORK Cork	
WAT	2	13	650	1,300	50	65,000	60	39,000	30	0	0	0	0	50	0	60	0	-	WAT Waterford	
NOC	2	13	650	1,300	50	65,000	60	39,000	30	0	0	0	0	50	0	60	0	-	NOC Knock	
BRITISH ISLES	83	506	25,300	50,600	97.1	4,914,000	74.7	3,671,200	72.6	59	356	17,900	35,800	106.9	3,628,500	76.3	2,921,100	81.6	BRITISH ISLES	
VAG	1	7	325	650	50	32,500	60	19,500	30	0	0	0	0	50	0	60	0	-	VAG Faeroe Isles	
BGO	2	13	650	1,300	80	104,000	70	72,800	56	2	13	650	1,300	80	104,000	70	72,800	56	BGO Bergen	
SVG	2	13	650	1,300	80	104,000	70	72,800	56	2	13	650	1,300	80	104,000	70	72,800	56	SVG Stavanger	
AAL	2	13	650	1,300	50	65,000	60	39,000	30	0	0	0	0	50	0	60	0	-	AAL Aalborg	
BLL	2	13	650	1,300	50	65,000	60	39,000	30	2	13	650	1,300	50	65,000	60	39,000	30	BLL Billund	
HAM	3	20	975	1,950	120	234,000	80	167,200	96	3	20	975	1,950	120	234,000	80	167,200	96	HAM Hamburg	
HAI	2	13	650	1,300	120	156,000	80	124,800	96	0	0	0	0	120	0	80	0	-	HAI Hanover	
BRE	2	13	650	1,300	120	156,000	80	124,800	96	2	13	650	1,300	120	156,000	80	124,800	96	BRE Bremen	
DTM	2	13	650	1,300	80	104,000	70	72,800	56	2	13	650	1,300	80	104,000	70	72,800	56	DTM Dortmund	
EIN	2	13	650	1,300	50	65,000	60	39,000	30	0	0	0	0	50	0	60	0	-	EIN Eindhoven	
RTM	4	26	1,300	2,600	80	208,000	70	145,600	56	0	0	0	0	80	0	70	0	-	RTM Rotterdam	
ANR	4	26	1,300	2,600	80	208,000	70	145,600	56	4	26	1,300	2,600	80	208,000	70	145,600	56	ANR Antwerp	
LGG	2	13	650	1,300	50	65,000	60	39,000	30	0	0	0	0	50	0	60	0	-	LGG Liege	
LUX	4	26	1,300	2,600	80	208,000	70	145,600	56	2	13	650	1,300	80	104,000	70	72,800	56	LUX Luxembourg	
LIL	3	20	975	1,950	50	97,500	60	58,500	30	0	0	0	0	50	0	60	0	-	LIL Lille	
SKB	2	13	650	1,300	50	65,000	60	39,000	30	2	13	650	1,300	50	65,000	60	39,000	30	SKB Strasbourg	
DIJ	2	13	650	1,300	50	65,000	60	39,000	30	0	0	0	0	50	0	60	0	-	DIJ Dijon	
NTE	4	26	1,300	2,600	80	208,000	70	145,600	56	2	13	650	1,300	80	104,000	70	72,800	56	NTE Nantes	
BES	3	20	975	1,950	50	97,500	60	58,500	30	0	0	0	0	50	0	60	0	-	BES Brest	
LEH	2	13	650	1,300	50	65,000	60	39,000	30	0	0	0	0	50	0	60	0	-	LEH Le Havre	
NW EUROPE	133	831	41,550	83,100	97.7	7,288,500	71.7	5,220,800	62.8	82	508	25,375	50,750	100.0	5,076,500	75.3	3,820,700	75.3	NW EUROPE	
CAA - 1387 m	133	831	41,550	83,100	80.6	6,701,500	68.7	4,606,550	55.4	82	508	25,375	50,750	90.3	4,562,500	72.1	3,302,000	66.1	NW EUROPE	
Variance	100.0	100.0	100.0	100.0	108.7	108.7	104.2	113.3	113.3	100.0	100.0	100.0	100.0	110.8	110.8	104.4	115.7	115.7	NW EUROPE	



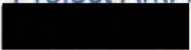
Appendix B. Table B (Existing Runway)

Project Noah

Aian Cooke, January 18th 2012

A - Estimate of Flights, Seats and Passengers per year between Northolt and points in North West Europe using aircraft with a maximum of 100 seats - Shortened runway (approx. 1390 - 1450m)

Airport	Unconstrained demand:					Constrained demand:					Airport									
	Flights per day	per week * 6.5	per year * 50	R.T * 2	Ave. Seats	Annual Seats	PLF %	Annual Passengers	Pax per sector	Flights per day		per week * 6.5	per year * 50	R.T * 2	Ave. Seats	Annual Seats	PLF %	Annual Passengers	Pax per sector	
LDY	2	13	650	1,300	50	65,000	60	39,000	30	0	0	0	0	50	0	60	0	-	LDY	2
BHD	6	39	1,950	3,900	100	390,000	75	292,500	75	4	26	1,300	2,600	100	260,000	75	195,000	75	BHD	6
IOM	2	13	650	1,300	80	104,000	70	72,800	56	2	13	650	1,300	80	104,000	70	72,800	56	IOM	2
INV	3	20	975	1,950	80	156,000	70	109,200	56	3	20	975	1,950	80	156,000	70	109,200	56	INV	3
ABZ	3	20	975	1,950	100	195,000	75	146,250	75	3	20	975	1,950	100	195,000	75	146,250	75	ABZ	3
DND	2	13	650	1,300	50	65,000	60	39,000	30	0	0	0	0	50	0	60	0	-	DND	2
EDI	4	26	1,300	2,600	100	260,000	75	195,000	75	4	26	1,300	2,600	100	260,000	75	195,000	75	EDI	4
GLA	4	26	1,300	2,600	100	260,000	75	195,000	75	4	26	1,300	2,600	100	260,000	75	195,000	75	GLA	4
PIK	3	20	975	1,950	80	156,000	70	109,200	56	0	0	0	0	80	0	70	0	-	PIK	3
CAX	2	13	650	1,300	50	65,000	60	39,000	30	2	13	650	1,300	50	65,000	60	39,000	30	CAX	2
NCL	4	26	1,300	2,600	100	260,000	75	195,000	75	4	26	1,300	2,600	100	260,000	75	195,000	75	NCL	4
MME	3	20	975	1,950	80	156,000	70	109,200	56	3	20	975	1,950	80	156,000	70	109,200	56	MME	3
LBA	3	20	975	1,950	50	97,500	60	58,500	30	3	20	975	1,950	50	97,500	60	58,500	30	LBA	3
DSA	2	13	650	1,300	50	65,000	60	39,000	30	0	0	0	0	50	0	60	0	-	DSA	2
HUY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	HUY	0
BLK	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	BLK	0
LPL	4	26	1,300	2,600	80	208,000	70	145,600	56	4	26	1,300	2,600	80	208,000	70	145,600	56	LPL	4
MAN	4	26	1,300	2,600	100	260,000	75	195,000	75	4	26	1,300	2,600	100	260,000	75	195,000	75	MAN	4
BHX	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	BHX	0
EMA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	EMA	0
NWI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	NWI	0
CWL	3	20	975	1,950	50	97,500	60	58,500	30	0	0	0	0	50	0	60	0	-	CWL	3
EXT	2	13	650	1,300	50	65,000	60	39,000	30	0	0	0	0	50	0	60	0	-	EXT	2
NOY	4	26	1,300	2,600	80	208,000	70	145,600	56	4	26	1,300	2,600	80	208,000	70	145,600	56	NOY	4
JER	4	26	1,300	2,600	100	260,000	75	195,000	75	4	26	1,300	2,600	100	260,000	75	195,000	75	JER	4
GCI	3	20	975	1,950	80	156,000	70	109,200	56	3	20	975	1,950	80	156,000	70	109,200	56	GCI	3
DOMESTIC	67	402	20,100	40,200	88.3	3,549,000	71.2	2,626,550	62.8	51	306	15,300	30,600	95.0	2,905,500	72.5	2,105,350	68.8	DOMESTIC	67
DUB	6	39	1,950	3,900	100	390,000	75	292,500	75	4	26	1,300	2,600	100	260,000	75	195,000	75	DUB	6
SNN	3	20	975	1,950	100	195,000	75	146,250	75	2	13	650	1,300	100	130,000	75	97,500	75	SNN	3
ORK	3	20	975	1,950	80	156,000	70	109,200	56	2	13	650	1,300	80	104,000	70	72,800	56	ORK	3
WAT	2	13	650	1,300	50	65,000	60	39,000	30	0	0	0	0	50	0	60	0	-	WAT	2
NOC	2	13	650	1,300	50	65,000	60	39,000	30	0	0	0	0	50	0	60	0	-	NOC	2
BRITISH ISLES	83	506	25,300	50,600	87.4	4,420,000	71.3	3,152,500	62.3	59	358	17,900	35,800	95.0	3,396,500	72.7	2,470,650	69.0	BRITISH ISL	83
VAG	1	7	325	650	50	32,500	60	19,500	30	0	0	0	0	50	0	60	0	-	VAG	1
BGO	2	13	650	1,300	80	104,000	70	72,800	56	2	13	650	1,300	80	104,000	70	72,800	56	BGO	2
SVG	2	13	650	1,300	80	104,000	70	72,800	56	2	13	650	1,300	80	104,000	70	72,800	56	SVG	2
AAL	2	13	650	1,300	50	65,000	60	39,000	30	0	0	0	0	50	0	60	0	-	AAL	2
BLL	2	13	650	1,300	50	65,000	60	39,000	30	2	13	650	1,300	50	65,000	60	39,000	30	BLL	2
HAM	3	20	975	1,950	100	195,000	75	146,250	75	3	20	975	1,950	100	195,000	75	146,250	75	HAM	3
HAI	2	13	650	1,300	100	130,000	75	97,500	75	0	0	0	0	100	0	75	0	-	HAI	2
BRE	2	13	650	1,300	100	130,000	75	97,500	75	2	13	650	1,300	100	130,000	75	97,500	75	BRE	2
DTM	2	13	650	1,300	80	104,000	70	72,800	56	2	13	650	1,300	80	104,000	70	72,800	56	DTM	2
EIN	2	13	650	1,300	50	65,000	60	39,000	30	0	0	0	0	50	0	60	0	-	EIN	2
RTM	4	26	1,300	2,600	80	208,000	70	145,600	56	0	0	0	0	80	0	70	0	-	RTM	4
ANR	4	26	1,300	2,600	80	208,000	70	145,600	56	4	26	1,300	2,600	80	208,000	70	145,600	56	ANR	4
LGG	2	13	650	1,300	50	65,000	60	39,000	30	0	0	0	0	50	0	60	0	-	LGG	2
LUX	4	26	1,300	2,600	80	208,000	70	145,600	56	2	13	650	1,300	80	104,000	70	72,800	56	LUX	4
LIL	3	20	975	1,950	50	97,500	60	58,500	30	0	0	0	0	50	0	60	0	-	LIL	3
SKB	2	13	650	1,300	50	65,000	60	39,000	30	2	13	650	1,300	50	65,000	60	39,000	30	SKB	2
DU	2	13	650	1,300	50	65,000	60	39,000	30	0	0	0	0	50	0	60	0	-	DU	2
NTE	4	26	1,300	2,600	80	208,000	70	145,600	56	2	13	650	1,300	80	104,000	70	72,800	56	NTE	4
BES	3	20	975	1,950	50	97,500	60	58,500	30	0	0	0	0	50	0	60	0	-	BES	3
LEH	2	13	650	1,300	50	65,000	60	39,000	30	0	0	0	0	50	0	60	0	-	LEH	2
NW EUROPE	133	831	41,550	83,100	80.6	6,701,500	68.7	4,606,550	55.4	82	508	25,375	50,750	90.3	4,582,500	72.1	3,302,000	65.1	NW EUROPE	133



Appendix F Outputs from EY financial model

Appendix F
Redacted
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