

ERRATUM

Scottish airports - main document

Correction to Table 7.25 - Impacts on Economy

The Benefit Cost Ratios (BCR) and the Internal Rates of Return (IRR) included in this table are based on the additional investment required and additional benefits gained for each package compared to the Base Case (Edinburgh 17.0 mppa and Glasgow 14.0 mppa). However, the BCRs and IRRs stated for Packages 2, 3 and 7/7a in the table are based on forecast scenarios which constrain Glasgow capacity to 14.0 mppa and therefore do not relate to the stated forecasts in the first column. Full details of the BCRs and IRRs for this forecast scenario is provided in the supporting technical document "Edinburgh and Glasgow Airport Study, RAS Study Part B, Section 6, Ove Arup & Partners, July 2002" which is available on the website www.airconsult.gov.uk.

Also, for Package 6, the assessment of the financial case should read "Financial Case for a new runway at Glasgow opening 2019, very poor (IRR 2.8%), in 2029 very poor (IRR 2.9%)"