

The following table displays selected traffic *projections* for Kastrup based for the most part on a linear regression analysis of traffic for the 1971–79 time period. Scheduled international passenger traffic and scheduled domestic passenger traffic correlate highly with the passage of time but it was found that international charter traffic had been on the decline during the period and that the decline did *not* correlate highly with the passage of time (correlation coefficient was $-0,70$). The numbers in the table for international charter passengers were taken from the LU-75 Report as a point of reference.

The purpose of performing the linear regression analysis of traffic at Kastrup was to identify recent patterns of growth and change in traffic against which to weigh the forecasts in the LU-75 Report and the P 2000-Kastrup Report. In order to do this, the rela-

tionship between passenger and freight traffic and time (except for international charter passengers) that was obtained during 1971–79 was extended to the year 2000. To obtain aircraft movements the trend in passengers per movement was also analyzed and projected. The results are as shown in the table.

It should be noted, first of all, that the numbers in the table do not necessarily reflect our view of the forecast levels which should be used to plan the development of Kastrup. The numbers are merely a benchmark against which to weigh the forecasts of others. Based on use of these numbers as a benchmark, the LU-75 Report passenger forecasts are not far out of line, while the passenger traffic outlook foreseen in the P 2000-Kastrup Report would require a dramatic departure from previous patterns of traffic growth to be realized.