

CAA CAP 1616 Options Appraisal Assessment

Title of airspace change proposal	DVOR Rationalisation Removal of En-Route Procedures from GOW VOR		
Change sponsor	NATS		
Project no.	ACP-2019-26		
<i>Case study commencement date</i>	Click or tap to enter a date.	<i>Case study report as at</i>	Click or tap to enter a date.

Account Manager: N/A	Engage & Consult: [Insert Name]	IFP: [Insert Name]	OGC: [Insert Name]
Tech Regulator:	Environmental)	Economist: [Insert Name]	ATM: [Insert Name]

Instructions: In providing a response for each question, please ensure that the ‘status’ column is completed using one of the following options:

- yes
- no
- partially
- n/a

To aid the SARG project leader’s efficient project management, please highlight the “status” cell for each question using one of the three colours to illustrate if it is:

Resolved - GREEN Not Resolved – AMBER Not Compliant – RED Not Applicable - GREY

Guidance

*The broad principle of economic impact analysis is **proportionality**; is the level of analysis involved proportionate to the likely impact from that ACP? There are three broad levels of economic analysis; qualitative discussion, quantified through metrics, and monetised in £ terms. The more significant the impact, the greater should be the effort by sponsors to quantify and monetise the impact.*

1. Background – Identifying the Do Nothing (DN) /Do Minimum (DM) and Do Something (DS) scenarios		Status
1.1	Are the outcomes of DN/DM and DS scenarios clearly outlined in the proposal?	<input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>

1.1.1	Has the change sponsor produced an Options Appraisal (Phase I - Initial) which sets out how they have moved from the Statement of Need to the airspace change design options? [E12]	Yes	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1.1.2	Does the list of options include a description of the change proposal	Yes	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1.1.3	Has the sponsor stated on what criteria the longlist of options has been assessed?	Yes	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1.1.4	Where options have been discounted, does the change sponsor clearly set out why?	Yes	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1.1.5	Has the change sponsor indicated their preferred option in the Options Appraisal (Phase I - Initial)? [E8]	Yes	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1.1.6	Does the Initial Options Appraisal (Phase I - Initial) detail what evidence the change sponsor will collect, and how, to fill in any evidence gaps and how this will be used to develop the Options Appraisal (Phase II - Full)? Does the plan for evidence gathering cover all reasonable impacts of the change? [E12]	N/A - Initial and Full Options Appraisals have been conducted as a single exercise as this is a Stage 2 &3 multi gateway submission.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

2. Direct impact on air traffic control					Status
2.1	Are there direct cost impacts on air traffic control / management systems? If so, please provide below details of the factors considered and the level in which this has been analysed.				
2.1.1	<i>Examples of costs considered (please add costs that have been discussed, and any reasonable costs that the tech reg feels have NOT been addressed)</i>	Not applicable	Qualitative Assessment	Quantified	Monetised
2.1.2	Infrastructure changes				X
2.1.3	Deployment	X			
2.1.4	Day-to-day operational costs / workload / risks	X			

2.1.5	Other (provide details)	X			
2.1.6	Comments £65k Infrastructure cost to NATS identified for implementing this change (system adaptation etc). No other direct cost impacts identified.				
2.2	Are there direct beneficial impacts on air traffic control / management systems? If so, please provide details and how they have been addressed:				<input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
2.2.1	<i>Examples of benefits considered</i>	Not applicable	Qualitative Assessment	Quantified	Monetised
2.2.2	Reduced work-load	X			
2.2.3	Reduced complexity / risk	X			
2.2.4	Other (provide details)	X			
2.2.5	Details				
2.3	Where monetised, what is the net monetised impact on air traffic control (in net present value) over the project period? £65k one-off direct cost to the sponsor.				
2.4	Are the direct impacts on air traffic management analysed accurately and proportionately?				<input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>

3. Changes in air traffic movements / projections					Status
3.1.	What is the impact of the ACP on the following and has it been addressed in the ACP proposal?				<input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
		Not impacted / not applicable	Qualitative Assessment	Quantified	Monetised
3.1.1	Number of aircraft movements	X			
3.1.2	Type of aircraft movement	X			

3.1.3	Distance travelled	X			
3.1.4	Area flown over / affected	X			
3.1.5	Other impacts		X		
3.1.6	Details Qualitative improvement in safety as all coding houses will be using the same, approved, designs for these procedures rather than developing their own, independent, FMS overlays.				
3.2	Has the forecasting of traffic done reasonably using best available guidance (e.g. DfT WebTAG, the Green Book, Academic sources...etc?)			<div><div></div><div></div><div></div><div></div></div>	
3.3	What is the impact of the above changes on the following factors?				
		Not impacted / not applicable	Qualitative Assessment	Quantified	Monetised
3.3.1	Noise	X			
3.3.2	Fuel Burn	X			
3.3.3	CO2 Emissions	X			
3.3.4	Operational complexities for users of air space	X			
3.3.5	Number of air passengers / cargo	X			
3.3.6	Flight time savings / Delays	X			
3.3.7	Air Quality	X			
3.3.8	Tranquillity	X			
3.4	Are the traffic forecast and the associated impacts analysed proportionately and accurately according to available guidelines (e.g. WebTAG or the Green Book?) (See comments at 6.1 below)			<div><div></div><div></div><div></div><div></div></div>	
3.5	What is the total monetised impact of 3.2? (Provide details) N/A				

4. Benefits of ACP					Status
4.1	Does the ACP impact refer to the following groups and how they are impacted by the ACP?				
		Not impacted / Not applicable	Qualitative Assessment	Quantified	Monetised
4.1.1	Air Passengers	X			
4.1.2	Air Cargo Users	X			
4.1.3	General aviation users	X			
4.1.4	Airlines	X			
4.1.5	Airports	X			
4.1.6	Local communities	X			
4.1.7	Wider Public / Economy	X			
4.1.8	Details: By design, this ACP will have no material impact on anyone. It prepares for one or more future ACPs which will deliver economic benefits to at least the Airlines and Wider Public/Economy, in line with agreed UK and global policy.				
4.2.	How are the above groups impacted by the ACP, especially (but not exclusively) looking at the following factors:				
		Not impacted / not applicable	Qualitative Assessment	Quantified	Monetised
4.2.1	Improved journey time for customers of air travel	X			
4.2.2	Increase choice of frequency and destinations from airport	X			
4.2.3	Reduced price due to additional competition because of new capacity	X			
4.2.4	Wider economic benefits	X			
4.2.5	Other impacts	X			
4.2.6	Details: As in 4.1, the benefits will be realised by one or more future ACPs, not this one.				

4.3	What is the overall monetised impacts associated with 4.1 and 4.2 the above?	N/A
4.4	What are the non-monetised but quantified impacts of the above? (Insert details of description)	N/A
4.5	What are the qualitative / strategic impacts described above? Long term reduced dependency on ground-based nav aids and potential release of radio spectrum.	
4.6	What is the overall monetised benefits-costs ratio (BCR) of the policy? Is it more than 1? N/A	
4.7	Have the sponsors provided reasonable justification for the proportionality of analysis above?	<input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
4.8	If the BCR is less than 1, are the quantitative and qualitative strategic impacts proportional to the costs of the ACP?	N/A

5. Other aspects	
5.1	N/A

6. Summary of Assessment of Economic Impacts & Conclusions		
6.1	This airspace change has been deliberately designed to have no material economic impacts or benefits on any airspace user, other aviation stakeholder, or other third party. The only costs are the direct costs to the sponsor of implementing the change itself.	
Outstanding issues?		
Serial	Issue	Action required
1		
2		

CAA Options Appraisal Completed by	Name	Signature	Date
Airspace Regulator			02/09/2019
Economist			02/09/2019
Environmentalist			02/09/2019
ATM		N/A	Click or tap to enter a date.