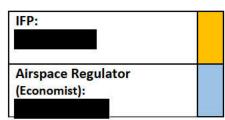
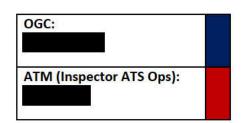
CAA CAP 1616 Options Appraisal Assessment (Phase II Full)

Title of airspace change propo	sal	Land's End Transit Corridor	Land's End Transit Corridor		
Change sponsor		Land's End Airport	Land's End Airport		
Project no.		ACP-2019-75			
Case study commencement date	Click or tap to enter a date.	Case study report as at	Click or tap to enter a date.		









Instructions

To aid the SARG project leader's efficient project management, please highlight the "status" cell for each question using one of the four 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. Ba	ckground – Identifying the impact of the shortlist of options (inc	luding Do Nothing (DN) / Do Minimum (DM))	Status			*
1.1	1.1 Are the outcomes of DN/DM and DS scenarios clearly outlined in the proposal?					
1.1.1	Has the change sponsor produced an Options Appraisal (Phase II - Full) which sets out how Initial appraisal is developed into a more detailed quantitative assessment, moving from qualitatively defined shortlist options to the selected preferred option? [E23]	Yes. The sponsor has produced the Full Options Appraisal, including information for the Do-Nothing (discarded) and other four options. For a Level 2C change, a qualitative assessment of the CO2 emissions and a qualitative explanation of the other cost is required, unless the sponsor anticipates a negligible impact of the proposed change on the airspace users. Due to the nature of the change the sponsor does not expect any change in the level of the noise for the stakeholders on the ground, hence no noise impact assessment was undertaken.				
1.1.2	Does each shortlist option include the impacts in comparison to the 'do nothing / do minimum' option, in particular: -all reasonable costs and benefits quantified -all other costs and benefits described qualitatively -reasons why costs and benefits have not been quantified	Yes. The preferred option (Option 4 - Combined RMZ/TMZ and alter the size of the LETC to encompass the IAPs at Land's End and St Mary's airports) is compared against the do-nothing option with all reasonable costs and benefits described qualitatively. Due to the level assigned to this ACP – Level 2C, the qualitative assessment provided by the sponsor is sufficient because the proposed change will not affect the traffic movements and a small portion of GA aircraft (i.e. less than 1%), that do not have a 2-way radio equipment installed in their aircraft, will be affected by the change.				
1.1.3	Where options have been discounted, does the change sponsor clearly set out why?	Yes. Moving from Initial Options Appraisal (IOA) document to the Full Options Appraisal (FOA) the sponsor uses the Design Principles (DPs) to discard	\boxtimes			

		the options that do not meet the criteria and only carries forward four options, including the preferred one. The sponsor states that Option 4 guarantees higher level of safety than the other options.			
1.1.4	Has the change sponsor indicated their preferred option in the Options Appraisal (Phase II - Full)? [E23]	Yes. The sponsor sets out the preferred option – Option 4 - Combined RMZ/TMZ and alter the size of the LETC to encompass the IAPs at Land's End and St Mary's airports.			
1.1.5	Does the Full Options Appraisal (Phase II - Full) 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 III - Final)? Does the plan for evidence gathering cover all reasonable impacts of the change?	No. Due to the level assigned to this ACP, the sponsor has provided sufficient and reasonable qualitative analysis for the options appraised.	\boxtimes		

2. Di	2. Direct impact on air traffic control				
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 Examples of costs considered (please add costs that have been discussed, and any reasonable costs that the Airspace Regulator (Technical feels have NOT been addressed)					
		Not applicable	Qualitative	Quantified	Monetised
2.1.2	Infrastructure changes		х	N/A	N/A
2.1.3	Deployment		х	N/A	N/A
2.1.4	Training		х	N/A	N/A
2.1.5	Day-to-day operational costs / workload / risks		х	N/A	N/A
2.1.6	Other (provide details)	x			10011

2.1.7	Comments The proposed change aims to introduce an improved and safer airspace does not expect to stimulate new traffic nor altering any existing route. infrastructure and no additional training and operational costs are expect The sponsor highlights that does not have any operational requirement and operate this equipment, however for completeness the sponsor esti equipment: Infrastructure cost: cost to setup data line installation, feed cost £60,000 and £120,000; operational cost: investment to obtain radar feed from an approach deployment: training cost for the ATCOs is estimated to be £150	This implies that the sted. for approved surveil imates the cost of in s, safety case and fli oved source is estima	ere are not going llance equipment istalling, operatir ight calibration is	to be changes in t t nor the financial ng and running the estimated to be	the means to install e surveillance	
2.2	Are there direct beneficial impacts on air traffic control / management systems? If so, please provide details and how they have been addressed:					
2.2.1	Examples of benefits considered	Not applicable	Qualitative	Quantified	Monetised	
2.2.2	Reduced work-load		х	N/A	N/A	
2.2.3	Reduced complexity / risk		х	N/A	N/A	
2.2.4	Other (provide details): Remove the current component of unknown traffic operating within the LETC		х			
2.2.5	Comments The proposed change is going to impact the safety of the existing services and will not contribute to changes in the current work-load. This ACP would have a direct beneficial impact on the unknown traffic currently operating at the LETC, such that even if the aircraft is not visible on radar it will be in communication with the Air Traffic Control (ATC).					
2.3	Where monetised, what is the net monetised impact on air traffic control (in net present value) over the project period? N/A					
2.4	Are the direct impacts on air traffic management analysed accurately a Yes. The sponsor has provided sufficient and reasonable justification have on Air Traffic Management.	AND THE SECOND CONTRACTOR OF THE SECOND CONTRA		ange will		

3. Ch	anges in air traffic movements / projections				Status
3.1	What is the impact of the ACP on the following and has it been addres	sed in the ACP prop	osal?		
		Not applicable	Qualitative	Quantified	Monetised
3.1.1	Number of aircraft movements		х	N/A	N/A
3.1.2	Type of aircraft movement		X	N/A	N/A
3.1.3	Distance travelled	x			
3.1.4	Area flown over / affected		x	N/A	N/A
3.1.5	Other impacts	x			
	Comments The proposed change would not increase the effective capacity but will increase that only aircraft that are not equipped with radio and transportadio equipment and a one off-cost of £2,000 for a transponder equipment airspace users is small (less than 1%) and approximately 12 aircraft move is not transponder equipped.	onder would incur in ent, because of the p	additional one of roposed airspace	ff-cost of £1,000 f change. Howeve	or a suitable r, the number of
3.2	Has the forecasting of traffic done reasonably using best available guid Academic sourcesetc?) ADC - No. The sponsor explains that the proposed airspace change is not provides traffic forecasts based on their own assumptions.	going to increase th			
3.3	What is the impact of the above changes (3.1) on the following factors ADC - The proposed change is going to take place mostly over the sea an CO_2 emissions, are anticipated to be negligible as well as the impact on a	d the expected impa		nment, i.e. noise,	fuel burn and
		Not applicable	Qualitative	Quantified	Monetised
3.3.1	Noise		х	N/A	N/A

3.3.2	Fuel Burn		x	N/A	N/A	
3.3.3	CO2 Emissions		X	N/A	N/A	
3.3.4	Operational complexities for users of airspace	х				
3.3.5	Number of air passengers / cargo	x				
3.3.6	Flight time savings / Delays	х				
3.3.7	Air Quality	х				
3.3.8	Tranquillity	х	*			
3.4	Are the traffic forecast and the associate impact analysed proportionately and accurately according to available guidelines (e.g. WebTAG or the Green Book?) ADC - Yes. The sponsor provides traffic forecast for the next 10 years and both the forecast and the estimated impact associated with the proposed change, i.e. noise level, fuel burn and CO ₂ emissions, are proportionate to the nature of the ACP – Level 2C.					
3.5	What is the total monetised impact of 3.3? (Provide comments) 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 applicable	Qualitative	Quantified	Monetised	
4.1.1	Air Passengers	х				
4.1.2	Air Cargo Users	x				
4.1.3	General aviation users		х	х	N/A	
4.1.4	Airlines	x				
4.1.5	Airports		х	N/A	N/A	

4.1.6	Local communities	x					
4.1.7	Wider Public / Economy		x	N/A	N/A		
4.1.8	ADC - The potential impact of the proposal on GA could be considered negligible because less than 1% of GA aircraft are not radio and /or transponder equipped. The proposed change would not modify the capacity in terms of the number of aircraft that could use it, since it would remain the same and physical dimensions of the LETC would change only to include the IAP's at Land's End and St Mary's airports.						
4.2	How are the above groups impacted by the ACP, especially (but not exclusively) looking at the following factors below:						
4.2.1	Improved journey time for customers of air travel		1	N/A			
4.2.2	Increase choice of frequency and destinations from airport		1	N/A			
4.2.3	Reduced price due to additional competition because of new capacity		1	N/A			
4.2.4	Wider economic benefits		1	N/A			
4.2.5	Other impacts	Safety wou	ld be improved if a imple	ny of the proposed mented.	options were		
4.2.6	Comments The Land's End Transit Corridor is situated in the far South-West of Englan and 15nm wide (Surface to 4,000ft altitude) linking the mainland to the Island will not impact the journey time nor the choice of frequency and desti	es of Scilly. The pr ination from the a	oposed change w	0.0			
4.3	What is the overall monetised impacts associated with 4.1 and 4.2 the a N/A	above?					
4.4	What are the non-monetised but quantified impacts of the above? (Insert details of description) The only quantification is available for the portion (less than %1) of non-transponder equipped GA aircraft which would be impacted by this airspace change.						
4.5	What are the qualitative / strategic impacts described above? This proposal suggests the introduction of an improved airspace solution to the Land's End Transit that could mitigate the current unknown traffic environment. The sponsor is promoting an improvement of the safety of the existing services at Land's End Transit Corridor and it is not aiming to stimulate new traffic nor altering any existing routes.						

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	n for the proportionality of analysis above?						
4.8	If the BCR is less than 1, are the quantitative and quant	ualitative strategic impacts proportional to the costs of the ACP?						
5. Ot	her aspects							
5.1	Nil							
6. Su	mmary of Assessment of Economic Impacts &	Conclusions						
6.1	The Full Option Appraisal (FOA) fulfils the minimum re	equirement for the ACP - Level 2C options appraisal. The sponsor provides a qualitative						
1	analysis for all relevant criteria as in Table E2 of CAP16	616 for the do-nothing and the four options appraised.						
	The proposed change aims to improve the safety of th	ne existing activities, reducing the unknown traffic at LETC without modifying its current						
	The second state of the se	RMZ/TMZ and alter the size of the LETC to encompass the IAPs at Land's End and St						
	Mary's airports – guarantees higher safety benefits fo	or airspace users than the other available options. The proposed options (including the						
		ot radio and / or transponder equipped (currently estimated to be less than 1% within the						
	LETC) that would incur in a one off-cost (£1,000 for a r	radio equipment or £2,000 for a transponder one).						
Outsta	Outstanding issues?							
Serial	ial Issue Action required							
1								
2								

CAA Full Options Appraisal Assessment Completed by	Name	Signature	Date
Airspace Regulator (Technical)			18/12/2020
Airspace Regulator (Economist)			15/12/2020
Airspace Regulator (Environmentalist)			18/12/2020
ATM – Inspector ATS (Ops)			18/12/2020