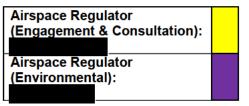
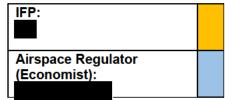


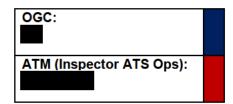
CAA CAP 1616 Options Appraisal Assessment (Phase I Initial)

Title of Airspace Change Proposal:	Fast Jet Areas (FJA) (Permanent)				
Change Sponsor:	MoD				
ACP Project Ref Number:	ACP-2020-092				
Case study commencement date:	16/05/2022	Case study report as at:	27/05/2022		

Airspace Regulator	
(Technical):	







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. Background – Identifying the impact of the shortlist of options (including Do Nothing (DN) / Do Minimum (DM))					Status		
1.1	Are the outcomes of the options' scenarios clearly outline	d in the proposal?	\boxtimes				
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, the sponsor has developed an Initial Options Appraisal (IOA) describing how the proposed option aligns with the Statement of Need (SoN) and the Design Principles (DPs)	\boxtimes				
1.1.2	Does the list of options include a description of the change proposal?	Yes, the sponsor includes a description of the change proposal within the proposed change.	X				
1.1.3	Has the sponsor stated on what criteria the longlist of options has been assessed?	The sponsor follows the requirements as per CAP1616 and the options have been assessed following Table E2, Appendix E.	\boxtimes				
1.1.4	Where options have been discounted, does the change sponsor clearly set out why?	The sponsor proposes only one option, Option 1 – Establishing FJA(N) and FJA(S) as per previous dimensions, providing a robust justification for this choice. This is in line with CAP1616 requirements.				\boxtimes	
1.1.5	Has the change sponsor indicated their preferred option in the Options Appraisal (Phase I - Initial)? [E8]	Option 1 – Establishing FJA(N) and FJA(S) as per previous dimensions, is the only proposed option, hence also the preferred one.	\boxtimes				
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)?	The sponsor has identified Eurocontrol and NATS as stakeholders to be contacted for the environmental modelling requirements.		\boxtimes			
1.1.7	Does the plan for evidence gathering cover all reasonable impacts of the change? [E12]	Due to the nature of the proposed change, the plan provided is proportionate at this stage.					

	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	2.1.1	Examples of costs considered (please add costs that have been discussed, and any reasonable costs that the Airspace R feels have NOT been addressed)	egulator (Technical)			

		Not applicable	Qualitative	Quantified	Monetised
2.1.2	Infrastructure changes	х			
2.1.3	Deployment	х			
2.1.4	Training	х			
2.1.5	Day-to-day operational costs / workload / risks				
2.1.6	Other (provide details)				
2.1.7	Comments: The sponsor states that the proposed change is not going to have addition	nal impact on infras	structure, deployn	nent and training	costs.
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			
2.2.3	Reduced complexity / risk		х	N/A	N/A
2.2.4	Other (provide details)				
2.2.5	Comments: The sponsor highlights that the proposed airspace change might reduce to proposed airspace replicates what has been used in the past 10 years. It is efficient air-to-air sorties, this reduced complexity increases the capacity of controller / ATC providing a service in that airspace".	is also stated that '	both airspaces a	re of a linear shap	pe necessary for
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	and proportiona	tely?		

3. Changes in air traffic movements / projections						Status		
3.1	What is the impact of the ACP on the following and has it been add							
		Not applicable	Qualitative	Quant	ified	Monetised		
3.1.1	Number of aircraft movements		Not provided					
3.1.2	Type of aircraft movement		х	N/A	4	N/A		
3.1.3	Distance travelled	х						
3.1.4	Area flown over / affected		х	N/A	١	N/A		
3.1.5	Other impacts							
3.1.6 3.2	Comments: The sponsor states that civil traffic might be impacted by the proposed change only when the MDAs are active but does not provide an indication of the consequential impact on the commercial traffic and/ or GA operating in the affected areas. Has the forecasting of traffic done reasonably using best available guidance (e.g. DfT WebTAG, the Green Book, Academic sourcesetc?) The sponsor has not provided a ten-year traffic forecast at this stage.							
3.3								

		Not applicable	Qualitative	Quantified	Monetised	
3.3.1	Noise		Х	N/A	N/A	
3.3.2	Fuel Burn	X N/A	x N/A		N/A	
3.3.3	CO2 Emissions		х	N/A	N/A	
3.3.4	Operational complexities for users of airspace	х				
3.3.5	Number of air passengers / cargo	х				
3.3.6	Flight time savings / Delays	х				
3.3.7	Air Quality		Х	N/A	N/A	
3.3.8	Tranquillity & Biodiversity	х				
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?) The sponsor has not provided a traffic forecast.					
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	Х					
4.1.3	General aviation users		Х	N/A	N/A		
4.1.4	Airlines		Х	N/A	N/A		
4.1.5	Airports	Х					

4.1.6	Local communities	x						
4.1.7	Wider Public / Economy	х						
4.1.8	Comments: The sponsor mentions that the proposed airspace change impacts commare activated.	nercial airlines and	I GA users that w	ill need to re-rou	te when the MDAs			
4.2	How are the above groups impacted by the ACP, especially (but not	exclusively) lool	king at the follow	ving factors bel	ow:			
4.2.1	Improved journey time for customers of air travel N/A							
4.2.2	Increase choice of frequency and destinations from airport	N/A						
4.2.3	Reduced price due to additional competition because of new capacity	N/A						
4.2.4	Wider economic benefits	N/A						
4.2.5	Other impacts							
4.2.6	Comments: N/A							
4.3	What is the overall monetised impacts associated with 4.1 and 4.2 th N/A	ne above?						
4.4	What are the non-monetised but quantified impacts of the above?							
4.5	What are the qualitative / strategic impacts described above? The aim of the proposed airspace change is to secure suitable segregated airspace to use during Ex Joint Warrior for highly complex, multidomain collective training, and for preparing aircrews for operational service.							
4.6	What is the overall monetised benefits-costs ratio (BCR) of the police	cy? Is it more tha	n 1?					
4.7	Have the sponsors provided reasonable justification for the proport	ionality of analys	is above?					

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

6. Summary of Assessment of Economic Impacts & Conclusions

The proposed airspace change aims to secure suitable segregated airspace for use by the UK and other NATO nations during the twice-yearly, large scale, strategic and tactical, collective training exercise called Ex Joint Warrior, Europe's largest annual exercise

The sponsor has developed the Initial Options Appraisal (IOA) where only one option, Option 1 - Establishing FJA(N) and FJA(S) as per previous dimensions, has been qualitatively assessed against the baseline. The proposed airspace change will take place at "FL245, hence it is a provisional Level M2. The sponsor has provided a qualitative assessment of the impacts following CAP1616 requirement and Appendix E – Table E2.

Outstanding issues?

Serial	Issue	Action required
1	Traffic Forecast	The sponsor has not provided an indication of the consequential impact that the proposed airspace change might have on the civil aviation traffic movements. If a quantification is not possible or available or if there are uncertainties due to the change introduced with the FRA, the sponsor should provide a justification.
2		

CAA Initial Options Appraisal Completed by	Name	Signature	Date
Airspace Regulator (Economist)			27/05/2022