	t				Option 7D - RAG blanking and TMZ over the proposed wind farm array locations. TMZ extended to	Option 7E - RAG blanking over the proposed wind farm array locations. Simplified polygon TM2 'rubber	Option 75, DAG Masking over the encourage wind from survey locations. Compliant enhance TM7 "white banded" scours
	impact on health and	Level of Analysis Initial Options Appraisal:	Option 0 - 'Do Nothing Baseline' - Wind Farm not constructed (Current Situation) In the 'Do Nothing Baseline' scenario, airrraft movements (and therefore noted) yee	Option 7C - RAG blanking and TMZ over the proposed wind farm array locations Uke the Do Nothing scenario, due to the limited population density within the vicinity of the wind farm	Uption 70 - KRIs balancing and TML over the proposed wind tarm array locations. TML extended to Include a 2 NM buffer Like the Do Nothing scenario, due to the limited population density within the vicinity of the wind farm	Uption 7E - KAIs bianking over the proposed wind tarm array locations. Simplified polygon 1M2 rubber banded' around the proposed windfarm locations with no buffer Like the Do Nothing scenario, due to the limited population density within the vicinity of the wind farm	Uption /F - KAs branking over the proposed wind tarm array locations. Simplified polygon IM2 rubber banded around the proposed wind farm locations extended to include a 2 NM buffer Like the Do Nothing scenario, due to the limited occulation density within the vicinity of the wind farm development, th
	impact on health and a of life	Qualitative	In the 'Do Nothing Baseline' scenario, aircraft movements (and therefore noise) are exactly the same as they are today. In this scenario, aircraft operating in the vicinity of the proposed development site are able to fly anywhere within the realms of	Like the Do Nothing scenario, due to the limited population density within the vicinity of the wind farm development, there is expected to be a very limited impact by light aircraft (which are not equipped with a transponder or in communication with ATC) re-routing around the proposed TMZ; simply because of	Like the Do Nothing scenario, due to the limited population density within the vicinity of the wind farm development, there is expected to be a very limited impact by light aircraft (which are not equipped with a transponder or in communication with ACI (re-routing around the proposed TMZ, simply because of	Like the Do Nothing scenario, due to the limited population density within the vicinity of the wind farm development, there is expected to be a very limited impact by light aircraft (which are not equipped with a transconder or in communication with ATCI re-routing around the proposed TMZ: simply because of the	Like the Do Nothing scenario, due to the limited population density within the vicinity of the wind farm development, the is expected to be a very limited impact by light aircraft (which are not equipped with a transponder or in communication with ATCI re-rooting around the proposed TMC, simply because of the minimal number of people within the area. However, the set of
			Glass G airspace and are not mandated to carry a transponder or communicate	the minimal number of people within the area. However, it is acknowledged that aircraft may not be as	the minimal number of people within the area. However, it is acknowledged that aircraft may not be as	minimal number of people within the area. However, it is acknowledged that aircraft may not be as widely	It is acknowledged that aircraft may not be as widely dispersed as they are in the baseline scenario, especially if they are
			with ATC unless they wish to enter the Aerodrome Traffic Zone (ATZ) at Inverness of the Military Air Traffic Zone (MATZ) at RAF Lossiemouth. As such, aircraft noise	r widely dispersed as they are in the baseline scenario, especially if they are not equipped with a transponder or are not in communication with ATC.	widely dispersed as they are in the baseline scenario, especially if they are not equipped with a transponder or are not in communication with ATC.	dispersed as they are in the baseline scenario, especially if they are not equipped with a transponder or are not in communication with ATC.	equipped with a transponder or are not in communication with ATC.
			within this scenario is the same as it is today and may be widely dispersed. However, due to the limited population density in the area, the impact of aircraft				
			noise on local communities is likely to be minimal.				
Communities Air Qual	ality	Initial Options Appraisal:	In the 'Do Nothing baseline' scenario, it is unlikely that local air quality is impacted	Like the Do Nothing scenario, to avoid nearby terrain/existing turbines and the proposed turbines, it is	Like the Do Nothing scenario, to avoid nearby terrain/existing turbines and the proposed turbines, it is	Like the Do Nothing scenario, to avoid nearby terrain/existing turbines and the proposed turbines, it is likely	Like the Do Nothing scenario, to avoid nearby terrain/existing turbines and the proposed turbines, it is likely that any aircraft that overfly the area within the vicinity of the proposed wind farm would be above 1,000ft. Therefore, as per CA
		Qualitative	by aircraft movements. The rationale being that to avoid terrain and nearby existing operational turbines, aircraft operating in the vicinity of the Clash Gour	likely that any aircraft that overfly the area within the vicinity of the proposed wind farm would be above 1,000ft. Therefore, as per CAP 1616, Appendix B, Para B74, there is unlikely to be an impact on local air	likely any aircraft that overfly the area within the vicinity of the proposed wind farm would be above 1.000ft. Therefore, as per CAP 1616. Appendix B. Para B74. there is unlikely to be an impact on local air	Therefore, as per CAP 1616. Appendix B. Para 874, there is unlikely to be an impact on local air quality due	1616. Appendix B. Para B74, there is unlikely to be an impact on local air quality due to the effects of mixing and dispers
			development are likely to be above 1,000ft. As a result, there is unlikely to be an impact on local air quality due the effects of mixing and dispersion above 1,000ft	quality due to the effects of mixing and dispersion. In addition, any aircraft flying within the proposed TMZ or those required to re-route to avoid the turbines would not overfly an ADMA.	quality due to the effects of mixing and dispersion. In addition, any aircraft flying with the proposed TMZ or those required to re-route to avoid the turbines would not overfly an AQMA.	to the effects of mixing and dispersion. In addition, any aircraft flying within the proposed TMZ or those required to re-route to avoid the turbines would not overfly an AQMA.	In addition, any aircraft flying within the proposed TMZ or those required to re-route to avoid the turbines would not ov an ADMA.
			as per CAP 1616, Appendix B, Para B74. It should also be noted that there are no AQMAs in the area of the proposed development.				
Wider Society Greenho	house Gas impact	Initial Options Appraisal:	In the 'Do Nothing baseline' scenario, aircraft operating in the vicinity of the	As part of this option, it is acknowledged that some light aircraft may have to re-route around the	As part of this option, it is acknowledged that some light aircraft may have to re-route around the	As part of this option, it is acknowledged that some light aircraft may have to re-route around the proposed	As part of this option, it is acknowledged that some light aircraft may have to re-route around the proposed wind farm in
		Qualitative	proposed development are able to operate anywhere within Class G airspace. The greenhouse gas impact of the current situation is likely to be minor due to the fact	proposed wind farm in this scenario. Within this option, re-routing would likely only be required by a very small percentage of aircraft, who do not have a transponder or who are not in communication with	proposed wind farm in this scenario. Within this option, re-routing would likely only be required by a very small percentage of aircraft, who do not have a transponder or who are not in communication with	wind farm in this scenario. Within this option, re-routing would likely only be required by a very small percentage of aircraft, who do not have a transponder or who are not in communication with ATC. As a	this scenario. Within this option, re-routing would likely only be required by a very small percentage of aircraft, who do have a transponder or who are not in communication with ATC. As a result, the majority of aircraft should not require a
			that only a limited number of aircraft operate in the area.	ATC. As a result, the majority of aircraft should not require a re-route, but it is noted that a small percentage may do so, which will lead to increased track mileage and therefore increased greenhouse gas	ATC. As a result, the majority of aircraft should not require a re-route, but it is noted that a small percentage may do so, which will lead to increased track mileage and therefore increased greenhouse gas	result, the majority of aircraft should not require a re-route, but it is noted that a small percentage may do so, which will lead to increased track mileage and therefore increased greenhouse gas emissions. However,	route, but it is noted that a small percentage may do so, which will lead to increased track mileage and therefore increas greenhouse gas emissions. However, due to the small scale of the proposed TMZ this is expected to be minimal, even wh
				emissions. However, due to the small scale of the proposed TMZ this is expected to be minimal when compared to the baseline scenario. It is also worth noting that a detailed Environmental Impact	emissions. However, due to the small scale of the proposed TMZ this is expected to be minimal, even when the 2 NM buffer is considered, when compared to the baseline scenario. It is also worth noting	due to the small scale of the proposed TMZ this is expected to be minimal, when compared to the baseline scenario. It is also worth noting that a detailed Environmental impact Assessment (EIA) has been carried out	the 2 NM buffer is considered, when compared to the baseline scenario. It is also worth noting that a detailed Environmental impact Assessment (EIA) has been carried out on the development as a whole as part of the development
				Assessment (EIA) has been carried out on the development as a whole as part of the development consent process. The EIA concluded that the overall development would be carbon positive, which should	that a detailed Environmental Impact Assessment (EIA) has been carried out on the development as a whole as part of the development consent process. The EIA concluded that the overall development	on the development as a whole as part of the development consent process. The EIA concluded that the overall development would be carbon positive, which should be considered, in balance against any adverse	consent process. The EIA concluded that the overall development would be carbon positive, which should be considered, balance against any adverse greenhouse gas emissions caused by the re-routing of aircraft.
				be considered, in balance against any adverse greenhouse gas emissions caused by the re-routing of aircraft.	would be carbon positive, which should be considered, in balance against any adverse greenhouse gas emissions caused by the re-routing of aircraft.	greenhouse gas emissions caused by the re-routing of aircraft.	
Wider Society Capacity	ity and resilience	Initial Options Appraisal:	As the 'Do Nothing baseline' scenario reflects the current situation, it represents no	The introduction of a TMZ is not expected to have any impact on capacity and resilience due to the small	The introduction of a TMZ is not expected to have any impact on capacity and resilience due to the small	The introduction of a TMZ is not expected to have any impact on capacity and resilience due to the small	The introduction of a TMZ is not expected to have any impact on capacity and resilience due to the small scale of the cha
Wider Society Tranguil	allity	Qualitative Initial Options Appraisal:	change or impact on capacity and resilience. The 'Do Nothing baseline' represents the current situation in which, the proposed	scale of the change and nature of operations in the vicinity. Like the baseline scenario, the location of the wind farm (and proposed TMZ) is out with the boundaries	scale of the change and nature of operations in the vicinity. Like the baseline scenario, the location of the wind farm (and proposed TMZ) is out with the boundaries	scale of the change and nature of operations in the vicinity. Like the baseline scenario, the location of the wind farm (and proposed TMZ) is out with the boundaries of	and nature of operations in the vicinity. Like the baseline scenario, the location of the wind farm (and proposed TMZ) is out with the boundaries of any NSA or N
		Qualitative	location of the Clash Gour wind farm is located approximately 20 NM outside the nearest National Scenic Area (NSA - equivalent to an AONB in Scotland) and	of any NSA or NP. Due to the small scale of the proposed TMZ, any aircraft that may have to route around it would unlikely overfly an NSA or NP. Therefore, the impact of this option on Tranquillity is very	of any NSA or NP. Due to the small scale of the proposed TMZ, any aircraft that may have to route around it would unlikely overfly an NSA or NP. Therefore, the impact of this option on Tranquillity is very	any NSA or NP. Due to the small scale of the proposed TMZ, any aircraft that may have to route around it would unlikely overfly an NSA or NP. Therefore, the impact of this option on Tranquility is very limited.	Due to the small scale of the proposed TMZ, any aircraft that may have to route around it would unlikely overfly an NSA NP. Therefore, the impact of this option on Tranquillity is very limited.
			approximately 3.2 NM outside the nearest National Park boundary. As such the proposed development area lies out with any NSA or NP.	limited.	limited.	model animaly overing an index or in - minimum, one impact or one option on manipuncy to very animate.	rer - mensione, one impacts or one option on manyumity is very minister.
			proposed developments area new due when any reaction re-				
Wider Society Biodiver	ersity	Initial Options Appraisal:	In the 'Do Nothing baseline' scenario (the current situation), the Clash Gour wind	It is acknowledged that the development of the proposed wind farm may have an impact on biodiversity,	It is acknowledged that the development of the proposed wind farm may have an impact on biodiversity,	It is acknowledged that the development of the proposed wind farm may have an impact on biodiversity,	It is acknowledged that the development of the proposed wind farm may have an impact on biodiversity, when assessed
		Qualitative	farm does not exist and therefore has no impact on Biodiversity. The change sponsor acknowledges the presence of a Special Conservation Area	when assessed as a stand-alone airspace solution, this option would have a minimal impact on biodiversity. Although the wind farm is located in close proximity to the Moidach More Special	when assessed as a stand-alone airspace solution, this option would have a minimal impact on biodiversity. Although the wind farm is located in close proximity to the Moidach More Special	when assessed as a stand-alone airspace solution, this option would have a minimal impact on biodiversity. Although the wind farm is located in close proximity to the Moidach More Special Conservation Area (SAC).	a stand-alone airspace solution, this option would have a minimal impact on biodiversity. Although the wind farm is loca in close proximity to the Moidach More Special Conservation Area (SAC), any impacts of aircraft overflying this designate
			(SAC) and Special Protection Areas (SPAs) in the local area but this scenario will have no impact on these as there will be no change.	Conservation Area (SAC), any impacts of aircraft overflying this designated area are expected to be minimal. The rationale being that this particular designation specifically refers to the conservation of an	Conservation Area (SAC), any impacts of aircraft overflying this designated area are expected to be minimal. The rationale being that this particular designation specifically refers to the conservation of an	any impacts of aircraft overflying this designated area are expected to be minimal. The rationale being that this particular designation specifically refers to the conservation of an area of blanket bog, which is subject	area are expected to be minimal. The rationale being that this particular designation specifically refers to the conservatio an area of blanket bog, which is subject to negative pressures such as burning or water management issues. As the Moid
				area of blanket bog, which is subject to negative pressures such as burning or water management issues. As the Moidach More SAC specifically refers to a ground-based eco-system, this ACP is expected to be a	area of blanket bog, which is subject to negative pressures such as burning or water management issues. As the Moidach More SAC specifically refers to a ground-based eco-system, this ACP is expected to be a	to negative pressures such as burning or water management issues. As the Moidach More SAC specifically refers to a ground-based eco-system, this ACP is expected to be a very minimal impact as the effects of fuel	More SAC specifically refers to a ground-based eco-system, this ACP is expected to be a very minimal impact as the effect fuel dispersion and mixing above 1,000ft are unlikely to cause on impact on local air quality in this area. No Special
				very minimal impact as the effects of fuel dispersion and mixing above 1,000ft are unlikely to cause on impact on local air quality in this area. No Special Protection Areas (SPAs) or European Protected species	very minimal impact as the effects of fuel dispersion and mixing above 1,000ft are unlikely to cause on impact on local air quality in this area. No Special Protection Areas (SPAs) or European Protected species	dispersion and mixing above 1,000ft are unlikely to cause on impact on local air quality in this area. No Special Protection Areas (SPAs) or European Protected species are expected to be adversely impacted by this	Protection Areas (SPAs) or European Protected species are expected to be adversely impacted by this option. Please note that any impact on biodiversity as a result of the development of the wind farm itself is subject to developm
				are expected to be adversely impacted by this option. Please note that any impact on biodiversity as a result of the development of the wind farm itself is	are expected to be adversely impacted by this option. Please note that any impact on biodiversity as a result of the development of the wind farm itself is	option. Please note that any impact on biodiversity as a result of the development of the wind farm itself is subject	consent and is outside the scope of the CAP 1616 process.
				subject to development consent and is outside the scope of the CAP 1616 process.	subject to development consent and is outside the scope of the CAP 1616 process.	to development consent and is outside the scope of the CAP 1616 process.	
General Aviation Access		Initial Options Appraisal:	In the 'Do Nothing baseline' scenario, there are no changes to the extant airspace	The change sponsor acknowledges that the implementation of a TMZ will have a minor impact on	The change sponsor acknowledges that the implementation of a TMZ will have a minor impact on	The change sponsor acknowledges that the implementation of a TMZ will have a minor impact on airspace	The change sponsor acknowledges that the implementation of a TMZ will have a minor impact on airspace access for son
		Qualitative	arrangements. GA users in the current situation are able to operate freely within Class G airspace and are not mandated to carry a transponder or be in	airspace access for some GA users. This is applicable to those GA aircraft that are not equipped with a transponder and are not in communication with ATC. For these aircraft a route around the proposed TMZ would be required, however, eiven the size and scale of this cotion, any re-routing is expected to be	airspace access for some GA users. This is applicable to those GA aircraft that are not equipped with a transponder and are not in communication with ATC. For these aircraft a route around the proposed TMZ	access for some GA users. This is applicable to those GA aircraft that are not equipped with a transponder and are not in communication with ATC. For these aircraft a route around the proposed TMZ would be	GA users. This is applicable to those GA aircraft that are not equipped with a transponder and are not in communication with ATC. For these aircraft a route around the proposed TMZ would be required, however, given the size and scale of the second second seco
			communication with ATC, unless they wish to enter the Aerodrome Traffic Zone (ATZ) at Inverness or the Military Air Traffic Zone (MATZ) at RAF Lossiemouth. This	minimal. For those aircraft equipped with a transponder and/or in communication with ATC, this option	would be required, however, given the size and scale of this option, any re-routing is expected to be minimal. It is noted that additional re-routing may be required as part of this option to completely avoid	required, however, given the size and scale of this option, any re-routing is expected to be minimal. For those aircraft equipped with a transponder and/or in communication with ATC, this option should have a	option, any re-routing is expected to be minimal. It is noted that additional re-routing may be required as part of this op to completely avoid the TMZ, including the 2 NM buffer. For those aircraft equipped with a transponder and/or in
			scenario reflects and maintains this arrangement. Traffic analysis carried out by the change sponsor shows that airspace usage is	should have a very limited impact and will not hinder their level of airspace access. Based on traffic analysis conducted by the change sponsor, at this stage, it is not beleived that this option would significantly alter the traffic levels within the area.	the TMZ, including the 2 NM buffer. For those aircraft equipped with a transponder and/or in communication with ATC, this option should have a very limited impact and will not hinder their level of	very limited impact and will not hinder their level of airspace access. Based on traffic analysis conducted by the change sponsor, at this stage, it is not beleived that this option would significantly alter the traffic levels	communication with ATC, this option should have a very limited impact and will not hinder their level of airspace access. Based on traffic analysis conducted by the change sponsor, at this stage, it is not beleived that this option would
			currently low density (see Traffic Analysis in the Initial Options Appraisal Section 5.2.6).	significantly alter the traffic levels within the area.	airspace access. Based on traffic analysis conducted by the change sponsor, at this stage, it is not beleived that this option would significantly alter the traffic levels within the area.	within the area.	significantly alter the traffic levels within the area.
	mic impact from	Initial Options Appraisal:	As specified in the Statement of Need, this ACP is aimed at mitigating the impacts	As specified in the Statement of Need, this ACP is aimed at mitigating the impacts of the proposed Clash		As specified in the Statement of Need, this ACP is aimed at mitigating the impacts of the proposed Clash	As specified in the Statement of Need, this ACP is aimed at mitigating the impacts of the proposed Clash Gour wind farm
commercial airlines increase	sed effective capacity	Qualitative	of the proposed Clash Gour wind farm. Therefore, there will be no change to the number of air traffic movements in the area as a direct result of this ACP, which	Gour wind farm. Therefore, there will be no change to the number of air traffic movements in the area as a direct result of this ACP, this is reflected in the baseline scenario. For those aircraft that are not	Gour wind farm. Therefore, there will be no change to the number of air traffic movements in the area as a direct result of this ACP, this is reflected in the baseline scenario. For those aircraft that are not	Gour wind farm. Therefore, there will be no change to the number of air traffic movements in the area as a direct result of this ACP, this is reflected in the baseline scenario. For those aircraft that are not equipped	Therefore, there will be no change to the number of air traffic movements in the area as a direct result of this ACP, this is reflected in the baseline scenario. For those aircraft that are not equipped with a transponder or in communication with
			reflects the current situation.	equipped with a transponder or in communication with ATC, a minor re-route may be required which may lead to a minor additional fuel cost, but due to the scale of the proposed TMZ this is expected to be	equipped with a transponder or in communication with ATC, a minor re-route may be required which may lead to a minor additional fuel cost, but due to the scale of the proposed TMZ this is expected to be	with a transponder or in communication with ATC, a minor re-route may be required which may lead to a minor additional fuel cost, but due to the scale of the proposed TMZ this is expected to be very minor.	ATC, a minor re-route may be required which may lead to a minor additional fuel cost, but due to the scale of the propor TMZ this is expected to be very minor although it is acknowledged that complete avoidance of the TMZ, including the 2 I
				very minor. It should be noted that all commercial aircraft are fitted with transponders and as such there should be no impact on commercial traffic.	very minor although it is acknowledged that complete avoidance of the TMZ, including the 2 NM buffer would incur additional minor cost. It should be noted that all commercial aircraft are fitted with		buffer would incur additional minor cost. It should be noted that all commercial aircraft are fitted with transponders and such there should be no impact on commercial traffic.
					transponders and as such there should be no impact on commercial traffic.		
General Aviation / Fuel but		Initial Options Appraisal:	In the 'Do Nothing baseline' scenario, there are no changes to the extant airspace	The change sponsor acknowledges that the introduction of a TMZ would require some aircraft (those	The change sponsor acknowledges that the introduction of a TMZ would require some aircraft (those	The change sponsor acknowledges that the introduction of a TMZ would require some aircraft (those	The change sponsor acknowledges that the introduction of a TMZ would require some aircraft (those without a transpon
commercial airlines	lam	Qualitative	arrangements and as such there is no impact on aircraft fuel burn.	The change sponsor accounting to that the memory observation of a Two would require some and are (mose without a transponder and not in communication with ATC1 to re-route around the TML2, causing increased track mileage and fuel burn. However, due to the scale of the proposed TMZ, this re-route is	The Change Sponsor achieved as that the microbuscher of a Thick would require Some and say those without a transponder and not in communication with ATCI to re-route around the TMLC causing increased track mileage and fuel burn. However, due to the scale of the proposed TMZ, this re-route is	The change sponsor according to the core microaccion of a finite would require some and an include without a transponder and not in communication with ATC) to re-route around the TMZ, causing increased track mileage and fuel burn. However, due to the scale of the proposed TMZ, this re-route is expected to be	The change sponsor according to the motion of a new wood require some ancient process of a composi- and not in communication with ATCJ to re-route around the TMZ, causing increased track mileage and fue burn. Howeve due to the scale of the proposed TMZ, this re-route is expected to be minimal and is mainly only applicable to those aircr
				requirements to fly within the TMZ. It should be noted that all commercial aircraft are fitted with	requested to be minimal and is mainly only applicable to those aircraft which do not meet the requirements to fly within the TMZ. The complete avoidance of the additional 2 NM would add further	minimal and is mainly only applicable to those aircraft which do not meet the requirements to fly within the TMZ. It should be noted that all commercial aircraft are fitted with transponders and as such there should	which do not most the regulation must be spectra to spectra or the complete voldance of the additional 2 NM would add further track mileage and fuel burn, but again, this is expected to be minimal due to the scale of the proposed TMZ. It
				transponders and as such there should be no impact on commercial traffic.	Track mileage and fuel burn, but again, this is expected to be minimal due to the scale of the proposed TMZ. It should be noted that all commercial aircraft are fitted with transponders and as such there	be no impact on commercial traffic.	should be noted that all commercial aircraft are fitted with transponders and as such there should be no impact on commercial traffic.
					should be no impact on commercial traffic.		
Commercial airlines Training	ng costs	Initial Options Appraisal:	As this is the 'Do Nothing baseline' scenario there are no additional training costs	There is no anticipated training cost to commercial airlines as a result of this option, especially as there is a limited amount of commercial traffic within the vicinity of the proposed wind farm. In addition, all	There is no anticipated training cost to commercial airlines as a result of this option, especially as there is a limited amount of commercial traffic within the vicinity of the proposed wind farm. In addition, all	There is no anticipated training cost to commercial airlines as a result of this option, especially as there is a limited amount of commercial traffic within the vicinity of the proposed wind farm. In addition, all	There is no anticipated training cost to commercial airlines as a result of this option, especially as there is a limited amou of commercial traffic within the vicinity of the proposed wind farm. In addition, all commercial aircraft are fitted with a
					a imited amount or commercial transc within the vicinity of the proposed wind farm. In addition, all commercial aircraft are fitted with a transponder, therefore, there is no adverse impact on this group of transce users.	commercial aircraft are fitted with a transponder, therefore, there is no adverse impact on this group of	or commercial trans within the vicinity of the proposed wind farm. In addition, all commercial aircraft are fitted with a transponder, therefore, there is no adverse impact on this group of airspace users.
		Qualitative	for commercial airlines due to the fact that there is no change to the extant airspace arrangements.	commercial aircraft are fitted with a transponder, therefore, there is no adverse impact on this group of			campointer, mercine, mercine in pact on one group of an space over a
Commercial airlines Other co	costs	Qualitative Initial Options Appraisal:	for commercial airlines due to the fact that there is no change to the extant airspace arrangements. As this is the 'Do Nothing baseline' scenario there are no additional other costs for	commercial aircraft are fitted with a transponder, therefore, there is no adverse impact on this group of airspace users. There are no anticipated additional costs to commercial airlines associated with this option.	Inspace users. There are no anticipated additional costs to commercial airlines associated with this option.	airspace users. There are no anticipated additional costs to commercial airlines associated with this option.	There are no anticipated additional costs to commercial airlines associated with this option.
Commercial airlines Other co		Initial Options Appraisal: Qualitative	for commercial airlines due to the fact that there is no change to the extant airspace arrangements. As this is the 'Do Nothing baseline' scenario there are no additional other costs for commercial airlines due to the fact that there is no change to the extant airspace arrangements.	airspace users. There are no anticipated additional costs to commercial airlines associated with this option.			There are no anticipated additional costs to commercial affines associated with this option.
Commercial airlines Other co	costs ructure costs		for commercial airlines due to the fact that there is no change to the extant airspor arrangements. At this is the "Do Nothing baseline" scenario there are no additional other costs for commercial airlines due to the fact that there is no change to the extant airsport arrangements. At this is the "Do Nothing baseline" scenario there are no additional infrastructure costs for Airport(AirSP) due to the fact there is no no additional infrastructure costs for Airport(AirSP) due to the fact there is no no and the ne extant and	airspace users.	anguer union. There are no anticipated additional costs to commercial airlines associated with this option. There is expected to be a possible small cost associated with software updates to accommodate for the establishment of the TNZ but these are expected to be minor.	aimpose uses. There are no anticipated additional costs to commercial airlines associated with this option. There is expected to be a possible small cost associated with software updates to accommodate for the extabilishment of the TMZ but these are expected to be minor.	
Commercial airlines Other co Airport / Air navigation Infrastru service provider		Initial Options Appraisal: Qualitative Initial Options Appraisal: Qualitative Initial Options Appraisal:	for commercial airlines due to the fact that there is no charge to the extrat singu- mangement. As this is the 'Do facting backward shares are no additional other exists is commercial airlines due to the fact that there is no charge to the extrat singu- arrangement. As this is the 'Do theting backward's extra the test is an extra singular constant singularity. We can be that that there is no charge to the extra the costs or known (see the cost of the cost of the size of the extra the costs or known (see the cost of the cost of the cost of the cost of the size the Do theting backward results where are no additional directorative costs or known (see the cost of the the size the Do theting backward results where are no additional directorative costs or known (see the cost of the	angate usin: There are to activated additional costs to commercial artines associated with this option. There is expected to be a possible small cost associated with software updates to accommodate for the additionment of the TM2 but these are expected to be mixer. May your to surver by the controlling address sociated with the staffing and mangement of the	There is expected to be a possible small cost associated with software updates to accommodate for the establishment of the TMZ but these are expected to be minor. Any cost incurred by the controlling authority associated with the staffing and management of the	There is expected to be a possible small cost associated with software updates to accommodate for the exabilishment of the TMZ but these are expected to be minor. Any cost incurred by the controlling authority associated with the staffing and management of the processed	There are no anticipated additional costs to commercial adhees associated with this option. There is equated to be a possible anali cost associated with software options to accommodate for the antidotheet of TMZ but have are expected to be minor.
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