



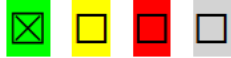
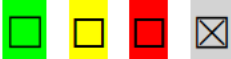
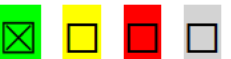


CAA CAP 1616 Options Appraisal Assessment (Phase III Final)

Title of Airspace Change Proposal:	OSEP: Improved connectivity through new and/or amended ATS routes/waypoints		
Change Sponsor:	NATS		
ACP Project Ref Number:	ACP 2021 061		
Case study commencement date:	18/11/2024	Case study report as at:	19/11/2024

<p>Instructions</p> <p>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:</p> <p style="text-align: center;"> Resolved - GREEN Not Resolved – AMBER Not Compliant – RED Not Applicable - GREY </p>
<p>Guidance</p> <p>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.</p>

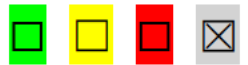
1. Background		Status
1.1	<p>Has the change sponsor developed the full options appraisal into a final options appraisal to consider any revised impacts due to the updated final design option and/or changes in data using the same approach as in the earlier stages?</p> <p>[CAP 1616f: 5.12-5.16]</p>	<p>Some of the key impacts have been assessed in the narrative but there does not appear to be an options appraisal. Indicative impacts have not been quantified.</p> <p style="text-align: center;"> <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> </p>



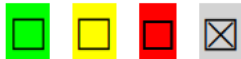
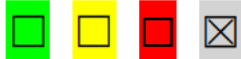
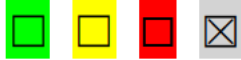
1.2	<p>Is the criteria and methodology used for analysing the impacts and the presentation of the information consistent with those adopted previously? [CAP 1616f: 5.13]</p>	<p>Safety, Policy and Environment design principles were used to assess the possible options. Section 6.3 sets out the impacts identified in narrative following consultation, but not as part of an appraisal</p>	
1.3	<p>Has the change sponsor used the most up-to-date, credible, and clearly referenced sources of data with modelling carried out in line with relevant best practice? [CAP1616f: 5.14]</p>	<p>Worksheets have been supplied in relation to data used for the routings.</p>	
1.4	<p>Is the source of data and reference material clear in the final options appraisal? [CAP 1616f: 5.16]</p>	<p>Not relevant</p>	
1.5	<p>Has the change sponsor provided a rationale for any updates made to the final design option? [CAP 1616f: 5.17]</p>	<p>Some refinement of the options during the whole process was due to environmental savings and benefit to commercial airspace users following consultation</p>	
1.6	<p>Has the change sponsor clearly described all the changes that have been made following the consultation and why they are required? [CAP 1616f: 5.17]</p>	<p>Component 1 and Component 2 remain unchanged following consultation</p>	
1.7	<p>Has the change sponsor assessed whether any of the environmental impacts have changed? [CAP 1616f: 5.18-5.19]</p>	<p>Table 6 doesn't suggest the emissions impact has changed.</p>	
1.8	<p>Has the change sponsor performed the environmental assessment and presented related information in a manner consistent with that used throughout the consultation process? [CAP 1616f: 5.19]</p>	<p>A narrative environmental assessment has been conducted on the back of route optimisation calculations with subsequent implications for emissions. An environmental options appraisal is not required for a level 3 ACP</p>	

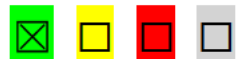
1.9	Has the change sponsor provided a final assessment of the impacts on safety? [CAP 1616f: 5.20-5.23]	Section 6.4 confirms safety assurance has been conducted and no safety risks were identified in May 2024	<input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
1.10	Does the final safety assessment include: <ul style="list-style-type: none"> - A description of the scope of the proposed airspace change - Identification of the new and changing hazards - Identification and quantification of the risks arising from those hazards - Proposed mitigations to address the identified risks [CAP 1616f: 5.22]	As above, Section 6.4 sets out no safety risks were identified when assessed in May 2024.	<input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>

2. Potential Impacts					Status
2.1	Has the change sponsor conducted a final options appraisal of the proposed airspace change using the following metrics and level of analysis? [CAP 1616f: 5.12]				<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/>
2.1.1	Communities	Not applicable	Qualitative	Quantified	Monetised
	- Noise	X			
2.1.2	Airport/ANSPs	Not applicable	Qualitative	Quantified	Monetised
	- Infrastructure	X			
	- Operational		x		
	- Deployment	X			
2.1.3	Commercial Airlines/General Aviation	Not applicable	Qualitative	Quantified	Monetised

	- Training	X			
	- Increased effective capacity	X			
	- Fuel burn		X		
	- Other(s)	X			
2.1.4	General Aviation	Not applicable	Qualitative	Quantified	Monetised
	- Access	X			
	- Increased effective capacity	X			
	- Fuel burn	X			
2.1.5	Wider society	Not applicable	Qualitative	Quantified	Monetised
	- Greenhouse gas emissions		X	x	
	- Tranquillity	X X			
	- Biodiversity	X X			
	- Capacity/resilience	X			
2.1.6	Military	Not applicable	Qualitative	Quantified	Monetised
	-		X		
2.1.7	Other	Not applicable	Qualitative	Quantified	Monetised
	-	X			

3. Economic Indicators		Status
3.1	Has the change sponsor provided traffic forecasts for year 1 and year 10? [CAP 1616f: 3.22]	None have been provided 

3.2	<p>Has the change sponsor valued all relevant costs and benefits of the proposed airspace change using:</p> <ul style="list-style-type: none"> - Net present value (NPV) - Benefit cost ratio (BCR) - Cost benefit analysis (CBA)? <p>[CAP 1616f: 3.43]</p>	The options appraisal was not conducted in this way	
3.3	<p>When appraising costs and benefits of the proposed airspace change, has the change sponsor assessed them incrementally against the baseline scenarios?</p> <p>[CAP 1616f: 3.45]</p>	Yes	
3.4	<p>Has the change sponsor expressed the values derived for the costs and benefits set out above in 'real' rather than 'nominal' terms?</p> <p>[CAP 1616f: 3.46]</p>	This is not relevant for this ACP	
3.5	<p>Have values been reported in the base year for the assessment?</p> <p>[CAP 1616f: 3.47]</p>	This is not relevant for this ACP	
3.6	<p>As well as taking account of inflation in real prices, has the change sponsor used a social time preference rate?</p> <p>[CAP 1616f: 3.48]</p>	Monetisation of the impacts was not made in this ACP	

4. Summary of the Final Options Appraisal			
4.1	<p>What are the qualitative/strategic impacts of the proposed airspace change?</p>	<p>As per 1.4.3, impacts includes reduction of CO2 emissions, reduction in ATC omplexity, optimisation of airspace usage, fuel savings for airlines and efficient airspace volumes for military airspace</p>	

4.2	What are the overall non-monetised (quantified) impacts of the proposed airspace change?	Section 6.3 does not quantify the impacts directly but assesses the reduction in nautical miles as a result	<input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
4.3	Where impacts have been monetised, what is the overall net present value (NPV) of the proposed airspace change?	No impacts have been monetised	<input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
4.4	Has the change sponsor used the economic assessment to progress/discontinue design options and support the choice of the proposed airspace change? If the proposed airspace change does not have the highest NPV or benefit cost ratio (BCR), then has the change sponsor justified the reasons to progress this airspace change?	No economic assessment has been conducted	<input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>

5. Other Aspects	
5.1	No further aspects

6. Conclusions	
6.1	No economic impact assessment was conducted against the status quo as this is a level 3 ACP. Some impacts were identified for military users, commercial airspace users and airports and validated through consultation as mainly minor changes. The approach taken was largely proportionate for the ACP

CAA Final Options Appraisal Completed by	Name	Signature	Date
Airspace Regulator (Economist)	[REDACTED]	[REDACTED]	19/11/2024