CAA CAP 1616 Options Appraisal Assessment (Phase II Full)

Title of Airspace Change Proposal:	Modernising Midlands Airspace		
Change Sponsor:	NATS		
ACP Project Ref Number:	ACP-2025-013		
Case study commencement date:	17/08/2026	**Case study report as at:**	26/08/2026

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:

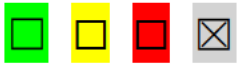
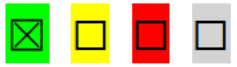
Resolved - GREEN Not Resolved – AMBER Not Compliant – RED Not Applicable - GREY

Guidance

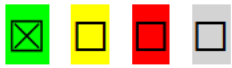
The broad principle of economic impact analysis is **proportionality**; is the level of analysis involved proportionate to the likely impact from that ACP There are three broad levels of economic analysis; qualitative discussion, quantified through metrics, and monetised in £ terms. The more significant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

1. Background			**Status**
1.1	Has the change sponsor developed the initial options appraisal into a full options appraisal? [CAP1616f: 4.12-4.15]	Sponsor has matured the preferred design option being appraised in the Initial Options Appraisal to the Full Options Appraisal. The full options appraisal is in the document accompanying the appraisal. However, the Sponsor has only appraised the preferred design option of 10 parallel routes against the baseline scenario. Due to the altitude of airspace design change proposals, the Sponsor has disregarded impacts on communities e.g.	☒ ☐ ☐ ☐

		local air quality, noise, tranquillity and biodiversity. Sponsor has quantified fuel burn and greenhouse gas emissions More rigorous evidence has been developed through computer simulation of the baseline traffic forecast against one where the airspace was managed through the design option. This modelling helped inform the quantification of the environmental impacts.	
1.2	Has the change sponsor provided a robust rationale supported with appropriate evidence, justifying why certain design option(s) were not progressed to the full options appraisal? [CAP 1616f: 4.13]	The option that was discontinued was done through the design principle evaluation and not through the appraisal process in stage 2. Option 2 was more accommodative of military airspace needs but meant removing one route for LTMA departures. Section 2.1.3 highlighted the rationale for this was due to anticipation this option would require relatively higher levels of air traffic control intervention to maintain safe separation during busier periods. This in turn would reduce the magnitude of benefits to be realised. Again, this conclusion was reached ahead of any appraisal process.	☒ ☐ ☐ ☐
1.3	Has this rationale plus the supporting evidence been clearly explained in any consultation/engagement materials? [CAP 1616f: 4.13]	Within the consultation paper, Sections 8.1.5-8.1.9 also outlined that Option 2 would result in more complex airspace which would require air traffic controller intervention and thus the option failed the design principle evaluation. The rationale has been relegated to an annex inside the consultation paper. The main paper mentions a discontinued option in section 4.1.6 of the consultation paper. By way of emphasis, the consultation paper emphasises the preferred design option was due to the benefits not being realised in the discontinued option being realised in the preferred option. Those were the benefits of predictability for MTMA and LTMA traffic and less need for air traffic controller intervention. Stakeholders in the consultation would not be aware of the discontinuation of option 2 unless they read the annex.	☒ ☐ ☐ ☐

		Recommendation: Sponsor should elaborate further on Option 2 in the main body of the consultation paper and why it was discontinued in the main body of the text before referring the reader to the annex.	
1.4	Has the initial options appraisal been developed into a detailed quantified and monetised assessment for the full options appraisal? [CAP 1616f: 4.14]	As per 1.1	
1.5	Does the full options appraisal include: - All evidence gaps identified at Stage 2 fully assessed - All reasonable costs and benefits quantified - All other costs and benefits described qualitatively - Reasons why costs and benefits have not been quantified - Detail on the preferred design option, setting out reasons for the preference (where relevant) - A more detailed assessment of the impacts on safety, if completed by the change sponsor - A quantified and monetised environmental assessment, including all direct and consequential impacts [CAP 1616f: para 4.14]	The evidence gaps identified at initial options appraisal would have been bridged through en-route CO2 emission analysis and a review of the Controlled Airspace with an impact on access on other users – notably General Aviation. The former would be addressed with the assistance of BADA. As a result, all reasonable costs and benefits that are being quantified are outlined and Section 5.10.1 in the consultation paper provides a narrative around the potential impacts. The key impacts that were quantified were as a result of modelling the baseline scenario and the scenario presented in the preferred design option. Those impacts for in relation to fuel burn, greenhouse gas emissions and a definition of delay. The other key impacts in the cost benefit analysis were not quantified. This included safety and access by general aviation. Sponsor tends to mark impact categories as qualitative where there no change largely where there is no change in airspace e.g. in the baseline scenario. This is largely in relation to costs to airlines, airports and air navigation service providers. This could simply be narrative whereas a result on no change anticipated, no impact was assessed. Due to the altitude of the airspace design, some costs	

		and benefits were not quantified. These included in local air quality and noise. Sponsor noted that infrastructure costs to airports and air navigation service providers could not be reliably estimated by the sponsor as they would be incurred by external organisations. The full options appraisal also briefly sets out in Section 2.1.5 the preferred design option. This would be 10 parallel ATS routes systemised by design, while overflights at a higher altitude would get flight plan able direct routes. This would be facilitated by changes to standard terminal arrival routes and alterations to the boundaries of adjacent military airspace through the design of the controlled airspace for the preferred design option. As this is a level 2 airspace change proposal, the key quantified environmental assessment was in relation to the overall change in track miles and subsequent impact in fuel burn and CO2 emissions. Nevertheless, consequential environmental impacts by all airspace users should be taken into account at least qualitatively. Within the baseline scenario, sponsor limits the impact of managing rising traffic levels in the medium to long term as through airspace delays. But the annex to the appraisal suggests the modelling approach doesn't indicate whether the fuel burn from additional air traffic control interventions is taken into account although the same impact was identified as plausible in the design principle evaluation for option 2. Recommendation: Sponsor should identify infrastructure costs as an evidence gap for the final options appraisal and permit stakeholders to contribute towards addressing the gap through a specific question in the consultation paper.	

		Recommendation: Sponsor should at least qualitatively assess the consequential environmental impacts in the baseline scenario in the medium to long term where additional air traffic control interventions as envisaged.	
1.6	Has the change sponsor used the most up-to-date, credible, and clearly referenced sources of data to assess the impacts of the baseline scenarios and design options? [CAP1616f: 4.16]	Sponsor states that the traffic forecast for 2029-2038 was based upon the NATS Long Term Forecast which itself was built upon DfT methodology and Eurocontrol STRATFOR forecasts. Sponsor also sets out at the start of the appraisal other inputs including Eurocontrol input prices and references for the impact of delays. This is a good transparent approach, and the Sponsor should be more consistent in taking this approach. In appendix b, sponsor has set out in detail, the methodology underpinning quantified impacts and the data which has been used to as inputs into the modelling approach. BADA datasets were used to gather information on observed climb and descent rates by aircraft. MATS Part 2 were used to identify vertical constraints and speed restrictions in the airspace. Sponsor indicated that 2025 data was used for the Central Flow Management Unit for the air traffic modelling dataset. The data fed into that modelling was from the 348 most used routes in order to get the simulation results from the Airtop model. Sponsor also confirms fuel price use was £618.80 per tonne and based upon the price information averaged over a year from indexmundi.com. This is proportionate given the volatility of the fuel price due to geopolitical tensions. Recommendation: Sponsor should replace footnotes indicating detail on the source of data on fuel prices and traffic forecasts and instead provide a reference link to them at the start of the appraisal alongside	

		other sources.	
1.7	Has the sponsor explained the methodology it adopted to reach its input and analysis results? [CAP 1616f: 4.16]	Appendix B sets out the methodology. Sponsor has provided references as set out earlier which provide indication of methodologies used by third parties in order to arrive at key values used for quantifying the impacts. Those are in relation to work on fuel delays by the University of Westminster and Eurocontrol Standard Input prices. Some further work could have gone into explaining the approach to understand how up to date, the STRATFOR data was in feeding into the NATS Long Term Forecast. Section 7.4.1 highlighted the method underpinning the definition of delay was a C2 delay, a key NATS metric. Section 7.6.4 also explained the NEST method for modelling delays and Section 7.4.25 confirmed that that costs of delay are based upon industry reference data rather than a more granular approach. This was proportionate. Similarly, the Sponsor outlined the modelling approach was based upon the 348 most heavily used routes rather than the entire dataset which is a judgement made on the grounds of proportionality. Its possible that a broader dataset could have resulted in different calculations upon track miles, but more weight upon evidence could be gleaned through input from aviation stakeholders through consultation. Footnotes 3 and 10 provided key details on the calculation of delay impacts. In particular, it provided the key definition of delay e.g. from NATS Air Traffic Flow Management and that the delay definition includes at-gate and taxi operations. Sections 7.3.12 to 7.3.14 make transparent what was not modelled. This included abnormal operating scenarios , tactical air traffic control interventions and flow management regulations. Given the last two can	☒ ☐ ☐ ☐

		affect track mileage at the periphery; consequential environmental impacts may end up being omitted. Particularly, as footnote 9 indicates the fuel burn impacts exclude effects associated with holding. Sponsor also indicated that an adjustment was made to the figures to account for optimism. This was to ensure projections were prepared on a more conservative basis, but the document itself does not make clear what the calculation actually was. Recommendation: Further detail on the NATS Long Term Forecast informing the baseline scenario and the key sources and assumptions which inform it should be set out in the consultation paper. Recommendation: Detail on methodology in relation to calculation of fuel burn and delay statistics should be moved from the footnotes and into the main text of the document.	

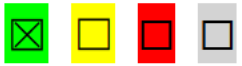
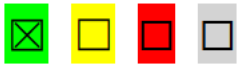
2. Potential Impacts					**Status**
2.1	Has the change sponsor conducted a full options appraisal of each of the design options which it intends to consult/engage on using the following metrics and level of analysis? [CAP 1616f: 4.14]				☒ ☐ ☐ ☐
2.1.1	Communities	Not applicable	Qualitative	Quantified	Monetised
	- Noise	X			
	- Local air quality	X			
2.1.2	Airport/ANSPs	Not applicable	Qualitative	Quantified	Monetised
	- Infrastructure		X		
	- Operational	X			

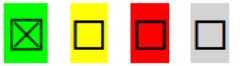
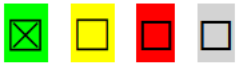
	- Deployment		x		
	- Other(s)	X			
2.1.3	Commercial Airlines/General Aviation	Not applicable	Qualitative	Quantified	Monetised
	- Training		X		
	- Increased effective capacity			X	
	- Fuel burn				X
	- Other(s)	X			
2.1.4	General Aviation	Not applicable	Qualitative	Quantified	Monetised
	- Access		X		
	- Increased effective capacity	X			
	- Fuel burn				
2.1.5	Wider society	Not applicable	Qualitative	Quantified	Monetised
	- Greenhouse gas emissions				X
	- Tranquillity	X			
	- Biodiversity	X			
	- Capacity/resilience			X	
2.1.6	Military	Not applicable	Qualitative	Quantified	Monetised
	-		X		
2.1.7	Other	Not applicable	Qualitative	Quantified	Monetised
	-	X			
2.3	Has the change sponsor discussed their methodology with the CAA when quantifying and monetising impacts in the groups 'Commercial airlines' and 'Airport/air navigation	Sponsor met with CAA on 21 April 2026. Discussed general modelling approach as part of broad issues. Outline of a proportional approach to modelling sufficient			☒ ☐ ☐ ☐

	service provider'? [CAP 1616f: 3.42]	for the purposes of appraisal.	
2.4	Has the CAA reviewed the safety implications to determine whether we agree that is the only potential design option, on the grounds of safety? [CAP 1616f: 4.15]	The appraisal comes with a safety assessment, but any review would be the subject of assessment by the technical regulators.	☐ ☐ ☐ ☒

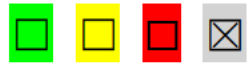
3. Economic Indicators			Status
3.1	Has the change sponsor provided traffic forecasts for year 1 and year 10? [CAP 1616f: 3.22]	Sponsor indicates the November 2025 long term statistics informed the production of traffic figures from 2029 to 2038. Deployment is anticipated in November 2028 but 2029 was chosen as year 1 for modelling to ensure there was a full calendar year of traffic data. This is a proportional approach.	☒ ☐ ☐ ☐
3.2	Has the change sponsor valued all relevant costs and benefits of the design options using: - Net present value (NPV) - Benefit cost ratio (BCR) - Cost benefit analysis (CBA)? [CAP 1616f: 3.43]	There is only one design option in this full options appraisal. The annualised impacts as set out in table 3 of the appraisal. This breaks down the net benefits on an annualised basis over 10 years where they are monetised on the back of quantified impacts based upon a robust but proportionate method. The table makes explicit the discount factor. The general implication is that over 10 years, the cumulative net present value is slightly negative but over a longer period, the benefits from savings from reduced delays would turn this positive. The Sponsor could also note the monetisation of at least some of the benefits are adjusted to take account of conservatism. Table 3 presents the figures on an implicit basis with the calculation already done, with little indication of the impact on monetisation. Table 3 is not strictly a net present value presentation of the impacts. The benefits in some categories are presented as negative in some years e.g. disbenefits, against the baseline. These are disbenefits notably in	☐ ☒ ☐ ☐

		relation to fuel burn and monetised CO2 emissions. The costs incurred by stakeholders have been prepared on a qualitative basis and are therefore not presented in table 3. Therefore, the table is a present value flow of the net benefits which result in cumulative present value figures over 10 years prepared in 2023 base year prices. Recommendation: The monetised impact of the calculation to adjust figures to more conservative estimates can also be presented in table 3 rather than be made implicit. Recommendation: Below table 3, the Sponsor should set out that all costs incurred by stakeholders where the evidence gathered thus far meant they could not be reliably estimated in the full options appraisal.	
3.3	When appraising costs and benefits of a design option, has the change sponsor assessed them incrementally against the baseline scenarios? [CAP 1616f: 3.45]	All quantified impacts have been assessed against the baseline scenario, which means the Table 3 monetised impacts for option 1 are also against the baseline. Appendix A makes transparent the calculation of traded and non traded emissions in both the baseline and preferred design scenario. Most qualitative impacts could be traced towards the change against the narrative in the baseline scenario. However, the military as a stakeholder was omitted and further evidence could be obtained in relation to general aviation although the proposal is not to limit access to general aviation in the reclassification of airspace along the boundary of the preferred design option. Recommendation: Sponsor omitted to take into account the consequential impacts upon military stakeholders under the preferred design option. This could be done on a qualitative basis after consultation.	☒ ☐ ☐ ☐
3.4	Has the change sponsor expressed the values derived for the costs and benefits set out above in 'real' rather than 'nominal' terms? [CAP 1616f: 3.46]	All figures are presented in 2023 prices. This means that they have been adjusted for inflation. The inflation forecast figures appear to have been aligned with the forecast from the TAG worksheet.	☒ ☐ ☐ ☐

		Recommendation: Sponsor to confirm the GDP deflators taken into account for 2023 base year figures in terms of monetising delay impact were the same as the inflation adjustment in the TAG worksheet.	
3.5	Have values been reported in the base year for the assessment? [CAP 1616f: 3.47]	As above. Sponsor sets out the figures are presented with 2023 as the base year. This could be more explicit in the labelling of the tables.	
3.6	As well as taking account of inflation in real prices, has the change sponsor used a social time preference rate? [CAP 1616f: 3.48]	As above, sponsor has been clear with the discounting rates applied to the monetised impacts over time.	

4. Summary of the Full Options Appraisal			
4.1	What are the qualitative/strategic impacts of the design options?	The key qualitative impacts of the preferred design option is the predictability of air traffic flows under the new system. This in turn is expected to reduce air traffic control workload with throughput capacity freed up. This has been partially monetised through the reductions in delays but still doesn't fully offset total environmental costs and fuel burn over the appraisal period. Strategically, sponsor indicates that the preferred design option helps to facilitate the modernisation of the LTMA and MTMA airspace design. This may be in relation to the design option overall with alterations to Standard Terminal Arrival rather than just the systemisation. Where backed up by evidence from consultation, this would be a key strategic benefit to emphasise in the final options appraisal.	
4.2	What are the overall non-monetised (quantified) impacts of the design options?	Appendix A shows the total CO2 emissions (in tonnes) in the baseline scenario was forecast to be 37,944 and in the preferred design scenario was forecast to be 39,961. The additional volume of controlled airspace was forecast to be 315.8nm2 designated Class C airspace.	

		Sponsor quantifies other key impacts in year 1 and year 10 of the appraisal. The total delay in minutes in 2029 was forecast to be 155,521 in the baseline, but 151,716 in the preferred design. This delay was forecast in 2038 to become 289,013 minutes in the baseline, but reduced to 266,436 in the preferred design scenario. The preferred design scenario predicted the 2025 baseline used for simulating forward resulted in an additional 267k track miles (nm) in 2029 and this would increase to 281k track miles (nm) in 2038. Sponsor acknowledges this is complex, but the overall rise is driven by the additional track miles required for ascent by long haul departures. In turn, this resulted in a forecasting of additional fuel burn of 516.9 tonnes in 2029 and 532.4 tonnes in 2038. Sponsor presents the average per flight rather than the total which may make the figures more understandable to aviation stakeholders. The cumulative figures would be of more interest to non-aviation stakeholders. Recommendation: alongside the monetised impacts in Section 3.1.5, sponsor can provide the cumulative quantified impact in each category across the appraisal period for the purpose of transparency around the benefits.	
4.3	Where impacts have been monetised, what are the overall net present values (NPV) of the design options?	The key impacts that have been monetised are fuel burn impacts (with a conservative adjustment applied), greenhouse gas emissions proxied by CO2 and overall impact on the industry from reduced delays. Between 2029-2038, this would result in a -£2.5m impact (2023 prices) against the baseline. Over the appraisal period, this is broken down as the saved costs from reduced delays (£4.6m), CO2 emissions savings from airspace users (£0.3m), wider CO2 emissions from additional fuel burn (£5.0m) and fuel costs (£2.3m). Its difficult to identify from the documentation whether the present value figures is only negative due to the conservative adjustment applied. It was also similarly	☒ ☐ ☐ ☐

		difficult to disinter from the spreadsheet provided.	
4.4	Has the change sponsor used the economic assessment to progress/discontinue design options and/or support the choice of the preferred design option? If the preferred design option does not have the highest NPV or benefit cost ratio (BCR), then has the change sponsor justified the reasons to progress this design option?	Notionally, the economic assessment compares the preferred design option against the baseline scenario. But the baseline scenario and the alternative option 2 configuration were both ruled out during the design principle evaluation pre-empting the appraisal. However, there were no alternative safe and viable alternative options left particularly once the baseline was also discontinued. The Change Sponsor acknowledges the monetised disbenefits of the proposal. But the broader justification is in relation to airspace modernisation and the long-term reduction in delays as air traffic controllers are less likely to have to intervene to maintain safe separation.	

5. Other Aspects	
5.1	**Recommendations** Sponsor should elaborate further on Option 2 in the main body of the consultation paper and why it was discontinued in the main body of the text before referring the reader to the annex. **Recommendation**: Sponsor should identify infrastructure costs as an evidence gap for the final options appraisal and permit stakeholders to contribute towards addressing the gap through a specific question in the consultation paper. Sponsor should replace footnotes indicating detail on the source of data on fuel prices and traffic forecasts and instead provide a reference link to them at the start of the appraisal alongside other sources. **Recommendation**: Further detail on the NATS Long Term Forecast informing the baseline scenario and the key sources and assumptions which inform it should be set out in the consultation paper. **Recommendation**: Detail on methodology in relation to calculation of fuel burn and delay statistics should be moved from the footnotes and into the main text of the document **Recommendation**: The monetised impact of the calculation to adjust figures to more conservative estimates can also be presented in table 3 rather than be made implicit. **Recommendation**: Below table 3, the Sponsor should set out that all costs incurred by stakeholders where the evidence gathered thus far meant

	they could not be reliably estimated in the full options appraisal. **Recommendation**: Sponsor omitted to take into account the consequential impacts upon military stakeholders under the preferred design option. This could be done on a qualitative basis after consultation. **Recommendation**: Sponsor to confirm the GDP deflators taken into account for 2023 base year figures in terms of monetising delay impact were the same as the inflation adjustment in the TAG worksheet. **Recommendation**: alongside the monetised impacts in Section 3.1.5, sponsor can provide the cumulative quantified impact in each category across the appraisal period for the purpose of transparency around the benefits.

6. Conclusions	
6.1	**Has the appraisal matured from Initial Options Appraisal to Full Options Appraisal?** Sponsor has matured the preferred design option being appraised in the Initial Options Appraisal to the Full Options Appraisal. The full options appraisal is in the document accompanying the appraisal. However, the Sponsor has only appraised the preferred design option of 10 parallel routes against the baseline scenario. The option that was discontinued was done through the design principle evaluation and not through the appraisal process in stage 2. Option 2 was more accommodative of military airspace needs but meant removing one route for LTMA departures. Section 2.1.3 highlighted the rationale for this was due to anticipation this option would require relatively higher levels of air traffic control intervention to maintain safe separation during busier periods. This in turn would reduce the magnitude of benefits to be realised. Again, this conclusion was reached ahead of any appraisal process. Within the consultation paper, Sections 8.1.5-8.1.9 also outlined that Option 2 would result in more complex airspace which would require air traffic controller intervention and thus the option failed the design principle evaluation. The rationale has been relegated to an annex inside the consultation paper, when there should be more detail in the body of the main consultation paper. The evidence gaps identified at initial options appraisal would have been bridged through en-route CO2 emission analysis and a review of the Controlled Airspace with an impact on access on other users – notably General Aviation. The former would be addressed with the assistance of BADA. Sponsor should consider whether the evidence gap on the monetisation of infrastructure costs can be addressed through the consultation process. As a result, all other reasonable costs and benefits that are being quantified are outlined and Section 5.10.1 in the consultation paper provides a narrative around the potential impacts. The key impacts that were quantified were as a result of modelling the baseline scenario and the scenario presented in the preferred design option. Those impacts for in relation to fuel burn, greenhouse gas emissions and a definition of delay. The other key impacts in the cost benefit analysis were not quantified. This included safety and access by general aviation. Sponsor tends to mark impact categories as qualitative where there no change largely where there is no change in airspace e.g. in the baseline scenario. This is largely in relation to costs to airlines, airports and air navigation service providers. This could simply be narrative whereas a result

	on no change anticipated, no impact was assessed. Due to the altitude of the airspace design, some costs and benefits were not quantified. These included in local air quality and noise. Sponsor noted that infrastructure costs to airports and air navigation service providers could not be reliably estimated by the sponsor as they would be incurred by external organisations. The full options appraisal also briefly sets out in Section 2.1.5 the preferred design option. This would be 10 parallel ATS routes systemised by design, while overflights at a higher altitude would get flight plan able direct routes. This would be facilitated by changes to standard terminal arrival routes and alterations to the boundaries of adjacent military airspace through the design of the controlled airspace for the preferred design option. As this is a level 2 airspace change proposal, the key quantified environmental assessment was in relation to the overall change in track miles and subsequent impact in fuel burn and CO2 emissions. Nevertheless, consequential environmental impacts by all airspace users should be taken into account at least qualitatively. Within the baseline scenario, sponsor limits the impact of managing rising traffic levels in the medium to long term as through airspace delays. But the annex to the appraisal suggests the modelling approach doesn't indicate whether the fuel burn from additional air traffic control interventions is taken into account although the same impact was identified as plausible in the design principle evaluation for option 2. More rigorous evidence has been developed through computer simulation of the baseline traffic forecast against one where the airspace was managed through the design option. This modelling helped inform the quantification of the environmental impacts. Has the change sponsor used the most up-to-date, credible, and clearly referenced sources of data to assess the impacts of the baseline scenarios and design options? Sponsor states that the traffic forecast for 2029-2038 was based upon the NATS Long Term Forecast which itself was built upon DfT methodology and Eurocontrol STRATFOR forecasts. Sponsor also sets out at the start of the appraisal other inputs including Eurocontrol input prices and references for the impact of delays. This is a good transparent approach, and the Sponsor should be more consistent in taking this approach. In appendix b, sponsor has set out in detail, the methodology underpinning quantified impacts and the data which has been used to as inputs into the modelling approach. BADA datasets were used to gather information on observed climb and descent rates by aircraft. MATS Part 2 were used to identify vertical constraints and speed restrictions in the airspace. Sponsor indicated that 2025 data was used for the Central Flow Management Unit for the air traffic modelling dataset. The data fed into that modelling was from the 348 most used routes in order to get the simulation results from the Airtop model. Sponsor also confirms fuel price use was £618.80 per tonne and based upon the price information averaged over a year from indexmundi.com. This is proportionate given the volatility of the fuel price due to geopolitical tensions. The sponsors approach in using this data within the modelling approach is key. Assumptions made, modelling constraints and impacts not quantified should be set out more transparently in the appraisal with limited use of footnotes. This would help inform the conclusions and the summary of the present value of the design options would benefit from the costs assessed qualitatively being presented alongside for context. In addition, adjustments made to the data e.g. for conservatism should also be presented more clearly to help understand the extent to which this

	contributes to a negative net present value for the option. Sponsor should also confirm whether the figures presented have been inflation adjusted in the same way in order to be presented in the same base year.

CAA Full Options Appraisal Completed by	Name	Signature	Date
Airspace Regulator (Economist)	[redacted]	[redacted]	26/08/2026