

CAA CAP 1616 Economic Assessment and Statement

Title of airspace change proposal	Removal of the en route dependencies from the BIG DVOR
Change sponsor	NATS
Project no.	ACP 2018-59
SARG project leader	
<i>Case study commencement date</i>	4 th June 2019
<i>Case study report as at</i>	4 th June 2019
<p>Instructions</p> <p>In providing a response for each question, please ensure that the ‘status’ column is completed using one of the following options:</p> <ul style="list-style-type: none"> • yes • no • partially • n/a <p>To aid the SARG project leader’s efficient project management, please highlight the “status” cell for each question using one of the three colours to illustrate if it is:</p> <p>resolved Green not resolved Amber not compliant Red</p>	
<p>Guidance</p> <p><i>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.</i></p>	
<p>1. Background – Identifying the Do Nothing(DN) /Do Minimum DM) and Do Something (DS) scenarios</p>	

1.1	Are the <i>outcomes of</i> DN/DM and DS scenarios clearly outlined in the proposal?				YES
Direct impact on air traffic control					Status
2.1	Are there direct cost impact 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.				NO
2.2.	Examples of costs considered (please add costs that have been discussed, and any reasonable costs that the tech reg feels have NOT been addressed)	Not applicable	Qualitative Assessment	Quantified	Monetised
	Infrastructure changes	N/A			N/A
	Deployment	N/A			N/A
	Day-to-day operational costs / workload / risks	N/A			N/A
	Other (provide details)	N/A			N/A
	Comments This is essentially preparatory work for the future switch-off of the BIG DVOR. It is explicitly designed to have no material cost impacts on anyone at this time.				
2.3	Are there direct beneficial impact on air traffic control / management systems? If so please provide details and how they have been addressed:				NO
	Examples of benefits considered	Not applicable	Qualitative Assessment	Quantified	Monetised
	Reduced work-load	N/A			N/A
	Reduced complexity / risk	N/A			N/A
	Other (provide details)	N/A			N/A
	Details				

2.4	Where monetised, what is the net monetised impact on air traffic control (in net present value) over the project period? £---- N/A	
2.5	Are the direct impacts on air traffic management analysed accurately and proportionately?	YES

3. Changes in air traffic movements / projections					Status
3.1.	What is the impact of the ACP on the following and has it been addressed in the ACP proposal?				None
		Not impacted / not applicable	Qualitative Assessment	Quantified	Monetised
3.1.1	Number of aircraft movements	Not Impacted			N/A
3.1.2	Type of aircraft movement	Not Impacted			N/A
3.1.3	Distance travelled	Not Impacted			N/A
3.1.4	Area flown over / affected	Not Impacted			N/A
3.1.5	Other impacts	N/A			N/A
3.1.6	Details				
3.2.	Has the forecasting of traffic done reasonably using best available guidance (e.g. DfT, Academic sources...etc?)				N/A
3.3.	What is the impact of the above changes on the following factors?				None
		Not impacted / not applicable	Qualitative Assessment	Quantified	Monetised
3.2.1	Noise	Not Impacted			N/A
3.2.2	Fuel Burn	Not Impacted			N/A
3.2.3	CO2 Emissions	Not Impacted			N/A
3.2.4	Operational complexities for users of air space	Not Impacted			N/A
3.2.5	Number of air passengers / cargo	Not Impacted			N/A
3.2.6	Flight time savings / Delays	Not Impacted			N/A
3.2.7	Other impacts	N/A			N/A

3.3	Are the traffic forecast and the associate impact analysed proportionately and accurately according to available guidelines (e.g. WebTAG?) (See comments below)	N/A
3.4	What is the total monetised impact of 3.2? (Provide details)	N/A
There is no impact, therefore no monetised impact.		

4. Benefits of ACP					Status
4.1	Does the ACP impact refer to the following groups and how they are impacted by the ACP?				Yes
		Not impacted / Not applicable	Qualitative Assessment	Quantified	Monetised
4.1.1	Air Passengers	No Impact			N/A
4.1.2	Air Cargo Users	No Impact			N/A
4.1.3	General aviation users	No Impact			N/A
4.1.4	Airlines	No Impact			N/A
4.1.5	Airports	No Impact			N/A
4.1.6	Local communities	No Impact			N/A
4.1.7	Wider Public / Economy	No Impact			N/A
4.1.8	Details: By design, this ACP will have no material impact on anyone. It prepares for one or more future ACPs which will deliver economic benefits to at least the Airlines and Wider Public/Economy, in line with agreed UK and global policy.				
4.2.	How are the above groups impacted by the ACP, especially (but not exclusively) looking at the following factors:				
		Not impacted / not applicable	Qualitative Assessment	Quantified	Monetised
4.2.1	Improved journey time for customers of air travel	No Impact			N/A
4.2.2	Increase choice of frequency and destinations from airport	No Impact			N/A
4.2.3	Reduced price due to additional competition because of new capacity	No Impact			N/A
4.2.4	Wider economic benefits	No Impact			N/A
4.2.5	Other impacts	No Impact			N/A
4.2.6	Details: As in 4.1, the benefits will be realised by one or more future ACPs, not this one.				

4.3	What is the overall monetised impacts associated with 4.1 and 4.2 the above?	N/A
4.4	What are the non-monetised but quantified impacts of the above? (Insert details of description)	N/A
4.5	What are the qualitative / strategic impacts described above? Long term reduced dependency on ground-based nav aids and potential release of radio spectrum.	
4.7	What is the overall monetised benefits-costs ratio (BCR) of the policy? Is it more than 1?	N/A
4.6	Have the sponsors provided reasonable justification for the proportionality of analysis above?	Yes
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		N/A
6.	RECOMMENDATIONS/CONDITIONS/PIR DATA REQUIREMENTS	
6.1	Are there any Recommendations which the change sponsor <u>should try</u> to address either before or after implementation (if approved)? If yes, please list them below.	No
	<i>GUIDANCE NOTE:</i> Recommendations are something that the change sponsor <u>should try</u> to address either before or after implementation, if indeed the airspace change proposal is approved. They may relate to an area in which the change sponsor is reliant upon a third party to actually come to an agreement and consequently they do not carry the same 'weight' as a Condition.	
6.2	Are there any Condition(s) which the change sponsor <u>must fulfil</u> either before or after implementation (if approved)? If yes, please list them below.	No
6.3	Are there any specific requirements in terms of the data to be collected by the change sponsor for the Post Implementation Review (if approved)? If yes, please list them below.	No

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7 Summary of Assessment of Economic Impacts & Conclusions	
7.1	This airspace change has been deliberately designed to have no material economic impacts or benefits on any airspace user, other aviation stakeholder, or other third party.

Economic assessment and statement sign-off and approval	Name	Signature	Date
Economic assessment and statement completed by:	Airspace Regulator		4/6/19
Economic assessment and statement approved by:	Principal Airspace Regulator		25/7/19