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COMBAT AIR – TRAINING AIRSPACE

CAP1616 STAGE 3 Option Appraisal

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- A. 20180713 – Combat Air Training Airspace ACP Webtag Analysis with new routes
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1. Introduction

1.1 This document forms part of the document set required in accordance with the requirements of the CAP1616 airspace change process.

1.2 This document aims to provide adequate evidence to satisfy Stage 3 Consult Gateway, Steps 3A and 3B Options Appraisal (Full).

1.3 See Stage 1 Gateway Design Principles for full details of the proposed design principles.

1.4 A number of geographical options were assessed against the design principles as described in Stage 2 Design Options. The preferred option was then assessed against the do nothing baseline in Stage 2 Design Principle evaluation.

1.5 Previous documents and stakeholder engagement described in the consultation strategy have reduced the geographical location to a single option and an iterative design has been developed from this. This preferred option is the single shortlist option we are consulting on. This document describes the differences between the do nothing baseline and the preferred design option. Whilst the impact has been captured both below and the Stage 2 option appraisal, this needs to be weighted against the benefit to the UK from not only the essential National Security requirements as directed by Government, but with the significant contribution that Defence makes to the UK economy.

2. Option Appraisal

The following table is based on key analyses described in CAP1616 Table E2 on pages 160-162

Group	Impact	Level of Analysis	Description
Communities	Noise Impact on health and quality of life	N/A	N/A – airspace changes are above 7,000ft and over the sea
Communities	Air quality	N/A	N/A – airspace changes are above 7,000ft and over the sea
Wider society	Greenhouse gas impact	Monetise and quantify	The worst case scenario, i.e. the segregated airspace being active permanently from 0645-2015 Mon-Fri, forcing the permanent use of new routes would increase overall annual fuel burn by 1545T. WebTAG worksheets outputs for both the monetarised cost of the proposal are at Annex A, also shown are the monetarised costs of implementing the new segregated airspace without new routes to mitigate. The reality is that this figure will be significantly lower, as the airspace will not be active for the full time used in the scenario and is subject to Airspace Management protocols that permits civil traffic to have primacy under certain conditions i.e. when civil demand is high. It also doesn't account for tactical routing that becomes available when segregated airspace is released. There are a number of variables and airspace configurations so it has been decided to present worst case figures. Also, currently unquantifiable but will further mitigate Greenhouse gas impact are the enhanced Airspace Management procedures currently being trialled. These should provide benefits both for this ACP and other parts of the UK.
Wider society	Capacity/resilience	Qualitative	It is assessed that the addition of new routes will provide greater options for routes when segregated