Exeter Airport Airspace Change Proposal

Design Principles Evaluation

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Glossary

Acronym	Meaning
aal	Above Aerodrome Level
ACP	Airspace Change Proposal
AMS	Airspace Modernisation Strategy
amsl	Above Mean Sea Level
ATC	Air Traffic Control
ATZ	Aerodrome Traffic Zone
CAA	Civil Aviation Authority
CAP	Civil Aviation Publication
CAS	Controlled Airspace
CAT	Commercial Air Transport
CTA	Control Area
CTR	Control Zone
ft	feet
GA	General Aviation
ILS	Instrument Landing System
IAF	Initial Approach Fix
IF	Intermediate Fix
nm	nautical mile
RMZ	Radio Mandatory Zone
RNP	Required Navigation Performance
SID	Standard Instrument Departure
TMZ	Transponder Mandatory Zone

Acronym	Meaning
VFR	Visual Flight Rules

1 Introduction

1.1 Background

The Exeter Airport Airspace Change Proposal (ACP) is currently at Stage 2 – Develop and Assess – of the Civil Aviation Publication (CAP) 1616 Airspace Design process. Step 2A requires the change sponsor to develop a comprehensive list of options that each address the Statement of Need and that align with the Design Principles developed in Stage 1. As the change sponsor, Exeter Airport has tested these options with those stakeholders that were invited to contribute to the development of the Design Principles. The Design Principle Evaluation shows to what extent the options meet the Design Principles.

This document articulates the evaluation of each of the options against each of the Design Principles developed during Stage 1, and forms part of the document set required as evidence to satisfy the Stage 2 Develop and Assess Gateway. This document should be read alongside the Exeter Airport Airspace Change Proposal Options Development document which has also been uploaded to the Civil Aviation Authority (CAA) airspace portal at Step 2A:

https://airspacechange.caa.co.uk/PublicProposalArea?pID=62

1.2 Prioritised List of Design Principles

The work undertaken during Stage 1 helped to establish a prioritised shortlist of Design Principles to act as a framework against which Design Options have been drawn up. The prioritised list of Design Principles is shown in Table 1 below.

Prioritised DP	Design Principle
1	SAFETY – Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area
2	HARMONISATION – Airspace design must accord with the CAA's published Airspace Modernisation Strategy (AMS) and any future plans associated with it
3	PROTECTION – New airspace should create a known traffic environment to protect the final approach and climb-out paths at Exeter Airport
4	ACCESS – Any new airspace should facilitate fair access to all airspace users
5	MINIMISE IMPACT – Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area

Prioritised DP	Design Principle
6	DIMENSIONS – The size and categorisation of any new controlled airspace should be proportionate to the requirement
7	CONNECTIVITY – Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport
8	ENVIRONMENT – Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace

Table 1 – Prioritised Design Principles

1.3 Step 2B – Options Appraisal

The second part of Stage 2 (Step 2B) involves an assessment of the options to develop the short list of options that will be taken forward to Stage 3 (Consultation). Options Appraisal is used as a tool throughout the CAP 1616 process to help refine the options from an initial long list, down to a shortlist and a final set of preferred options. The process is iterative with an Initial Options Appraisal used to whittle down the longlist in Step 2B, a Full Options Appraisal of the shortlist taking place in Stage 3 (Step 3A) prior to consultation, and the Final Options Appraisal supporting the submission of the ACP application to the CAA.

At the end of Step 2B, Exeter Airport will submit details of the options developed and the Initial Options Appraisal to the CAA for assessment at the Stage 2 Develop and Assess Gateway, currently programmed for 25th March 2022.

2 Design Principles Evaluation

2.1 Evaluation of the Do Nothing Option against the Design Principles

The Do Nothing option has been assessed against the prioritised list of Design Principles shown in Table 1 in Section 1 above.

The table below gives an overview of how the Do Nothing option aligns to each Design Principle; it shows a summary of the analysis conducted for the option with a high-level assessment of whether the Design Principle is either not met, partially met or fully met, as follows:

- A green box indicates that the Design Principle has been **met** by the specified option.
- An orange box means that the Design Principle has been **partially met** by the specified option.
- A red box indicates that the Design Principle has **not been met** by the specified option.

The assessment criteria in Table 3 below have been used to determine whether each design option has Met, Partially Met or Not Met each of the Design Principles. If a design option does not meet any of Design Principles 1 – 7, it will be rejected and not taken forward to Step 2B, Initial Options Appraisal. A design option will not be rejected for not meeting Design Principle 8 alone. A full quantitative environmental assessment of the environmental impact will be conducted at Stage 3 (if the options gets accepted to this stage) to determine the full impact of the option.

Design Principle	Assessment Criteria		
	Not Met	Partially Met	Met
SAFETY – Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area	There is evidence to suggest that this option might be detrimental to safety, and that suitable mitigation may not be possible	Indicative evidence suggests that the introduction of robust safety mitigations may be necessary	There is no evidence to suggest that this option would be unsafe

Design Principle	Assessment Criteria		
	Not Met	Partially Met	Met
HARMONISATION – Airspace design must accord with the CAA's published Airspace Modernisation Strategy (AMS) and any future plans associated with it	This option does not meet the known requirements of the AMS	With minor modification, this option would meet the known requirements of the AMS	This option meets the known requirements of the AMS
PROTECTION – New airspace should create a known traffic environment to protect the final approach and climb-out paths at Exeter Airport	This option does not create a known traffic environment or protect the final approach and climb-out paths at Exeter Airport	This option creates a known traffic environment but does not protect the final approach and climb-out paths at Exeter Airport	This option creates a known traffic environment and protects the final approach and climb-out paths at Exeter Airport
ACCESS – Any new airspace should facilitate fair access to all airspace users	Other airspace users will be denied access to any new airspace	This option may require additional requirements, such as ATC permission, radio or transponder, to access any new airspace	Access to any new airspace is permitted without any additional requirements
MINIMISE IMPACT – Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area	This option will impose restrictions on other airspace users that will have no suitable mitigation and will have an impact on their operations	This option does not impose any restrictions on other airspace users but may have an impact on their operations. Exeter Airport is committed to introducing suitable mitigation to minimise any impact.	This option will have little or no impact on other airspace users

Design Principle	Assessment Criteria		
	Not Met	Partially Met	Met
DIMENSIONS – The size and categorisation of any new controlled airspace should be proportionate to the requirement	This option does not protect the final approach and climb out paths or contain procedures The SIDs can be contained but the amount of Controlled Airspace to do so would be large	This option protects the final approach and initial climb out paths but does not contain procedures	This option protects the final approach and climb out paths and contains procedures The procedure can be contained in a small amount of airspace
CONNECTIVITY – Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport	This option does not connect to the airways structure or; This option provides connectivity to the airways structure but does not ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport	This option provides connectivity to the airways structure but not by recognised Controlled Airspace (Class D or Class E) This option provides connectivity to the airways structure but does not ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport	This option provides connectivity to the airways structure

Design Principle	Assessment Criteria		
	Not Met	Partially Met	Met
ENVIRONMENT – Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace	This option is anticipated to increase the adverse impact of both noise and emissions compared to current operations	This option is anticipated to increase any adverse impact of either noise or aircraft emissions compared to current operations	This option is anticipated to maintain or reduce any adverse environmental impact compared to current operations

Table 2 – Design Principles Assessment Criteria

2.2 Initial Options Appraisal

The Initial Options Appraisal, carried out at Step 2B, will be a qualitative assessment of the impacts of each of the individual procedure options to develop the short list of procedures that will be taken forward to Stage 3 (Consultation). During Consultation preparation in Stage 3, each of the individual route procedures will be evaluated in combinations with the aim of producing operationally viable combinations of procedures that serve as the individual Options to be taken further forward in the CAP 1616 process. These Options will be the subject of the fully developed quantitative assessments that will determine the costs and benefits of each alternative.

2.3 Do Nothing Option Evaluation

Design Principle Evaluation			**OPTION NO: Do Nothing**
Option Name: Do Nothing			REJECT
Description of Option: The Do Nothing option represents airspace and procedures that are currently in operation at Exeter Airport. The airport has an Aerodrome Traffic Zone (ATZ), 2.5 nm radius from surface to 2,000 ft above aerodrome level (aal). Departing aircraft follow the Noise Abatement Procedures before routing direct as flight planned to join the en-route airways network. Aircraft arriving at the airport will follow ATC instructions for vectoring to the required approach procedure. Instrument Approach Procedures, including ILS and RNP, are available for both runway directions.			
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: ATC monitoring would continue to be required to provide safe separation from known or unknown traffic. Although Exeter ATC handles the current operational issues safely and effectively on a tactical basis, the busy air traffic environment may result in overload situations as controllers try to control aircraft in a limited volume of airspace. Evidence suggests that robust safety mitigations in the form of new airspace (this ACP) may be necessary to provide protection for aircraft operating in the vicinity of Exeter Airport.			
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Key outcomes of Airspace Modernisation (efficient use of airspace and enabling integration, avoiding flight delays by better managing the airspace network and improving environmental performance by reducing emissions) are unlikely to be met.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climb-out paths at Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option does not create a known traffic environment or protect the final approach and climb-out paths at Exeter Airport.			
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: There are no current restrictions to access of the airspace around Exeter Airport, other than the requirements of the ATZ.			

Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will have no impact on other airspace users.			
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option does not protect the final approach and climb out paths.			
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport (CAT) remain inside Controlled Airspace (CAS) when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option does not connect to the airways structure.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will maintain the current environmental impacts.			

2.3.1 Do Nothing Option

The Do Nothing option represents the current situation where the only form of airspace established to give protection to aerodrome traffic around the airport is an Air Traffic Zone (ATZ). The Exeter Airport ATZ is the airspace extending from the surface to a height of 2,000 ft above the level of the aerodrome within the area bounded by a circle centred on the mid-point of the runway and having a radius of 2.5 nm. Outside of this circle, the airspace is Class G airspace which means anyone can fly there without talking to Exeter Airport ATC. This means that when an airliner is coming in to land, another aircraft could (and indeed there are recorded instances) cut straight across the Final Approach requiring ATC to intervene to ensure safety margins are maintained.

3 Design Principles Evaluation - Procedures

3.1 Evaluation of the Options against the Design Principles

Each option has been assessed against the prioritised list of Design Principles shown in Table 1 in Section 1 above.

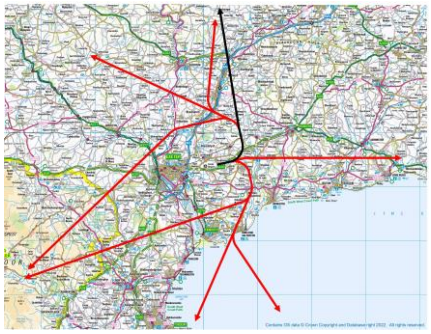
Table 3 below, and the individual 'Option' tables that follow, give an overview of how well each option aligns to each Design Principle; it shows a summary of the analysis conducted for each option with a high-level assessment of whether the Design Principle is either not met, partially met or fully met, as follows:

- A green box indicates that the Design Principle has been **met** by the specified option.
- An orange box means that the Design Principle has been **partially met** by the specified option.
- A red box indicates that the Design Principle has **not been met** by the specified option.

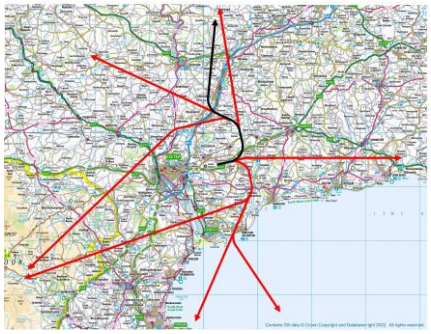
The assessment criteria shown in Table 2 in Section 2 above have been used to determine whether each design option has been met, partially met or not met each of the Design Principles. If a design option does not meet any of Design Principles 1 – 7, it will be rejected and not taken forward to Step 2B, Initial Options Appraisal. A design option will not be rejected for not meeting Design Principle 8 alone. A full quantitative environmental assessment of the environmental impact will be conducted at Stage 3 (if the options gets accepted to this stage) to determine the full impact of the option.

	Standard Instrument Departures																					Transitions							
Option	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14	S15	S16	S17	S18	S19	S20	S21	S22	T1	T2	T3	T4	T5	T6	T7	T8
Procedure Name	Runway 08 SID (north – direct)	Runway 08 SID (north – dogleg)	Runway 08 SID (north-west)	Runway 08 SID (south-west, left turn)	Runway 08 SID (south-west, right turn)	Runway 08 SID (south – direct)	Runway 08 SID (south – direct)	Runway 08 SID (east)	Runway 26 SID (north-west)	Runway 26 SID (north-east)	Runway 26 SID (south-west)	Runway 26 SID (south)	Runway 26 SID (south-east)	Runway 26 SID (east, left turn)	Runway 26 SID (east, right turn)	Runway 26 Extended SID (north-west)	Runway 26 Extended SID (north-east)	Runway 26 Extended SID (south-west)	Runway 26 Extended SID (south)	Runway 26 Extended SID (south-east)	Runway 26 Extended SID (east, left turn)	Runway 26 Extended SID (east, right turn)	Runway 08 Transition (north)	Runway 08 Transition (north-west)	Runway 08 Transition (west)	Runway 08 Transition (south)	Runway 08 Transition (east)	Runway 26 Transition (north)	Runway 26 Transition (west)	Runway 26 Transition (east)
DP 1																														
DP 2																														
DP 3																														
DP 4																														
DP 5																														
DP6																														
DP 7																														
DP 8																														

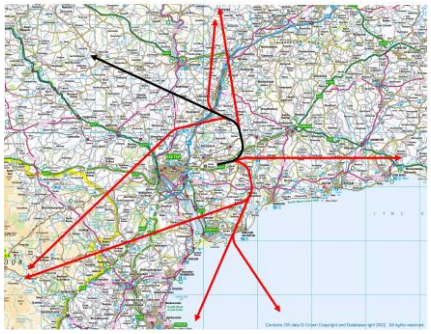
Table 3 – Design Principle Evaluation of Procedures Overview

Design Principle Evaluation			**OPTION NO: S1**
Option Name: Runway 08 SID (north – direct)			ACCEPT
Description of Option: On reaching 1,500 ft aal to comply with noise abatement procedures, aircraft turn left onto a north-north-westerly heading, climbing to 7,000 ft to join the en-route airways network. The actual track heading and joining point will depend on the new airways configuration above 7,000 ft.			
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: The procedure will be designed to meet acceptable levels of flight safety. The procedure will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Possible conflict with General Aviation (GA) aircraft to the north of the airport would require suitable mitigation. Option to implement CAS would be a powerful mitigation to this hazard.			
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option meets the known requirements of the AMS.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climb-out paths at Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: The predictable routing by aircraft flying a SID will contribute to creating the known traffic environment but does not protect the final approach and climb-out paths.			
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Airspace access remains permitted without any additional requirements if implementing this option.			
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET

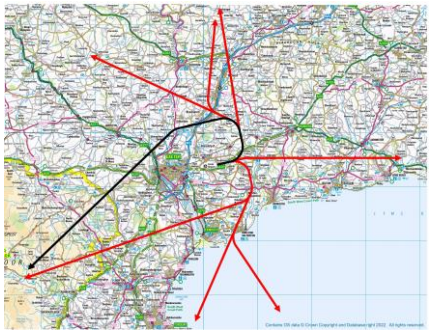
Summary of Qualitative Assessment: This option does not impose any restrictions on other airspace users but may have an impact on their operations.			
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will need a small amount of CAS to contain the procedure.			
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides connectivity to the airways structure but would not be contained in the current CAS structure.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact compared to current operations.			

Design Principle Evaluation			**OPTION NO: S2**
Option Name: Runway 08 SID (north – dogleg)			ACCEPT
Description of Option: On reaching 1,500 ft aal to comply with noise abatement procedures, aircraft turn left onto a north-north-westerly heading initially before turning further left onto a north-westerly heading. Aircraft will then turn right onto a northerly heading, climbing to 7,000 ft, to join the en-route airways network. The actual track positions and joining point will depend on the new airways configuration above 7,000 ft.			
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: The procedure will be designed to meet acceptable levels of flight safety. The procedure will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Possible conflict with GA aircraft to the north of the airport would require suitable mitigation. Option to implement CAS would be a powerful mitigation to this hazard.			
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option meets the known requirements of the AMS.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climb-out paths at Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: The predictable routing by aircraft flying a SID will contribute to creating the known traffic environment but does not protect the final approach and climb-out paths.			
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Airspace access remains permitted without any additional requirements if implementing this option.			
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET

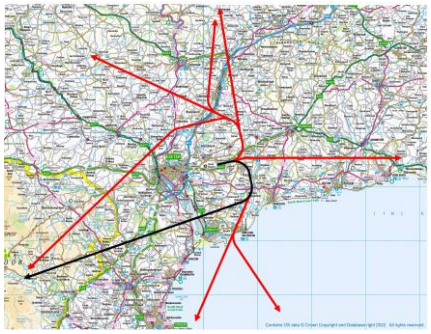
Summary of Qualitative Assessment: This option does not impose any restrictions on other airspace users but may have an impact on their operations.			
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will need a small amount of CAS to contain the procedure.			
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides connectivity to the airways structure but would not be contained in the current CAS structure.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact compared to current operations.			

Design Principle Evaluation			**OPTION NO: S3**
Option Name: Runway 08 SID (north-west)			REJECT
Description of Option: On reaching 1,500 ft aal to comply with noise abatement procedures, aircraft turn left onto a north-north-westerly heading initially before turning further left onto a north-westerly heading. Aircraft will continue on this heading, routing towards STRUMBLE to join the en-route airways network. The actual track positions and joining point will depend on the new airways configuration above 7,000 ft.			
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: The procedure will be designed to meet acceptable levels of flight safety. The procedure will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Possible conflict with GA aircraft to the north of the airport would require suitable mitigation. Option to implement CAS would be a powerful mitigation to this hazard.			
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Key outcomes of Airspace Modernisation (efficient use of airspace and enabling integration and avoiding flight delays by better managing the airspace network) are unlikely to be met.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climb-out paths at Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: The predictable routing by aircraft flying a SID will contribute to creating the known traffic environment but does not protect the final approach and climb-out paths.			
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Airspace access remains permitted without any additional requirements if implementing this option.			

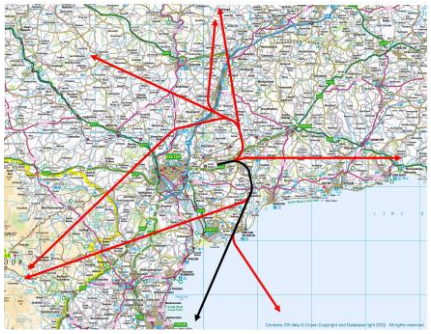
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option does not impose any restrictions on other airspace users but may have an impact on their operations.			
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option routes through Class G airspace up to FL195. The SID can be contained but the amount of CAS to do so would be large.			
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides connectivity to the airways structure but would not be contained in the current CAS structure.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact compared to current operations.			

Design Principle Evaluation			**OPTION NO: S4**
Option Name: Runway 08 SID (south-west, left turn)			REJECT
Description of Option: On reaching 1,500 ft aal to comply with noise abatement procedures, aircraft turn left onto a north-north-westerly heading initially before turning further left onto a westerly heading. When clear of the City of Exeter, aircraft will then turn south-west, routing to the south of the D011 Danger Area complex to route towards LANDS' END to join the en-route airways network. The actual track positions and joining point will depend on the new airways configuration above 7,000 ft.			
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: The procedure will be designed to meet acceptable levels of flight safety. The procedure will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. There is no evidence to suggest that this option would be unsafe.			
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Key outcomes of Airspace Modernisation (efficient use of airspace and enabling integration and avoiding flight delays by better managing the airspace network) are unlikely to be met.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climb-out paths at Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: The predictable routing by aircraft flying a SID will contribute to creating the known traffic environment but does not protect the final approach and climb-out paths.			
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Airspace access remains permitted without any additional requirements if implementing this option.			
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET

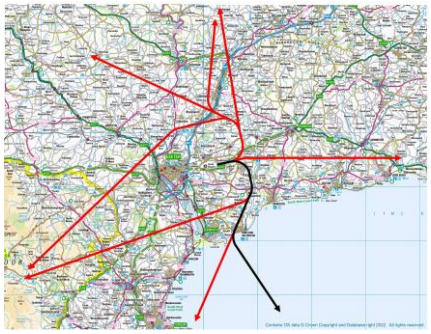
Summary of Qualitative Assessment: This option will have little or no impact on other airspace users.			
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option routes through Class G airspace up to FL195. The SID can be contained but the amount of CAS to do so would be large.			
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides connectivity to the airways structure but would not be contained in the current CAS structure.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: By turning left after take-off, this option is anticipated to increase any adverse impact of either noise or aircraft emissions compared to current operations .			

Design Principle Evaluation			**OPTION NO: S5**
Option Name: Runway 08 SID (south-west, right turn)			REJECT
Description of Option: On reaching 1,500 ft aal to comply with noise abatement procedures, aircraft turn right onto a south-south-easterly heading initially before turning further right onto a south-westerly heading to route towards LANDS' END to join the en-route airways network. The actual track positions and joining point will depend on the new airways configuration above 7,000 ft.			
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: The procedure will be designed to meet acceptable levels of flight safety. The procedure will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. There is no evidence to suggest that this option would be unsafe.			
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Key outcomes of Airspace Modernisation (efficient use of airspace and enabling integration and avoiding flight delays by better managing the airspace network) are unlikely to be met.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climb-out paths at Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: The predictable routing by aircraft flying a SID will contribute to creating the known traffic environment but does not protect the final approach and climb-out paths.			
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Airspace access remains permitted without any additional requirements if implementing this option.			
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: This option will have little or no impact on other airspace users.			
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option routes through Class G airspace up to FL195. The SID can be contained but the amount of CAS to do so would be large.			
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides connectivity to the airways structure but would not be contained in the current CAS structure.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact compared to current operations.			

Design Principle Evaluation			**OPTION NO: S6**
Option Name: Runway 08 SID (south – direct)			ACCEPT
Description of Option: On reaching 1,500 ft aal to comply with noise abatement procedures, aircraft turn right onto a south-south-easterly heading initially before turning further right onto a south-south-westerly heading to route towards BERRY HEAD to join the en-route airways network. The actual track positions and joining point will depend on the new airways configuration above 7,000 ft.			
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: The procedure will be designed to meet acceptable levels of flight safety. The procedure will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. There is no evidence to suggest that this option would be unsafe.			
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option meets the known requirements of the AMS.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climb-out paths at Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: The predictable routing by aircraft flying a SID will contribute to creating the known traffic environment but does not protect the final approach and climb-out paths.			
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Airspace access remains permitted without any additional requirements if implementing this option.			
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will have little or no impact on other airspace users.			

Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will need a small amount of CAS to contain the procedure.			
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides connectivity to the airways structure but would not be contained in the current CAS structure.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact compared to current operations.			

Design Principle Evaluation			**OPTION NO: S7**
Option Name: Runway 08 SID (south – dogleg)			ACCEPT
Description of Option: On reaching 1,500 ft aal to comply with noise abatement procedures, aircraft turn right onto a south-south-easterly heading initially before turning further right onto a south-south-westerly heading to route towards BERRY HEAD before turning left onto a south-easterly heading to route towards NOTRO to join the en-route airways network. The actual track positions and joining point will depend on the new airways configuration above 7,000 ft. This option will only be available on a weekend when D012 and D013 Danger Areas are inactive.			
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: The procedure will be designed to meet acceptable levels of flight safety. The procedure will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. There is no evidence to suggest that this option would be unsafe.			
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option meets the known requirements of the AMS.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climb-out paths at Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: The predictable routing by aircraft flying a SID will contribute to creating the known traffic environment but does not protect the final approach and climb-out paths.			
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Airspace access remains permitted without any additional requirements if implementing this option.			
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: This option will have little or no impact on other airspace users.			
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will need a small amount of CAS to contain the procedure.			
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides connectivity to the airways structure but would not be contained in the current CAS structure.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact compared to current operations.			

Design Principle Evaluation			**OPTION NO: S8**
Option Name: Runway 08 SID (east)			REJECT
Description of Option: On reaching 1,500 ft aal to comply with noise abatement procedures, aircraft turn right onto an easterly heading to route towards GIBSO to join the en-route airways network. The actual track positions and joining point will depend on the new airways configuration above 7,000 ft. 			
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: The procedure will be designed to meet acceptable levels of flight safety. The procedure will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Possible conflict with military and GA aircraft to the east of the airport in an Area of Intense Air Activity would require suitable mitigation. Option to implement CAS would be a powerful mitigation to this hazard.			
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Key outcomes of Airspace Modernisation (efficient use of airspace and enabling integration and avoiding flight delays by better managing the airspace network) are unlikely to be met.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climb-out paths at Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: The predictable routing by aircraft flying a SID will contribute to creating the known traffic environment but does not protect the final approach and climb-out paths.			
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Airspace access remains permitted without any additional requirements if implementing this option.			

Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option does not impose any restrictions on other airspace users but may have an impact on their operations.			
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option routes through Class G airspace up to FL195. The SID can be contained but the amount of CAS to do so would be large.			
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides connectivity to the airways structure but would not be contained in the current CAS structure.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact compared to current operations.			

Design Principle Evaluation			**OPTION NO: S9**
Option Name: Runway 26 SID (north-west)			REJECT
Description of Option: On reaching 1,000 ft aal to comply with noise abatement procedures, aircraft turn right onto a north-north-westerly heading initially before turning left onto a north-westerly heading. Aircraft will continue on this heading, routing towards STRUMBLE to join the en-route airways network. The actual track positions and joining point will depend on the new airways configuration above 7,000 ft.			
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: The procedure will be designed to meet acceptable levels of flight safety. The procedure will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. There is no evidence to suggest that this option would be unsafe.			
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Key outcomes of Airspace Modernisation (efficient use of airspace and enabling integration and avoiding flight delays by better managing the airspace network) are unlikely to be met.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climb-out paths at Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: The predictable routing by aircraft flying a SID will contribute to creating the known traffic environment but does not protect the final approach and climb-out paths.			
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Airspace access remains permitted without any additional requirements if implementing this option.			
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: This option will have little or no impact on other airspace users.			
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option routes through Class G airspace up to FL195. The SID can be contained but the amount of CAS to do so would be large.			
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides connectivity to the airways structure but would not be contained in the current CAS structure.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option is anticipated to increase any adverse impact of noise compared to current operations due to the likely impact on the City of Exeter.			

Design Principle Evaluation			**OPTION NO: S10**
Option Name: Runway 26 SID (north-east)			ACCEPT
Description of Option: On reaching 1,000 ft aal to comply with noise abatement procedures, aircraft turn right onto a north-north-westerly heading initially before turning further right onto a north-easterly heading, climbing to 7,000 ft to join the en-route airways network. The actual track heading and joining point will depend on the new airways configuration above 7,000 ft.			
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: The procedure will be designed to meet acceptable levels of flight safety. The procedure will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Possible conflict with GA aircraft to the north of the airport would require suitable mitigation. Option to implement CAS would be a powerful mitigation to this hazard.			
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option meets the known requirements of the AMS.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climb-out paths at Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: The predictable routing by aircraft flying a SID will contribute to creating the known traffic environment but does not protect the final approach and climb-out paths.			
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Airspace access remains permitted without any additional requirements if implementing this option.			
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: This option does not impose any restrictions on other airspace users but may have an impact on their operations.			
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will need a small amount of CAS to contain the procedure.			
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides connectivity to the airways structure but would not be contained in the current CAS structure.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option is anticipated to increase any adverse impact of noise compared to current operations due to the likely impact on the City of Exeter.			

Design Principle Evaluation			**OPTION NO: S11**
Option Name: Runway 26 SID (south-west)			REJECT
Description of Option: On reaching 1,000 ft aal to comply with noise abatement procedures, aircraft turn left onto a southerly heading initially before turning right onto a south-westerly heading to route towards LANDS' END to join the en-route airways network. The actual track positions and joining point will depend on the new airways configuration above 7,000 ft.			
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: The procedure will be designed to meet acceptable levels of flight safety. The procedure will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. There is no evidence to suggest that this option would be unsafe.			
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Key outcomes of Airspace Modernisation (efficient use of airspace and enabling integration and avoiding flight delays by better managing the airspace network) are unlikely to be met.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climb-out paths at Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: The predictable routing by aircraft flying a SID will contribute to creating the known traffic environment but does not protect the final approach and climb-out paths.			
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Airspace access remains permitted without any additional requirements if implementing this option.			
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: This option will have little or no impact on other airspace users.			
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option routes through Class G airspace up to FL195. The SID can be contained but the amount of CAS to do so would be large.			
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides connectivity to the airways structure but would not be contained in the current CAS structure.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option is anticipated to increase any adverse impact of noise compared to current operations due to the likely impact on the City of Exeter.			

Design Principle Evaluation			**OPTION NO: S12**
Option Name: Runway 26 SID (south)			ACCEPT
Description of Option: On reaching 1,000 ft aal to comply with noise abatement procedures, aircraft turn left onto a southerly heading to route towards BERRY HEAD to join the en-route airways network. The actual track positions and joining point will depend on the new airways configuration above 7,000 ft.			
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: The procedure will be designed to meet acceptable levels of flight safety. The procedure will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. There is no evidence to suggest that this option would be unsafe.			
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option meets the known requirements of the AMS.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climb-out paths at Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: The predictable routing by aircraft flying a SID will contribute to creating the known traffic environment but does not protect the final approach and climb-out paths.			
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Airspace access remains permitted without any additional requirements if implementing this option.			
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will have little or no impact on other airspace users.			

Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will need a small amount of CAS to contain the procedure.			
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides connectivity to the airways structure but would not be contained in the current CAS structure.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option is anticipated to increase any adverse impact of noise compared to current operations due to the likely impact on the City of Exeter.			

Design Principle Evaluation			**OPTION NO: S13**
Option Name: Runway 26 SID (south-east)			ACCEPT
Description of Option: On reaching 1,000 ft aal to comply with noise abatement procedures, aircraft turn left onto a southerly heading initially before turning left onto a south-easterly heading to route towards NOTRO to join the en-route airways network. The actual track positions and joining point will depend on the new airways configuration above 7,000 ft. This option will only be available on a weekend when D012 and D013 Danger Areas are inactive.			
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: The procedure will be designed to meet acceptable levels of flight safety. The procedure will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. There is no evidence to suggest that this option would be unsafe.			
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option meets the known requirements of the AMS.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climb-out paths at Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: The predictable routing by aircraft flying a SID will contribute to creating the known traffic environment but does not protect the final approach and climb-out paths.			
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Airspace access remains permitted without any additional requirements if implementing this option.			
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will have little or no impact on other airspace users.			

Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will need a small amount of CAS to contain the procedure.			
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides connectivity to the airways structure but would not be contained in the current CAS structure.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option is anticipated to increase any adverse impact of noise compared to current operations due to the likely impact on the City of Exeter.			

Design Principle Evaluation			**OPTION NO: S14**
Option Name: Runway 26 SID (east, left turn)			REJECT
Description of Option: On reaching 1,000 ft aal to comply with noise abatement procedures, aircraft turn left onto a southerly heading initially before turning left onto an east-north-easterly heading to route towards GIBSO to join the en-route airways network. The actual track positions and joining point will depend on the new airways configuration above 7,000 ft.			
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: The procedure will be designed to meet acceptable levels of flight safety. The procedure will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Possible conflict with military rotary traffic to the south of the airport and with military and GA aircraft to the east of the airport in an Area of Intense Air Activity would require suitable mitigation. Option to implement CAS would be a powerful mitigation to this hazard.			
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Key outcomes of Airspace Modernisation (efficient use of airspace and enabling integration and avoiding flight delays by better managing the airspace network) are unlikely to be met.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climb-out paths at Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: The predictable routing by aircraft flying a SID will contribute to creating the known traffic environment but does not protect the final approach and climb-out paths.			
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Airspace access remains permitted without any additional requirements if implementing this option.			

Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option does not impose any restrictions on other airspace users but may have an impact on their operations.			
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option routes through Class G airspace up to FL195. The SID can be contained but the amount of CAS to do so would be large.			
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides connectivity to the airways structure but would not be contained in the current CAS structure.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option is anticipated to increase any adverse impact of noise compared to current operations due to the likely impact on the City of Exeter.			

Design Principle Evaluation			**OPTION NO: S15**
Option Name: Runway 26 SID (east, right turn)			REJECT
Description of Option: On reaching 1,000 ft aal to comply with noise abatement procedures, aircraft turn right onto a north-north-westerly heading initially before turning right onto an east-north-easterly heading initially then further right to route towards GIBSO to join the en-route airways network. The actual track positions and joining point will depend on the new airways configuration above 7,000 ft.			
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: The procedure will be designed to meet acceptable levels of flight safety. The procedure will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Possible conflict with GA aircraft to the north of the airport and with military and GA aircraft to the east of the airport in an Area of Intense Air Activity would require suitable mitigation. Option to implement CAS would be a powerful mitigation to this hazard.			
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Key outcomes of Airspace Modernisation (efficient use of airspace and enabling integration and avoiding flight delays by better managing the airspace network) are unlikely to be met.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climb-out paths at Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: The predictable routing by aircraft flying a SID will contribute to creating the known traffic environment but does not protect the final approach and climb-out paths.			
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Airspace access remains permitted without any additional requirements if implementing this option.			

Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option does not impose any restrictions on other airspace users but may have an impact on their operations.			
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option routes through Class G airspace up to FL195. The SID can be contained but the amount of CAS to do so would be large.			
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides connectivity to the airways structure but would not be contained in the current CAS structure.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option is anticipated to increase any adverse impact of noise compared to current operations due to the likely impact on the City of Exeter.			

Design Principle Evaluation			**OPTION NO: S16**
Option Name: Runway 26 Extended SID (north-west)			REJECT
Description of Option: After take-off, aircraft continue straight ahead until west of the built-up area of Exeter, before turning right onto a north-north-westerly heading initially before turning left onto a north-westerly heading. Aircraft will continue on this heading, routing towards STRUMBLE to join the en-route airways network. The actual track positions and joining point will depend on the new airways configuration above 7,000 ft.			
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: The procedure will be designed to meet acceptable levels of flight safety. The procedure will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. There is no evidence to suggest that this option would be unsafe.			
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Key outcomes of Airspace Modernisation (efficient use of airspace and enabling integration and avoiding flight delays by better managing the airspace network) are unlikely to be met.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climb-out paths at Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: The predictable routing by aircraft flying a SID will contribute to creating the known traffic environment but does not protect the final approach and climb-out paths.			
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Airspace access remains permitted without any additional requirements if implementing this option.			
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: This option will have little or no impact on other airspace users.			
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option routes through Class G airspace up to FL195. The SID can be contained but the amount of CAS to do so would be large.			
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides connectivity to the airways structure but would not be contained in the current CAS structure.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option is anticipated to increase any adverse impact of noise compared to current operations due to the likely impact on the City of Exeter.			

Design Principle Evaluation			**OPTION NO: S17**
Option Name: Runway 26 Extended SID (north-east)			ACCEPT
Description of Option: After take-off, aircraft continue straight ahead until west of the built-up area of Exeter, before turning right onto a north-north-westerly heading initially before turning further right onto a north-easterly heading, climbing to 7,000 ft to join the en-route airways network. The actual track heading and joining point will depend on the new airways configuration above 7,000 ft.			
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: The procedure will be designed to meet acceptable levels of flight safety. The procedure will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Possible conflict with GA aircraft to the north of the airport would require suitable mitigation. Option to implement CAS would be a powerful mitigation to this hazard.			
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option meets the known requirements of the AMS.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climb-out paths at Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: The predictable routing by aircraft flying a SID will contribute to creating the known traffic environment but does not protect the final approach and climb-out paths.			
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Airspace access remains permitted without any additional requirements if implementing this option.			
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET

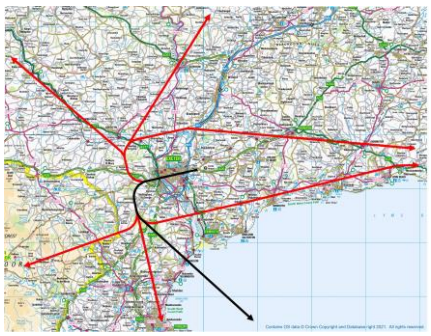
Summary of Qualitative Assessment: This option does not impose any restrictions on other airspace users but may have an impact on their operations.			
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will need a small amount of CAS to contain the procedure.			
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides connectivity to the airways structure but would not be contained in the current CAS structure.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option is anticipated to increase the adverse impact of both noise and emissions compared to current operations due to the likely impact on the City of Exeter and increase in track miles due to extending the flight path west.			

Design Principle Evaluation			**OPTION NO: S18**
Option Name: Runway 26 Extended SID (south-west)			REJECT
Description of Option: After take-off, aircraft continue straight ahead until west of the built-up area of Exeter, before turning left onto a southerly heading initially before turning right onto a south-westerly heading to route towards LANDS' END to join the en-route airways network. The actual track positions and joining point will depend on the new airways configuration above 7,000 ft.			
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: The procedure will be designed to meet acceptable levels of flight safety. The procedure will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. There is no evidence to suggest that this option would be unsafe.			
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Key outcomes of Airspace Modernisation (efficient use of airspace and enabling integration and avoiding flight delays by better managing the airspace network) are unlikely to be met.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climb-out paths at Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: The predictable routing by aircraft flying a SID will contribute to creating the known traffic environment but does not protect the final approach and climb-out paths.			
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Airspace access remains permitted without any additional requirements if implementing this option.			
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: This option will have little or no impact on other airspace users.			
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option routes through Class G airspace up to FL195. The SID can be contained but the amount of CAS to do so would be large.			
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides connectivity to the airways structure but would not be contained in the current CAS structure.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option is anticipated to increase any adverse impact of noise compared to current operations due to the likely impact on the City of Exeter.			

Design Principle Evaluation			**OPTION NO: S19**
Option Name: Runway 26 Extended SID (south)			ACCEPT
Description of Option: After take-off, aircraft continue straight ahead until west of the built-up area of Exeter, before turning left onto a southerly heading to route towards BERRY HEAD to join the en-route airways network. The actual track positions and joining point will depend on the new airways configuration above 7,000 ft.			
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: The procedure will be designed to meet acceptable levels of flight safety. The procedure will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. There is no evidence to suggest that this option would be unsafe.			
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option meets the known requirements of the AMS.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climb-out paths at Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: The predictable routing by aircraft flying a SID will contribute to creating the known traffic environment but does not protect the final approach and climb-out paths.			
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Airspace access remains permitted without any additional requirements if implementing this option.			
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will have little or no impact on other airspace users.			

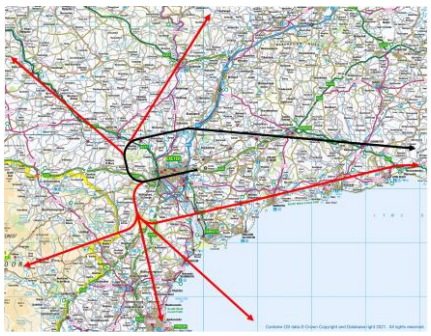
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will need a small amount of CAS to contain the procedure.			
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides connectivity to the airways structure but would not be contained in the current CAS structure.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option is anticipated to increase the adverse impact of both noise and emissions compared to current operations due to the likely impact on the City of Exeter and increase in track miles due to extending the flight path west.			

Design Principle Evaluation			**OPTION NO: S20**
Option Name: Runway 26 Extended SID (south-east)			ACCEPT
Description of Option: After take-off, aircraft continue straight ahead until west of the built-up area of Exeter, before turning left onto a southerly heading initially before turning left onto a south-easterly heading to route towards NOTRO to join the en-route airways network. The actual track positions and joining point will depend on the new airways configuration above 7,000 ft. This option will only be available on a weekend when D012 and D013 Danger Areas are inactive.			
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: The procedure will be designed to meet acceptable levels of flight safety. The procedure will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. There is no evidence to suggest that this option would be unsafe.			
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option meets the known requirements of the AMS.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climb-out paths at Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: The predictable routing by aircraft flying a SID will contribute to creating the known traffic environment but does not protect the final approach and climb-out paths.			
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Airspace access remains permitted without any additional requirements if implementing this option.			
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will have little or no impact on other airspace users.			

Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will need a small amount of CAS to contain the procedure.			
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides connectivity to the airways structure but would not be contained in the current CAS structure.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option is anticipated to increase any adverse impact of noise compared to current operations due to the likely impact on the City of Exeter and increase in track miles due to extending the flight path west.			

Design Principle Evaluation			**OPTION NO: S21**
Option Name: Runway 26 Extended SID (east, left turn)			REJECT
Description of Option: After take-off, aircraft continue straight ahead until west of the built-up area of Exeter, before turning left onto a southerly heading initially before turning left onto an east-north-easterly heading to route towards GIBSO to join the en-route airways network. The actual track positions and joining point will depend on the new airways configuration above 7,000 ft.			
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: The procedure will be designed to meet acceptable levels of flight safety. The procedure will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Possible conflict with military rotary traffic to the south of the airport and with military and GA aircraft to the east of the airport in an Area of Intense Air Activity would require suitable mitigation. Option to implement CAS would be a powerful mitigation to this hazard.			
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Key outcomes of Airspace Modernisation (efficient use of airspace and enabling integration and avoiding flight delays by better managing the airspace network) are unlikely to be met.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climb-out paths at Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: The predictable routing by aircraft flying a SID will contribute to creating the known traffic environment but does not protect the final approach and climb-out paths.			
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Airspace access remains permitted without any additional requirements if implementing this option.			

Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option does not impose any restrictions on other airspace users but may have an impact on their operations.			
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option routes through Class G airspace up to FL195. The SID can be contained but the amount of CAS to do so would be large.			
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides connectivity to the airways structure but would not be contained in the current CAS structure.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option is anticipated to increase any adverse impact of noise compared to current operations due to the likely impact on the City of Exeter and increase in track miles due to extending the flight path west.			

Design Principle Evaluation			**OPTION NO: S22**
Option Name: Runway 26 Extended SID (east, right turn)			REJECT
Description of Option: After take-off, aircraft continue straight ahead until west of the built-up area of Exeter, before turning right onto a north-north-westerly heading initially before turning right onto an east-north-easterly heading initially then further right to route towards GIBSO to join the en-route airways network. The actual track positions and joining point will depend on the new airways configuration above 7,000 ft.			
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: The procedure will be designed to meet acceptable levels of flight safety. The procedure will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Possible conflict with GA aircraft to the north of the airport and with military and GA aircraft to the east of the airport in an Area of Intense Air Activity would require suitable mitigation. Option to implement CAS would be a powerful mitigation to this hazard.			
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Key outcomes of Airspace Modernisation (efficient use of airspace and enabling integration and avoiding flight delays by better managing the airspace network) are unlikely to be met.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climb-out paths at Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: The predictable routing by aircraft flying a SID will contribute to creating the known traffic environment but does not protect the final approach and climb-out paths.			
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Airspace access remains permitted without any additional requirements if implementing this option.			

Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option does not impose any restrictions on other airspace users but may have an impact on their operations.			
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option routes through Class G airspace up to FL195. The SID can be contained but the amount of CAS to do so would be large.			
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides connectivity to the airways structure but would not be contained in the current CAS structure.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option is anticipated to increase any adverse impact of noise compared to current operations due to the likely impact on the City of Exeter and increase in track miles due to extending the flight path west.			

Design Principle Evaluation			**OPTION NO: T1**
Option Name: Runway 08 Transition (north)			ACCEPT
Description of Option: Aircraft will leave the en-route airways structure in the vicinity of the current reporting point MULIT, heading south-west to route direct to join the approach procedure. 			
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: The procedure will be designed to meet acceptable levels of flight safety. The procedure will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. There is no evidence to suggest that this option would be unsafe.			
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option meets the known requirements of the AMS.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climb-out paths at Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: The predictable routing by aircraft flying an Approach Transition will contribute to creating the known traffic environment but does not protect the final approach and climb-out paths.			
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Airspace access remains permitted without any additional requirements if implementing this option.			
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will have little or no impact on other airspace users.			

Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will need a small amount of CAS to contain the procedure.			
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides connectivity to the airways structure but would not be contained in the current CAS structure.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact compared to current operations.			

Design Principle Evaluation			**OPTION NO: T2**
Option Name: Runway 08 Transition (north-west)			REJECT
Description of Option: Aircraft will leave the en-route airways structure at STRUMBLE, heading south-east to route direct to join the approach procedure. 			
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: The procedure will be designed to meet acceptable levels of flight safety. The procedure will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. There is no evidence to suggest that this option would be unsafe.			
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Key outcomes of Airspace Modernisation (efficient use of airspace and enabling integration) are unlikely to be met.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climb-out paths at Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: The predictable routing by aircraft flying an Approach Transition will contribute to creating the known traffic environment but does not protect the final approach and climb-out paths.			
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Airspace access remains permitted without any additional requirements if implementing this option.			
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will have little or no impact on other airspace users.			

Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option routes through Class G airspace up to FL195. The Approach Transition can be contained but the amount of CAS to do so would be large.			
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides connectivity to the airways structure but would not be contained in the current CAS structure.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact compared to current operations.			

Design Principle Evaluation			**OPTION NO: T3**
Option Name: Runway 08 Transition (west)			REJECT
Description of Option: Aircraft will leave the en-route airways structure at LANDS END, heading east-north-east to route direct to join the approach procedure. 			
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: The procedure will be designed to meet acceptable levels of flight safety. The procedure will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. There is no evidence to suggest that this option would be unsafe.			
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Key outcomes of Airspace Modernisation (efficient use of airspace and enabling integration) are unlikely to be met.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climb-out paths at Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: The predictable routing by aircraft flying an Approach Transition will contribute to creating the known traffic environment but does not protect the final approach and climb-out paths.			
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Airspace access remains permitted without any additional requirements if implementing this option.			
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will have little or no impact on other airspace users.			

Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option routes through Class G airspace up to FL195. The Approach Transition can be contained but the amount of CAS to do so would be large.			
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides connectivity to the airways structure but would not be contained in the current CAS structure.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact compared to current operations.			

Design Principle Evaluation			**OPTION NO: T4**
Option Name: Runway 08 Transition (south)			ACCEPT
Description of Option: Aircraft will leave the en-route airways structure at BERRY HEAD, heading north-west to route direct to join the approach procedure. 			
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: The procedure will be designed to meet acceptable levels of flight safety. The procedure will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Possible conflict with GA aircraft transiting along the coast at low level would require suitable mitigation. Option to implement CAS would be a powerful mitigation to this hazard.			
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option meets the known requirements of the AMS.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climb-out paths at Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: The predictable routing by aircraft flying an Approach Transition will contribute to creating the known traffic environment but does not protect the final approach and climb-out paths.			
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Airspace access remains permitted without any additional requirements if implementing this option.			
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will have little or no impact on other airspace users.			

Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will need a small amount of CAS to contain the procedure.			
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides connectivity to the airways structure but would not be contained in the current CAS structure.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact compared to current operations.			

Design Principle Evaluation			**OPTION NO: T5**
Option Name: Runway 08 Transition (east)			REJECT
Description of Option: Aircraft will leave the en-route airways structure at the current reporting point GIBSO. Aircraft will initially route west-south-west until south abeam of the airport, before heading west-north-west to route direct to join the approach procedure. 			
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: The procedure will be designed to meet acceptable levels of flight safety. The procedure will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Possible conflict with military rotary traffic to the south of the airport would require suitable mitigation. Option to implement CAS would be a powerful mitigation to this hazard.			
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Key outcomes of Airspace Modernisation (efficient use of airspace and enabling integration) are unlikely to be met.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climb-out paths at Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: The predictable routing by aircraft flying an Approach Transition will contribute to creating the known traffic environment but does not protect the final approach and climb-out paths.			
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Airspace access remains permitted without any additional requirements if implementing this option.			
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: This option does not impose any restrictions on other airspace users but may have an impact on their operations.			
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option routes through Class G airspace up to FL195. The Approach Transition can be contained but the amount of CAS to do so would be large.			
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides connectivity to the airways structure but would not be contained in the current CAS structure.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact compared to current operations.			

Design Principle Evaluation			**OPTION NO: T6**
Option Name: Runway 26 Transition (north)			ACCEPT
Description of Option: Aircraft will leave the en-route airways structure in the vicinity of the current reporting point EXMOR, heading south-east to route direct to join the approach procedure. 			
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: The procedure will be designed to meet acceptable levels of flight safety. The procedure will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Possible conflict with GA aircraft to the north of the airport would require suitable mitigation. Option to implement CAS would be a powerful mitigation to this hazard.			
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option meets the known requirements of the AMS.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climb-out paths at Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: The predictable routing by aircraft flying an Approach Transition will contribute to creating the known traffic environment but does not protect the final approach and climb-out paths.			
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Airspace access remains permitted without any additional requirements if implementing this option.			
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: This option does not impose any restrictions on other airspace users but may have an impact on their operations.			
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will need a small amount of CAS to contain the procedure.			
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides connectivity to the airways structure but would not be contained in the current CAS structure.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact compared to current operations.			

Design Principle Evaluation			**OPTION NO: T7**
Option Name: Runway 26 Transition (west)			REJECT
Description of Option: Aircraft will leave the en-route airways structure at LANDS END, heading east-north-east to route direct to join the approach procedure. 			
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: The procedure will be designed to meet acceptable levels of flight safety. The procedure will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. There is no evidence to suggest that this option would be unsafe.			
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Key outcomes of Airspace Modernisation (efficient use of airspace and enabling integration) are unlikely to be met.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climb-out paths at Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: The predictable routing by aircraft flying an Approach Transition will contribute to creating the known traffic environment but does not protect the final approach and climb-out paths.			
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Airspace access remains permitted without any additional requirements if implementing this option.			
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will have little or no impact on other airspace users.			

Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option routes through Class G airspace up to FL195. The Approach Transition can be contained but the amount of CAS to do so would be large.			
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides connectivity to the airways structure but would not be contained in the current CAS structure.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact compared to current operations.			

Design Principle Evaluation			**OPTION NO: T8**
Option Name: Runway 26 Transition (east)			REJECT
Description of Option: Aircraft will leave the en-route airways structure at the current reporting point GIBSO heading west-north-west direct to join the approach procedure. 			
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: The procedure will be designed to meet acceptable levels of flight safety. The procedure will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Possible conflict with military and GA aircraft to the east of the airport in an Area of Intense Air Activity would require suitable mitigation. Option to implement CAS would be a powerful mitigation to this.			
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Key outcomes of Airspace Modernisation (efficient use of airspace and enabling integration) are unlikely to be met.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climb-out paths at Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: The predictable routing by aircraft flying an Approach Transition will contribute to creating the known traffic environment but does not protect the final approach and climb-out paths.			
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Airspace access remains permitted without any additional requirements if implementing this option.			
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: This option does not impose any restrictions on other airspace users but may have an impact on their operations.			
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option routes through Class G airspace up to FL195. The Approach Transition can be contained but the amount of CAS to do so would be large.			
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides connectivity to the airways structure but would not be contained in the current CAS structure.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact compared to current operations.			

4 Design Principles Evaluation - Airspace

4.1 Evaluation of the Options against the Design Principles

Each option has been assessed against the prioritised list of Design Principles shown in Table 1 in Section 1 above.

Table 4 below, and the individual 'Option' tables that follow, give an overview of how well each option aligns to each Design Principle; it shows a summary of the analysis conducted for each option with a high-level assessment of whether the Design Principle is either not met, partially met or fully met, as follows:

- A green box indicates that the Design Principle has been **met** by the specified option.
- An orange box means that the Design Principle has been **partially met** by the specified option.
- A red box indicates that the Design Principle has **not been met** by the specified option.

The assessment criteria shown in Table 2 in Section 2 above have been used to determine whether each design option has been met, partially met or not met each of the Design Principles. If a design option does not meet any of Design Principles 1 – 7, it will be rejected and not taken forward to Step 2B, Initial Options Appraisal. A design option will not be rejected for not meeting Design Principle 8 alone. A full quantitative environmental assessment of the environmental impact will be conducted at Stage 3 (if the options gets accepted to this stage) to determine the full impact of the option.

	Airspace Options																		
Option	A1	A2	A3	A4	A5	A6	A7	A8	A9	A10	A11	A12	A13	A14	A15	A16	A17	A18	A19
Option Name	Airspace Option 1	Airspace Option 2	Airspace Option 3	Airspace Option 4	Airspace Option 5	Airspace Option 6	Airspace Option 7	Airspace Option 8	Airspace Option 9	Airspace Option 10	Airspace Option 11	Airspace Option 12	Airspace Option 13	Airspace Option 14	Airspace Option 15	Airspace Option 16	Airspace Option 17	Airspace Option 18	Airspace Option 19
DP 1																			
DP 2																			
DP 3																			
DP 4																			
DP 5																			
DP6																			
DP 7																			
DP 8																			

Table 4 – Design Principle Evaluation of Airspace Overview

Design Principle Evaluation			**OPTION NO: A1**
Option Name: Airspace Option 1			REJECT
Description of Option: A circular zone, radius 5 nm, extending from the surface. Top height could be between 3,000 ft and FL65. Airspace classification could be Class D, Class E, Class E + RMZ or TMZ, RMZ or TMZ.			
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. This option does not address the operational safety risks associated with the lack of protection currently afforded to aircraft flying final approach and initial departure routes outside the ATZ.			
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Key outcomes of Airspace Modernisation (maintaining and enhancing high aviation safety standards) are unlikely to be met.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climb-out paths at Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option does not create a known traffic environment or protect the final approach and climb-out paths at Exeter Airport. The minimum requirement for aircraft on the final approach would be for protection of aircraft from the Intermediate Fix (IF), where they are lined up in the direction of the runway, prior to commencing the descent.			
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option may require additional requirements, such as ATC permission, radio or transponder, to access any new airspace but access to airspace will not routinely be denied.			
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. This option does not impose any restrictions on other airspace users but may have an impact on their operations. The level of impact would vary depending on the classification of airspace being introduced. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.			
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option does not protect the final approach and climb out paths or contain procedures.			
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides connectivity to the airways structure but does not ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact compared to current operations.			

Design Principle Evaluation			**OPTION NO: A2**
Option Name: Airspace Option 2			REJECT
Description of Option: A circular zone, radius 7 nm, extending from the surface. Top height could be between 3,000 ft and FL65. Airspace classification could be Class D, Class E, Class E + RMZ or TMZ, RMZ or TMZ.			
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. This option does not address the operational safety risks associated with the lack of protection currently afforded to aircraft flying final approach and initial departure routes outside the ATZ.			
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Key outcomes of Airspace Modernisation (maintaining and enhancing high aviation safety standards) are unlikely to be met.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climb-out paths at Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option does not create a known traffic environment or protect the final approach and climb-out paths at Exeter Airport. The minimum requirement for aircraft on the final approach would be for protection of aircraft from the Intermediate Fix (IF), where they are lined up in the direction of the runway, prior to commencing the descent.			
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option may require additional requirements, such as ATC permission, radio or transponder, to access any new airspace but access to airspace will not routinely be denied.			
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET

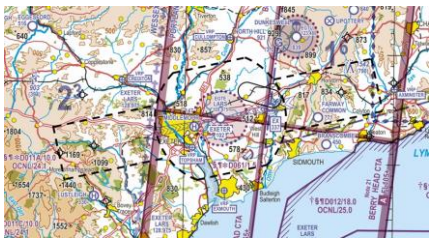
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. This option does not impose any restrictions on other airspace users but may have an impact on their operations. The level of impact would vary depending on the classification of airspace being introduced. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.			
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option does not protect the final approach and climb out paths or contain procedures.			
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides connectivity to the airways structure but does not ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact compared to current operations.			

Design Principle Evaluation			**OPTION NO: A3**
Option Name: Airspace Option 3			REJECT
Description of Option: A circular zone, radius 5 nm with 4 nm-wide stubs extending 5nm beyond the circular zone. Top height could be between 3,000 ft and FL65. Base height of the stubs nominally 1,500 ft. Airspace classification could be Class D, Class E, Class E + RMZ or TMZ, RMZ or TMZ.			
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. This option does not address the operational safety risks associated with the lack of protection currently afforded to aircraft flying final approach and initial departure routes outside the ATZ.			
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Key outcomes of Airspace Modernisation (maintaining and enhancing high aviation safety standards) are unlikely to be met.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climb-out paths at Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option does not create a known traffic environment or protect the final approach and climb-out paths at Exeter Airport. The minimum requirement for aircraft on the final approach would be for protection of aircraft from the Intermediate Fix (IF), where they are lined up in the direction of the runway, prior to commencing the descent.			
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option may require additional requirements, such as ATC permission, radio or transponder, to access any new airspace but access to airspace will not routinely be denied.			
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET

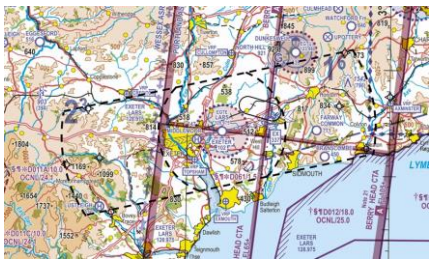
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. This option does not impose any restrictions on other airspace users but may have an impact on their operations. The level of impact would vary depending on the classification of airspace being introduced. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.			
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option does not protect the final approach and climb out paths or contain procedures.			
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides connectivity to the airways structure but does not ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact compared to current operations.			

Design Principle Evaluation			**OPTION NO: A4**
Option Name: Airspace Option 4			REJECT
Description of Option: A circular zone, radius 5 nm with 5 nm-wide stubs extending 5nm beyond the circular zone. Top height could be between 3,000 ft and FL65. Base height of the stubs nominally 1,500 ft. Airspace classification could be Class D, Class E, Class E + RMZ or TMZ, RMZ or TMZ.			
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. This option does not address the operational safety risks associated with the lack of protection currently afforded to aircraft flying final approach and initial departure routes outside the ATZ.			
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Key outcomes of Airspace Modernisation (maintaining and enhancing high aviation safety standards) are unlikely to be met.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climb-out paths at Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option does not create a known traffic environment or protect the final approach and climb-out paths at Exeter Airport. The minimum requirement for aircraft on the final approach would be for protection of aircraft from the Intermediate Fix (IF), where they are lined up in the direction of the runway, prior to commencing the descent.			
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option may require additional requirements, such as ATC permission, radio or transponder, to access any new airspace but access to airspace will not routinely be denied.			
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET

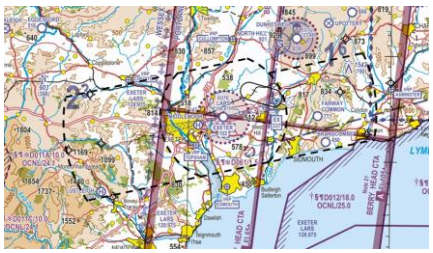
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. This option does not impose any restrictions on other airspace users but may have an impact on their operations. The level of impact would vary depending on the classification of airspace being introduced. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.			
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option does not protect the final approach and climb out paths or contain procedures.			
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides connectivity to the airways structure but does not ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact compared to current operations.			

Design Principle Evaluation			**OPTION NO: A5**
Option Name: Airspace Option 5			ACCEPT
Description of Option: Lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Stubs 5 nm wide extended to include protection of the IFPs. Top height could be between 3,000 ft and FL65. Base height of the stubs nominally 1,500 ft. Airspace classification could be Class D, Class E, Class E + RMZ or TMZ, RMZ or TMZ.			
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.			
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option meets the known requirements of the AMS.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climb-out paths at Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: The use of a Transponder Mandatory Zone (TMZ) only is considered unviable as it does not create the required known traffic environment. Although Class E airspace does not necessarily create a known traffic environment, aircraft flying VFR in Class E airspace are responsible for maintaining separation from other aircraft. This option protects the final approach path but does not provide protection for the full departure or transition procedures.			
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option may require additional requirements, such as ATC permission, radio or transponder, to access any new airspace but access to airspace will not routinely be denied.			

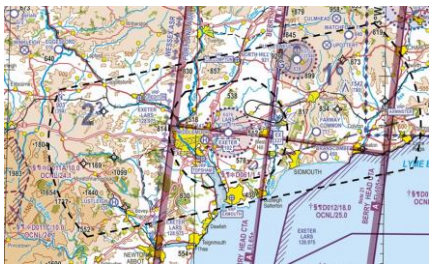
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. This option does not impose any restrictions on other airspace users but may have an impact on their operations. The level of impact would vary depending on the classification of airspace being introduced. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.			
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths but does not contain procedures.			
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides connectivity to the airways structure but does not ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.			

Design Principle Evaluation			**OPTION NO: A6**
Option Name: Airspace Option 6			REJECT
Description of Option: Lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Stubs extended to 10 nm wide to the lateral extent of the zone and including protection of the IFs. Top height could be between 3,000 ft and FL65. Base height of the stubs nominally 1,500 ft. Airspace classification could be Class D, Class E, Class E + RMZ or TMZ, RMZ or TMZ.			
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.			
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option meets the known requirements of the AMS.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climb-out paths at Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: The use of a Transponder Mandatory Zone (TMZ) only is considered unviable as it does not create the required known traffic environment. Although Class E airspace does not necessarily create a known traffic environment, aircraft flying VFR in Class E airspace are responsible for maintaining separation from other aircraft. This option protects the final approach path but does not provide protection for the full departure or transition procedures.			
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option may require additional requirements, such as ATC permission, radio or transponder, to access any new airspace but access to airspace will not routinely be denied.			

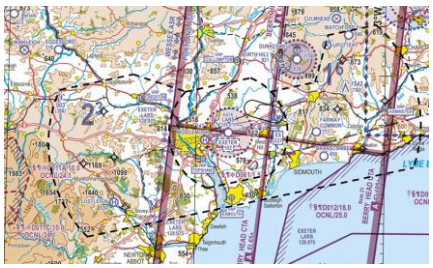
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option partly extends into the airspace around Dunkeswell and North Hill Airfields. This is likely to have a significant impact on their operations.			
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths but does not contain procedures.			
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides connectivity to the airways structure but does not ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.			

Design Principle Evaluation			**OPTION NO: A7**
Option Name: Airspace Option 7			ACCEPT
Description of Option: Lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Stubs extended to 10 nm wide to the lateral extent of the zone to the west. Southern boundary to the east in line with the southern boundary of the zone. Northern boundary moved south to avoid Dunkeswell and North Hill airfields. Top height could be between 3,000 ft and FL65. Base height of the stubs nominally 1,500 ft. Airspace classification could be Class D, Class E, Class E + RMZ or TMZ, RMZ or TMZ.			
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.			
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option meets the known requirements of the AMS.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climb-out paths at Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: The use of a Transponder Mandatory Zone (TMZ) only is considered unviable as it does not create the required known traffic environment. Although Class E airspace does not necessarily create a known traffic environment, aircraft flying VFR in Class E airspace are responsible for maintaining separation from other aircraft. This option protects the final approach path but does not provide protection for the full departure or transition procedures.			
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option may require additional requirements, such as ATC permission, radio or transponder, to access any new airspace but access to airspace will not routinely be denied.			

Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. This option does not impose any restrictions on other airspace users but may have an impact on their operations. The level of impact would vary depending on the classification of airspace being introduced. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.			
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths but does not contain procedures.			
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides connectivity to the airways structure but does not ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.			

Design Principle Evaluation			**OPTION NO: A8**
Option Name: Airspace Option 8			ACCEPT
Description of Option: Lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs. Top height could be between 3,000 ft and FL65. Base height of the stubs nominally 1,500 ft. Airspace classification could be Class D, Class E, Class E + RMZ or TMZ, RMZ or TMZ.			
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.			
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option meets the known requirements of the AMS.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climb-out paths at Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: The use of a Transponder Mandatory Zone (TMZ) only is considered unviable as it does not create the required known traffic environment. Although Class E airspace does not necessarily create a known traffic environment, aircraft flying VFR in Class E airspace are responsible for maintaining separation from other aircraft. This option protects the final approach path but does not provide protection for the full departure or transition procedures.			
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option may require additional requirements, such as ATC permission, radio or transponder, to access any new airspace but access to airspace will not routinely be denied.			

Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area, specifically Dunkeswell and North Hill Airfields. This option will have an impact on their operations but with suitable mitigation in place allowing freedom of movement for airspace users from these locations, this option may have a positive impact on operations by providing protection from other airspace users. The level of impact would vary depending on the classification of airspace being introduced. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.			
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option protects the final approach, including the Initial Approach Fixes (IAF), and initial climb out paths but does not contain procedures.			
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides connectivity to the airways structure but does not ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.			

Design Principle Evaluation			**OPTION NO: A9**
Option Name: Airspace Option 9			ACCEPT
Description of Option: Lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Top height could be between 3,000 ft and FL65. Base height of the stubs nominally 1,500 ft. Airspace classification could be Class D, Class E, Class E + RMZ or TMZ, RMZ or TMZ.			
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.			
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option meets the known requirements of the AMS.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climb-out paths at Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: The use of a Transponder Mandatory Zone (TMZ) only is considered unviable as it does not create the required known traffic environment. Although Class E airspace does not necessarily create a known traffic environment, aircraft flying VFR in Class E airspace are responsible for maintaining separation from other aircraft. This option protects the final approach path but does not provide protection for the full departure or transition procedures.			
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option may require additional requirements, such as ATC permission, radio or transponder, to access any new airspace but access to airspace will not routinely be denied.			

Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. This option does not impose any restrictions on other airspace users but may have an impact on their operations. The level of impact would vary depending on the classification of airspace being introduced. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.			
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option protects the final approach, including the Initial Approach Fixes (IAF), and initial climb out paths but does not contain procedures.			
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides connectivity to the airways structure but does not ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.			

Design Principle Evaluation			**OPTION NO: A10**
Option Name: Airspace Option 10			ACCEPT
Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Stubs 5 nm wide extended to include protection of the IFPs. Upper airspace northern boundary in line with northern edge of stubs. Southern boundary extended to contain aircraft leaving airway structure via nominal letterboxes to southern IAFs for approach procedures. Lower airspace nominally 1,500 – 3,000 ft upper airspace 3,000 ft to FL65. Airspace classification could be Class D, Class E, Class E + RMZ or TMZ, RMZ or TMZ.			
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.			
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the known requirements of the AMS.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climb-out paths at Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: The use of a Transponder Mandatory Zone (TMZ) only is considered unviable as it does not create the required known traffic environment. Although Class E airspace does not necessarily create a known traffic environment, aircraft flying VFR in Class E airspace are responsible for maintaining separation from other aircraft. This option protects the final approach path and some of the departure and transition procedures.			
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: This option may require additional requirements, such as ATC permission, radio or transponder, to access any new airspace but access to airspace will not routinely be denied.			
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. This option does not impose any restrictions on other airspace users but may have an impact on their operations. The level of impact would vary depending on the classification of airspace being introduced. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.			
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths and would contain the departure and transition procedures to the south of the airport.			
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides connectivity to the airways structure and would ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.			

Design Principle Evaluation			**OPTION NO: A11**
Option Name: Airspace Option 11			REJECT
Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Stubs extended to 10 nm wide to the lateral extent of the zone and including protection of the IFs. Upper airspace northern boundary in line with northern edge of stubs. Southern boundary extended to contain aircraft leaving airway structure via nominal letterboxes to southern IAFs for approach procedures. Lower airspace nominally 1,500 – 3,000 ft upper airspace 3,000 ft to FL65. Airspace classification could be Class D, Class E, Class E + RMZ or TMZ, RMZ or TMZ.			
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.		NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.				
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.		NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option meets the known requirements of the AMS.				
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climb-out paths at Exeter Airport.		NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: The use of a Transponder Mandatory Zone (TMZ) only is considered unviable as it does not create the required known traffic environment. Although Class E airspace does not necessarily create a known traffic environment, aircraft flying VFR in Class E airspace are responsible for maintaining separation from other aircraft. This option protects the final approach path and some of the departure and transition procedures.				
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.		NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: This option may require additional requirements, such as ATC permission, radio or transponder, to access any new airspace but access to airspace will not routinely be denied.			
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option partly extends into the airspace around Dunkeswell and North Hill Airfields. This is likely to have a significant impact on their operations.			
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths and would contain the departure and transition procedures to the south of the airport.			
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides connectivity to the airways structure and would ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.			

Design Principle Evaluation			**OPTION NO: A12**
Option Name: Airspace Option 12			REJECT
Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Stubs extended to 10 nm wide to the lateral extent of the zone to the west. Southern boundary to the east in line with the southern boundary of the zone. Northern boundary moved south to avoid Dunkeswell and North Hill airfields. Upper airspace northern boundary in line with the northern edge of western stub. Southern boundary extended to contain aircraft leaving airway structure via nominal letterboxes to southern IAFs for approach procedures. Lower airspace nominally 1,500 – 3,000 ft upper airspace 3,000 ft to FL65. Airspace classification could be Class D, Class E, Class E + RMZ or TMZ, RMZ or TMZ.			
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.			
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option meets the known requirements of the AMS.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climb-out paths at Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: The use of a Transponder Mandatory Zone (TMZ) only is considered unviable as it does not create the required known traffic environment. Although Class E airspace does not necessarily create a known traffic environment, aircraft flying VFR in Class E airspace are responsible for maintaining separation from other aircraft. This option protects the final approach path and some of the departure and transition procedures.			
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: This option may require additional requirements, such as ATC permission, radio or transponder, to access any new airspace but access to airspace will not routinely be denied.			
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option partly extends into the airspace around Dunkeswell and North Hill Airfields. This is likely to have a significant impact on their operations.			
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths and would contain the departure and transition procedures to the south of the airport.			
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides connectivity to the airways structure and would ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.			

Design Principle Evaluation			**OPTION NO: A13**
Option Name: Airspace Option 13			ACCEPT
Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Stubs extended to 10 nm wide to the lateral extent of the zone to the west. Southern boundary to the east in line with the southern boundary of the zone. Northern boundary moved south to avoid Dunkeswell and North Hill airfields. Upper airspace northern boundary in line with the northern edge of the lower airspace, also avoiding Dunkeswell and North Hill airfields. Southern boundary extended to contain aircraft leaving airway structure via nominal letterboxes to southern IAFs for approach procedures. Lower airspace nominally 1,500 – 3,000 ft upper airspace 3,000 ft to FL65. Airspace classification could be Class D, Class E, Class E + RMZ or TMZ, RMZ or TMZ.			
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.			
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option meets the known requirements of the AMS.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climb-out paths at Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: The use of a Transponder Mandatory Zone (TMZ) only is considered unviable as it does not create the required known traffic environment. Although Class E airspace does not necessarily create a known traffic environment, aircraft flying VFR in Class E airspace are responsible for maintaining separation from other aircraft. This option protects the final approach path and some of the departure and transition procedures.			

Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option may require additional requirements, such as ATC permission, radio or transponder, to access any new airspace but access to airspace will not routinely be denied.			
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. This option does not impose any restrictions on other airspace users but may have an impact on their operations. The level of impact would vary depending on the classification of airspace being introduced. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.			
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths and would contain the departure and transition procedures to the south of the airport.			
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides connectivity to the airways structure and would ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.			

Design Principle Evaluation			**OPTION NO: A14**
Option Name: Airspace Option 14			ACCEPT
Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs. Upper airspace northern boundary in line with the northern edge of the lower airspace. Southern boundary extended to contain aircraft leaving airway structure via nominal letterboxes to southern IAFs for approach procedures. Lower airspace nominally 1,500 – 3,000 ft upper airspace 3,000 ft to FL65. Airspace classification could be Class D, Class E, Class E + RMZ or TMZ, RMZ or TMZ.			
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.			
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option meets the known requirements of the AMS.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climb-out paths at Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: The use of a Transponder Mandatory Zone (TMZ) only is considered unviable as it does not create the required known traffic environment. Although Class E airspace does not necessarily create a known traffic environment, aircraft flying VFR in Class E airspace are responsible for maintaining separation from other aircraft. This option protects the final approach path and some of the departure and transition procedures.			
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: This option may require additional requirements, such as ATC permission, radio or transponder, to access any new airspace but access to airspace will not routinely be denied.			
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area, specifically Dunkeswell and North Hill Airfields. This option will have an impact on their operations but with suitable mitigation in place allowing freedom of movement for airspace users from these locations, this option may have a positive impact on operations by providing protection from other airspace users. The level of impact would vary depending on the classification of airspace being introduced. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.			
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths and would contain the departure and transition procedures to the south of the airport.			
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides connectivity to the airways structure and would ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.			

Design Principle Evaluation			**OPTION NO: A15**
Option Name: Airspace Option 15			ACCEPT
Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace northern boundary in line with the northern edge of the western part of the lower airspace. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. Lower airspace nominally 1,500 – 3,000 ft upper airspace 3,000 ft to FL65. Airspace classification could be Class D, Class E, Class E + RMZ or TMZ, RMZ or TMZ. 			
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.			
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option meets the known requirements of the AMS.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climb-out paths at Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: The use of a Transponder Mandatory Zone (TMZ) only is considered unviable as it does not create the required known traffic environment. Although Class E airspace does not necessarily create a known traffic environment, aircraft flying VFR in Class E airspace are responsible for maintaining separation from other aircraft. This option protects the final approach path and some of the departure and transition procedures.			
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: This option may require additional requirements, such as ATC permission, radio or transponder, to access any new airspace but access to airspace will not routinely be denied.			
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area, specifically Dunkeswell and North Hill Airfields. This option will have an impact on their operations but with suitable mitigation in place allowing freedom of movement for airspace users from these locations, this option may have a positive impact on operations by providing protection from other airspace users. The level of impact would vary depending on the classification of airspace being introduced. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.			
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths and would contain the departure and transition procedures to the south of the airport.			
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides connectivity to the airways structure and would ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.			

Design Principle Evaluation			**OPTION NO: A16**
Option Name: Airspace Option 16			ACCEPT
Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace northern boundary in line with the northern edge of the lower airspace, also avoiding Dunkeswell and North Hill airfields. Southern boundary extended to contain aircraft leaving airway structure via nominal letterboxes to southern IAFs for approach procedures. Lower airspace nominally 1,500 – 3,000 ft upper airspace 3,000 ft to FL65. Airspace classification could be Class D, Class E, Class E + RMZ or TMZ, RMZ or TMZ.			
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.			
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option meets the known requirements of the AMS.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climb-out paths at Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: The use of a Transponder Mandatory Zone (TMZ) only is considered unviable as it does not create the required known traffic environment. Although Class E airspace does not necessarily create a known traffic environment, aircraft flying VFR in Class E airspace are responsible for maintaining separation from other aircraft. This option protects the final approach path and some of the departure and transition procedures.			
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: This option may require additional requirements, such as ATC permission, radio or transponder, to access any new airspace but access to airspace will not routinely be denied.			
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. This option does not impose any restrictions on other airspace users but may have an impact on their operations. The level of impact would vary depending on the classification of airspace being introduced. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.			
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths and would contain the departure and transition procedures to the south of the airport.			
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides connectivity to the airways structure and would ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.			

Design Principle Evaluation			**OPTION NO: A17**
Option Name: Airspace Option 17			ACCEPT
Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace extended to the north to contain aircraft leaving airways structure via nominal letterboxes to northern IAFs. Southern boundary extended to contain aircraft leaving airways structure via nominal letterboxes to southern IAFs for approach procedures. Lower airspace nominally 1,500 – 3,000 ft upper airspace 3,000 ft to FL65. Airspace classification could be Class D, Class E, Class E + RMZ or TMZ, RMZ or TMZ.			
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.			
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option meets the known requirements of the AMS.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climb-out paths at Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: The use of a Transponder Mandatory Zone (TMZ) only is considered unviable as it does not create the required known traffic environment. Although Class E airspace does not necessarily create a known traffic environment, aircraft flying VFR in Class E airspace are responsible for maintaining separation from other aircraft. This option protects the final approach path and the departure and transition procedures.			
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: This option may require additional requirements, such as ATC permission, radio or transponder, to access any new airspace but access to airspace will not routinely be denied.			
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. This option does not impose any restrictions on other airspace users but may have an impact on their operations. The level of impact would vary depending on the classification of airspace being introduced. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.			
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option protects the final approach and climb out paths and contains procedures.			
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides connectivity to the airways structure and would ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.			

Design Principle Evaluation			**OPTION NO: A18**
Option Name: Airspace Option 18			ACCEPT
Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace extended to the north to contain aircraft leaving airways structure via nominal letterboxes to north western IAF but amended to the north east to avoid Dunkeswell and North Hill airfields. Southern boundary extended to contain aircraft leaving airways structure via nominal letterboxes to southern IAFs for approach procedures. Lower airspace nominally 1,500 – 3,000 ft upper airspace 3,000 ft to FL65. Airspace classification could be Class D, Class E, Class E + RMZ or TMZ, RMZ or TMZ.			
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.		NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.				
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.		NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option meets the known requirements of the AMS.				
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climb-out paths at Exeter Airport.		NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: The use of a Transponder Mandatory Zone (TMZ) only is considered unviable as it does not create the required known traffic environment. Although Class E airspace does not necessarily create a known traffic environment, aircraft flying VFR in Class E airspace are responsible for maintaining separation from other aircraft. This option protects the final approach path and some of the departure and transition procedures.				
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.		NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: This option may require additional requirements, such as ATC permission, radio or transponder, to access any new airspace but access to airspace will not routinely be denied.			
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. This option does not impose any restrictions on other airspace users but may have an impact on their operations. The level of impact would vary depending on the classification of airspace being introduced. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.			
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths and would contain the departure procedures but would not contain all of the transition procedures.			
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides connectivity to the airways structure and would ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.			

Design Principle Evaluation			**OPTION NO: A19**
Option Name: Airspace Option 19			ACCEPT
Description of Option: Class D CTR and multiple Class D CTAs with varying lower and upper altitudes. 			
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.			
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option meets the known requirements of the AMS.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climb-out paths at Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option creates a known traffic environment and protects the final approach and climb-out paths at Exeter Airport.			
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option may require additional requirements, such as ATC permission, radio or transponder, to access any new airspace but access to airspace will not routinely be denied.			

Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. This option does not impose any restrictions on other airspace users but may have an impact on their operations. The level of impact would vary depending on the classification of airspace being introduced. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.			
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option protects the final approach and climb out paths and contains procedures.			
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides connectivity to the airways structure and would ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.			

5 Updated Designs Following Engagement

5.1 Stakeholder Evaluation of Design Options

Following a review of the design options by the stakeholders that had contributed to the development of the Design Principles, 2 alternate Post-Engagement (PE) options have been developed and included in the Design Principle Evaluation.

5.1.1 Airspace Option PE1

Some stakeholders considered that the large, lozenge airspace around the airport was excessive and that a circle, radius 5 nm, was more acceptable. It was suggested that amendments to Option 3 which included extending the stubs so that they encompass the IFs could be viable and acceptable.

5.1.2 Airspace Option PE2

The size, position and complexity of some of the later options were considered by some stakeholders to be unviable. The options that included layered airspace that provided connectivity and containment were important to some stakeholders. This option reduces the size of the lower airspace structure to reduce the impact on other airspace users, whilst the upper airspace provides connectivity and containment for protection of commercial traffic.

Design Principle Evaluation			**OPTION NO: PE1**
Option Name: Airspace Option PE1			ACCEPT
Description of Option: A circular zone, radius 5 nm. Stubs 4 nm wide extended to include protection of the IFPs. Top height could be between 3,000 ft and FL65. Base height of the stubs nominally 1,500 ft. Airspace classification could be Class D, Class E, Class E + RMZ or TMZ, RMZ or TMZ.			
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.			
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option meets the known requirements of the AMS.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climb-out paths at Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: The use of a Transponder Mandatory Zone (TMZ) only is considered unviable as it does not create the required known traffic environment. Although Class E airspace does not necessarily create a known traffic environment, aircraft flying VFR in Class E airspace are responsible for maintaining separation from other aircraft. This option protects the final approach path but does not provide protection for the full departure or transition procedures.			
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option may require additional requirements, such as ATC permission, radio or transponder, to access any new airspace but access to airspace will not routinely be denied.			

Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. This option does not impose any restrictions on other airspace users but may have an impact on their operations. The level of impact would vary depending on the classification of airspace being introduced. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.			
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths but does not contain procedures.			
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides connectivity to the airways structure but does not ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.			

Design Principle Evaluation			**OPTION NO: PE2**
Option Name: Airspace Option PE2			ACCEPT
Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Stubs 5 nm wide extended to include protection of the IFPs. Upper airspace extended to the north to contain aircraft leaving airways structure via nominal letterboxes to northern IAFs. Southern boundary extended to contain aircraft leaving airways structure via nominal letterboxes to southern IAFs for approach procedures. Lower airspace nominally 1,500 – 3,000 ft upper airspace 3,000 ft to FL65. Airspace classification could be Class D, Class E, Class E + RMZ or TMZ, RMZ or TMZ.			
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.			
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option meets the known requirements of the AMS.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climb-out paths at Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: The use of a Transponder Mandatory Zone (TMZ) only is considered unviable as it does not create the required known traffic environment. Although Class E airspace does not necessarily create a known traffic environment, aircraft flying VFR in Class E airspace are responsible for maintaining separation from other aircraft. This option protects the final approach path and the departure and transition procedures.			
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: This option may require additional requirements, such as ATC permission, radio or transponder, to access any new airspace but access to airspace will not routinely be denied.			
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. This option does not impose any restrictions on other airspace users but may have an impact on their operations. The level of impact would vary depending on the classification of airspace being introduced. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.			
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option protects the final approach and climb out paths and contains procedures.			
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides connectivity to the airways structure and would ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.			

6 The Design Technical Criteria Evaluation of Design Options

6.1 Technical Criteria Evaluation

The technical criteria detailed in Appendix F to CAP 1616 form the basic structure on which the change sponsor builds a formal airspace change proposal. The option that is eventually chosen must be compliant with these technical criteria. The options taken forward to Stage 3 will be assessed so that any operational, technical or training critical interdependencies are identified and plans will be established to resolve any identified issues that arise.