INITIAL OP	PTIONS APPRAI	ISAL	Issue 1	This paties has minimal only instant had account further truth	This option has minimal noise impact and represents the shortest track miles for aircraft	This parties would not be would be provided a first according to the SE PART I was	Runway 26 departure options will have a significantly worse noise impact than the Do	Name of the state	This casting was 14 mile to possible and the constitution of the SE MATTER.	Burney Widowski an audious will have a constituent, were not a formed than the De-	hanny Midward or entires will have a circlification over each property than the No.	This parties would say, be well able a stride of the appropriate hours of the EC 2013 Lane.	Projected to be former at entire an elevation of the section and
		January or Anarysi	track miles for aircraft routing to the north. This route passes close to North Hill and Dunkesseell airfields.	miles than the previous option. However, this route is further from North Hill and Dunkeswell airfields. The alignment of the northern	routing to the south.	Bay North and EG D013 Lyme Bay Danger Areas and represents a good option for	Nothing option due to the design requirements. There will also be an increase in track	Nothing option due to the design requirements. There will also be an increase in track	This option would only be available outside of the operating hours of the ES DDI2 Lymm to Bay North and ES DDI3 Lymm Bay Danger Areas and represents a good option for aircra routing to the south-east. Runway 26 departure options will have a significantly worse	Nothing option due to the design requirements. There will also be an increase in track	Nothing option due to the design requirements. There will also be an increase in track	Bay North and EG D013 Lyme Bay Danger Areas and represents a good option for aircraft	t continuous descent and minimal track miles. This option has
			close to North Hill and Dunkeswell airfields.	track with the en-route airways structure above will make		the initial part of the route is aligned with the southern departure route until over the	environmental impact assessment can be made at Stage 3. Exeter Airport will not look	environmental impact assessment can be made at Stage 3. Exeter Airport will not look	k Indise impact than the Do Nothing option due to the design requirements. There will	environmental impact assessment can be made at Stage 3. Exeter Airport will not look	environmental impact assessment can be made at Stage 3. Exeter Airport will not look	noise impact than the Do Nothing option due to the design requirements. There will	minimal noise impact.
				integration with the new airspace structure easier to achieve. The position of the track can be moved laterally to fit in with the new		sea, and will have minimal noise impact.	to introduce procedures at any cost, and if it is considered that the impact of this optio is too great, the option will be removed.	n to introduce procedures at any cost, and if it is considered that the impact of this optic is too great, the option will be removed.	on Jatio be an increase in track miles and therefore emissions. This option will be taken forward so that a full environmental impact assessment can be made at Stage 3. Exeter	to introduce procedures at any cost, and if it is considered that the impact of this optio	<ul> <li>to introduce procedures at any cost, and if it is considered that the impact of this option</li> </ul>	I also be an increase in track miles and therefore emissions. This option will be taken forward so that a full environmental impact assessment can be made at Stage 3. Exeter	
				airways structure above. This is the preferred option.					Airport will not look to introduce procedures at any cost, and if it is considered that the impact of this option is too great, the option will be removed.			Airport will not look to introduce procedures at any cost, and if it is considered that the impact of this option is too great, the option will be removed.	
Group	Impact	Level of Analysis	Runway 08 SID (north - direct)	Runway 08 SID (north - dosles)	Runway 08 SID (south - direct)	Rumway 08 SID (south - dorler)	Runway 25 SID (north-east)	Rutway 26 SID (south)	Runway 26 SID (south-east)	Runway 26 Extended SID (north-east)	Runway 26 Extended SID (south)	Runway 26 Extended SID (south-east)	Runway 08 Transition (north)
			Option 51	Option 52	Option 16	Option 57	Option 510	Option S12	Option 513	Option 517	Option 519	Option S20	Option TI
Communities	Noise impact on health	Initial Options Appraisal:	This option will be designed to be flown at optimum aircraft	This option will be designed to be flown at optimum aircraft	Upon so.  This option will be designed to be flown at optimum aircraft performance and with	Upon 57  This option will be designed to be flown at optimum aircraft performance and with	Option 530  This option will be designed to be flown at optimum aircraft performance and with	Upon 512  This option will be designed to be flown at optimum aircraft performance and with	Option 523  This option will be designed to be flown at optimum aircraft performance and with	Upon 517  This option will be designed to be flown at optimum aircraft performance and with	Upon 519  This option will be designed to be flown at optimum aircraft performance and with	Option 220  This option will be designed to be flown at optimum aircraft performance and with	This option will be designed to be flown at optimum aircraft
	and quality of life	Qualitative	performance and with continuous climb profile to minimise nois The procedure design would still adhere to the extant noise	ie. performance and with continuous climb profile to minimise noise.  The procedure decian would still adhere to the extant noise.	continuous climb profile to minimise noise. The procedure design would still adhere to the extent noise abstement noncertures where aircraft would climb to 1,500 feet (ft).	continuous climb profile to minimise noise. The procedure design would still adhere to the extent noise abatement representate, where aircraft would riimb to 1,500 feet (ft).	continuous climb profile to minimise noise. The procedure design would still adhere to the autont poice abatement properties, where aircraft would climb to 1,000 ft au	continuous climb profile to minimise noise. The procedure design would still adhere to the autent mise abatement represents where aircraft would climb to 1,000 ft au	o continuous climb profile to minimise noise. The procedure design would still adhere to the extent noise shatement nonreduces, where aircraft would climb to 1,000 ft as	continuous climb profile to minimise noise. The procedure design would still adhere to the extent noise shatement procedures, where aircraft would climb to 1,000 ft au	continuous climb profile to minimise noise. The procedure design would still adhere to	continuous climb profile to minimise noise. The procedure design would still adhere to the extent noise abatement procedures, where aircraft would climb to 1,000 ft aul	performance with a continuous descent profile to minimise noise. This route avoids large built-up areas and is over a
			abatement procedures, where aircraft would climb to 1,500 feet	t abatement procedures, where aircraft would climb to 1,500 feet in (ft) above aerodrome level (aal) before turning. Due to the design	above serodrome level (aal) before turning. Due to the design constraints, this would	above aerodrome level (aal) before turning. Due to the design constraints, this would	before turning. Due to the design constraints, this would mean that aircraft would be	before turning. Due to the design constraints, this would mean that aircraft would be	before turning. Due to the design constraints, this would mean that aircraft would be over built-up areas of the City of Exeter before any turns are commenced. This would be result in the overlight of residential locations within the city. Once clear of the city, the	before turning. Due to the design constraints, this would mean that aircraft would be	before turning. Due to the design constraints, this would mean that aircraft would be	before turning. Due to the design constraints, this would mean that aircraft would be	rural area of Devon with numerous small villages and
			constraints, this would mean that the ground track of aircraft	constraints and the inclusion of a dog-leg, the ground track of	in the possible overflight of new locations. This route avoids large built-up areas and is	in the possible overflight of new locations. This route avoids large built-up areas and is	result in the overflight of residential locations within the city. Once clear of the city, the	result in the overflight of residential locations within the city. Once clear of the city, ti	result in the overflight of residential locations within the city. Once clear of the city, the	mitigate any increase in noise caused by aircraft turning, this option continues straight	mitigate any increase in noise caused by aircraft turning, this option continues straight	mitigate any increase in noise caused by aircraft turning, this option continues straight	Aircraft should be above 3,000 ft descending with lower
			would be different to that flown today, resulting in the possible overflight of new locations. This route avoids large built-up area	aircraft would be different to that flown today, resulting in the is possible overflight of new locations. This route avoids large built- nd up areas and is over a rural area of Devon with numerous small	over a rural area of Devon. There are a number of smaller towns and villages close to or beneath the proposed route. Further modifications to the route could be introduced to	over a rural area of Devon. There are a number of smaller towns and villages close to or beneath the proposed route. Further modifications to the route could be introduced to	route is over a rural area of Devon with numerous small villages and hamlets, so some overflight of these locations may occur. The noise impact of this option is likely to be	route is over a rural area of Devon with a small number of small villages and hamlets, is some overflight of these locations may occur. The noise impact of this option is likely	so route is over a rural area of Devon with a small number of small villages and hamfets, so to some overflight of these locations may occur. The noise impact of this option is likely to be significantly worse than the Do Nothing option.	ahead on runway heading until beyond the wistern edge of the built-up area of Exeter.  This would result in the overflight of residential locations within the city and would tak	ahead on runway heading until beyond the western edge of the built-up area of Exeter. This would result in the overflight of residential locations within the city and would take	ahead on runway heading until beyond the western edge of the built-up area of boeter.  This would result in the overflight of residential locations within the city and would take	power settings so the impact of noise should be minimal. The improved descent profile and predictable routing should
			and is over a rural area of Devon with numerous small villages as hamlets, so some overflight of these locations may occur. This is	nd up areas and is over a rural area of Devon with numerous small villages and hamlets, so some overflight of these locations may	try and avoid these larger locations. However, there are numerous smaller villages and hamlets that could be overflown. It is likely that the impact is slightly greater than the	try and avoid these larger locations. However, there are numerous smaller villages and hamlets that could be overflown. It is likely that the impact is slightly greater than the	significantly worse than the Do Nothing option.	be significantly worse than the Do Nothing option.	be significantly worse than the Do Nothing option.	aircraft close to the Royal Devon & Exeter Hospital in the city. Once clear of the city, the route is over a rural area of Devon with numerous small villages and hamlets, so some	e aircraft close to the Royal Devon & Exiter Hospital in the city. Once clear of the city, the route is over a rural area of Devon with numerous small villages and hamlets, so some	<ul> <li>aircraft close to the Royal Devon &amp; Exeter Hospital in the city. Once clear of the city, the route is over a rural area of Devon with numerous small villages and hamfets, so some</li> </ul>	represent an improvement in the impact of noise to the Do Nothing option.
			likely to be a similar impact to the Do Nothing option, although different locations are likely to be affected.	occur. This is likely to be a similar impact to the Do Nothing option, although different locations are likely to be affected.	Do Nothing option, with different locations likely to be affected.	Do Nothing option, with different locations likely to be affected.	This option avoids National Parks and Areas of Outstanding Natural Beauty (AONB) so expected to have no change on the impact on tranquility compared to the Do Nothing	This option avoids National Parks and Areas of Outstanding Natural Beauty (ACNS) so expected to have no change on the impact on tranquility compared to the Do Nothin	is This option avoids National Parks and Areas of Outstanding Natural Beauty (AONB) so is g espected to have no change on the impact on tranquility compared to the Do Nothing	overflight of these locations may occur. The noise impact of this option is likely to be significantly worse than the Do Nothing option.	overflight of these locations may occur. The noise impact of this option is likely to be significantly worse than the Do Nothing option.	overflight of these locations may occur. The noise impact of this option is likely to be significantly worse than the Do Nothing option.	This option avoids National Parks and Areas of Outstanding
			This option avoids National Parks and Areas of Outstanding		This option avoids National Parks but overflies the western extremes of the East Devon AONB. Aircraft will be above 2,000 ft and continuing to climb at this point. This is likely	This option avoids National Parks but overflies the western extremes of the East Devon	Option.	Option.	Option.		s This option avoids National Parks and Areas of Outstanding Natural Beauty (AONB) so is		Natural Beauty (AONB) so is expected to have no change on
					to have an increased impact on tranquillity compared to the Do Nothing Option.	to have an increased impact on tranquillity compared to the Do Nothing Option.	Implementation of this option should not result in the displacement of other air traffic	to Implementation of this option should not result in the displacement of other air traffic	so implementation of this option should not result in the displacement of other air traffic s there is expected to be no change on the impact of noise from the Do Nothing Option.	expected to have no change on the impact on tranquillity compared to the Do Nothing	expected to have no change on the impact on tranquility compared to the Do Nothing	expected to have no change on the impact on tranquility compared to the Do Nothing	Option.
					Implementation of this option should not result in the displacement of other air traffic so	Implementation of this option should not result in the displacement of other air traffic	there is expected to de no change on the impact or noise from the Lo Adding Upiton.	there is expected to be no change on the impact or noise from the Uo Nothing Updos.	there is expected to be no change on the impact or noise from the Do Nothing Upton.	Оргок.	Option.	upon.	Implementation of this option should not result in the
			Implementation of this option should not result in the displacement of other air traffic so there is expected to be no	Implementation of this option should not result in the displacement of other air traffic so there is expected to be no	there is expected to be no change on the impact of noise from the Do Nothing Option.	so there is expected to be no change on the impact of noise from the Do Nothing Option.				Implementation of this option should not result in the displacement of other air traffic there is expected to be no change on the impact of noise from the Do Nothing Option.	so Implementation of this option should not result in the displacement of other air traffic s there is expected to be no change on the impact of noise from the Do Nothing Option.	<ul> <li>Implementation of this option should not result in the displacement of other air traffic so there is expected to be no change on the impact of noise from the Do Nothing Option.</li> </ul>	displacement of other air traffic so there is expected to be no change on the impact of noise from the Do Nothing Option.
			change on the impact of noise from the Do Nothing Option.	change on the impact of noise from the Do Nothing Option.									
Communities	Air Quality	Initial Options Appraisal:	Due to the effects of mixing and dispersion, emissions from aircr	raft. Due to the effects of mixing and dispersion, emissions from aircraft	bue to the effects of mixing and dispersion, emissions from aircraft above 1,000 ft amsilians unlikely to have a significant impact on local air quality. Departing aircraft would still need to conform to the extant noise abatement procedures when flying this	Due to the effects of mixing and dispersion, emissions from aircraft above 1,000 ft ams are unlikely to have a significant impact on local air quality. Departing aircraft would	Due to the effects of mixing and dispersion, emissions from aircraft above 1,000 ft ams	Due to the effects of mixing and dispersion, emissions from aircraft above 1,000 ft am	d Due to the effects of mixing and dispersion, emissions from aircraft above 1,000 ft amsi	Due to the effects of mixing and dispersion, emissions from aircraft above 1,000 ft ami	Due to the effects of mixing and dispersion, emissions from aircraft above 1,000 ft arrisl	Due to the effects of mixing and dispersion, emissions from aircraft above 1,000 ft arnsl	Aircraft will be above 1,000 ft at all times on this procedure,
		Qualitative	above 1,000 ft above mean sea level (amsl) are unlikely to have significant impact on local air quality. Departing aircraft would	<ul> <li>a above 1,000 ft above mean sea level (arms!) are unlikely to have a significant impact on local air quality. Departing aircraft would sti</li> </ul>	are unlikely to have a significant impact on local air quality. Departing aircraft would Il still need to conform to the extant noise abatement procedures when flying this	still need to conform to the extant noise abatement procedures when flying this.	are unlikely to have a significant impact on local air quality. The design constraints for this procedure would mean that aircraft could remain below 1,000 ft until over the City	are unlikely to have a significant impact on local air quality. The design constraints to: this procedure would mean that aircraft could remain below 1,000 ft until over the Cit	Due to the effects of mixing and dispersion, emissions from aircraft above 1,000 ft amil are unlikely to have a significant impact on local air quality. The design constraints for this procedure would mean that aircraft could remain below 1,000 ft until over the City	are unlikely to have a significant impact on local air quality. The design constraints for this procedure would mean that aircraft could remain below 1,000 ft until over the Oty	are unlikely to have a significant impact on local air quality. The design constraints for this procedure would mean that aircraft could remain below 1,000 ft until over the City	are unlikely to have a significant impact on local air quality. The design constraints for this procedure would mean that aircraft could remain below 1,000 ft until over the City	hence there will be no impact on local air quality. This represents no change to the Do Nothing option.
					departure route, which requires them to climb at the maximum rate compatible with safety to 1,500 ft aal before turning. There is expected to be no change to local air	departure route, which requires them to climb at the maximum rate compatible with safety to 1,500 ft aal before turning. There is expected to be no change to local air							There will be no change in the Exeter, Crediton or
			the maximum rate compatible with safety to 1,500 ft aal before turning. There is experted to be no change to local air quality to	at flying this departure route, which requires them to climb at the maximum rate compatible with safety to 2,500 ft aal before turning. There is expected to be no change to local air quality to	quality to the Do Nothing option.	quality to the Do Nothing option.	follow a similar height profile to current procedures and hence would be above 1,000 fi	follow a similar height profile to current procedures and hence would be above 1,000	beights are a worst-case scenario and in the majority of cases, aircraft would be able to follow a similar height profile to current procedures and hence would be above 1,000 ft prior to overflying the built-up areas. As a result, it is anticipated that there would be no	follow a similar height profile to current procedures and hence would be above 1,000 f	t follow a similar height profile to current procedures and hence would be above 1,000 ft	follow a similar height profile to current procedures and hence would be above 1,000 ft	Cullompton AQMAs as a result of implementing this option.
			the Do Nothing option.	the Do Nothing option.	There will be no change in the Exeter, Crediton or Cullompton AQMAs as a result of implementing this option.	There will be no change in the Exeter, Crediton or Cullompton AQMAs as a result of implementing this option.	significant change to local air quality to the Do Nothing option.	significant change to local air quality to the Do Nothing option.	significant change to local air quality to the Do Nothing option.	significant change to local air quality to the Do Nothing option.	significant change to local air quality to the Do Nothing option.	significant change to local air quality to the Do Nothing option.	This option is not expected to result in any changes to biodiversity given that the implementation will not require
			There will be no change in the Exeter, Crediton or Cullompton	There will be no change in the Exeter, Crediton or Cullompton		implementing this option.  This option is not expected to result in any changes to biodiversity given that the	The Exeter AQMA covers a network of major roads in Exeter. The nominal route for this	The Exeter AQMA covers a network of major roads in Exeter. The nominal route for the	is The Exeter AQMA covers a network of major roads in Exeter. The nominal route for this	The Exster AQMA covers a network of major roads in Exster. The nominal route for this	The Exeter AQMA covers a network of major roads in Exeter. The nominal route for this	The Exeter AQMA covers a network of major roads in Exeter. The nominal route for this	any ground works to support implementation.
			ACMAs as a result of implementing this option.	AQMAs as a result of implementing this option.	This option is not expected to result in any changes to biodiversity given that the implementation will not require any ground works to support implementation.	This option is not expected to result in any changes to biodiversity given that the implementation will not require any ground works to support implementation.	processes wors not cirectly overray any or the roads within the AQMA below 1,000 ft. However, the nominal point at which aircraft reach 1,000 ft is approximately 200 metrics.	however, the nominal point at which aircraft reach 1,000 ft is approximately 200 met.	is The Eviter AQMA covers a network of major roads in Eviter. The nominal route for this procedure does not directly overfly any of the roads within the AQMA below 1,000 ft. res. However, the nominal point at which aircraft reach 1,000 ft is approximately 200 metre	However, the nominal point at which aircraft reach 1,000 ft is approximately 200 mets	in however, the nominal point at which aircraft reach 1,000 ft is approximately 200 metre.	bowever, the nominal point at which aircraft reach 1,000 ft is approximately 200 metres	
			This option is not expected to result in any changes to biodiversi given that the implementation will not require any ground work	ity This option is not expected to result in any changes to biodiversity its given that the implementation will not require any ground works to support implementation.	1		from the boundary of the AQMA, so there may be a small impact on local air quality. A previously mentioned, this is the worst-case scenario and aircraft are likely to achieve	s from the boundary of the AQMA, so there may be a small impact on local air quality. previously mentioned, this is the worst-case scenario and aircraft are likely to achieve	As I from the boundary of the AQMA, so there may be a small impact on local air quality. A previously mentioned, this is the worst-case scenario and aircraft are likely to achieve	I from the boundary of the AQMA, so there may be a small impact on local air quality. A previously mentioned, this is the worst-case scenario and aircraft are likely to achieve	is from the boundary of the AQMA, so there may be a small impact on local air quality. As previously mentioned, this is the worst-case scenario and aircraft are likely to achieve	s from the boundary of the AQMA, so there may be a small impact on local air quality. As previously mentioned, this is the worst-case scenario and aircraft are likely to achieve	Ί
			to support implementation.	to support implementation.			1,000 It before this point so there is unlikely to be any impact on the AQMA. This represents no change from the Do Nothing option.	1,000 It before this point so there is unlikely to be any impact on the AQMA. This represents no change from the Do Nothing option.	As from the boundary of the AQMA, so there may be a small impact on local air quality. A previously mentioned, this is the worst-case scenario and aircraft are likely to achieve 1,000 ft before this point so there is unitally to be any impact on the AQMA. This represents no change from the Do Nothing option.	1,000 ft before this point so there is unlikely to be any impact on the AQMA. This represents no change from the Do Nothing option.	1,000 it before this point so there is unlikely to be any impact on the AQMA. This represents no change from the Do Nothing option.	1,000 ft before this point so there is unlikely to be any impact on the AQMA. This represents no change from the Do Nothing option.	[
			1	1			There will be no change in the Crediton or Cullompton AQMAs as a result of	There will be no change in the Crediton or Cullompton ACMAs as a result of	There will be no change in the Crediton or Cullompton AQMAs as a result of	There will be no change in the Crediton or Culliompton AQMAs as a result of	There will be no change in the Crediton or Cullompton AQMAs as a result of	There will be no change in the Crediton or Cullompton AQMAs as a result of	
			1	1			Instrumenting this option.	Instrument of the control of the control of the control of the control of implementing this option.	Intere will be no change in the Checiton of Custompton Acquires as a result of implementing this option.	inglementing this option.	interes will be no change in the Chebion or Culompton ALIMAS as a result or implementing this option.	insere will be no charge in the Creditor or Cultompton AQNOS as a result or implementing this option.	
			1	1			This option is not expected to result in any changes to biodiversity given that the implementation will not require any ground works to support implementation.	This option is not expected to result in any changes to biodiversity given that the implementation will not require any ground works to support implementation.	This option is not expected to result in any changes to biodiversity given that the implementation will not require any ground works to support implementation.	This option is not expected to result in any changes to biodiversity given that the implementation will not require any ground works to support implementation.	This option is not expected to result in any changes to biodiversity given that the implementation will not require any ground works to support implementation.	This option is not expected to result in any changes to biodiversity given that the implementation will not require any ground works to support implementation.	
							implementation will not require any ground works to support implementation.	Implementation will not require any ground works to support implementation.	implementation will not require any ground works to support implementation.	implementation will not require any ground works to support implementation.	implementation will not require any ground works to support implementation.	implementation will not require any ground works to support implementation.	
Wider Society	Greenhouse Gas impact	Initial Options Appraisal:	Procedure design requirements will mean that aircraft will	Procedure design requirements will mean that aircraft will	Procedure design requirements will mean that aircraft will continue on running hearling	Procedure design requirements will mean that aircraft will continue on norway hearfing	Procedure design requirements will mean that aircraft will continue on numeral harding	Procedure design requirements will mean that aircraft will continue on nonew hearing	Procedure design requirements will mean that aircraft will continue on runway heading	Procedure design requirements will mean that aircraft will continue on remove headers	Procedure design requirements will mean that aircraft will continue on runway heading	Procedure design requirements will mean that aircraft will continue on review hearline	This procedure incorporates a continuous descent profile at
,		Qualitative	continue on runway heading for longer than currently, before	continue on runway heading for longer than currently, before termine to the north. This is likely to increase the number of track	Procedure design requirements will mean that aircraft will continue on runway heading for longer than currently, before turning to the south. This is likely to increase the rumber of track miles flown over current procedures. Any amendments to the proposed	for longer than currently, before turning to the south. This is likely to increase the	for longer than currently, before turning to the north. This is likely to increase the	for longer than currently, before turning to the south. This is likely to slightly increase the number of track miles finan over current reneatures. However immuned climb	for longer than currently, before turning to the south. This is likely to increase the number of track miles flown over current procedures. Improved climb profiles and	for longer than currently, before turning to the north. This will increase the number of track miles flows near current representation. Improved right profiles and integration into	for longer than currently, before turning to the south. This will increase the number of track miles flown over current procedures. Improved climb profiles and integration into	for longer than currently, before turning to the south. This will increase the number of	optimum aircraft performance. This procedure represents the minimum track miles for aircraft arriving from the north
			of track miles flown over current procedures. However, improve	d miles flown over current procedures. The inclusion of a dog-leg	track to avoid small towns or larger villages may also increase track mileage. Improved	track to avoid small towns or larger villages may also increase track mileage. Improved	integration into the en-route network should lessen the increased impact caused by the	profiles and integration into the en-route network should result in less impact overall.	integration into the en-route network should lessen the increased impact caused by the greater number of track miles flown.	the en-route network should lessen the increased impact caused by the greater numbe of track miles flown but the overall impact is likely to be greater than the Do Nothing	the en-route network should lessen the increased impact caused by the greater number	the entrarte national should lessen the increased impart raised by the greater number	More efficient profile that minimises emissions so should result in less impact than the Do Nothing option.
			result in less impact overall.	procedures. Improved climb profiles and integration into the en-	track to avoid small towns or larger villages may also increase track mileage. Improved climb profiles and integration into the en-route network should lessen the increased impact caused by the greater number of track miles flown.	impact caused by the greater number of track miles flown.	greater number or track miles sown.		greater number or track miles nown.	of track mass town out the overall impact is likely to be greater than the Do Nothing option.	option.	or each make sown out the overall impact is likely to be greater than the Do Nothing option.	result in less impact than the Do Nothing option.
				route network should lessen the increased impact caused by the greater number of track miles flown.									
Wider Society	Canacity and resilience	Initial Options Appraisal:	This option does support the management of capacity and	This option does support the management of capacity and	This option does support the management of capacity and resilience and was developed	This option does support the management of capacity and resilience and was developed	This option does support the management of capacity and resilience and was develope	This notion does connect the management of canacity and resilience and was despired.	ed This option does support the management of capacity and resilience and was developed	This retire does corend the management of rangelly and reciliance and was decelored	d This option does support the management of capacity and resilience and was developed	This option does support the management of capacity and resilience and was developed	This notion does support the management of canacity and
,	,	Qualitative	resilience and was developed in coordination with NATS as part	of resilience and was developed in coordination with NATS as part of	in coordination with NATS as part of FASI-S in accordance with the UK Airspace	in coordination with NATS as part of FASI-S in accordance with the UK Airspace	in coordination with NATS as part of FASI-S in accordance with the UK Airspace	in coordination with NATS as part of FASI-S in accordance with the UK Airspace	in coordination with NATS as part of FASI-S in accordance with the UK Airspace	in coordination with NATS as part of FASI-S in accordance with the UK Airspace	in coordination with NATS as part of FASI-S in accordance with the UK Airspace	in coordination with NATS as part of FASI-S in accordance with the UK Airspace	resilience and was developed in coordination with NATS as part of FASI-5 in accordance with the UK Airspace
			The procedure has been designed to integrate with the en-route	The procedure has been designed to integrate with the en-route	<ul> <li>Modernisation Strategy. The procedure has been designed to integrate with the en- route structure and should improve resilience over the Do Nothing option.</li> </ul>	Modernisation Strategy. The procedure has been designed to integrate with the en- route structure and should improve resilience over the Do Nothing option.	Modernisation Strategy. The procedure has been designed to integrate with the en- route structure and should improve resilience over the Do Nothing option.	Modernisation Strategy. The procedure has been designed to integrate with the en- route structure and should improve resilience over the Do Nothing option.	Modernisation Strategy. The procedure has been designed to integrate with the en- route structure and should improve resilience over the Do Nothing option.	Modernisation Strategy. The procedure has been designed to integrate with the en- route structure and should improve resilience over the Do Nothing option.	Modernisation Strategy. The procedure has been designed to integrate with the en- route structure and should improve resilience over the Do Nothing option.	Modernisation Strategy. The procedure has been designed to integrate with the en- route structure and should improve resilience over the Do Nothing option.	Modernisation Strategy. The procedure has been designed to
			structure and should improve resilience over the Do Nothing option.	structure and should improve resilience over the Do Nothing option.									integrate with the en-route structure and should improve resilience over the Do Nothing option.
General Aviation	Acoess	Initial Options Appraisal: Qualitative	This route would have minimal impact on other airspace users. I change to airspace access is predicted as a result of implementing	No This route would have minimal impact on other airspace users. No change to airspace access is predicted as a result of implementing	This route would have minimal impact on other airspace users. No change to airspace access is predicted as a result of implementing this option.	This route would have minimal impact on other airispace users. No change to airipace access is predicted as a result of implementing this option.	This route would have minimal impact on other airspace users. No change to airspace access is predicted as a result of implementing this option.	This route would have minimal impact on other airspace users. No change to airspace access is predicted as a result of implementing this option.	This route would have minimal impact on other aimpace users. No change to aimpace access is predicted as a result of implementing this option.	This route would have minimal impact on other arripace users. No change to airspace access is predicted as a result of implementing this option.	This route would have minimal impact on other airspace users. No change to airspace access is predicted as a result of implementing this option.	This route would have minimal impact on other airspace users. No change to airspace access is predicted as a result of implementing this option.	This route would have minimal impact on other airspace users. No change to airspace access is predicted as a result of
			this option.	this option.									implementing this option.
General Aviation / commercial airlines	Economic impact from increased effective	Initial Options Appraisal: Qualitative	The introduction of PBN procedures coordinated as part of the FASI-S programme will contribute to the delivery of associated	The introduction of PBN procedures coordinated as part of the FASI-S programme will contribute to the delivery of associated	The introduction of PBN procedures coordinated as part of the FASI-S programme will contribute to the delivery of associated benefits including increased effective capacity	contribute to the delivery of associated benefits including increased effective capacity	The introduction of PBN procedures coordinated as part of the FASI-S programme will contribute to the delivery of associated benefits including increased effective capacity	The introduction of PBN procedures coordinated as part of the FASI-S programme will contribute to the delivery of associated benefits including increased effective capacity	contribute to the delivery of associated benefits including increased effective capacity	The introduction of PBN procedures coordinated as part of the FASI-S programme will contribute to the delivery of associated benefits including increased effective capacity	The introduction of PBN procedures coordinated as part of the FASI-S programme will contribute to the delivery of associated benefits including increased effective capacity	The introduction of PBN procedures coordinated as part of the FASI-S programme will contribute to the delivery of associated benefits including increased effective capacity	The introduction of PBN procedures coordinated as part of the FASI-S programme will contribute to the delivery of
	capacity		benefits including increased effective capacity which is predicted to have direct and indirect economic benefits associated with an	benefits including increased effective capacity which is predicted to have direct and indirect economic benefits associated with an	which is predicted to have direct and indirect economic benefits associated with an increase in both air transport and GA movements. The predictable routing and	which is predicted to have direct and indirect economic benefits associated with an increase in both air transport and GA movements. The predictable routing and	which is predicted to have direct and indirect economic benefits associated with an increase in both air transport and GA movements. The predictable routing and	which is predicted to have direct and indirect economic benefits associated with an increase in both air transport and GA movements. The predictable routing and	which is predicted to have direct and indirect economic benefits associated with an increase in both air transport and GA movements. The predictable routing and	which is predicted to have direct and indirect economic benefits associated with an increase in both air transport and GA movements. The predictable routing and	which is predicted to have direct and indirect economic benefits associated with an increase in both air transport and GA movements. The predictable routing and	which is predicted to have direct and indirect economic benefits associated with an increase in both air transport and GA movements. The predictable routing and	associated benefits including increased effective capacity which is predicted to have direct and indirect economic
			increase in both air transport and GA movements. The predictab	ble increase in both air transport and GA movements. The predictable	integration with the en-route network should increase the ability of the controller to	integration with the en-route network should increase the ability of the controller to	integration with the en-route network should increase the ability of the controller to	integration with the en-route network should increase the ability of the controller to	integration with the en-route network should increase the ability of the controller to safely handle traffic thus reducing the likelihood of vectoring and the need for avoiding	integration with the en-route network should increase the ability of the controller to	integration with the en-route network should increase the ability of the controller to safely handle traffir thus reducing the likelihood of vertoring and the need for auxiding	integration with the en-route network should increase the ability of the controller to	benefits associated with an increase in both air transport and
			the shifty of the controller to safely handle traffic thus reducing	the shillty of the controller to safely handle traffic thus reducing	action. This would represent an improvement over the Do Nothing option.	action. This would represent an improvement over the Do Nothing option.	action. This would represent an improvement over the Do Nothing option.	action. This would represent an improvement over the Do Nothing option.	action. This would represent an improvement over the Do Nothing option.	action. This would represent an improvement over the Do Nothing option.	action. This would represent an improvement over the Do Nothing option.	action. This would represent an improvement over the Do Nothing option.	the en-route network should increase the ability of the controller to safely handle traffic thus reducing the likelihood
			would represent an improvement over the Do Nothing option.	s the likelihood of vectoring and the need for avoiding action. This would represent an improvement over the Do Nothing option.									of vectoring and the need for avoiding action. This would
													represent an improvement over the Do Nothing option.
General Aviation /	Fuel burn	Initial Options Appraisal:	This option slightly increases track miles flown over the Do Nothing notion as a result of extending on runway heading before	This option increases track miles flown over the Do Nothing and re previous options as a result of extending on rurway heading before	This option increases track miles flown over the Do Nothing option as a result of extending on runway heading before turning and any adjustments to avoid population	This option increases track miles flown over the Do Nothing option as a result of extending on nursely heading before turning and any adjustments to posit normalistics.	This option increases track miles flown over the Do Nothing option as a result of extending on runway heading before turning. However, improved network integration	This option slightly increases track miles flown over the Do Nothing option as a result extending on names handles haften turning. However improved extends integration	of This option increases track miles flown over the Do Nothing option as a result of extending on runway heading before turning. However, improved network integration	This option increases track miles flown over the Do Nothing option as a result of extending on numeric heading until hearted the City of Fester before turning.	This option increases track miles flown over the Do Nothing option as a result of extending on runway heading until beyond the City of Exeter before turning. Improved	This option increases track miles flown over the Do Nothing option as a result of extending on runway heading until beyond the City of Feater hafter turning. Improved	Most practical and expeditious route, continuous descent and notimum aircraft performance minimises fuel hum for
			turning. However, improved network integration and a	turning and the inclusion of a dog-leg. However, improved to network interration and a continuous climb profile should	centres. However, improved network integration and a continuous climb profile should	centres. However, improved network integration and a continuous climb profile should minimise fuel burn and may still represent an improvement over the Do Nothing option	and a continuous climb profile should minimise fuel burn and may still represent an	and a continuous climb profile should minimise fuel burn and represent an improveme over the Do Nothing option.	and a continuous climb profile should minimise fuel burn and may still represent an improvement over the Do Nothing option.	network integration and a continuous climb profile should minimise fuel burn but the overall impact is likely to be greater than the Do Nothing option.	network integration and a continuous climb profile should minimise fuel burn but the overall impact is likely to be greater than the Do Nothing option.	network integration and a continuous climb profile should minimise fuel burn but the overall impact is likely to be greater than the Do Nothing option.	this procedure. This should represent an improvement over the Do Nothing option.
			an improvement over the Do Nothing option.	minimise fuel burn and may still represent an improvement over	minimise ruel durn and may still represent an improvement over the LO Nothing option.	minimise rues dum and may soil represent an improvement over the Lio Nothing option	improvement over the Do Nothing option.	over the Do Nothing option.	improvement over the Do recording option.	overall impact is likely to be greater than the Lio Nothing option.	overall impact is likely to be greater than the Lio Nothing option.	overall impact is likely to be greater than the Do Nothing option.	the Do Nothing option.
Commercial airlines	s Training costs	Initial Options Appraisal:	This proposal is not anticipated to require additional training con-	the Do Nothing option.  sts This proposal is not anticipated to require additional training costs	This proposal is not anticipated to require additional training costs for airlines	This proposal is not anticipated to require additional training costs for airlines	This proposal is not anticipated to require additional training costs for airlines	This proposal is not anticipated to require additional training costs for airlines,	This proposal is not anticipated to require additional training costs for airlines.	This proposal is not anticipated to require additional training costs for airlines,	This proposal is not articipated to require additional training costs for airlines	This proposal is not anticipated to require additional training costs for airlines,	This proposal is not anticipated to require additional training
		Qualitative	for airlines, representing no change from the Do Nothing option.	for airlines, representing no change from the Do Nothing option.	representing no change from the Do Nothing option.	representing no change from the Do Nothing option.	representing no change from the Do Nothing option.	representing no change from the Do Nothing option.	representing no change from the Do Nothing option.	representing no change from the Do Nothing option.	representing no change from the Do Nothing option.	representing no change from the Do Nothing option.	costs for airlines, representing no change from the Do Nothing option.
Commercial airlines	s Other costs	Initial Options Appraisal:	This proposal is not anticipated to require any other additional	This proposal is not anticipated to require any other additional	This proposal is not anticipated to require any other additional costs for airlines,	This proposal is not anticipated to require any other additional costs for airlines, representing no change from the Do Nothing option.	This proposal is not anticipated to require any other additional costs for airlines,	This proposal is not anticipated to require any other additional costs for airlines,	This proposal is not anticipated to require any other additional costs for airlines,	This proposal is not anticipated to require any other additional costs for airlines, representing no change from the Do Nothing option.	This proposal is not articipated to require any other additional costs for airlines,	This proposal is not anticipated to require any other additional costs for airlines,	This proposal is not anticipated to require any other additional costs for airlines, representing no change from the
		Qualitative	costs for airlines, representing no change from the Do Nothing option.	costs for airlines, representing no change from the Do Nothing option.	representing no change from the Do Nothing option.	representing no change from the Do Nothing option.	representing no change from the Do Nothing option.	representing no change from the Do Nothing option.	representing no change from the Do Nothing option.	representing no change from the Do Nothing option.	representing no change from the Do Nothing option.	representing no change from the Do Nothing option.	additional costs for airlines, representing no change from the Do Nothing option.
Airport / Air	Infrastructure costs	Initial Options Appraisal	There will be no additional infrastructure costs associated with t	the There will be no additional infrastructure costs associated with the	There will be no additional infrastructure costs associated with the introduction of PRNs	There will be no additional infrastructure costs associated with the introduction of PBN	There will be no additional infrastructure costs associated with the introduction of PBN	There will be no additional infrastructure costs associated with the introduction of PBI	N There will be no additional infrastructure costs associated with the introduction of PBN	There will be no additional infrastructure costs associated with the introduction of PBN	There will be no additional infrastructure costs associated with the introduction of PBN	There will be no additional infrastructure costs associated with the introduction of PBN	There will be no additional infrastructure costs associated
navigation service provider		Qualitative	introduction of PBN routes or procedures. No change from the I Nothing option.	Do introduction of PBN routes or procedures. No change from the Do Nothing option.	There will be no additional infrastructure costs associated with the introduction of PEN routes or procedures. No change from the Do Nothing option.	routes or procedures. No change from the Do Nothing option.	routes or procedures. No change from the Do Nothing option.	routes or procedures. No change from the Do Nothing option.	routes or procedures. No change from the Do Nothing option.	routes or procedures. No change from the Do Nothing option.	routes or procedures. No change from the Do Nothing option.	routes or procedures. No change from the Do Nothing option.	with the introduction of PBN routes or procedures. No change from the Do Nothing option.
Airport / Air navigation service	Operational costs	Initial Options Appraisal: Qualitative	The operational costs associated with implementing PBN procedures relate to IFP design, validation (ground and airborne)	The operational costs associated with implementing PBN j, procedures relate to IFP design, validation (ground and airborne),	The operational costs associated with implementing PBN procedures relate to IFP design validation (ground and airborne), safety assessment, airspace change and consultation,	, The operational costs associated with implementing PBN procedures relate to #P design, validation (ground and airborne), safety assessment, airspace chance and	The operational costs associated with implementing PBN procedures relate to IFP designal validation (ground and airborne), safety assessment, airspace change and consultation.	n, The operational costs associated with implementing PBN procedures relate to IFP desi validation (ground and airborne), safety assessment, airspace change and consultation	gn, The operational costs associated with implementing PBN procedures relate to IFP design validation (ground and airborne), safety assessment, airspace change and consultation,	, The operational costs associated with implementing PBN procedures relate to IFP design validation (ground and airborne), safety assessment, airspace change and consultation.	n. The operational costs associated with implementing PBN procedures relate to IFP design validation (ground and airborne), safety assessment, airspace change and consultation.	n. The operational costs associated with implementing PBN procedures relate to IFP design validation (ground and airborne), safety assessment, airspace change and consultation,	procedures relate to IFP design, validation (ground and
provider			safety assessment, airspace change and consultation, certificatio and publication. Once implemented, the costs of ownership of	on safety assessment, airspace change and consultation, certification and publication. Once implemented, the costs of ownership of	validation (ground and airborne), safety assessment, airspace change and consultation, certification and publication. Once implemented, the costs of ownership of PBN procedures is very low, requiring maintenance of the procedure on a five yearly basis.	consultation, certification and publication. Once implemented, the costs of ownership of PBN procedures is very low, requiring maintenance of the procedure on a five wavelet.	certification and publication. Once implemented, the costs of ownership of PBN procedures is very low, requiring maintenance of the procedure on a fine-weekly hards.	certification and publication. Once implemented, the costs of ownership of PBN procedures is very low, requiring maintenance of the procedure on a five wards havin	<ul> <li>validation (ground and airborne), safety assessment, airspace change and consultation, certification and publication. Once implemented, the costs of ownership of PBN procedures is very low, requiring maintenance of the procedure on a five yearly basis.</li> </ul>	validation (ground and airborne), safety assessment, airspace change and consultation, certification and publication. Once implemented, the costs of ownership of PBN procedures is very low, requiring maintenance of the procedure on a five yearly basis.	validation (ground and airborne), safety assessment, airspace change and consultation, certification and publication. Once implemented, the costs of ownership of PBN procedures is very low, requiring maintenance of the procedure on a five yearly basis.	certification and publication. Once implemented, the costs of ownership of PBN procedures is very low, requiring maintenance of the procedure on a five warris having	airborne), safety assessment, airspace charge and consultation, certification and publication. Once
			PBN procedures is very low, requiring maintenance of the procedure on a five yearly basis. This represents a small increase	PBN procedures is very low, requiring maintenance of the procedure on a five yearly basis. This represents a small increase	This represents a small increase from the Do Nothing option.	basis. This represents a small increase from the Do Nothing option.	This represents a small increase from the Do Nothing option.	This represents a small increase from the Do Nothing option.	This represents a small increase from the Do Nothing option.	This represents a small increase from the Do Nothing option.	This represents a small increase from the Do Nothing option.	This represents a small increase from the Do Nothing option.	implemented, the costs of ownership of PBN procedures is very low, requiring maintenance of the procedure on a five
			from the Do Nothing option.	from the Do Nothing option.									yearly basis. This represents a small increase from the Do Nothing option.
Airport / Air	Deployment costs	Initial Options Appraisal:	This option may require training for air traffic controllers and assistants at Exeter Airport. There may be occasions where the	This option may require training for air traffic controllers and	This option may require training for air traffic controllers and assistants at Exeter Airport	This option may require training for air traffic controllers and assistants at Exeter Airport	This option may require training for air traffic controllers and assistants at Exeter Airoo	This option may require training for air traffic controllers and assistants at Exeter Airco	ort. This option may require training for air traffic controllers and assistants at Exater Airporing There may be occasions where the reduced availability of operational controllers during	This option may require training for air traffic controllers and assistants at Exeter Airco	nt. This option may require training for air traffic controllers and assistants at Exeter Airport	t. This option may require training for air traffic controllers and assistants at Exeter Airport	Nothing option.  This option may require training for air traffic controllers and assistants at Easter Airport. There may be occasions where
navigation service provider		Qualitative	reduced availability of operational controllers during their	This option may require training for air traffic controllers and assistants at Exeter Airport. There may be occasions where the reduced availability of operational controllers during their	their conversion training could mean operational rostering becomes a factor when	their conversion training could mean operational rostering becomes a factor when	their conversion training could mean operational rostering becomes a factor when	their conversion training could mean operational rostering becomes a factor when	their conversion training could mean operational rostering becomes a factor when	their conversion training could mean operational rostering becomes a factor when	their conversion training could mean operational rostering becomes a factor when	their conversion training could mean operational rostering becomes a factor when	the reduced availability of operational controllers during
			conversion training could mean operational rostering becomes a factor when considering continuous service delivery. Internal	conversion training could mean operational rostering becomes a factor when considering continuous service delivery. Internal	considering continuous service delivery. Internal documentation will also require updating. This represents an initial increase from the Do Nothing option.	considering continuous service delivery. Internal documentation will also require updating. This represents an initial increase from the Do Nothing option.	considering continuous service delivery. Internal documentation will also require updatine. This represents an initial increase from the Do Nothine option.	considering continuous service delivery. Internal documentation will also require updating. This represents an initial increase from the Do Nothing option.	considering continuous service delivery. Internal documentation will also require updatine. This represents an initial increase from the Do Nothing option.	considering continuous service delivery. Internal documentation will also require updating. This represents an initial increase from the Do Nothing cotion.	considering continuous service delivery. Internal documentation will also require updating. This represents an initial increase from the Do Nothing option.	considering continuous service delivery. Internal documentation will also require updatine. This represents an initial increase from the Do Nothine option.	their conversion training could mean operational rostering becomes a factor when considering continuous service
			documentation will also require updating. This represents an initial increase from the Do Nothing option.	documentation will also require updating. This represents an initial increase from the Do Nothing option.									delivery. Internal documentation will also require updating.  This represents an initial increase from the Do Nothing
							1		1			<u> </u>	option.
Safety Assessment	Safety Assessment	Initial Options Appraisal: Qualitative	Possible conflict with aircraft in the NDB Hold managed by ATC intervention.	Possible conflict with aircraft in the NDB Hold managed by ATC intervention.	No significant safety implications were identified during the safety assessment. Possible conflict with aircraft arriving from the south. Conflict managed by vertical separation to	This option would only be available outside of the operating hours of the EG D012 Lyme Bay North and EG D013 Lyme Bay Danger Areas. Coordination would be required with	Possible conflict with gliders operating from North Hill Airfield. Letter of Agreement to ensure coordination between North Hill and Exeter Airport aircraft. The option to	No significant safety implications were identified during the safety assessment.	This option would only be available outside of the operating hours of the EG D012 Lyms Bay North and EG D013 Lyms Bay Danger Areas. Coordination would be required with	Possible conflict with gliders operating from North Hill Airfield. Letter of Agreement to ensure coordination between North Hill and Exeter Airport aircraft. The option to	No significant safety implications were identified during the safety assessment.	This option would only be available outside of the operating hours of the EG D012 Lyme Bay North and EG D013 Lyme Bay Danger Areas. Coordination would be required with	No significant safety implications were identified during the safety assessment. Possible conflict with aircraft departing to
			Possible conflict with gliders operating from North Hill Airfield.	Possible conflict with gliders operating from North Hill Airfield.	be designed into the departure and arrival procedures or by ATC factical intervention. Issue similar to current operations at Exeter Airport which is managed effectively and	Buy North and EG DDI3 Lyme Bay Danger Areas. Coordination would be required with Plymouth Military Radar Air Navigation Service Provider (ANSP).	introduce CAS would be a mitigation to this hazard.		Plymouth Military Radar ANSP.	introduce CAS would be a mitigation to this hazard.		Plymouth Military Radar ANSP.	the north. Network design and integration as part of the FASI-S programme should mitigate this conflict. Procedure
			Positive connect with goders operating from North Hill Arrised. Letter of Agreement to ensure coordination between North Hill and Feater Airport aircraft. The ontion to introduce Controlled		safely by ATC		Possible conflict with GA and parachuting operations at Dunkeswell Airfield. The optio to introduce CAS would be a mitigation to this hazard.			Possible conflict with GA and parachuting operations at Dunkeswell Airfield. The option to introduce CAS would be a mitigation to this hazard.	n		design would also include vertical separation to be designed into the departure and arrival procedures. If required, ATC
			Airspace (CAS) would be a mitigation to this hazard.	to the previous option due to the inclusion of a dog-leg in the design. Letter of Agreement to ensure coordination between North Hill and Exeter Airport aircraft. The option to introduce CAS	1		On work or a reagree of the federal.			CO WOOD OF A HOUSENESS OF THIS RECEIP.			tactical intervention would be used to ensure safe separation
			Possible conflict with GA and parachuting operations at	North Hill and Exeter Airport aircraft. The option to introduce CAS would be a mitigation to this hazard.	1					I			Issue similar to current operations at Exeter Airport which is managed effectively and safely by ATC.
			Dunkeswell Airfield. The option to introduce CAS would be a mitigation to this hazard.	Possible conflict with GA and parachuting operations at						I			
				Dunkeswell Airfield. However, the risk associated with this hazard						I			1
			1	is reduced compared to the previous option due to the inclusion o a dog-leg in the design. The option to introduce CAS would be a mitigation to this hazard.	Ī					I			
			1	mitigation to this hazard.									
			1	1									
			1	1									
				1									
			1	1									
			1	1	1	I .	1	1	1	1	1	1	1

INITIAL OP	TIONS APPRA	USAL Summary of Analysi	as Designed to be flown at optimum aircraft performance in a continuous	Designed to be flown at cotimum aircraft performance in a continuous descent and minimal track	Whilst this option protects the final approach and initial climb out paths and could	Whilst this action protects the final approach and initial climb out paths and	Although originally considered unviable due to the impact this option would have on local airfield:	Whilst this option offers more protection for the approach procedures and departure routes and	This cotion protects the final approach and initial climb out paths and provides connectivity to the	This option protects the final approach and initial climb out paths and provides connectivity to the	This potion offers more protection for the approach procedures and departure routes and provides connectivity to the airways		
		,	descent and minimal track miles. This option has minimal noise impact.	Designed to be flown at optimum aircraft performance in a continuous descent and minimal track miles. This option has minimal noise impact. This route passes close to North Hill, Dunkeswell and Merryfeld airfelds and may impact RNAS feevalion #Ps.	Whilst this option protects the final approach and initial climb out paths and could provide connectivity to the airways structure, it would not contain the full departure and transition procedures and Commercial Air Transport would not	provides connectivity to the airways structure, it would not contain the full departure and transition procedures and Commercial Air Transport would not	Although originally considered unviable due to the impact this option would have on local airfields it was considered that this option could also provide protection for North Hill and Dunkeswell airfields. This would require agreement with these airfields to ensure satisfactory operating.	Whilst this option offers more protection for the approach procedures and departure routes and could provide connectivity to the airways structure, it would not contain the full departure and transition procedures and Commercial Air Transport would not remain inside Controlled Airupace	airways structure. It would contain departure and transition procedures to the south of the airport, ensuring that Commercial Air Transport would remain inside Controlled Airspace when arriving or	airways structure. It would contain departure and transition procedures to the south of the airport,	This option offices more protection for the approach procedures and departure routes and provides connectivity to the airways structure. It would contain departure and transition procedures to the sound for the airport, ensuring that Commercial Transport would remain inside Controlled Airporace when arriving or departing from the Airport. The complexity of the airporace boundary and		
				menty medical and may impact more recental in ye.	remain inside Controlled Airspace when arriving or departing from the Airspace.	complete incide Controlled Niconara when publicate or departing from the Niconar. The	and the second s	h when arriving or departing from the Limont. The complexity of the aircnary boundary and wron.	departing from the Airport. This option will be taken forward but is not the preferred option.	departing from the Airport. The asymmetrical shape of the lower airspace could be considered	wrap-around of Dunkeswell and North Hill airfields may lead to unauthorised incursions and create choke points. This option will not		
					Into option will be taken forward out a not the preferred option.	asymmetrical shape of the lower airspace could be considered confusing to other airspace users and may lead to unauthorised incursions and create choke points.	departure and transition procedures and Commercial Air Transport would not remain inside	around of Dunkeswell and North Hill airfields may lead to unauthorised incursions and create choke points. This option will not be taken forward.	1	confusing to other airspace users and may lead to unauthorised incursions and create choice points. This option will not be taken forward.	be taken forward.		
						This option will not taken forward.	Controlled Airspace when arriving or departing from the Airport. This option will not be taken forward as Option 15 is a similar design but with better connectivity to the airways structure.						
Group			Runway 08 Transition (south)	Runway 26 Transition (north)	Airspace Option 5	Ainpace Option 7	Airspace Option B	Airspace Option 9	Ainpace Option 10	Airspace Option 13	Airspace Option 14		
			Option 74	Option T6	Option AS	Option A7	Option AS	Option A0	Option A10	Option A13	Option A14		
Communities		h Initial Options Appraisal:	This option will be designed to be flown at optimum aircraft performance	This option will be designed to be flown at optimum aircraft performance with a continuous descent	There is unlikely to be a significant change in the noise impact on health and	There is unlikely to be a significant change in the noise impact on health and	There is unlikely to be a significant change in the noise impact on health and quality of life as a	There is unlikely to be a significant change in the noise impact on health and quality of life as a resu	alt. There is unlikely to be a significant change in the noise impact on health and quality of life as a resul	There is unlikely to be a significant change in the noise impact on health and quality of life as a resu	It There is unlikely to be a significant change in the noise impact on health and quality of life as a result of implementing this airspace		
	and quality of life	Qualitative	with a continuous descent profile to minimise noise. The route as proposed overfiles the built-up region of the coast between Paignton and	profile to minimise noise. This route avoids large built-up areas and is over a rural area of Devon wit d numerous small villages and hamlets, so some overflight of these locations may occur. Aircraft	quality of life as a result of implementing this airspace option. The routes flown by commercial aircraft arriving at or departing from Exeter Airport are unlikely to	quality of life as a result of implementing this airspace option. The routes flown by commercial aircraft arriving at or departing from Exeter Airport are unlikely to	result of implementing this sinspace option. The routes flown by commercial sincraft arriving at a departing from Exeter Airport are unlikely to change from the Do Nothing option. Less avoiding	of implementing this anipace option. The routes flown by commercial aircraft amining at or departing from Exeter Airport are unlikely to change from the Do Nothing option. Less avoiding	of implementing this airspace option. The routes flown by commercial aircraft arriving at or departing from Exeter Airport are unlikely to change from the Do Nothing option. Less avoiding	of implementing this airspace option. The routes flown by commercial aircraft arriving at or departing from Exiter Airport are unlikely to change from the Do Nothing option. Less avoiding	option. The routes flown by commercial arriving at or departing from Easter Airport are unlikely to change from the Do Nothing option. Less avoiding action needed should reduce the noise impact in some areas. The increased size in the airspace may		
				should be above 3,000 ft descending with lower power settings so the impact of noise should be minimal. The improved descent profile and predictable routing should represent an improvement in	change from the Do Nothing option. Less avoiding action needed should reduce the noise impact in some areas. Exeter-based GA aircraft are unlikely to change their route profiles as a result of implementing airspace. Although access to any	The exica impact in come sense. The increased size in the signature may lead to	lead to find a hand \$15 since it makes their flight same farther same from the signed but this is	ay action needed should reduce the noise impact in some areas. The increased size in the airspace ma- lead to Exeter-based GA aircraft moving their flight areas further away from the airport but this is	by action needed should reduce the noise impact in some areas. Exeter-based GA aircraft are unlikely to change their route profiles as a result of implementing airspace. Although access to any new	action needed should reduce the noise impact in some areas. The increased size in the airspace ma lead to Exeter-based GA aircraft moving their flight areas further away from the airport but this is	y lead to Exeter-based GA aircraft moving their flight areas further away from the airport but this is unlikely to have a significant noise impact on health and quality of life. Although access to any new airspace, regardless of the classification, would be facilitated by		
			town of Newton Abbot. Modifications can be introduced to the route to avoid this location. This is a rural area of Devon with a large number of	the impact of noise to the Do Nothing option.	their route profiles as a result of implementing airspace. Although access to any new airspace, regardless of the classification, would be facilitated by Exeter ATC,	Exeter-based GA aircraft moving their flight areas further away from the airport buthis is unlikely to have a significant noise impact on health and quality of life.	at unlikely to have a significant noise impact on health and quality of life. Although access to any near airspace, regardless of the classification, would be facilitated by Exeter ATC, some GA aircraft may	lead to Exater-based GA sincraft moving their flight areas further away from the airport but this is w unlikely to have a significant noise impact on health and quality of life. Although access to any new airspace, regardless of the classification, would be facilitated by Exeter ATC, some GA aincraft may	to change their route profiles as a result of implementing airspace. Although access to any new vimpace, regardless of the classification, would be facilitated by Exster ATC, some GA aircraft may chose to fly around the airspace rather than through it, resulting in a redistribution of noise around	unlikely to have a significant noise impact on health and quality of life. Although access to any new airspace, regardless of the classification, would be facilitated by Exster ATC, some GA aircraft may	impact on health and quality of life. Although access to any new airspace, regardless of the classification, would be facilitated by Easter ATL, some GA aircraft may chose to fly around the airspace rather than though it, resulting is a redistribution of noise around the local aira. This may be ascentished in earse considered to be choke posts, where GA aircraft could be furnelled. However, these		
			villages and hamlets, so some overflight of these locations may occur. Aircraft should be above 3,000 ft descending with lower power settings s	This option overfiles the eastern edge of Exmoor National Park, although aircraft will be above 7,000 so ft at this point. This option also overfiles the Blackdown Hills ACNB prior to joining the approach	resulting in a redistribution of noise around the local area. This may be	Although access to any new airspace, regardless of the classification, would be facilitated by Exeter ATC, some GA aircraft may chose to fly around the airspace	chose to fly around the airspace rather than through it, resulting in a redistribution of noise around the local area. This may be exacerbated in areas considered to be choke points where GA aircraft.	those to fly around the arripace rather than through it, resulting in a redistribution of noise around the local area. This may be exacerbated in areas considered to be choke points where GA aircraft	the local area. This may be exacerbated in areas considered to be choke points where GA aircraft could be funnelled. However, these areas are rural areas so the impact should not be significant.		areas are rural areas so the impact should not be significant. Implementing this option should not see a significant change in the impact of noise from the Do Nothing option.		
			the impact of noise should be minimal. The improved descent profile and predictable routing should represent an improvement in the impact of	nd procedure. Aircraft will be approximately 3,000 ft at this point so there is likely to be an impact on tranquility in this area. However, aircraft arriving at the airport currently overfly this area so the	exacerbated in areas considered to be choke points where GA aircraft could be funnelled. However, these areas are rural areas so the impact should not be	rather than through it, resulting in a redistribution of noise around the local area. This may be exacerbated in areas considered to be choke points where GA aircraft	could be furmelled. However, these areas are rural areas so the impact should not be significant. Implementing this option should not see a significant change in the impact of noise from the Do	could be funnelled. However, these areas are rural areas so the impact should not be significant. Implementing this option should not see a significant change in the impact of noise from the Do	Implementing this option should not see a significant change in the impact of noise from the Do Nothing option.	the local area. This may be exacerbated in areas considered to be choke points where GA aircraft could be funnelled. However, these areas are rural areas so the impact should not be significant. Implementing this option should not see a significant change in the impact of noise from the control of the con	The redistribution of GA aircraft avoiding any new airspace may increase overflight of areas tranquility and have more of an impact		
			noise to the Do Nothing option.	impact is unlikely to be worse than the Do Nothing Option. Improvements in flight profiles may result in an improvement over the Do Nothing option.	significant. Implementing this option should not see a significant change in the impact of noise from the Do Nothing option.	could be funnelled. However, these areas are rural areas so the impact should not be significant. Implementing this option should not see a significant change in the	Nothing peting	Nothing option.	The redistribution of GA aircraft avoiding any new aircoace may increase overflight of areas	Nothing option.	compared to the Do Nothing option.		
			This option avoids National Parks and Areas of Outstanding Natural Beauty (AONB) so is expected to have no change on the impact on	Implementation of this option should not result in the displacement of other air traffic so there is	The redistribution of GA aircraft avoiding any new airspace may increase overflight	impact of noise from the Do Nothing option.	The redistribution of GA aircraft avoiding any new airspace may increase overflight of areas tranquility and have more of an impact compared to the Do Nothing option.	The redistribution of GA aircraft avoiding any new airspace may increase overflight of areas tranquility and have more of an impact compared to the Do Nothing option.	tranquility and have more of an impact compared to the Do Nothing option.	The redistribution of GA aircraft avoiding any new airspace may increase overflight of areas tranquility and have more of an impact compared to the Do Nothing option.			
			tranquility compared to the Do Nothing Option.	expected to be no change on the impact of noise from the Do Nothing Option.	of areas tranquility and have more of an impact compared to the Do Nothing	The redistribution of GA aircraft avoiding any new airspace may increase overfligh of areas tranquility and have more of an impact compared to the Do Nothing							
			Implementation of this option should not result in the displacement of			option.							
			other air traffic so there is expected to be no change on the impact of noise from the Do Nothing Option.										
Communities	Air Quality	Initial Options Appraisal:	Aircraft will be above 1,000 ft at all times on this procedure, hence there	Aircraft will be above 1,000 ft at all times on this procedure, hence there will be no impact on local	Implementing this action would result in no change to the position of Exeter-base	Implementing this option would result in no change to the position of Exeter-base	d Implementing this option would result in no change to the position of Easter-based aircraft below	Implementing this option would result in no change to the position of Exeter-based aircraft below	Implementing this option would result in no change to the position of Easter-based aircraft below	Implementing this option would result in no change to the position of Easter-based aircraft below	Implementing this option would result in no change to the position of Exeter-based aircraft below 1,000 ft so there will be no change in		
		Qualitative	will be no impact on local air quality. This represents no change to the D Nothing notion	On air quality. This represents no change to the Do Nothing option.	aircraft below 1,000 ft so there will be no change in local air quality from the Do Nothine option. Some GA aircraft operating halow 1,000 ft in the local area may	aircraft below 1,000 ft so there will be no change in local air quality from the Do Nothing notice. Some GA aircraft operating below 1,000 ft in the local area may	1,000 ft so there will be no change in local air quality from the Do Nothing option. Some GA aircra	If 1,000 ft so there will be no change in local air quality from the Do Nothing option. Some GA aircraft operating below 1,000 ft in the local area may deride to more around the aircraft which may reco	It 1,000 ft so there will be no change in local air quality from the Do Nothing option. Some GA aircraft of marging below 1,000 ft in the local area may decide to more around the aircraft which may recol	1,000 ft so there will be no change in local air quality from the Do Nothing option. Some GA aircraft programs helper 1,000 ft in the local area may decide to cruste around the aircraft which may reco	t local air quality from the Do Nothing option. Some GA aircraft operating below 1,000 ft in the local area may decide to route around it the airspace, which may result in a change in local air quality. However, this is expected to be a small and insignificant change.		
			There will be no change in the Exeter, Crediton or Cullompton AQMAs as	There will be no change in the Exeter, Crediton or Cullompton AQMAs as a result of implementing	decide to route around the airspace, which may result in a change in local air quality. However, this is expected to be a small and insignificant change.	decide to route around the airspace, which may result in a change in local air quality. However, this is expected to be a small and insignificant change.	result in a change in local air quality. However, this is expected to be a small and insignificant	in a change in local air quality. However, this is expected to be a small and insignificant change.	in a change in local air quality. However, this is expected to be a small and insignificant change.	in a change in local air quality. However, this is expected to be a small and insignificant change.	There will be no change in the Exiter. Crediton or Cullompton ADMAs as a result of implementing this option.		
			result of implementing this option.	Biologica.	There will be no change in the Exeter, Crediton or Cullompton AQMAs as a result of	There will be no chance in the Easter. Crediton or Cullomoton AOMAs as a result of		There will be no change in the Exeter, Crediton or Cullompton AQMAs as a result of implementing	There will be no change in the Exeter, Crediton or Cullompton AQMAs as a result of implementing	There will be no change in the Exeter, Crediton or Cullompton AQMAs as a result of implementing	There was do no change in the Leeber, Creation of Contributin Popularies as a result of impressioning unit option.		
			This option is not expected to result in any changes to biodiversity given	into option is not expected to result in any changes to dicoversity given that the implementation we not require any ground works to support implementation.	intere will be no change in the Exerce, Credition or Colompton ACINAS as a result of implementing this option.	implementing this option.	this option.	ins apon.	ins apon.	ins apon.	support implementation.		
			that the implementation will not require any ground works to support implementation.		This option is not expected to result in any changes to biodiversity given that the	This option is not expected to result in any changes to biodiversity given that the	This option is not expected to result in any changes to biodiversity given that the implementation	This option is not expected to result in any changes to biodiversity given that the implementation will not require any ground works to support implementation.	This option is not expected to result in any changes to biodiversity given that the implementation will not require any ground works to support implementation.	This option is not expected to result in any changes to biodiversity given that the implementation will not require any ground works to support implementation.			
					implementation will not require any ground works to support implementation.	implementation will not require any ground works to support implementation.	will not require any ground works to support implementation.						
Wider Society	Greenhouse Gas imna	ct Initial Options Appraisal-	This procedure incorporates a continuous descent profile at notinum	This procedure incorporates a continuous descent profile at optimum aircraft performance. This	By implementing an airspace solution that creates the known traffic analogous and	by implementing an airspace solution that creates the known traffic analysemane	By implementing an airspace solution that creates the known traffic environment to revolve the fire	By implementing an airspace solution that creates the known traffic environment to wonard the final	all by implementing an airspace solution that creates the known traffic environment to nother the final	by implementing an airspace solution that creates the known traffic environment to revolve the fin-	By implementing an airspace solution that creates the known traffic environment to protect the final approach and climb and maths as		
		Qualitative	aircraft performance. This procedure represents the minimum practical track miles for aircraft arriving from the south. More efficient profile that	procedure represents the minimum practical track miles for aircraft arriving from the south. The	to protect the final approach and climb out paths at Exister Airport, the need for ATC to provide applicing action to commercial air traffic will significantly rackure	to protect the final approach and climb out paths at Exeter Airport, the need for ATC to provide agricing artises to commercial air traffic will significantly refuse.	approach and climb out paths at Exeter Airport, the need for ATC to provide avoiding action to communical air traffic will size finantly rather. This will refure the number of additional track mile	approach and climb out paths at Exeter Airport, the need for ATC to provide avoiding action to	approach and climb out paths at Exeter Airport, the need for ATC to provide avoiding action to	approach and climb out paths at Exeter Airport, the need for ATC to provide avoiding action to	By yieldementing an airquice columb on that creates the income traffic aircromment to protect the final approach and climb out paths at Leater Airport, the need for ATC to produce outsiding action to commercial air traffic will significantly reduce. This will reduce the number of additional took miles flows and also reduce emissions and the greenhouse pass impact. It will also contribute to more efficient departure and arming profiles, whether educing the impact. This shoulder result in an possible sender four orthe Do Nothing		
			minimises emissions so should result in less impact than the Do Nothing	increase lateral separation from Dunkeswell Airfield, resulting in slightly extended track mileage.  More efficient profile that minimises emissions so should result in less impact than the Do Nothine	This will reduce the number of additional track miles flown and also reduce	This will reduce the number of additional track miles flown and also reduce emissions and the greenhouse gas impact. It will also contribute to more efficient	from and also reduce emissions and the greenhouse gas impact. It will also contribute to more efficient departure and arrival profiles, further reducing the impact. This should result in a positive	flows and also reduce emissions and the greenhouse gas impact. It will also contribute to more efficient departure and amissi profiles, further reducing the impact. This should result in a positive	flows and also reduce emissions and the greenhouse gas impact. It will also contribute to more efficient departure and arrival profiles, further reducing the impact. This should result in a positive	flown and also reduce ensistences and the greenhouse gas impact. It will also contribute to more efficient departure and arrival profiles, further reducing the impact. This should result in a positive	efficient departure and arrival profiles, further reducing the impact. This should result in an positive benefit over the Do Nothing		
			Spinet.	option.	departure and arrival profiles, further reducing the impact. This should result in an positive benefit over the Do Nothing option.	departure and arrival profiles, further reducing the impact. This should result in a positive benefit over the Do Nothing option.	benefit over the Do Nothing option.	benefit over the Do Nothing option.	benefit over the Do Nothing option.	benefit over the Do Nothing option.	operation.		
					positive benefit over the Lio Nothing option.	positive densits over the LG Nothing option.							
Wider Society	Canacity and resilience	e Initial Ontions Annraisal:	This notion does connect the management of canacity and resilience and	This option does support the management of capacity and resilience and was developed in	This option should reduce operational delays, allowing efficiency of operations	This nation should reduce operational delays: allowing efficiency of operations	This nation should reduce merational delays: allowing afficiency of operations thereby connecting	This option should reduce operational delays, allowing efficiency of operations thereby supporting	This option should reduce operational delays, allowing efficiency of operations thereby supporting	This option should reduce operational delays, allowing efficiency of operations thereby supporting	This option should reduce operational delays, allowing efficiency of operations thereby supporting the management of capacity and		
	,,	Qualitative	was developed in coordination with NATS as part of FASUS in accordance	d This option does support the management of capacity and resilience and was developed in coordination with NATS as part of FASI-S in accordance with the UK Airspace Modernisation Strategy. The procedure has been designed to integrate with the en-route structure and should improve	thereby supporting the management of capacity and resilience of both the airport and the overall national infrastructure. This would represent an improvement over	thereby supporting the management of capacity and resilience of both the airport	the management of capacity and resilience of both the airport and the overall national infrastructure. This would represent an improvement over the Do Nothing option.	the management of capacity and resilience of both the airport and the overall national infrastructure. This would represent an improvement over the Do Nothins cotion.	the management of capacity and resilience of both the airport and the overall national infrastructure. This would represent an improvement over the Do Nothine option.	the management of capacity and resilience of both the airport and the overall national infrastructure. This would represent an improvement over the Do Nothine cotion.	resilience of both the airport and the overall national infrastructure. This would represent an improvement over the Do Nothing		
			with the UK Airspace Modernisation Strategy. The procedure has been designed to integrate with the en-route structure and should improve	resilience over the Do Nothing option.	the Do Nothing option.	the Do Nothing option.	anastracian. This would represent an improvement over the 50 moting option.	massacture. In wood represent an improvement over the 50 nothing option.	anissistical. Instance represent an improvement over the 50 nothing option.	missional transmission in the control of the contro	operation.		
			resilience over the Do Nothing option.										
		Initial Options Appraisal:	This route would have minimal impact on other airspace users. No	This route would have minimal impact on other airspace users. No change to airspace access is	Exerter ATC will facilitate access to airspace for all users, regardless of the airspace	Exeter ATC will facilitate access to aircoace for all users, resardless of the aircoace			Exeter ATC will facilitate access to airspace for all users, regardless of the airspace classification,	Exeter ATC will facilitate access to airspace for all users, regardless of the airspace classification,	Exiter ATC will facilitate access to airspace for all users, regardless of the airspace classification, unless for overrights operational safety		
General Aviation	Acons	Qualitative	change to airspace access is predicted as a result of implementing this	predicted as a result of implementing this option.	classification, unless for overriding operational safety issues. However, some	classification, unless for overriding operational safety issues. However, some	Exeter ATC will facilitate access to airspace for all users, regardless of the airspace classification, unless for ovending operational safety issues. However, some airspace users may choose or be	Ewster ATC will facilitate access to aimpace for all users, regardless of the aimpace classification, unless for overriding operational safety issues. However, some aimpace users may choose or be or unable to operate in some classes of aimpace. Access will not notinely be denied but some aimpace.	unless for overriding operational safety issues. However, some airspace users may choose or be	unless for overriding operational safety issues. However, some airspace users may choose or be	issues. However, some airspace users may choose or be unable to operate in some classes of airspace. Access will not routinely be		
			option.		airspace users may choose or be unable to operate in some classes of airspace. Access will not routinely be denied but some airspace users may be prevented	airspace users may choose or be unable to operate in some classes of airspace. Access will not routinely be denied but some airspace users may be prevented				users may be respected from operating in the aircoare due to the lark of the peressary environment	e denied but some airspace users may be prevented from operating in the airspace due to the lack of the necessary equipment (radio or transponder). The use of Letters of Agreement and local operating procedures will be utilised to facilitate access to all users. These		
					from operating in the airspace due to the lack of the necessary equipment (radio o transponder). The use of Letters of Agreement and local operating procedures will	from operating in the airspace due to the lack of the necessary equipment (radio of transponder). The use of Letters of Agreement and local operating procedures will	or fraido or transponder). The use of Letters of Agreement and local operating procedures will be il utilised to facilitate access to all users. These agreements will allow unhindered access to some areas of the airspace to operators from North Hill and Dunkeswell Airfields, whilst offering them	(radio or transponder). The use of Letters of Agreement and local operating procedures will be utilised to facilitate access to all users. There is expected to be more of an impact than the Do	(radio or transponder). The use of Letters of Agreement and local operating procedures will be utilised to facilitate access to all users. Splitting the airspace vertically would allow the use of	(radio or transponder). The use of Letters of Agreement and local operating procedures will be utilised to facilitate access to all users. Splitting the airspace vertically would allow the use of	agreements will allow unkindered access to some areas of the airspace to operators from North Hill and Dunkessell Airfields, whilst offering them some protection from incursions from other airspace users. Splitting the airspace vertically would allow the use of a different airspace calendatisation, militigating access issued for those airspace uses that can not access more restrictive singuace.		
					be utilised to facilitate access to all users. There is expected to be more of an impact than the Do Nothing option.	be utilised to facilitate access to all users. There is expected to be more of an impact than the Do Nothing option.		Nothing option.			s different airspace classifications, mitigating access issues for those airspace users that can not access more restrictive airspace classifications. There is expected to be more of an impact than the Do Nothing option.		
							Impact than the Do Nothing option.		Nothing option.	Nothing aption.			
General Aviation / commercial airlines	Economic impact from increased effective	n Initial Options Appraisal: Qualitative	The introduction of PBN procedures coordinated as part of the PASI-5 programme will contribute to the delivery of associated benefits including	The introduction of PBN procedures coordinated as part of the FASI-S programme will contribute to ng the delivery of associated benefits including increased effective capacity which is predicted to have	Introducing this option should improve operational efficiency and reduce delays.  This well contribute to the delivery of associated benefits including increased	Introducing this option should improve operational efficiency and reduce delays.  This will contribute to the delivery of associated benefits including increased	Introducing this option should improve operational efficiency and reduce delays. This will contribute to the delivery of associated benefits including increased effective capacity which is	Introducing this option should improve operational efficiency and reduce delays. This will contribut to the delivery of associated benefits including increased effective capacity which is predicted to	Introducing this option should improve operational efficiency and reduce delays. This will contribute to the delivery of associated benefits including increased effective capacity which is predicted to	Introducing this option should improve operational efficiency and reduce delays. This will contribut to the delivery of associated benefits including increased effective capacity which is predicted to	te Introducing this option should improve operational efficiency and reduce delays. This will contribute to the delivery of associated benefits including increased effective capacity which is predicted to have direct and indirect economic benefits associated with an		
	capacity		increased effective capacity which is predicted to have direct and indirect economic benefits associated with an increase in both air transport and	If the dilvery of associated benefits including increased effective capacity which is predicted to have tident and inferit economic benefits associated with an increase in both a simport and GA movements. The predictable routing and integration with the en-outen retwork should increase the ability of the combotie to salely handle built thus velocity the bilathhood of vectoring and the need for avoiding action. This would represent an improvement over the Do Nothing option.	effective capacity which is predicted to have direct and indirect economic benefits associated with an increase in both air transport and GA movements. This would	effective capacity which is predicted to have direct and indirect economic benefits associated with an increase in both air transport and GA movements. This would	predicted to have direct and indirect economic benefits associated with an increase in both air transport and GA movements. This would represent an improvement over the Do Nothing option.	have direct and indirect economic benefits associated with an increase in both air transport and GA movements. This would represent an improvement over the Do Nothing option.	have direct and indirect economic benefits associated with an increase in both air transport and GA movements. This would represent an improvement over the Do Nothing option.	have direct and indirect economic benefits associated with an increase in both air transport and GA movements. This would represent an improvement over the Do Nothing option.	increase in both air transport and GA movements. This would represent an improvement over the Do Nothing option.		
			GA movements. The predictable routing and integration with the en- route network should increase the ability of the controller to safely	ability of the controller to safely handle traffic thus reducing the likelihood of vectoring and the need for avoiding action. This would represent an improvement over the Do Nothing option.	represent an improvement over the Do Nothing option.	represent an improvement over the Do Nothing option.							
			handle traffic thus reducing the likelihood of vectoring and the need for avoiding action. This would represent an improvement over the Do										
			Nothing option.										
General Aviation / commercial airlines	fuel burn	Initial Options Appraisal: Qualitative	Most practical and expeditious route, continuous descent and optimum aircraft performance minimises fuel burn for this procedure. This should	Most practical and expeditious route, continuous descent and optimum aircraft performance il minimises fuel burn for this procedure. This should represent an improvement over the Do Nothing	The reduction in avoiding action and re-routing to avoid unknown traffic, especially for commercial aircraft arriving at the airport at lower altitudes, will reduce fuel	<ul> <li>The reduction in avoiding action and re-routing to avoid unknown traffic, especial for commercial aircraft arriving at the airport at lower altitudes, will reduce fuel</li> </ul>	by the reduction in avoiding action and re-routing to avoid unknown traffic, especially for commercia aircraft arriving at the airport at lower altitudes, will reduce fuel burn. It will also contribute to more efficient departure and arrival profiles, further reducing the impact. This should result in a positive	If the reduction in avoiding action and re-routing to avoid unknown traffic, especially for commercial aircraft arriving at the airport at lower altitudes, will reduce fuel burn. It will also contribute to more	The reduction in avoiding action and re-routing to avoid unknown traffic, especially for commercial real-routing at the airport at lower altitudes, will reduce fuel burn. It will also contribute to more	The reduction in avoiding action and re-routing to avoid unknown traffic, especially for commercial aircraft arriving at the airport at lower altitudes, will reduce fuel burn. It will also contribute to more	The reduction in avoiding action and re-routing to avoid unknown traffic, especially for commercial aircraft arriving at the airport at lower altitudes, will reduce feel burn. It will also contribute to more efficient departure and arrival profiles, further reducing the		
			represent an improvement over the Do Nothing option.	option.	burn. It will also contribute to more efficient departure and arrival profiles, further reducing the impact. This should result in a positive benefit over the Do Nothing	burn. It will also contribute to more efficient departure and arrival profiles, furthe reducing the impact. This should result in a positive benefit over the Do Nothing	efficient departure and arrival profiles, further reducing the impact. This should result in a positive benefit over the Do Nothing option.	efficient departure and arrival profiles, further reducing the impact. This should result in a positive benefit over the Do Nothing option.	efficient departure and arrival profiles, further reducing the impact. This should result in an positive benefit over the Do Nothing option.	efficient departure and arrival profiles, further reducing the impact. This should result in a positive benefit over the Do Nothing option.	Impact. This should result in a positive benefit over the Do Nothing option.		
					option.	option.							
Commercial airlines	Training costs	Initial Options Appraisal:	This proposal is not anticipated to require additional training costs for	This proposal is not anticipated to require additional training costs for airlines, representing no	This proposal is not anticipated to require additional training costs for airlines,	This proposal is not anticipated to require additional training costs for airlines,	This proposal is not anticipated to require additional training costs for airlines, representing no	This proposal is not anticipated to require additional training costs for airlines, representing no	This proposal is not anticipated to require additional training costs for airlines, representing no	This proposal is not anticipated to require additional training costs for airlines, representing no	This proposal is not anticipated to require additional training costs for airlines, representing no change from the Do Nothing option.		
		Qualitative	airlines, representing no change from the Do Nothing option.	change from the Do Nothing option.	representing no change from the Do Nothing option.	representing no change from the Do Nothing option.	change from the Do Nothing option.	change from the Do Nothing option.	change from the Do Nothing option.	change from the Do Nothing option.			
Commercial airlines	Other costs	Initial Options Appraisal:	This proposal is not anticipated to require any other additional costs for	This proposal is not anticipated to require any other additional costs for airlines, representing no	This proposal is not anticipated to require any other additional costs for airlines,	This proposal is not anticipated to require any other additional costs for airlines,	This proposal is not anticipated to require any other additional costs for airlines, representing no	This proposal is not anticipated to require any other additional costs for airlines, representing no	This proposal is not anticipated to require any other additional costs for airlines, representing no	This proposal is not anticipated to require any other additional costs for airlines, representing no	This proposal is not anticipated to require any other additional costs for airlines, representing no change from the Do Nothing option.		
		Qualitative	airlines, representing no change from the Do Nothing option.	change from the Do Nothing option.	representing no change from the Do Nothing option.	representing no change from the Do Nothing option.	change from the Do Nothing option.	change from the Do Nothing option.	change from the Do Nothing option.	change from the Do Nothing option.			
Airport / Air	Infrastructure costs	Initial Options Appraisal:	There will be no additional infrastructure costs associated with the	There will be no additional infrastructure costs associated with the introduction of PBN routes or	This option is not expected to change airport or ANSP infrastructure, beyond the	This option is not expected to change airport or ANSP infrastructure, beyond the	This option is not expected to change airport or ANSP infrastructure, beyond the initial deployment	t This option is not expected to change airport or ANSP infrastructure, beyond the initial declovment	t This option is not expected to change airport or ANSP infrastructure, beyond the initial deployment	This option is not expected to change airport or ANSP infrastructure, beyond the initial deployment	This option is not expected to change airport or ANSP infrastructure, beyond the initial deployment phase which would require some		
navigation service provider		Qualitative	introduction of PBN routes or procedures. No change from the Do Nothing option.	procedures. No change from the Do Nothing option.	initial deployment phase which would require some internal ATC system adaptation. This would represent a minor change from the Do Nothing option.	initial deployment phase which would require some internal ATC system adaptation. This would represent a minor change from the Do Nothing option.	phase which would require some internal ATC system adaptation. This would represent a minor change from the Do Nothing option	phase which would require some  internal ATC system adaptation. This would represent a minor change from the Do Nothing option.	phase which would require some internal ATC system adaptation. This would represent a minor change from the Do Nothing option.	phase which would require some internal ATC system adaptation. This would represent a minor change from the Do Nothing option.	internal ATC system adaptation. This would represent a minor change from the Do Nothing option.		
Airport / Air navigation service	Operational costs	Initial Options Appraisal: Qualitative	The operational costs associated with implementing PBN procedures relate to IFP design, validation (ground and airborne), safety assessment.	The operational costs associated with implementing PBN procedures relate to EP design, validation feround and airbornel, safety assessment, airspace change and consultation, certification and	This option is not expected to change operational costs. No change from the Do Nothing option.	This option is not expected to change operational costs. No change from the Do Nothine option.	This option is not expected to change operational costs. No change from the Do Nothing option.	This option is not expected to change operational costs. No change from the Do Nothing option.	This option is not expected to change operational costs. No change from the Do Nothing option.	This option is not expected to change operational costs. No change from the Do Nothing option.	This option is not expected to change operational costs. No change from the Do Nothing option.		
provider			airspace change and consultation, certification and publication. Once implemented, the costs of ownership of PBN procedures is very low,	publication. Once implemented, the costs of ownership of PBN procedures is very low, requiring maintenance of the procedure on a five yearly basis. This represents a small increase from the Do									
			requiring maintenance of the procedure on a five yearly basis. This requirements a small increase from the Do Nothing option.	Nothing option.									
			and the same of th										
Airport / Air	Deployment costs	Initial Options Appraisal	This option may require training for air traffic controllers and assistants a Exeter Airport. There may be occasions where the reduced availability of	at This option may require training for air traffic controllers and assistants at Easter Airmort. There may	This option may require training for air traffic controllers and assistants at Finance	This option may require training for air traffic controllers and assistants or Fustor	This option may require training for air traffic controllers and assistants at Easter Airmon Than an	ay This option may require training for air traffic controllers and assistants at Exeter Airnort. There may	by This option may require training for air traffic controllers and assistants at Exeter Aimon. There may	This option may require training for air traffic controllers and assistants at Easter Airwort. There may	This option may require training for air traffic controllers and assistants at Easter Airport. There may be occasions where the reduced		
navigation service provider		Qualitative	Exeter Airport. There may be occasions where the reduced availability of operational controllers during their conversion training could mean	could mean operational rostering becomes a factor when considering continuous service delivery.	This option may require training for air traffic controllers and assistants at Eveter Airport. There may be occasions where the reduced availability of operational controllers during their conversion training could mean operational rostering	This option may require training for air traffic controllers and assistants at Exeter Airport. There may be occasions where the reduced availability of operational controllers during their convenion training could mean operational rostering	This option may require training for air traffic controllers and assistants at Easter Airport. There m be occasions where the reduced availability of operational controllers during their conversion training could mean operational routering becomes a factor when considering continuous service	ay This option may require training for air traffic controllers and assistants at Exeter Airport. There may be occasions where the reduced availability of operational controllers during their conversion training could mean operational soldering becomes a factor when considering continuous service.	by This option may require training for air traffic controllers and assistants at Exeter Airport. There may be occasions where the reduced availability of operational controllers during their conversion training could mean operational rostering becomes a factor when considering continuous service.	be occasions where the reduced availability of operational controllers during their conversion training could mean operational rostering becomes a factor when considering continuous service	This option may require training for air traffic controllers and assistants at Exster Airport. There may be occasions where the reduced availability of operational controllers during their conversion training cool main operational rotating becomes a factor when considering controllusion service delibration services delibration services delibration services delibration services of their consession from the considering controllusion services delibration services.		
			operational rostering becomes a factor when considering continuous service delivery. Internal documentation will also require updating. This	Internal documentation will also require updating. This represents an initial increase from the Do Nothing option.	becomes a factor when considering continuous service delivery. Internal documentation will also require updating. This represents an initial increase from	becomes a factor when considering continuous service delivery. Internal documentation will also require updating. This represents an initial increase from	delivery. Internal documentation will also require updating. This represents an initial increase from the Do Nothing option.	n delivery. Internal documentation will also require updating. This represents an initial increase from the Do Nothing option.	delivery. Internal documentation will also require updating. This represents an initial increase from the Do Nothing option.	delivery. Internal documentation will also require updating. This represents an initial increase from the Do Nothing option.	Do Nothing option.		
			represents an initial increase from the Do Nothing option.		the Do Nothing option.	the Do Nothing option.							
									1				
Safety Assessment	Safety Assessment	Initial Options Appraisal: Qualitative	No significant safety implications were identified during the safety assessment. Possible conflict with aircraft departing to the south.	Possible conflict with aircraft departing to the north. Network design and integration as part of the FASI-S programme should mitigate this conflict. Procedure design would also include vertical	of limited protection currently afforded to commercial aircraft, including passenge	of limited protection currently afforded to commercial aircraft, including passenge	The principal area of concern regarding current operations at Exeter Airport is one of limited or protection currently afforded to commercial aircraft, including passenger-carrying airliners,				The principal area of concern regarding current operations at Exeter Airport is one of limited protection currently afforded to g commercial aircraft, including passenger-carrying airliners, operating near the airport. The introduction of new airspace at Exeter		
			Network design and integration as part of the FASI-S programme should mitigate this conflict. Procedure design would also include vertical	separation to be designed into the departure and arrival procedures. If required, ATC tactical intervention would be used to ensure safe separation. Issue similar to current operations at Exeter	Exeter Airport is expected to provide enhanced levels of safety and information to	Exeter Airport is expected to provide enhanced levels of safety and information to	operating near the airport. The introduction of new airspace at Exster Airport is expected to provi- enhanced levels of safety and information to aircraft operating in and out of Exeter Airport and to	de mear the airport. The introduction of new airspace at Exster Airport is expected to provide enhance levels of safety and information to aircraft operating in and out of Exeter Airport and to aircraft.	d near the airport. The introduction of new airspace at Exeter Airport is expected to provide enhanced levels of safety and information to aircraft operating in and out of Exeter Airport and to aircraft	near the airport. The introduction of new airspace at Exeter Airport is expected to provide enhance levels of safety and information to aircraft operating in and out of Exeter Airport and to aircraft.	d Airport is expected to provide enhanced levels of safety and information to aircraft operating in and out of Exeter Airport and to aircraft operating in the local area.		
			separation to be designed into the departure and arrival procedures. If required, ATC tactical intervention would be used to ensure safe	Airport which is managed effectively and safely by AFC.	aircraft operating in and out of Exeter Airport and to aircraft operating in the local area.	aircraft operating in and out of Exeter Airport and to aircraft operating in the local area.	aircraft operating in the local area.	operating in the local area.	operating in the local area.	operating in the local area.	The implementation of this option may lead to unauthorised entry into the airspace, decending on the airspace classification		
			required, Air Lactical Intervention would be used to emure sare separation. Issue similar to current operations at Exeter Airport which is managed effectively and safely by ATC.	Possible conflict with gliders operating from North Hill Airfield. Letter of Agreement to ensure	We involve actation of this action was for the	The implementation of this option may lead to unauthorised entry into the	The implementation of this option may lead to unauthorised entry into the airspace, depending or	The implementation of this option may lead to unauthorised entry into the airspace, depending on	The implementation of this option may lead to unauthorised entry into the airspace, depending on	The implementation of this option may lead to unauthorised entry into the airspace, depending on	introduced. This would require ATC tactical intervention to ensure safe separation between traffic was maintained.		
				coordination between North Hill and Exeter Airport aircraft. The option to introduce Controlled Airspace (CAS) would be a mitigation to this hazard.	airspace, depending on the airspace classification introduced. This would require	airspace, depending on the airspace classification introduced. This would require	the airspace classification introduced. This would require ATC tactical intervention to ensure safe separation between traffic was maintained.	the airspace classification introduced. This would require ATC tactical intervention to ensure safe separation between traffic was maintained. The complexity of the airspace boundary may also lead	d separation between traffic was maintained.	the airspace classification introduced. This would require ATC tactical intervention to ensure safe separation between traffic was maintained.	By allowing freedom of movement for airspace users from North Hill and Dunkeswell Airfields through Letters of Agreement, this potion could have a positive impact on safety of operations by providing protection from other airspace users.		
			Possible conflict with GA traffic transiting along the coast at low level (below 3,000 ft). Aircraft on the transition procedure are likely to be	Possible conflict with GA and parachuting operations at Dunkeswell Airfield. The option to introduce		ATC tactical intervention to ensure safe separation between traffic was maintained	By allowing freedom of movement for airspace users from North Hill and Dunkeswell Airfields	to unauthorised entry into the airspace requiring ATC tactical intervention to ensure safe separation between traffic was maintained.	The design of the airspace could cause the displacement of GA aircraft outside of the airspace.	The design of the airspace could cause the displacement of GA aircraft outside of the airspace,	option could have a positive impact on safety of operations by providing protection from other airspace users.  The design of the airspace could cause the displacement of GA aircraft outside of the airspace introducing choice points and furnalling.		
			much higher in the vicinity of the coast, and ATC tactical intervention would be used to ensure safe separation. The option to introduce CAS	CAS would be a mitigation to this hazard.	The design of the airspace could cause the displacement of GA aircraft outside of the airspace, introducing choke points and funnelling, which could increase the	The design of the airspace could cause the displacement of GA aircraft outside of the airspace, introducing choke points and funnelling, which could increase the	through Letters of Agreement, this option could have a positive impact on safety of operations by providing protection from other airspace users.	The design of the airspace could cause the displacement of GA aircraft outside of the airspace,	introducing choke points and funnelling, which could increase the safety risk to those aircraft. Utilising services provided by Exeter ATC, together with robust Letters of Agreement with local	introducing choke points and funnelling, which could increase the safety risk to those aircraft. Utilising services provided by Exeter ATC, together with robust Letters of Agreement with local	which could increase the safety risk to those aircraft. Utilising services provided by Exeter ATC, together with robust Letters of		
			would be a mitigation to this hazard.	Possible conflict with RNAS Yeovilton Instrument Flight Procedures (IFP). Coordination would be required between Exeter Airport ATC and RNAS Yeovilton ATC. The option to introduce CAS would be	safety risk to those aircraft. Utilising services provided by Exeter ATC, together	safety risk to those aircraft. Utilising services provided by Exeter ATC, together	The during of the signature could course the displacement of 0.5 signals and the signature	introducing choke points and funnelling, which could increase the safety risk to those aircraft. Utilising services provided by Exeter ATC, together with robust Letters of Agreement with local	airspace users, would go some way to mitigating this issue. The design of the airspace should be sympathetic to other airspace users, which includes the careful consideration of lower attitudes of	airspace users, would go some way to mitigating this issue. The design of the airspace should be sympathetic to other airspace users, which includes the careful consideration of lower altitudes of	Agreement with local airspace users, would go some way to mitigating this issue. The design of the airspace should be sympathetic to other airspace users, which includes the careful consideration of lower altitudes of airspace to facilitate access below. Further design		
				a mitigation to this hazard.	with rootest Letters or Agreement with roots a inspace users, would go some way to mitigating this issue. The design of the airspace should be sympathetic to other airspace users, which includes the careful consideration of lower altitudes of	mitigating this issue. The design of the airspace should be sympathetic to other airspace users, which includes the careful consideration of lower altitudes of	introducing choke points and funnelling, which could increase the safety risk to those aircraft.  Utilising services provided by Exeter ATC, together with robust Letters of Agreement with local	airspace users, would go some way to mitigating this issue. The design of the airspace should be sympathetic to other airspace users, which includes the careful consideration of lower altitudes of	airspace to facilitate access below. Further design work will be done to minimise the impact on other airspace users.	airspace to facilitate access below. Further design work will be done to minimise the impact on other airspace users.	work will be done to minimise the impact on other airspace users.		
				Possible conflict with GA at Watchford Farm airstrip. If required, ATC tactical intervention would be used to ensure safe separation. Issue similar to current operations at Exeter Airport which is	airspace to facilitate access below. Further design work will be done to minimise the impact on other airspace users.	airspace to facilitate access below. Further design work will be done to minimise the impact on other airspace users.	airspace users, would go some way to mitigating this issue. The design of the airspace should be sympathetic to other airspace users, which includes the careful consideration of lower altitudes of	airspace to facilitate access below. Further design work will be done to minimise the impact on other airspace users.	The design of the upper zone could result in most of the airport's traffic being condensed to the	The design of the upper zone could result in most of the airport's traffic being condensed to the	The design of the upper zone could result in most of the airport's traffic being condensed to the south of the airport. ATC tactical intervention could be required to ensure safe separation is maintained, which could lead to high ATC workload.		
				managed effectively and safely by ATC. The option to introduce CAS would be a mitigation to this hazard.	This option protects the final approach path but does not provide protection for	This option protects the final approach path but does not provide protection for	airspace to facilitate access below. Further design work will be done to minimise the impact on other airspace users.	This option protects the full Instrument Approach Procedures but since and remain contains for the	south of the airport. ATC tactical intervention could be required to ensure safe separation is maintained, which could lead to high ATC workload.	south of the airport. ATC tactical intervention could be required to ensure safe separation is maintained, which could lead to high ATC workload.	This option protects the full instrument Approach Procedures and would contain the denature and transition proved for the contain		
					the full departure or transition procedures.	the full departure or transition procedures.	This action protects the full Instrument Approach Procedures but does not provide protection for	Into oppoin protects the tall interument Approach Procedures out does not provide protection for the full departure or transition procedures.	This cotion protects the final approach and initial climb out paths and would contain the departure	maintained, which could lead to high ALC workbad.  This option protects the final approach and initial climb out paths and would contain the departure	into opioin process the rule instrument, approach indeedures and would contain the departure and transition procedures to the south of the airport.		
							the full departure or transition procedures.		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.	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.			

INITIAL OF	TIONS APPRAI	ISAL Summary of Analy	as Although originally considered unviable due to the impact this option would have on local airfields, it was considered that this option	This option offers more protection for the approach procedures and departure routes and provides connectivity to the	This option offers more protection for the approach procedures and departure routes and provides connectivity to the	This option offices more protection for the approach procedures and departure routes and provides connectivity to the	This option offers more protection for the approach procedures and departure routes and	Whilst this option protects the final approach and initial climb out paths and could provide	This option offers more protection for the approach procedures and departure
			could also provide protection for North Hill and Dunkeswell airfields. This would require agreement with these airfields to ensure satisfactory operating procedures within any new airspace. This option protects the final approach and initial climb out patch and could provide comencity to the airspans structure. If would contain designating and provide comencity to the airspans structure, and airspans and transfer many the airspans and the satisfact of the south of the airspans are the satisfact of the satisfact of the airspans are the satisfact of the satisfact	airways structure. It would contain departure and transition procedures to the south of the airport, ensuring that Commercial Air Transport would remain inside Controlled Airspace when arriving or departing from the Airport. The	airways structure. It would contain the departure and transition procedures, ensuring that Commercial Air Transport would remain inside Controlled Airspace when arriving or departing from the Airsport. The complicity of the airspace	This option offers more protection for the approach procedures and departure routes and provides connectivity to the airways structure. It would contain the departure procedures but not all of the transition procedures, Commercial Air Tempora would not remain inside Connolled Airspace when airrings of the Airport. Being defined to the airspace of the Airport in the Airspace when airrings of the Airport.	provides connectivity to the airways structure. It would contain the departure and transition represents ansuring that Commercial Air Transport would remain inside Controlled Aironage.	connectivity to the airways structure, it would not contain the full departure and transition procedures and Commercial Air Transport would not remain inside Controlled Airspace when arriving or departing from the Airport. This cotion is considered to be the minimum acceptable solution but	routes and provides connectivity to the airways structure. It would contain the departure and transition procedures, ensuring that Commercial Air Transport would
			provide connectivity to the air-ways structure. It would contain departure and transition procedures to the south of the airport, ensuring that Commercial Air Transport would remain inside Controlled Airspace when arriving or departing from the Airport. This option will be taken forward but is not the preferred option.	complexity of the arrigace boundary and wrap-around of Dunkeiswell and North Hill airfields may lead to unauthorised incursions and create choke points. This option will not be taken forward.	boundary and wrap-around of Dunkeswell and North Hill airfields may lead to unauthorised incursions and create choic points. The lower airspace portion of this option can be amended to be the same as Option 15, notwithstanding the necessary arrangements required with North Hill and Dunkeswell airfields to ensure satisfactory operating procedures.	e boundary, creating a "cul-de-sac" in the simpace around North Hill and Dunkeswell airfields may lead to unauthorised incursions and create choke points. This option will not be taken forward.	when arriving or departing from the Airport. Although the design may be considered complex and may lead to unauthorised incursions, the multiple areas are designed to minimise the amount of CAS required to ensure traffic remains inside CAS. This option will be taken forward	or departing from the Airport. This option is considered to be the minimum acceptable solution but is not ideal from the airport's point of view. This option will be taken forward but is not the preferred option.	remain inside Controlled Airspace when arriving or departing from the Airport. This option will be taken forward but is not the preferred option.
			законт на чени дод за тод отерителни прилат.		within the new airspace. With this amendment to the design, this option will be taken forward as the preferred option.		but is not the preferred option.	presente apout.	
Group	Impact	Level of Analysis	Airspace Option 15	Airspace Option 16	Aimpace Option 17	Airspace Option 18	Airspace Option 19	Airspace Option PE1	Airspace Option PE2
	_		Option A15	Option A16	Option A17	Option A18	Option A19	Option PE1	Option PE2
Communities	Noise impact on health and quality of life	Initial Options Appraisal: Qualitative	here a studie, to be a gardened relays in the easter regist to health and quality of the a result of displacenting this arranges.  The conde before you removaled and/or all results of a deplacing from the least post or suitably a placent to reflect the property of the p	There is unlikely to be a significant change in the noise impact on health and quality of life as a result of implementing this airspace option. The routes flown by commercial aircraft arriving at or departing from Exeter Airport are unlikely	There is unlikely to be a significant change in the noise impact on health and quality of life as a result of implementing this airspace option. The routes flown by commercial aircraft arriving at or departing from Exeter Airport are unlikely	There is unlikely to be a significant change in the noise impact on health and quality of life as a result of implementing this airspace option. The routes flown by commercial aircraft arriving at or departing from Exeter Airport are unlikely to	There is unlikely to be a significant change in the noise impact on health and quality of life as a nesult of implementing this airspace option. The routes flown by commercial aircraft arriving at	There is unlikely to be a significant change in the noise impact on health and quality of life as a result of implementing this airspace option. The routes flown by commercial aircraft arriving at or disparting from Eveter Airport are unlikely to change from the Do Nothing option. Less avoiding	There is unlikely to be a significant change in the noise impact on health and quality of life as a result of implementing this airspace option. The routes flown by
			Nothing option. Less avoiding action needed should reduce the noise impact in some areas. The increased use in the airspace may lead to Exeter-based GA aircraft moving their flight areas further away from the airport but this is unlikely to have a significant noise impact.	to change from the Do Nothing option. Less audiding action needed should reduce the noise impact in some areas.  The increased size in the airspace may lead to Exeter-based GA aircraft moving their flight areas further away from the	to change from the Do Nothing option. Less avoiding action needed should reduce the noise impact in some areas.  The increased size in the airspace may lead to Exeter-based GA aircraft moving their flight areas further away from the	change from the Do Nothing option. Less avoiding action needed should reduce the noise impact in some areas. The increased size in the airspace may lead to Exeter-based GA aircraft moving their flight areas further away from the	or departing from Exeter Airport are unlikely to change from the Do Nothing option. Less avoiding action needed should reduce the noise impact in some areas. The increased size in the		commercial aircraft arriving at or departing from Exeter Airport are unlikely to change from the Do Nothing option. Less avoiding action needed should reduce the noise impact in some areas. The increased size in the airspace may lead to Exeter-
			some GA aircraft may chose to fly around the airspace right than through it, resulting in a redistribution of noise around the closal area.  This may be pracechated in areas considered to be rights entirely where GB aircraft model be formalized. However, these areas are renal	airpace, regardless of the classification, would be facilitated by Eveter ATC, some GA aircraft may chose to fly around the aircraft rather than through it receiving in a registribution of moise around the local area. This may be	airspace, regardless of the classification, would be facilitated by Exeter ATC, some GA aircraft may chose to fly around the aircrarse rather than through it revolution in a redistribution of noise among the local area. This may be exacerbate	airspace, regardless of the classification, would be facilitated by Exeter ATC, some A aircraft may chose to fly around if the aircraft and the term of the first around the local area. This may be expecitated to the aircraft around the local area.	airspace may lead to Exster-based GA aircraft moving their flight areas further away from the airport but this is unlikely to have a significant noise impact on health and quality of life. Although access to any new airspace, regardless of the classification, would be facilitated by	to change their route profiles as a result of implementing airspace. Although access to any new airspace, regardless of the classification, would be facilitated by Exeter ATC, some GA aircraft may chose to fig around the airspace rather than through it, resulting in a redistribution of noise around	based GA aircraft moving their flight areas further away from the airport but this is unlikely to have a significant noise impact on health and quality of life. Although
			areas so the impact should not be significant. Implementing this option should not see a significant change in the impact of noise from the Do Nothing option.	rural areas so the impact should not be significant. Implementing this option should not see a significant change in	the impact should not be simificant. Implementing this option should not see a significant change in the impact of	impact should not be significant. Implementing this potion should not see a significant change in the impact of noise	Exeter ATC, some GA aircraft may chose to fly around the airspace rather than through it, resultine in a redistribution of noise around the local area. This may be exacerbated in areas	the local area. This may be exacerbated in areas considered to be choke points where GA aircraft could be funnelled. However, these areas are rural areas so the impact should not be significant.	access to any new airspace, regardless of the classification, would be facilitated by
			The redistribution of GA aircraft avoiding any new airspace may increase overflight of areas tranquility and have more of an impact	the impact of noise from the Do Nothing option.  The redistribution of GA aircraft avoiding any new aircrace may increase overflight of areas tranquility and have more	noise from the Do Nothing option.  The redistribution of GA aircraft avoiding any new airspace may increase overflight of areas transpallity and have more	from the Do Nothing option.	considered to be choke points where GA aircraft could be funnelled. However, these areas are rural areas so the impact should not be significant. Implementing this option should not see a	Implementing this option should not see a significant change in the impact of noise from the Do Nothing option.	through it, resulting in a redistribution of noise around the local area. This may be exacerbated in areas considered to be choke points where GA aircraft could be
			compared to the Do Nothing option.	The redistribution of GA arcraft avoiding any new airspace may increase overflight of areas trianquility and have more of an impact companed to the Do Nothing option.	The redistribution of GA arcraft avoiding any new arripace may increase overflight of areas tranquility and have more of an impact compared to the Do Nothing option.	The redistribution of GA aircraft avoiding any new airspace may increase overflight of areas tranquility and have more or an impact compared to the Do Nothing option.	significant change in the impact of noise from the Do Nothing option.  The redistribution of GA aircraft avoiding any new airspace may increase overflight of areas	The redistribution of GA aircraft avoiding any new airspace may increase overflight of areas tranquillity and have more of an impact compared to the Do Nothing option.	funnelled. However, these areas are rural areas so the impact should not be significant. Implementing this option should not see a significant change in the impact of noise from the Do Nothing option.
							tranquillity and have more of an impact compared to the Do Nothing option.	tranquisity and have more of an impact compared to the Do Nothing option.	impact or noise from the Do Nothing option.  The redistribution of GA aircraft avoiding any new airspace may increase overflight.
									of areas tranquility and have more of an impact compared to the Do Nothing option.
Communities	Air Quality	Initial Options Appraisal:	Implementing this option would result in no change to the position of Exeter-based aircraft below 1,000 ft so there will be no change in	Implementing this option would result in no change to the position of Exeter-based aircraft below 1,000 ft so there will	Implementing this option would result in no change to the position of Exeter-based aircraft below 1,000 ft so there will	Implementing this option would result in no change to the position of Exeter-based aircraft below 1,000 ft so there will	Implementing this option would result in no change to the position of Exeter-based aircraft	Implementing this option would result in no change to the position of Exeter-based aircraft below	Implementing this option would result in no change to the position of Exeter-based
		Qualitative	local air quality from the Do Nothing option. Some GA aircraft operating below 1,000 ft in the local area may decide to route around the airspace, which may result in a change in local air quality. However, this is expected to be a small and insignificant change.	be no change in local air quality from the Do Nothing option. Some GA aircraft operating below 1,000 ft in the local area may decide to route around the airspace, which may result in a change in local air quality. However, this is	be no change in local air quality from the Do Nothing option. Some GA aircraft operating below 2,000 ft in the local area may decide to route around the airspace, which may result in a change in local air quality. However, this is	be no change in local air quality from the Do Nothing option. Some GA aircraft operating below 1,000 ft in the local area may decide to route around the airspace, which may result in a change in local air quality. However, this is	below 1,000 ft so there will be no change in local air quality from the Do Nothing option. Some GA aircraft operating below 1,000 ft in the local area may decide to route around the airspace,	implementing this option would result in no change to the position of Ewster-based aircraft below 1,000 ft so there will be no change in local air quality from the Do Nothing option. Some GA aircraft operating below 1,000 ft in the local area may decide to route around the airspace, which may result	aircraft below 1,000 ft so there will be no change in local air quality from the Do Nothing option. Some GA aircraft operating below 1,000 ft in the local area may
			There will be no change in the Exeter, Crediton or Cullompton AQMAs as a result of implementing this option.	expected to be a small and insignificant change.  There will be no change in the Exeter. Credition or Cullomoton AOMAs as a result of implementing this oction.	expected to be a small and insignificant change.  There will be no change in the Exeter: Credition or Cullismoton ACAMAs as a result of implementing this option.	expected to be a small and insignificant change.  There will be no change in the Easter. Crediton or Culiomoton ACMAs as a result of implementing this option.	which may result in a change in local air quality. However, this is expected to be a small and insignificant change.	in a change in local air quality. However, this is expected to be a small and insignificant change.  There will be no change in the Exiter, Credition or Cullismaton AOMAs as a result of implementing	decide to route around the airspace, which may result in a change in local air quality. However, this is expected to be a small and insignificant change.
			This option is not expected to result in any changes to biodiversity given that the implementation will not require any ground works to support implementation.	This option is not expected to result in any changes to biodiversity given that the implementation will not require any	This option is not expected to result in any changes to biodiversity given that the implementation will not require any	This option is not expected to result in any changes to biodiversity given that the implementation will not require any	There will be no change in the Exeter, Crediton or Cullompton AQMAs as a result of implementing this option.	this option.	There will be no change in the Exeter, Crediton or Cullompton AQMAs as a result of implementing this option.
				ground works to support implementation.	ground works to support implementation.	ground works to support implementation.	This option is not expected to result in any changes to biodiversity given that the implementation	This option is not expected to result in any changes to biodiversity given that the implementation will not require any ground works to support implementation.	This option is not expected to result in any changes to biodiversity given that the
							will not require any ground works to support implementation.		implementation will not require any ground works to support implementation.
Wider Society	Greenhouse Gas impact	t Initial Options Appraisal:	By implementing an airspace solution that creates the known traffic environment to protect the final approach and climb out paths at	By implementing an airspace solution that creates the known traffic environment to protect the final approach and	By implementing an airspace solution that creates the known traffic environment to protect the final approach and	by implementing an aimpace solution that creates the known traffic environment to protect the final approach and	By implementing an airspace solution that creates the known traffic environment to protect the	By implementing an airspace solution that creates the known traffic environment to protect the final	By implementing an airspace solution that creates the known traffic environment to
		Qualitative	by implementing an interpact solution that creates the known staffic internament to partiest the first approach and critin out paths at Easter Airport, the medic Park Top produce anoding action to normerical at retail to disprificatory reduce. This will reduce the number of additional track miles flower and also reduce emissions and the gravehouse gas impact. It will also contribute to more efficient departure and arrival profiles, whicher endough the impact. This should event in an apposite benefit over the Do torbing option.	climb out paths at Exeter Airport, the need for ATC to provide avoiding action to commercial air traffic will significantly reduce. This will reduce the number of additional track miles flown and also reduce emissions and the greenhouse gas	climb out paths at Exeter Airport, the need for ATC to provide avoiding action to commercial air traffic will significantly reduce. This will reduce the number of additional track miles flown and also reduce emissions and the greenhouse gas	climb out paths at Exeter Airport, the need for ATC to provide avoiding action to commercial air traffic will significantly reduce. This will reduce the number of additional track miles flown and also reduce emissions and the greenhouse gas	final approach and climb out paths at Exeter Airport, the need for ATC to provide avoiding action to commercial air traffic will significantly reduce. This will reduce the number of additional trad-	By implementing an airspace solution that creates the known traffic environment to protect the final approach and climb out paths at Ewster Airport, the need for ATC to provide avoiding action to to commercial at Paths will significantly reduce. This will reduce the number of additional track makes flown and also reduce emissions and the greenhouse gus impact. It will also contribute to more	protect the final approach and climb out paths at Exeter Airport, the need for ATC to provide avoiding action to commercial air traffic will significantly reduce. This will
			efficient departure and arrival profiles, further reducing the impact. This should result in an positive benefit over the Do Nothing option.	impact. It will also contribute to more efficient departure and arrival profiles, further reducing the impact. This should result in an positive benefit over the Do Nothing option.	impact. It will also contribute to more efficient departure and arrival profiles, further reducing the impact. This should result in an positive benefit over the Do Nothing option.	impact. It will also contribute to more efficient departure and arrival profiles, further reducing the impact. This should result in an positive benefit over the Do Nothing option.			reduce the number of additional track miles flown and also reduce emissions and the greenhouse gas impact. It will also contribute to more efficient departure and arrival profiles, further reducing the impact. This should result in an positive benefit
							positive benefit over the Do Nothing option.	benefit over the Do Nothing option.	arrival profiles, further reducing the impact. This should result in an positive benefit over the Do Nothing option.
Wider Society	Capacity and resilience	Initial Options Appraisal: Qualitative	This option should reduce operational delays, allowing efficiency of operations thereby supporting the management of capacity and resilience of both the airport and the overall national infrastructure. This would represent an improvement over the Do Nothing option.	This option should reduce operational delays, allowing efficiency of operations thereby supporting the management of capacity and resilience of both the airport and the overall national infrastructure. This would represent an improvement over the Do Nothing option.	This option should reduce operational delays, allowing efficiency of operations thereby supporting the management of capacity and resilience of both the airport and the overall national infrastructure. This would represent an improvement over the Do Nothing option.	This option should reduce operational delays, allowing efficiency of operations thereby supporting the management of capacity and resilience of both the airport and the overall national infrastructure. This would represent an improvement over the Do Nothing option.	This option should reduce operational delays, allowing efficiency of operations thereby supporting the management of capacity and resilience of both the airport and the overall national infrastructure. This would represent an improvement over the Do Nothing option.	This option should reduce operational delays, allowing efficiency of operations thereby supporting the management of capacity and resilience of both the airport and the overall rational infrastructure. This would represent an improvement over the Do Nothine option.	This option should reduce operational delays, allowing efficiency of operations thereby supporting the management of capacity and resilience of both the airport and the overall national infrastructure. This would represent an improvement over
				improvement over the Do Nothing option.	improvement over the Do Nothing option.	over the Do Nothing option.	national infrastructure. This would represent an improvement over the Do Nothing option.	inhastructure. This would represent an improvement over the Do Nothing option.	and the overall national infrastructure. This would represent an improvement over the Do Nothing option.
General Aviation	Access	Initial Options Appraisal:	Easter ATC will facilitate access to airspace for all users, regardless of the airspace classification, unless for overriding operational safety- issues. However, some airspace users may choose or be unable to operate in some classes of airspace. Access will not routinely be	Exeter ATC will facilitate access to airspace for all users, regardless of the airspace classification, unless for overriding operational safety issues. However, some airspace users may choose or be unable to operate in some classes of	Exeter ATC will facilitate access to airspace for all users, regardless of the airspace classification, unless for overriding	Exeter ATC will facilitate access to airspace for all users, regardless of the airspace classification, unless for overriding	Exeter ATC will facilitate access to airspace for all users, regardless of the airspace classification, unless for overriding operational safety issues. However, some airspace users may choose or be	Exeter ATC will facilitate access to airspace for all users, regardless of the airspace classification,	Exeter ATC will facilitate access to airspace for all users, regardless of the airspace
		Qualitative	issues. However, some airrigace users may choose or be unable to operate in some classes of airrigacs. Access will not routinely be denied but some airrigace users may be prevented from operating in the airrigace due to the lack of the necessary equipment (radio or transponder). The use of Letters of Agreement and local operating procedures will be utilised to facilitate access to all users. Splitting	operational safety issues. However, some airspace users may choose or be unable to operate in some classes of airspace. Access will not routinely be denied but some airspace users may be prevented from operating in the airspace due to the lost of the operation environment for the operations of the control of the operation of	operational safety issues. However, some airspace users may choose or be unable to operate in some classes of airspace. Access will not routinely be denied but some airspace users may be prevented from operating in the airspace airspace, and the second of the processor operations of the processor of the processor and the processor of the processor of the processor of the processor and the processor of the pro	Exeter ATC will facilitate access to airspace for all usen, regardless of the airspace classification, unless for overriding operational safety issues. However, some airspace users may choose or be unable to operate in some classes of airspace. Access will not routinely be denied but some airspace users may be prevented from operating in the airspace due to the lack of the necessary equipment (sado or transponder). The use of Letters of Agreement and local operation.	unable to operate in some classes of arrspace. Access will not routinely be denied but some	unless for overriding operational safety issues. However, some aimpace users may choose or be unable to operate in some classes of aimpace. Access will not routinely be denied but some aimpace users may be prevented from operating in the aimpace due to the lack of the necessary equipment	classification, unless for overriding operational safety issues. However, some airspace users may choose or be unable to operate in some classes of airspace.
			theniponer, in the dark or destined an extraction of the dark of t	are to the lack of the macked that engineering repair or transportant, the false of Lestins or Agreements and Octal operating procedures will be utilized to Edizitate access to all users. Splitting the airspace varietistly would allow the use of different airspace classifications, mitigating access issues for those airspace users that can not access more notificities airspace classifications. There is expected to be more of an irrepact than the Do Nothing option.	oue to the lack of the helphane glulpman gladio of transponders, link oue of Letters or Agreement and locus operating procedures will be utilised to facilitate access to all users. Splitting the airspace vertically would allow the other different airspace placeliferations mitigating acress issues for those airspace went that run not acress more restriction.	our of an each of an electrically apprehen place for enapplication; In the size or test of apprehending and occus optimization procedures will the utilised to facilitate access to all cens. Splitting the elimpace vertically would allow the use of different enappear celestrications, mitigating the access issues for those airrapsor celestrications. Apprehending the access issues for those airrapsor celestrications. Apprehending the access issues for those airrapsor use of the airrapsor to operation from airrapsor access fluid to the airrapsor to operation from the airrapsor access fluid to the airrapsor to operation from the airrapsor access for the airrapsor to operation from the airrapsor access for the airrapsor to operation from the airrapsor access fluid to the airrapsor access for	anspace dues may be prevenued from operating in the angues due to the account equipment (radio or transponder). The use of Letters of Agreement and local operating procedures will be utilised to facilitate access to all users. Different aimpace classifications would be used across different zones, particularly at higher levels to mitigate access issues for those	users may be prevented from operating in the ampace due to the lack or one incossary equipment (radio or transported). The use of Letters of Agreement and local operating procedures will be d utilised to facilitate access to all users. There is expected to be more of an impact than the Do	properties in the piccope due to the lack of the properties problems of feelings
			operators from North Hill and Dunkeswell Airfields. There is expected to be more of an impact than the Do Nothing option.	restrictive airspace classifications. There is expected to be more of an impact than the Do Nothing option.	airspace classifications. Agreements will allow unhindered access to some upper areas of the airspace to operators from North Hill and Dunkeswell Airfields. There is expected to be more of an impact than the Do Nothing option.	n airspace classifications. Agreements will allow unkindered access to some upper areas of the airspace to operators from North Hill and Dunkesevill Airfields. There is expected to be more of an impact than the Do Nothing option.	be used across different zones, particularly at higher levels to mitigate across issues for those airspace usies that can not across more restrictive airspace classifications. Agreements will also unknindered across to some upper areas of the airspace to operators from North Hill and	Nothing option.	transponder). The use of Letters of Agreement and local operating procedures will be utilised to facilitate access to all users. Splitting the airspace vertically would allow the use of different airspace classifications, mitigating access issues for those
							unhindered access to some upper areas of the airspace to operators from North Hill and Dunkeswell Airfields. There is expected to be more of an impact than the Do Nothing option.		airspace users that can not access more restrictive airspace classifications.  Agreements will allow unhindered access to some upper areas of the airspace to operators from North Hill and Dunkeswell Airfields. There is expected to be more of
									operators from North Hill and Dunkeswell Airfields. There is expected to be more of an impact than the Do Nothing option.
General Aviation /	Economic impact from	Initial Options Appraisal:	Introducing this option should improve operational efficiency and reduce delays. This will contribute to the delivery of associated	Introducing this option should improve operational efficiency and reduce delays. This will contribute to the delivery of	Introducing this option should improve operational efficiency and reduce delays. This will contribute to the delivery of	introducing this option should improve operational efficiency and reduce delays. This will contribute to the delivery of associated benefits including increased efficienc capacity which is predicted to have direct and indirect economic	Introducing this option should improve operational efficiency and reduce delays. This will	Introducing this option should improve operational efficiency and reduce delays. This will contribute	Introducing this option should improve operational efficiency and reduce delays.
commercial airliner	s increased effective capacity	Qualitative	benefits including increased effective capacity which is predicted to have direct and indirect economic benefits associated with an increase in both air transport and GA movements. This would represent an improvement over the Do Nothing option.	associated benefits including increased effective capacity which is predicted to have direct and indirect economic benefits associated with an increase in both air transport and GA movements. This would represent an improvement over the Do Nothing option.	associated benefits including increased effective capacity which is predicted to have direct and indirect economic benefits associated with an increase in both air transport and GA movements. This would represent an improvement ower the Do Nothing option.	associated benefits including increased effective capacity which is predicted to have direct and indirect economic benefits associated with an increase in both air transport and GA movements. This would represent an improvement over the Do Nothing option.	contribute to the delivery of associated benefits including increased effective capacity which is predicted to have direct and indirect economic benefits associated with an increase in both air transport and GA movements. This would represent an improvement over the Do Nothing	to the delivery of associated benefits including increased effective capacity which is predicted to have direct and indirect economic benefits associated with an increase in both air transport and GA movements. This would represent an improvement over the Do Nothing option.	This will contribute to the delivery of associated benefits including increased effective capacity which is predicted to have direct and indirect economic benefits associated with an increase in both air transport and GA movements. This would
				over one and reasoning operation	uses and seasoning appears.	une une au maining apraire.	option.	moreone. In some represent an improvement over one so realing upon.	represent an improvement over the Do Nothing option.
General Aviation / commercial airline	Fuel burn	Initial Options Appraisal:	The reduction in avoiding action and re-routing to avoid unknown traffic, especially for commercial aircraft arriving at the airport at	The reduction in avoiding action and re-routing to avoid unknown traffic, especially for commercial aircraft arriving at the algorit at lower altitudes, will reduce fuel burn. It will also contribute to more efficient departure and arrival	The reduction in avoiding action and re-routing to avoid unknown traffic, especially for commercial aircraft arriving at	The reduction in avoiding action and re-routing to avoid unknown traffic, especially for commercial aircraft arriving at	The reduction in avoiding action and re-routing to avoid unknown traffic, especially for	The reduction in avoiding action and re-routing to avoid unknown traffic, especially for commercial	The reduction in avoiding action and re-routing to avoid unknown traffic, especially
commercial airline	s	Qualitative	lower altitudes, will reduce fuel burn. It will also contribute to more efficient departure and arrival profiles, further reducing the impact. This should result in a positive benefit over the Do Nothing option.	the airport at lower altitudes, will reduce fuel burn. It will also contribute to more efficient departure and arrival profiles, further reducing the impact. This should result in an positive benefit over the Do Nothing option.	the airport at lower altitudes, will reduce fuel burn. It will also contribute to more efficient departure and annual profiles, further reducing the impact. This should result in an positive benefit over the Do Nothing option.	The reduction in auditing action and ne-noting to avoid unknown traffic, especially for commercial aircraft arriving at the airport at lower altitudes, will neduce fuel burn. It will also contribute to more efficient departure and arrival profiles, further reducing the impact. This should result in an positive benefit over the Do Nothing option.	commercial aircraft arriving at the airport at lower altitudes, will reduce fuel burn. It will also contribute to more efficient departure and arrival profiles, further reducing the impact. This	aircraft arriving at the airport at lower abitudes, will reduce fuel burn. It will also contribute to more efficient departure and arrival profiles, further reducing the impact. This should result in a positive	for commercial aircraft arriving at the airport at lower altitudes, will reduce fuel burn. It will also contribute to more efficient departure and arrival profiles, further
							should result in a positive benefit over the Do Nothing option.	benefit over the Do Nothing option.	reducing the impact. This should result in a positive benefit over the Do Nothing option.
Commercial airline	s Training costs	Initial Options Appraisal:	This proposal is not anticipated to require additional training costs for airlines, representing no change from the Do Nothing option.	This proposal is not anticipated to require additional training costs for airlines, representing no change from the Do	This proposal is not anticipated to require additional training costs for airlines, representing no change from the Do	This proposal is not anticipated to require additional training costs for airlines, representing no change from the Do	This proposal is not anticipated to require additional training costs for airlines, representing no	This proposal is not anticipated to require additional training costs for airlines, representing no change from the Do Nothing option.	This proposal is not anticipated to require additional training costs for airlines,
		Qualitative		Nothing option.	Nothing option.	Nothing option.	change from the Do Nothing option.	change from the Do Nothing option.	representing no charge from the Do Nothing option.
Commercial airline	s Other costs	Initial Options Appraisal: Qualitative	This proposal is not anticipated to require any other additional costs for airlines, representing no change from the Do Nothing option.	This proposal is not anticipated to require any other additional costs for airlines, representing no change from the Do Nothing option.	This proposal is not anticipated to require any other additional costs for airlines, representing no change from the Do Nothing option.	This proposal is not anticipated to require any other additional costs for airlines, representing no change from the Do Nothing option.	This proposal is not anticipated to require any other additional costs for airlines, representing no change from the Do Nothing option.	This proposal is not anticipated to require any other additional costs for airlines, representing no change from the Do Nothing option.	This proposal is not anticipated to require any other additional costs for airlines, representing no charge from the Do Nothing option.
Airport / Air navigation service	Infrastructure costs	Initial Options Appraisal: Qualitative	This option is not expected to change airport or ANSP infrastructure, beyond the initial deployment phase which would require some internal ATC system adaptation. This would represent a minor change from the Do Nothing option.	This option is not expected to change airport or ANSP infrastructure, beyond the initial deployment phase which would require some internal ATC system adaptation. This would represent a minor change from the Do Nothing	This option is not expected to change airport or ANSP infrastructure, beyond the initial deployment phase which would require some internal ATC system adaptation. This would represent a minor change from the Do Nothing option.	This option is not expected to change airport or ANSP infrastructure, beyond the initial deployment phase which would require some internal ATC system adaptation. This would represent a minor change from the Do Nothing option.	This option is not expected to change airport or ANSP infrastructure, beyond the initial deployment phase which would require some internal ATC system adaptation. This would	This option is not expected to change airport or ANSP infrastructure, beyond the initial deployment phase which would require some internal ATC system adaptation. This would represent a minor	This option is not expected to change airport or ANSP infrastructure, beyond the initial deployment phase which would require some internal ATC system adaptation.
provider				option.			represent a minor change from the Do Nothing option.	change from the Do Nothing option.	This would represent a minor change from the Do Nothing option.
Airport / Air navigation service	Operational costs	Initial Options Appraisal: Qualitative	This option is not expected to change operational costs. No change from the Do Nothing option.	This option is not expected to change operational costs. No change from the Do Nothing option.	This option is not expected to change operational costs. No change from the Do Nothing option.	This option is not expected to change operational costs. No change from the Do Nothing option.	This option is not expected to change operational costs. No change from the Do Nothing option	This option is not expected to change operational costs. No change from the Do Nothing option.	This option is not expected to change operational costs. No change from the Do Nothing option.
provider									
Airport / Air navigation service	Deployment costs	Initial Options Appraisal: Qualitative	This option may require training for air traffic controllers and assistants at Exeter Airport. There may be occasions where the reduced availability of operational controllers during their convenien training could mean operational rotativing becomes a factor when considering contributous service delivery, Internal documentation will also require updating. This represents an introll increase from the	This option may require training for air traffic controllers and assistants at Exeter Airport. There may be occasions where the reduced availability of operational controllers during their convexion training could mean operational routering becomes a factor when conditioning continuous envirce delivery: internal documentation will also require updating. This represents an initial increase from the Do Nothing option.	This option may require training for air traffic controllers and assistants at Ewster Airport. There may be occasions where the reduced availability of operational controllers during their conversion training could mean operational rostering bocomes a factor when considering continuous service delivery. Internal documentation will also require updating. This represents an initial increase from the Do Nothing option.	This option may require training for air traffic controllers and assistants at Easter Airport. There may be occasions when the reduced availability of operational controllers during their conversion training could main operational rostering becomes a factor when considering controllers delivery; internal documentation will also require updating. This represents an initial increase from the Do Nothing option.	This option may require training for air traffic controllers and assistants at Exeter Airport. There may be occasions where the reduced availability of operational controllers during their conversion training could mean operational rostering becomes a factor when considering	This option may require training for air traffic controllers and assistants at Easter Airport. There may be occasions where the reduced availability of operational controllers during their conversion training could mean operational rostering becomes a factor when considering continuous service	This option may require training for air traffic controllers and assistants at Exeter Airport. There may be occasions where the reduced availability of operational
provider			considering continuous service delivery. Internal documentation will also require updating. This represents an initial increase from the Do Nothing option.	rostering becomes a factor when considering continuous service delivery, Internal documentation will also require updating. This represents an initial increase from the Do Nothing option.	rostering becomes a factor when considering continuous service delivery. Internal documentation will also require updating. This represents an initial increase from the Do Nothing option.	becomes a factor when considering continuous sentice delivery. Internal documentation will also require updating. This represents an initial increase from the Do Nothing option.	conversion training could mean operational roddering becomes a factor when considering continuous service delivery. Internal documentation will also require updating. This represents an initial increase from the Do Nothing option.	training could mean operational rotating becomes a factor when considering continuous service delivery. Internal documentation will also require updating. This represents an initial increase from the Do Nothing option.	controllers during their conversion training could mean operational routering becomes a factor when considering continuous service delivery. Internal documentation will also require updatine. This represents an initial increase from
								agentin.	documentation will also require updating. This represents an initial increase from the Do Nothing option.
Safety Accessor-	Safety Assocoment	Initial Options Appraisal:	The principal area of concern regarding current operations at Exster Airport is one of limited protection currently afforded to	The principal area of concern regarding current operations on Frenter Aircret is near of limited montanting currents.	The principal area of concern reserving current operations of Fester Element is one of limited contents a consent.	The principal area of concern resarding current operations of Fusion Simont is one of Similard nontervine consents.	The principal area of concern regarding current operations at Exater Airport is one of limited	The principal area of concern regarding current operations at Exeter Airport is one of limited	The principal area of concern regarding current operations at Exeter Airport is one of
,		Qualitative	commercial aircraft, including passenger-carrying airliners, operating near the airport. The introduction of new airport aircraft Airport is expected to provide enhanced levels of safety and information to aircraft operating in and out of Exiter Airport and to aircraft	new airspace at Exeter Airport is expected to provide enhanced levels of safety and information to aircraft operating in		The principal area of concern regarding current operations at Exeter Airport is one of limited protection currently affiorded to commercial aircraft, including passenger-carrying airliners, operating near the airport. The introduction of new airspace at Exeter Airport is expected to provide enhanced levels of safety and information to aircraft operating in	protection currently afforded to commercial aircraft, including passenger-carrying airliners,	protection currently afforded to commercial arcraft, including passenger-carrying airliness, operating near the airport. The introduction of new airspace at Exeter Airport is espected to provide enhanced levels of safety and information to aircraft operating in and out of Exeter Airport and to aircraft	Simited protection currently afforded to commercial aircraft, including passenger- carrying airliners, operating near the airport. The introduction of new airspace at
			operating in the local area.	and out of Exeter Airport and to aircraft operating in the local area.	and out of Exeter Airport and to aircraft operating in the local area.	and out of Ewster Airport and to aircraft operating in the local area.	provide enhanced levels of safety and information to aircraft operating in and out of Exeter Airport and to aircraft operating in the local area.	levels of safety and information to aircraft operating in and out of Exster Airport and to aircraft operating in the local area.	Exister Airport is expected to provide enhanced levels of safety and information to aircraft operating in and out of Exister Airport and to aircraft operating in the local
			The implementation of this option may lead to unauthorised entry into the airspace, depending on the airspace classification introduced. This would require ATC tactical intervention to ensure safe separation between traffic was maintained. The complexity of	The implementation of this option may lead to unauthorised entry into the airspace, depending on the airspace classification introduced. This would require ATC tactical intervention to ensure safe separation between traffic was	The implementation of this option may lead to unauthorised entry into the airspace, depending on the airspace classification introduced. This would require ATC tactical intervention to ensure safe separation between traffic was	The implementation of this option may lead to unauthorized entry into the airspace, depending on the airspace classification introduced. This would require ATC tactical intervention to ensure safe separation between traffic was maintained. The complexity of the airspace boundary, creating a "cui-de-sac" in the airspace around North Hill and	The implementation of this option may lead to unauthorised entry into the airspace, depending	The implementation of this option may lead to unauthorised entry into the airspace, depending on	area.
			the airspace foundary may also lead to unauthorised entry into the airspace requiring ATC tactical intervention to ensure safe separation between traffic was maintained.	maintained. The complicity of the airspace boundary may also lead to unauthorised entry into the airspace requiring ATC tactical intervention to ensure safe separation between traffic was maintained.	maintained. The complexity of the airspace boundary may also lead to unauthorised entry into the airspace requiring ATC tactical intervention to ensure safe separation between traffic was maintained.	maintained. The complexity of the airspace boundary, creating a 'cul-de-sac' in the airspace around North Hill and Dunkeswell, may also lead to unauthorised entry into the airspace requiring ATC tactical intervention to ensure safe separation between traffic was maintained.	on the airspace classification introduced. This would require ATC tactical intervention to ensure safe separation between traffic was maintained. The complexity of the airspace boundary may also lead to unauthorised entry into the airspace repositing ATC tactical intervention to en	the airspace classification introduced. This would require ATC tactical intervention to ensure safe separation between traffic was maintained.	The implementation of this option may lead to unauthorised entry into the airspace, depending on the airspace classification introduced. This would require ATC tactical intervention to ensure safe separation between traffic was maintained.
			The design of the airspace could cause the displacement of GA aircraft outside of the airspace, introducing choke points and furnelling, which could increase the safety risk to those aircraft. Utilising services provided by Ewster ATC, together with robust Letters of	The design of the airspace could cause the displacement of GA aircraft outside of the airspace, introducing choke points and funnelling, which could increase the safety risk to those aircraft. Utilising services provided by Evster ATC,	The design of the airspace could cause the displacement of GA aircraft outside of the airspace, introducing choke points and funnelling, which could increase the safety risk to those aircraft. Utilising services provided by Exeter ATC, together	separation between traffic was maintained.  The design of the airspace could cause the displacement of GA aircraft outside of the airspace, introducing choke points.	safe separation between traffic was maintained.	The design of the airspace could cause the displacement of GA aircraft outside of the airspace, introducing choke points and funnelling, which could increase the safety risk to those aircraft.	intervention to ensure sate separation between traffic was maintained.  The design of the airspace could cause the displacement of GA aircraft outside of the
			which could increase the safety risk to those aircraft. Utilising services provided by Emeter ACT, (patcher with house) strained which could increase the safety risk to those aircraft. Utilising services provided by Emeter ACT, (patcher with house) strained and appreciation of the aircraft of the airc	together with robust Letters of Agreement with local airspace users, would go some way to mitigating this issue. The design of the airspace should be sympathetic to other airspace users, which includes the careful consideration of lower	with robust Letters of Agreement with local airspace users, would go some way to mitigating this issue. The design of the airspace should be sympathetic to other airspace users, which includes the careful consideration of lower altitudes.	and furnelling, which could increase the safety risk to those aircraft. Utilising services provided by Exeter ATC, together with robust Letters of Aereement with local aircoace users, would go some way to mitigating this issue. The design of	The design of the airspace could cause the displacement of GA aircraft outside of the airspace, introducing choke points and funnelling, which could increase the safety risk to those aircraft.	Into design or the amplace could claud the displacement of use arroad outside or the amplace, introducing choke points and funnelling, which could increase the safety risk to those aircraft. Utilising services provided by Estater ATC, together with robust Letters of Agreement with local airspace users, would go some way to mitigating this issue. The design of the airspace should be	airspace, introducing choke points and funnelling, which could increase the safety risk to those aircraft. Utilising services provided by Exeter ATC, together with robust
			work will be done to minimise the impact on other airspace users.	altitudes of airspace to facilitate access below. Further design work will be done to minimise the impact on other airspace users.	of airspace to facilitate access below. Further design work will be done to minimise the impact on other airspace users.	the airspace should be sympathetic to other airspace users, which includes the careful consideration of lower abitudes of airspace to facilitate access below. Further design work will be done to minimise the impact on other airspace users.	Utilising services provided by Exster ATC, together with robust Letters of Agreement with local airspace users, would go some way to mitigating this issue. The design of the airspace should be sympathetic to other airspace users, which includes the careful consideration of lower abitudes	sympathetic to other airspace usen, which includes the careful consideration of lower altitudes of airspace to facilitate access below. Further design work will be done to minimise the impact on other airspace users.	Letters of Agreement with local airspace users, would go some way to mitigating this issue. The design of the airspace should be sympathetic to other airspace users, which includes the careful consideration of lower altitudes of airspace to facilitate
			The design of the upper zone could result in most of the airport's traffic being condensed to the south of the airport. ATC tactical intervention could be required to ensure safe separation is maintained, which could lead to high ATC workload.	The design of the upper zone could result in most of the airport's traffic being condensed to the south of the airport.  ATC tactical intervention could be required to ensure safe separation is maintained, which could lead to high ATC	ins opson protects the full instrument Approach Procedures and would contain the departure and transition procedures.	This option protects the full instrument Approach Procedures and would contain the departure and transition	sympathetic to other ainpace users, which includes the careful consideration of lower attitudes of airspace to facilitate access below. Further design work will be done to minimise the impact on other airspace users.	other airspace users.  This option protects the final approach path but does not provide protection for the full departure or	which includes the careful consideration of lower altitudes of airspace to facilitate access below. Further design work will be done to minimise the impact on other airspace users.
			This option protects the full Instrument Approach Procedures and would contain the departure and transition procedures to the south of the aircort.	workload.			on other ampace users.  This option protects the full Instrument Approach Procedures and would contain the departure	This option protects the final approach path but does not provide protection for the full departure or transition procedures.	aerspace users.  This option protects the full instrument Approach Procedures and would contain the
				This option protects the full Instrument Approach Procedures and would contain the departure and transition procedures to the south of the airport.			and transition procedures.		departure and transition procedures.
							I	1	1