INITIAL OPTIONS APPRAISAL

			Base 1										
		Summary of Analysis	This option has minimal noise impact and represents the shortest track miles for aircraft routing to the north. This route passes close to North Hill and Dunkeswell airfields.	This option has minimal noise impact but represents further track miles than the previous option. However, this route is further from North Hill and Dunkeswell airfields. The alignment of the northern track with the en-route airways structure above will make integration with the new airspace structure easier to achieve. The position of the track can be moved laterally to fit in with the new airways structure above. This is the preferred option.	This option has minimal noise impact and represents the shortest track miles for aircraft routing to the south.	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 and represents a good option for aircraft routing to the south-east. This is not the most direct route to NOTBO. However, the initial part of the route is aligned with the southern departure route until over the sea, and will have minimal noise impact.	Runway 26 departure options will have a significantly worse noise impact than the Do Nothing option due to the design requirements. There will 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 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.	Runway 26 departure options will have a significantly worse noise impact than the Do Nothing option due to the design requirements. There will 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 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.	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 and represents a good option for aircraft routing to the south-east. Runway 26 departure options will have a significantly worse noise impact than the Do Nothing option due to the design requirements. There will 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 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.

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			Summary of Analysis	Designed to be flown at optimum aircraft performance in a continuous 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 Merryfield airfields and may impact RNAS Yeovilton IFPs.	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 remain inside Controlled Airspace when arriving or departing from the Airport. This option will be taken forward but is not the preferred option.	Whilst this option protects the final approach and initial climb out paths and provides 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. The asymmetrical shape of the lower airspace could be considered confusing to other airspace users and may lead to unauthorised incursions and create choke points. This option will not taken forward.	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 procedures within any new airspace. 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 remain inside 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.	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 Airspace when arriving or departing from the Airport. The complexity of the airspace boundary and wrap-around of Dunkeswell and North Hill airfields may lead to unauthorised incursions and create choke points. This option will not be taken forward.	This option protects the final approach and initial climb out paths and provides connectivity to the 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. This option will be taken forward but is not the preferred option.	This option protects the final approach and initial climb out paths and provides connectivity to the 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 complexity of the airspace boundary and wrap-around of Dunkeswell and North Hill airfields may lead to unauthorised incursions and create choke points. This option will not be taken forward.	This option offers 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 south of the airport, ensuring that Commercial Air Transport would remain inside Controlled Airspace when arriving or departing from the Airport. The asymmetrical shape of the lower airspace could be considered confusing to other airspace users and may lead to unauthorised incursions and create choke points. This option will not be taken forward.
Group	**Impact**	**Level of Analysis**		**Runway 08 Transition (south)**	**Runway 26 Transition (north)**	**Airspace Option 5**	**Airspace Option 7**	**Airspace Option 8**	**Airspace Option 9**	**Airspace Option 10**	**Airspace Option 13**	**Airspace Option 14**
				Option T4	**Option T6**	**Option A5**	**Option A7**	**Option A8**	**Option A9**	**Option A10**	**Option A13**	**Option A14**
Communities	Noise impact on health and quality of life	Initial Options Appraisal: Qualitative		This option will be designed to be flown at optimum aircraft performance with a continuous descent profile to minimise noise. The route as proposed overflies the built-up region of the coast between Paignton and Torquay. Aircraft will be at approximately 7,000 ft at this point so the impact of noise would be minimal. The route also passes close to the 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 villages and hamlets, so some overflight of these locations may occur. Aircraft 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 the impact of noise 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 tranquility compared to the Do Nothing Option. 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.	This option will be designed to be flown at optimum aircraft performance with a continuous descent profile to minimise noise. The route avoids large built-up areas and is over a rural area of Devon with numerous small villages and hamlets, so some overflight of these locations may occur. Aircraft 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 the impact of noise to the Do Nothing option. This option overflies the eastern edge of Exmoor National Park, although aircraft will be above 7,000 ft at this point. This option also overflies the Blackdown Hills AONB prior to joining the approach 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 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. 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.	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 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 new airspace, regardless of the classification, would be facilitated by Exeter ATC, some GA aircraft may 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 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 Nothing option. 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.	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 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 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 Exeter ATC, some GA aircraft may 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 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 Nothing option. 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.	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 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 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 Exeter ATC, some GA aircraft may 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 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 Nothing option. 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.	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 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 new airspace, regardless of the classification, would be facilitated by Exeter ATC, some GA aircraft may 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 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 Nothing option. 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.	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 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 airport but this is unlikely to have a significant noise impact on health and quality of life

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Group	Impact	Level of Analysis	Airspace Option 15	Airspace Option 16	Airspace Option 17	Airspace Option 18	Airspace Option 19	Airspace Option PE1	Airspace Option PE2
		Summary of Analysis	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 procedures within any new airspace. This option protects the final approach and initial climb out paths and could provide connectivity to the 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. This option will be taken forward but is not the preferred option.	This option offers 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 south of the airport, ensuring that Commercial Air Transport would remain inside Controlled Airspace when arriving or departing from the Airport. The complexity of the airspace boundary and wrap-around of Dunkeswell and North Hill airfields may lead to unauthorised incursions and create choke points. This option will not be taken forward.	This option offers more protection for the approach procedures and departure routes and provides connectivity to 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 Airport. The complexity of the airspace boundary and wrap-around of Dunkeswell and North Hill airfields may lead to unauthorised incursions and create choke 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 within the new airspace. With this amendment to the design, this option will be taken forward as the preferred option.	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 Transport would not remain inside Controlled Airspace when arriving at the Airport. The complexity of the airspace boundary, creating a 'cul-de-sac' in the airspace around North Hill and Dunkeswell airfields may lead to unauthorised incursions and create choke points. This option will not be taken forward.	This option offers more protection for the approach procedures and departure routes and provides connectivity to 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 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 but is not the preferred option.	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 remain inside Controlled Airspace when arriving 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.	This option offers more protection for the approach procedures and departure routes and provides connectivity to 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 Airport. This option will be taken forward but is not the preferred option.
			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	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 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 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 Exeter ATC, some GA aircraft may 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 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 Nothing option. 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.	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 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 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 Exeter ATC, some GA aircraft may 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 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 Nothing option. 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.	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 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 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 Exeter ATC, some GA aircraft may 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 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 Nothing option. 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.	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 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 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 Exeter ATC, some GA aircraft may 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 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 Nothing option. 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.	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 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 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 Exeter ATC, some GA aircraft may 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 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 Nothing option. 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.	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 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 new airspace, regardless of the classification, would be facilitated by Exeter ATC, some GA aircraft may 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 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 Nothing option. 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.	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 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 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 Exeter ATC, some GA aircraft may 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 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 Nothing option. 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.
Communities	Air Quality	Initial Options Appraisal: Qualitative	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 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. There will be no change in the Exeter, Crediton or Cullompton 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.	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 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. There will be no change in the Exeter, Crediton or Cullompton 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.	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 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. There will be no change in the Exeter, Crediton or Cullompton 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.	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 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. There will be no change in the Exeter, Crediton or Cullompton 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.	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 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. There will be no change in the Exeter, Crediton or Cullompton 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.	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 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. There will be no change in the Exeter, Crediton or Cullompton 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.	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 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. There will be no change in the Exeter, Crediton or Cullompton 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.
Wider Society	Greenhouse Gas impact	Initial Options Appraisal: Qualitative	By implementing an airspace solution that creates the known traffic environment to 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 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 over the Do Nothing option.	By implementing an airspace solution that creates the known traffic environment to 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 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 over the Do Nothing option.	By implementing an airspace solution that creates the known traffic environment to 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 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 over the Do Nothing option.	By implementing an airspace solution that creates the known traffic environment to 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 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 over the Do Nothing option.	By implementing an airspace solution that creates the known traffic environment to 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 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 over the Do Nothing option.	By implementing an airspace solution that creates the known traffic environment to 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 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 over the Do Nothing option.	By implementing an airspace solution that creates the known traffic environment to 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 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 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 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.
General Aviation	Access	Initial Options Appraisal: Qualitative	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 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 (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 different airspace classifications, mitigating access issues for those 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 an impact than the Do Nothing option.	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 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 (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 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.	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 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 (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 different airspace classifications, mitigating access issues for those 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 an impact than the Do Nothing option.	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General Aviation / commercial airlines	Economic impact from increased effective capacity	Initial Options Appraisal: Qualitative	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 increase in both air transport and GA movements. This would represent an improvement over the Do Nothing option.	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 increase in both air transport and GA movements. This would represent an improvement over the Do Nothing option.	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 increase in both air transport and GA movements. This would represent an improvement over the Do Nothing option.	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 increase in both air transport and GA movements. This would represent an improvement over the Do Nothing option.	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 increase in both air transport and GA movements. This would represent an improvement over the Do Nothing option.	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 increase in both air transport and GA movements. This would represent an improvement over the Do Nothing option.	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 increase in both air transport and GA movements. This would represent an improvement over the Do Nothing option.
General Aviation / commercial airlines	Fuel burn	Initial Options Appraisal: Qualitative	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 efficient departure and arrival profiles, further reducing the impact. This should result in a positive benefit over the Do Nothing option.	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 efficient departure and arrival profiles, further reducing the impact. This should result in an positive benefit over the Do Nothing option.	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 efficient departure and arrival profiles, further reducing the impact. This should result in an positive benefit over the Do Nothing option.	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 efficient departure and arrival profiles, further reducing the impact. This should result in an positive benefit over the Do Nothing option.	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 efficient departure and arrival profiles, further reducing the impact. This should result in a positive benefit over the Do Nothing option.	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 efficient departure and arrival profiles, further reducing the impact. This should result in a positive benefit over the Do Nothing option.	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 efficient departure and arrival profiles, further reducing the impact. This should result in a positive benefit over the Do Nothing option.
Commercial airlines	Training costs	Initial Options Appraisal: Qualitative	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 Nothing option.	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 Nothing option.	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 Nothing option.	This proposal is not anticipated to require additional training costs for airlines, representing no change from the Do Nothing option.
Commercial airlines	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 change from the Do Nothing option.
Airport / Air navigation service provider	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 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 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 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.
Airport / Air navigation service provider	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.
Airport / Air navigation service provider	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 conversion training could mean operational 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.	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 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 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 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 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 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 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 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 continuous service delivery. Internal documentation will also require updating. This represents an initial increase from the Do Nothing option.
Safety Assessment	Safety Assessment	Initial Options Appraisal: Qualitative	The principal area of concern regarding current operations at Exeter Airport is one of limited protection currently afforded 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 and out of Exeter Airport and to aircraft operating in the local area. 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 airspace boundary may also lead 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, 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. 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. This option protects the full Instrument Approach Procedures and would contain the departure and transition procedures to the south of the airport.	The principal area of concern regarding current operations at Exeter Airport is one of limited protection currently afforded 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 and out of Exeter Airport and to aircraft operating in the local area. 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 airspace boundary may also lead 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, 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. 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. This option protects the full Instrument Approach Procedures and would contain the departure and transition procedures to the south of the airport.	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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 operating in the local area. 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 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. 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 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. This option protects the full Instrument Approach Procedures and would contain the departure and transition procedures.	The principal area of concern regarding current operations at Exeter Airport is one of limited protection currently afforded 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 and out of Exeter Airport and to aircraft operating in the local area. 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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 operating in the local area. 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 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. 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