



Exeter Airport Airspace Change Proposal

Design Principles Evaluation

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Table of Contents

1	Introduction	1
1.1	Background	
1.2	Prioritised List of Design Principles	
1.3	Step 2B – Options Appraisal	2
2	Design Principles Evaluation	3
2.1	Evaluation of the Do Nothing Option against the Design Principles	3
2.2	Do Nothing Option Evaluation	7
3	Design Principles Evaluation - Procedures	9
3.1	Evaluation of the Options against the Design Principles	9
4	Design Principles Evaluation - Airspace	70
4.1	Evaluation of the Options against the Design Principles	70
4.2	Individual Aspects of Options That Do Not Meet Design Principles	70
5	Updated Designs Following Engagement	474
5.1	Stakeholder Evaluation of Design Options	474
6	The Design Technical Criteria Evaluation of Design Options	561
6.1	Technical Criteria Evaluation	561
Table	of Tables	
Table 1	– Prioritised Design Principles	2
Table 2	- Design Principles Assessment Criteria	6



Glossary

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



Acronym	Meaning
VFR	Visual Flight Rules



1 Introduction

1.1 Background

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

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

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

1.2 Prioritised List of Design Principles

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

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



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

Table 1 - Prioritised Design Principles

1.3 Step 2B – Options Appraisal

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

The Initial Options Appraisal, carried out at Step 2B, will be a qualitative assessment of the impacts of each of the individual procedure options. During Consultation preparation in Stage 3, each of the individual procedure designs will be considered in combination with other procedures to create an 'operational picture' of where aircraft arriving at and departing from Exeter Airport will fly. These combined options will be the subject of the Full Options Appraisal, which will be a quantitative assessment that will determine the costs and benefits of each alternative.

At the end of Step 2B, Exeter Airport will submit details of the options developed and the Initial Options Appraisal to the CAA for assessment at the Stage 2 Develop and Assess Gateway, currently programmed for 16th September 2022.



2 Design Principles Evaluation

2.1 Evaluation of the Do Nothing Option against the Design Principles

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

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

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

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

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



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



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



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

Table 2 – Design Principles Assessment Criteria



2.2 Do Nothing Option Evaluation

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



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

2.2.1 Do Nothing Option

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



3 Design Principles Evaluation - Procedures

3.1 Evaluation of the Options against the Design Principles

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

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

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

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



Design Principle Evaluation	OPTION NO: S1
Option Name: Runway 08 SID (north – direct)	ACCEPT

Description of Option: On reaching 1,500 ft aal to comply with noise abatement procedures, aircraft turn left onto a north-north-westerly heading, climbing to 7,000 ft to join the enroute airways network. The actual track heading and joining point will depend on the new airways configuration above 7,000 ft.



Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.

NOT MET | PARTIAL

MET

Summary of Qualitative Assessment: The procedure will be designed to meet acceptable levels of flight safety. The procedure will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. It is a UK requirement that all SIDs must be wholly contained within CAS in accordance with CAP 778 and the Controlled Airspace Containment Policy. Implementation of this procedure will require the necessary CAS to ensure lateral and vertical containment. Possible conflict with General Aviation (GA) aircraft to the north of the airport is mitigated by the introduction of CAS.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This antion mosts the kn	own roquiro	monts of the	AN4C

Summary of Qualitative Assessment: This option meets the known requirements of the AMS.

Design Principle 3: New airspace should create a known	NOT MET	PARTIAL	MET
traffic environment to protect the final approach and climb-			
out paths at Exeter Airport.			

Summary of Qualitative Assessment: The introduction of controlled airspace to contain this procedure will create a known traffic environment, although Class E airspace would provide a known environment for IFR operations only.

Design Principle 4: Any new airspace should facilitate fair	NOT MET	PARTIAL	MET
access to all airspace users.			

Summary of Qualitative Assessment: This option may require additional requirements, such as ATC permission, radio or transponder, to access any new airspace but access to airspace will not routinely be denied.



Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: The introduction of airspace to contain this procedure is likely to have some impact on other airspace users in the local area. The level of impact would vary depending on the classification of airspace being introduced. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.			
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will need CAS to contain the procedure but this will be the minimum necessary to contain the procedure.			
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will need to be connectivity to the airways structure.	be wholly cor	ntained in CA	S, providing
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact compared to current operations.			

3.1.1 Runway 08 SID (north – direct)

This procedure represents the most direct routing for aircraft departing to the north. However, the route passes close to the west of North Hill and Dunkeswell aerodromes as aircraft climb. This option would require the introduction of CAS to contain the procedure which could have an impact on other airspace users in the local area, which would require mitigation.



Design Principle Evaluation		OPTION NO: S2		
Option Name: Runway 08 SID (north – dogleg)		ACCEPT		
Description of Option: On reaching 1,500 ft aal to comply with noise abatement procedures, aircraft turn left onto a northnorth-westerly heading initially before turning further left onto a north-westerly heading. Aircraft will then turn right onto a northerly heading, climbing to 7,000 ft, to join the enroute airways network. The actual track positions and joining point will depend on the new airways configuration above 7,000 ft.				
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: The procedure will be designed to meet acceptable levels of flight safety. The procedure will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. It is a UK requirement that all SIDs must be wholly contained within CAS in accordance with CAP 778 and the Controlled Airspace Containment Policy. Implementation of this procedure will require the necessary CAS to ensure lateral and vertical containment. Possible conflict with GA aircraft to the north of the airport is mitigated by the introduction of CAS.				
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option meets the known requirements of the AMS.				
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET	

Design Principle 4: Any new airspace should facilitate fair access to all airspace users.

NOT MET PARTIAL MET access to all airspace users.

Summary of Qualitative Assessment: This option may require additional requirements, such as ATC

Summary of Qualitative Assessment: The introduction of controlled airspace to contain this procedure will create a known traffic environment, although Class E airspace would provide a known

permission, radio or transponder, to access any new airspace but access to airspace will not routinely be denied.

environment for IFR operations only.



Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: The introduction of airspace to contain this procedure is likely to have some impact on other airspace users in the local area. The level of impact would vary depending on the classification of airspace being introduced. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.				
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option will need CAS to contain the procedure but this will be the minimum necessary to contain the procedure.				
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option will need to be connectivity to the airways structure.	oe wholly cor	ntained in CA	S, providing	
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact compared to current operations.				

3.1.2 Runway 08 SID (north – dogleg)

This procedure would route aircraft further west than the previous option, increasing the lateral distance from North Hill and Dunkeswell aerodromes as aircraft climb. By extending the track miles, aircraft would be slightly higher as they pass abeam these airfields. This option would require the introduction of CAS to contain the procedure which could have an impact on other airspace users in the local area, which would require mitigation.



Design Principle Evaluation		OPTION NO: S3		
Option Name: Runway 08 SID (north-west)		REJECT		
Description of Option: On reaching 1,500 ft aal to comply with noise abatement procedures, aircraft turn left onto a north-north-westerly heading initially before turning further left onto a north-westerly heading. Aircraft will continue on this heading, routing towards STRUMBLE to join the en-route airways network. The actual track positions and joining point will depend on the new airways configuration above 7,000 ft.				
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: The procedure will be of flight safety. The procedure will be compliant with the reconsistent and compatible with the appropriate regulatory rethat all SIDs must be wholly contained within CAS in accordance Airspace Containment Policy. Implementation of this procedure ensure lateral and vertical containment. Possible conflict with is be mitigated by the introduction of CAS.	quired technequirements. nce with CAP ure will requ	ical criteria It is a UK ro 778 and the ire the neces	and will be equirement Controlled sary CAS to	
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Key outcomes of Airs airspace and enabling integration and avoiding flight delay network) are unlikely to be met.		-		
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: The introduction of controlled airspace to contain this procedure will create a known traffic environment, although Class E airspace would provide a known environment for IFR operations only.				
Design Principle 4: Any new airspace should facilitate fair	NOT MET	PARTIAL	MET	

access to all airspace users.



Summary of Qualitative Assessment: This option may require additional requirements, such as ATC permission, radio or transponder, to access any new airspace but access to airspace will not routinely be denied.

Design Principle 5: Airspace designs should, where possible,	NOT MET	PARTIAL	MET
minimise the impact on non-Exeter Airport aviation in the			
local area.			

Summary of Qualitative Assessment: The introduction of airspace to contain this procedure is likely to have some impact on other airspace users in the local area. The level of impact would vary depending on the classification of airspace being introduced. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.

Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.

NOT MET

PARTIAL

MET

Summary of Qualitative Assessment: This option routes through Class G airspace up to FL195. The SID can be contained but the amount of CAS to do so would be large.

Design Principle 7: Airspace should connect to the airways	NOT MET	PARTIAL	MET
structure to ensure Commercial Air Transport remain inside			
Controlled Airspace when arriving or departing from Exeter			
Airport.			

Summary of Qualitative Assessment: This option will need to be wholly contained in CAS, providing connectivity to the airways structure.

NOT MET	PARTIAL	MET
N	OT MET	OT MET PARTIAL

Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact compared to current operations.

3.1.3 Runway 08 SID (north-west)

This procedure represents the most direct routing for aircraft departing to the north-west. However, this option would require the introduction of a large volume of CAS to contain the procedure through the current Class G airspace up to FL195. This is disproportionate to the requirement and would have a severe impact on other airspace users in the area; therefore this option is rejected.



Design Principle Evaluation	OPTION NO: S4			
Option Name: Runway 08 SID (south-west, left turn)		REJECT		
Description of Option: On reaching 1,500 ft aal to comply with noise abatement procedures, aircraft turn left onto a north-north-westerly heading initially before turning further left onto a westerly heading. When clear of the City of Exeter, aircraft will then turn south-west, routing to the south of the D011 Danger Area complex to route towards LANDS' END to join the en-route airways network. The actual track positions and joining point will depend on the new airways configuration above 7,000 ft.				
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: The procedure will be designed to meet acceptable levels of flight safety. The procedure will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. It is a UK requirement that all SIDs must be wholly contained within CAS in accordance with CAP 778 and the Controlled Airspace Containment Policy. Implementation of this procedure will require the necessary CAS to ensure lateral and vertical containment. There is no evidence to suggest that this option would be unsafe.				
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Key outcomes of Airsp airspace and enabling integration and avoiding flight delays network) are unlikely to be met.				
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: The introduction of controlled airspace to contain this procedure will create a known traffic environment, although Class E airspace would provide a known environment for IFR operations only.				
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET	



Summary of Qualitative Assessment: This option may require additional requirements, such as ATC permission, radio or transponder, to access any new airspace but access to airspace will not routinely be denied.

Design Principle 5: Airspace designs should, where possible,	NOT MET	PARTIAL	MET
minimise the impact on non-Exeter Airport aviation in the			
local area.			

Summary of Qualitative Assessment: The introduction of airspace to contain this procedure is likely to have some impact on other airspace users in the local area. The level of impact would vary depending on the classification of airspace being introduced. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.

Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.

NOT MET

PARTIAL

MET

Summary of Qualitative Assessment: This option routes through Class G airspace up to FL195. The SID can be contained but the amount of CAS to do so would be large.

Design Principle 7: Airspace should connect to the airways	NOT MET	PARTIAL	MET
structure to ensure Commercial Air Transport remain inside			
Controlled Airspace when arriving or departing from Exeter			
Airport.			

Summary of Qualitative Assessment: This option will need to be wholly contained in CAS, providing connectivity to the airways structure.

Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			

Summary of Qualitative Assessment: By turning left after take-off, this option is anticipated to increase any adverse impact of either noise or aircraft emissions compared to current operations.

3.1.4 Runway 08 SID (south-west, left turn)

This option would require the introduction of a large volume of CAS to contain the procedure through the current Class G airspace up to FL195. This is disproportionate to the requirement and would have a severe impact on other airspace users in the area; therefore this option is rejected.



Design Principle Evaluation		OPTION NO: S5		
Option Name: Runway 08 SID (south-west, right turn)		REJECT		
Description of Option: On reaching 1,500 ft aal to comply with noise abatement procedures, aircraft turn right onto a south-south-easterly heading initially before turning further right onto a south-westerly heading to route towards LANDS' END to join the en-route airways network. The actual track positions and joining point will depend on the new airways configuration above 7,000 ft.				
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: The procedure will be of flight safety. The procedure will be compliant with the reconsistent and compatible with the appropriate regulatory rethat all SIDs must be wholly contained within CAS in accordance Airspace Containment Policy. Implementation of this procedure ensure lateral and vertical containment. There is no evidence unsafe.	quired techr equirements nce with CAF ure will requ	nical criteria It is a UK ro 778 and the ire the neces	and will be equirement Controlled sary CAS to	
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Key outcomes of Airspairspace and enabling integration and avoiding flight delay network) are unlikely to be met.				
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: The introduction of controlled airspace to contain this procedure will create a known traffic environment, although Class E airspace would provide a known environment for IFR operations only.				
Design Principle 4: Any new airspace should facilitate fair	NOT MET	PARTIAL	MET	

access to all airspace users.



Summary of Qualitative Assessment: This option may require additional requirements, such as ATC permission, radio or transponder, to access any new airspace but access to airspace will not routinely be denied.

NOT MET	PARTIAL	MET
	NOT MET	NOT MET PARTIAL

Summary of Qualitative Assessment: The introduction of airspace to contain this procedure is likely to have some impact on other airspace users in the local area. The level of impact would vary depending on the classification of airspace being introduced. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have

Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.

PARTIAL MET

Summary of Qualitative Assessment: This option routes through Class G airspace up to FL195. The SID can be contained but the amount of CAS to do so would be large.

Design Principle 7: Airspace should connect to the airways	NOT MET	PARTIAL	MET
structure to ensure Commercial Air Transport remain inside			
Controlled Airspace when arriving or departing from Exeter			
Airport.			

Summary of Qualitative Assessment: This option will need to be wholly contained in CAS, providing connectivity to the airways structure.

NOT MET	PARTIAL	MET
N	OT MET	OT MET PARTIAL

Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact compared to current operations.

3.1.5 Runway 08 SID (south-west, right turn)

This procedure represents the most direct routing for aircraft departing to the south-west. However, this option would require the introduction of a large volume of CAS to contain the procedure through the current Class G airspace up to FL195. This is disproportionate to the requirement and would have a severe impact on other airspace users in the area; therefore this option is rejected.



Design Principle Evaluation	OPTION NO: S6
Option Name: Runway 08 SID (south – direct)	ACCEPT

Description of Option: On reaching 1,500 ft aal to comply with noise abatement procedures, aircraft turn right onto a south-south-easterly heading initially before turning further right onto a south-south-westerly heading to route towards BERRY HEAD to join the en-route airways network. The actual track positions and joining point will depend on the new airways configuration above 7,000 ft.



Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.

NOT MET | PARTIAL

MET

Summary of Qualitative Assessment: The procedure will be designed to meet acceptable levels of flight safety. The procedure will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. It is a UK requirement that all SIDs must be wholly contained within CAS in accordance with CAP 778 and the Controlled Airspace Containment Policy. Implementation of this procedure will require the necessary CAS to ensure lateral and vertical containment. There is no evidence to suggest that this option would be unsafe.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option meets the kn	own require	ments of the	AMS.

Design Principle 3: New airspace should create a known	NOT MET	PARTIAL	MET
traffic environment to protect the final approach and climb-			
out paths at Exeter Airport.			

Summary of Qualitative Assessment: The introduction of controlled airspace to contain this procedure will create a known traffic environment, although Class E airspace would provide a known environment for IFR operations only.

Design Principle 4: Any new airspace should facilitate fair	NOT MET	PARTIAL	MET
access to all airspace users.			

Summary of Qualitative Assessment: This option may require additional requirements, such as ATC permission, radio or transponder, to access any new airspace but access to airspace will not routinely be denied.



Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: The introduction of airspace to contain this procedure is likely to have some impact on other airspace users in the local area. The level of impact would vary depending on the classification of airspace being introduced. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.				
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option will need CAS to contain the procedure but this will be the minimum necessary to contain the procedure.				
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option will need to be wholly contained in CAS, providing connectivity to the airways structure.				
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact compared to current operations.				

3.1.6 Runway 08 SID (south – direct)

This procedure represents the most direct routing for aircraft departing to the south. This option would require the introduction of CAS to contain the procedure which could have an impact on other airspace users in the local area, which would require mitigation.



Design Principle Evaluation	OPTION NO: S7
Option Name: Runway 08 SID (south – dogleg)	ACCEPT
Description of Option: On reaching 1,500 ft aal to comply with noise abatement procedures, aircraft turn right onto a south-	

south-easterly heading initially before turning further right onto a south-south-westerly heading to route towards BERRY HEAD before turning left onto a south-easterly heading to route towards NOTRO to join the en-route airways network. The actual track positions and joining point will depend on the new airways configuration above 7,000 ft. This option will only be available on a weekend when D012 and D013 Danger Areas are inactive.



NOT MET Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.

PARTIAL

MET

Summary of Qualitative Assessment: The procedure will be designed to meet acceptable levels of flight safety. The procedure will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. It is a UK requirement that all SIDs must be wholly contained within CAS in accordance with CAP 778 and the Controlled Airspace Containment Policy. Implementation of this procedure will require the necessary CAS to ensure lateral and vertical containment. There is no evidence to suggest that this option would be unsafe.

esign Principle 2: Airspace design must accord with the A's published Airspace Modernisation Strategy and any cure plans associated with it.		PARTIAL	MET
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Summary of Qualitative Assessment: This option meets the known requirements of the AMS.

Design Principle 3: New airspace should create a known	NOT MET	PARTIAL	MET
traffic environment to protect the final approach and climb-			
out paths at Exeter Airport.			

Summary of Qualitative Assessment: The introduction of controlled airspace to contain this procedure will create a known traffic environment, although Class E airspace would provide a known environment for IFR operations only.

Design Principle 4: Any new airspace should facilitate fair	NOT MET	PARTIAL	MET
access to all airspace users.			

Summary of Qualitative Assessment: This option may require additional requirements, such as ATC permission, radio or transponder, to access any new airspace but access to airspace will not routinely be denied.



Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: The introduction of airspace to contain this procedure is likely to have some impact on other airspace users in the local area. The level of impact would vary depending on the classification of airspace being introduced. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.				
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option will need C will be the minimum necessary to contain the procedure.	AS to contair	n the proced	ure but this	
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option will need to be wholly contained in CAS, providing connectivity to the airways structure.				
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact compared to current operations.				

3.1.7 Runway 08 SID (south – dogleg)

This procedure represents a more direct routing for aircraft departing to the south-east. This option would require the introduction of CAS to contain the procedure which could have an impact on other airspace users in the local area, which would require mitigation. This option would only be available for use on a weekend when Danger Areas D012 and D013 are inactive; any airspace introduced to contain this procedure should also only be activated when the procedure is available for use.



Design Principle Evaluation		OPTION NO: S8		
Option Name: Runway 08 SID (east)		REJECT		
Description of Option: On reaching 1,500 ft aal to comply with noise abatement procedures, aircraft turn right onto an easterly heading to route towards GIBSO to join the en-route airways network. The actual track positions and joining point will depend on the new airways configuration above 7,000 ft.				
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: The procedure will be designed to meet acceptable levels of flight safety. The procedure will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. It is a UK requirement that all SIDs must be wholly contained within CAS in accordance with CAP 778 and the Controlled Airspace Containment Policy. Implementation of this procedure will require the necessary CAS to ensure lateral and vertical containment. Possible conflict with military and GA aircraft to the east of the airport in an Area of Intense Air Activity would be mitigated by the introduction of CAS.				
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Key outcomes of Airspace Modernisation (efficient use of airspace and enabling integration and avoiding flight delays by better managing the airspace network) are unlikely to be met.				
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: The introduction of controlled airspace to contain this procedure will create a known traffic environment, although Class E airspace would provide a known environment for IFR operations only.				
Design Principle 4: Any new airspace should facilitate fair	NOT MET	PARTIAL	MET	

access to all airspace users.



Summary of Qualitative Assessment: This option may require additional requirements, such as ATC permission, radio or transponder, to access any new airspace but access to airspace will not routinely be denied.

Design Principle 5: Airspace designs should, where possible,	NOT MET	PARTIAL	MET
minimise the impact on non-Exeter Airport aviation in the			
local area.			

Summary of Qualitative Assessment: The introduction of airspace to contain this procedure is likely to have some impact on other airspace users in the local area. The level of impact would vary depending on the classification of airspace being introduced. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have

Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.

NOT MET

PARTIAL

MET

Summary of Qualitative Assessment: This option routes through Class G airspace up to FL195. The SID can be contained but the amount of CAS to do so would be large.

Design Principle 7: Airspace should connect to the airways	NOT MET	PARTIAL	MET
structure to ensure Commercial Air Transport remain inside			
Controlled Airspace when arriving or departing from Exeter			
Airport.			

Summary of Qualitative Assessment: This option will need to be wholly contained in CAS, providing connectivity to the airways structure.

Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			

Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact compared to current operations.

3.1.8 Runway 08 SID (east)

This procedure represents the most direct routing for aircraft departing to the east. However, this option would require the introduction of a large volume of CAS to contain the procedure through the current Class G airspace up to FL195. This is disproportionate to the requirement and would have a severe impact on other airspace users in the area; therefore this option is rejected.



Design Principle Evaluation		OPTION NO: S9		
Option Name: Runway 26 SID (north-west)		REJECT		
Description of Option: On reaching 1,000 ft aal to comply with noise abatement procedures, aircraft turn right onto a north-north-westerly heading initially before turning left onto a north-westerly heading. Aircraft will continue on this heading, routing towards STRUMBLE to join the en-route airways network. The actual track positions and joining point will depend on the new airways configuration above 7,000 ft.				
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: The procedure will be designed to meet acceptable levels of flight safety. The procedure will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. It is a UK requirement that all SIDs must be wholly contained within CAS in accordance with CAP 778 and the Controlled Airspace Containment Policy. Implementation of this procedure will require the necessary CAS to ensure lateral and vertical containment. There is no evidence to suggest that this option would be unsafe.				
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Key outcomes of Airspace Modernisation (efficient use of airspace and enabling integration and avoiding flight delays by better managing the airspace network) are unlikely to be met.				
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: The introduction of controlled airspace to contain this procedure will create a known traffic environment, although Class E airspace would provide a known environment for IFR operations only.				
Design Principle 4: Any new airspace should facilitate fair	NOT MET	PARTIAL	MET	

access to all airspace users.



Summary of Qualitative Assessment: This option may require additional requirements, such as ATC permission, radio or transponder, to access any new airspace but access to airspace will not routinely be denied.

Design Principle 5: Airspace designs should, where possible,	NOT MET	PARTIAL	MET
minimise the impact on non-Exeter Airport aviation in the			
local area.			

Summary of Qualitative Assessment: The introduction of airspace to contain this procedure is likely to have some impact on other airspace users in the local area. The level of impact would vary depending on the classification of airspace being introduced. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.

Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.

NOT MET

PARTIAL

MET

Summary of Qualitative Assessment: This option routes through Class G airspace up to FL195. The SID can be contained but the amount of CAS to do so would be large.

Design Principle 7: Airspace should connect to the airways	NOT MET	PARTIAL	MET
structure to ensure Commercial Air Transport remain inside			
Controlled Airspace when arriving or departing from Exeter			
Airport.			

Summary of Qualitative Assessment: This option will need to be wholly contained in CAS, providing connectivity to the airways structure.

Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			

Summary of Qualitative Assessment: This option is anticipated to increase any adverse impact of noise compared to current operations due to the likely impact on the City of Exeter.

3.1.9 Runway 26 SID (north-west)

This procedure represents the most direct routing for aircraft departing to the north-west. However, this option would require the introduction of a large volume of CAS to contain the procedure through the current Class G airspace up to FL195. This is disproportionate to the requirement and would have a severe impact on other airspace users in the area; therefore this option is rejected.



Design Principle Evaluation	OPTION NO: \$10
Option Name: Runway 26 SID (north-east)	ACCEPT

Description of Option: On reaching 1,000 ft aal to comply with noise abatement procedures, aircraft turn right onto a north-north-westerly heading initially before turning further right onto a north-easterly heading, climbing to 7,000 ft to join the en-route airways network. The actual track heading and joining point will depend on the new airways configuration above 7,000 ft.



Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.

NOT MET PARTIAL

MET

Summary of Qualitative Assessment: The procedure will be designed to meet acceptable levels of flight safety. The procedure will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. It is a UK requirement that all SIDs must be wholly contained within CAS in accordance with CAP 778 and the Controlled Airspace Containment Policy. Implementation of this procedure will require the necessary CAS to ensure lateral and vertical containment. Possible conflict with GA aircraft to the north of the airport is mitigated by the introduction of CAS.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option meets the kn	own require	ments of the	ΔΜς

Summary of Qualitative Assessment: This option meets the known requirements of the AMS

Design Principle 3: New airspace should create a known	NOT MET	PARTIAL	MET
traffic environment to protect the final approach and climb-			
out paths at Exeter Airport.			

Summary of Qualitative Assessment: The introduction of controlled airspace to contain this procedure will create a known traffic environment, although Class E airspace would provide a known environment for IFR operations only.

Design Principle 4: Any new airspace should facilitate fai	r NOT MET	PARTIAL	MET
access to all airspace users.			

Summary of Qualitative Assessment: This option may require additional requirements, such as ATC permission, radio or transponder, to access any new airspace but access to airspace will not routinely be denied.



Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: The introduction of airspace to contain this procedure is likely to have some impact on other airspace users in the local area. The level of impact would vary depending on the classification of airspace being introduced. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.					
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: This option will need CAS to contain the procedure but this will be the minimum necessary to contain the procedure.					
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: This option will need to be wholly contained in CAS, providing connectivity to the airways structure.					
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: This option is anticipated to increase any adverse impact of					

Summary of Qualitative Assessment: This option is anticipated to increase any adverse impact of noise compared to current operations due to the likely impact on the City of Exeter.

3.1.10 Runway 26 SID (north-east)

This procedure represents the most direct routing for aircraft departing to the north. Although Runway 26 procedures are further west of North Hill and Dunkeswell aerodromes as aircraft climb, the introduction of CAS to contain the procedure could have an impact on their operations and on other airspace users in the local area, which would require mitigation. Community stakeholders expressed concern over Runway 26 departures and the noise impact they may have on the City of Exeter. This will be examined in more detail at subsequent stages of the process to determine the likely impact.



Design Principle Evaluation		OPTION NO): S11	
Option Name: Runway 26 SID (south-west)		REJECT		
Description of Option: On reaching 1,000 ft aal to comply with noise abatement procedures, aircraft turn left onto a southerly heading initially before turning right onto a southwesterly heading to route towards LANDS' END to join the enroute airways network. The actual track positions and joining point will depend on the new airways configuration above 7,000 ft.				
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: The procedure will be diflight safety. The procedure will be compliant with the reconsistent and compatible with the appropriate regulatory rethat all SIDs must be wholly contained within CAS in accordance Airspace Containment Policy. Implementation of this procedure ensure lateral and vertical containment. There is no evidence unsafe.	quired techn equirements. nce with CAP ure will requi	ical criteria It is a UK ro 778 and the ire the neces	and will be equirement Controlled sary CAS to	
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Key outcomes of Airspace and enabling integration and avoiding flight delay network) are unlikely to be met.		=		
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: The introduction of procedure will create a known traffic environment, although Cl environment for IFR operations only.				
	NOT NAST	DADTIAL		

NOT MET

PARTIAL

Design Principle 4: Any new airspace should facilitate fair

access to all airspace users.

MET



Summary of Qualitative Assessment: This option may require additional requirements, such as ATC
permission, radio or transponder, to access any new airspace but access to airspace will not
routinely be denied.

Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.		PARTIAL	MET
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Summary of Qualitative Assessment: The introduction of airspace to contain this procedure is likely to have some impact on other airspace users in the local area. The level of impact would vary depending on the classification of airspace being introduced. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.

Design Principle 6: The size and categorisation of any new	NOT MET	PARTIAL	MET
controlled airspace should be proportionate to the			
requirement.			

Summary of Qualitative Assessment: This option routes through Class G airspace up to FL195. The SID can be contained but the amount of CAS to do so would be large.

ı	Design Principle 7: Airspace should connect to the airways	NOT MET	PARTIAL	MET
9	structure to ensure Commercial Air Transport remain inside			
(Controlled Airspace when arriving or departing from Exeter			
1	Airport.			

Summary of Qualitative Assessment: This option will need to be wholly contained in CAS, providing connectivity to the airways structure.

Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			

Summary of Qualitative Assessment: This option is anticipated to increase any adverse impact of noise compared to current operations due to the likely impact on the City of Exeter.

3.1.11 Runway 26 SID (south-west)

This procedure represents the most direct routing for aircraft departing to the south-west. However, this option would require the introduction of a large volume of CAS to contain the procedure through the current Class G airspace up to FL195. This is disproportionate to the requirement and would have a severe impact on other airspace users in the area; therefore this option is rejected.



Design Principle Evaluation	OPTION NO: S12
Option Name: Runway 26 SID (south)	ACCEPT

Description of Option: On reaching 1,000 ft aal to comply with noise abatement procedures, aircraft turn left onto a southerly heading to route towards BERRY HEAD to join the en-route airways network. The actual track positions and joining point will depend on the new airways configuration above 7,000 ft.



Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.

NOT MET | PARTIAL

MET

Summary of Qualitative Assessment: The procedure will be designed to meet acceptable levels of flight safety. The procedure will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. It is a UK requirement that all SIDs must be wholly contained within CAS in accordance with CAP 778 and the Controlled Airspace Containment Policy. Implementation of this procedure will require the necessary CAS to ensure lateral and vertical containment. There is no evidence to suggest that this option would be unsafe.

CAA's published Airspace Modernisation Strategy and any future plans associated with it.	ET PARTIAL	MET
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Summary of Qualitative Assessment: This option meets the known requirements of the AMS.

Design Principle 3: New airspace should create a known	NOT MET	PARTIAL	MET
traffic environment to protect the final approach and climb-			
out paths at Exeter Airport.			

Summary of Qualitative Assessment: The introduction of controlled airspace to contain this procedure will create a known traffic environment, although Class E airspace would provide a known environment for IFR operations only.

Design Principle 4: Any new airspace should facilitate fair	NOT MET	PARTIAL	MET
access to all airspace users.			

Summary of Qualitative Assessment: This option may require additional requirements, such as ATC permission, radio or transponder, to access any new airspace but access to airspace will not routinely be denied.



Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: The introduction of airspace to contain this procedure is likely to have some impact on other airspace users in the local area. The level of impact would var depending on the classification of airspace being introduced. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.				
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option will need CAS to contain the procedure but thi will be the minimum necessary to contain the procedure.				
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option will need to be wholly contained in CAS, providing connectivity to the airways structure.				
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option is anticipate	ed to increase	e any advers	e impact of	

noise compared to current operations due to the likely impact on the City of Exeter.

3.1.12 Runway 26 SID (south)

This procedure represents the most direct routing for aircraft departing to the south. This option would require the introduction of CAS to contain the procedure which could have an impact on other airspace users in the local area, which would require mitigation. Community stakeholders expressed concern over Runway 26 departures and the noise impact they may have on the City of Exeter. This will be examined in more detail at subsequent stages of the process to determine the likely impact.



Design Principle Evaluation		OPTION NO): S13	
Option Name: Runway 26 SID (south-east)		ACCEPT		
Description of Option: On reaching 1,000 ft aal to comply with noise abatement procedures, aircraft turn left onto a southerly heading initially before turning left onto a southeasterly heading to route towards NOTRO to join the en-route airways network. The actual track positions and joining point will depend on the new airways configuration above 7,000 ft. This option will only be available on a weekend when D012 and D013 Danger Areas are inactive.				
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: The procedure will be designed to meet acceptable le flight safety. The procedure will be compliant with the required technical criteria and consistent and compatible with the appropriate regulatory requirements. It is a UK require that all SIDs must be wholly contained within CAS in accordance with CAP 778 and the Con Airspace Containment Policy. Implementation of this procedure will require the necessary ensure lateral and vertical containment. There is no evidence to suggest that this option wounsafe.				
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option meets the known requirements of the AMS.				
Design Principle 3: New airspace should create a known	NOT MET	PARTIAL	MET	

Summary of Qualitative Assessment: The introduction of controlled airspace to contain this procedure will create a known traffic environment, although Class E airspace would provide a known environment for IFR operations only.

Design Principle 4: Any new airspace should facilitate fair access to all airspace users.

PARTIAL

MET

Summary of Qualitative Assessment: This option may require additional requirements, such as ATC permission, radio or transponder, to access any new airspace but access to airspace will not routinely be denied.

traffic environment to protect the final approach and climb-

out paths at Exeter Airport.



Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: The introduction of airspace to contain this procedure is like to have some impact on other airspace users in the local area. The level of impact would var depending on the classification of airspace being introduced. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace mathave.			
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will need CAS to contain the procedure but thi will be the minimum necessary to contain the procedure.			
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will need to be wholly contained in CAS, providing connectivity to the airways structure.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option is anticipated to increase any adverse impact of			

noise compared to current operations due to the likely impact on the City of Exeter.

3.1.13 Runway 26 SID (south-east)

This procedure represents a more direct routing for aircraft departing to the south-east. This option would require the introduction of CAS to contain the procedure which could have an impact on other airspace users in the local area, which would require mitigation. This option would only be available for use on a weekend when Danger Areas D012 and D013 are inactive; any airspace introduced to contain this procedure should also only be activated when the procedure is available for use. Community stakeholders expressed concern over Runway 26 departures and the noise impact they may have on the City of Exeter. This will be examined in more detail at subsequent stages of the process to determine the likely impact.



Design Principle Evaluation		OPTION NO: \$14		
Option Name: Runway 26 SID (east, left turn)		REJECT		
Description of Option: On reaching 1,000 ft aal to comply with noise abatement procedures, aircraft turn left onto a southerly heading initially before turning left onto an east-north-easterly heading to route towards GIBSO to join the enroute airways network. The actual track positions and joining point will depend on the new airways configuration above 7,000 ft.				
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: The procedure will be d flight safety. The procedure will be compliant with the reconsistent and compatible with the appropriate regulatory rethat all SIDs must be wholly contained within CAS in accordance Airspace Containment Policy. Implementation of this procedure ensure lateral and vertical containment. Possible conflict with the airport and with military and GA aircraft to the east of the Activity would be mitigated by the introduction of CAS.	quired techn equirements. nce with CAP ure will requi military rota	ical criteria in the second trick the second trick the second traffic to the second traffic	and will be equirement Controlled sary CAS to the south of	
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Key outcomes of Airspairspace and enabling integration and avoiding flight delay network) are unlikely to be met.				
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: The introduction of controlled airspace to contain this procedure will create a known traffic environment, although Class E airspace would provide a known environment for IFR operations only.				

access to all airspace users.

Design Principle 4: Any new airspace should facilitate fair NOT MET

MET

PARTIAL



Design Principle 5: Airspace designs should, where possible,	NOT MET	PARTIAL	MET
minimise the impact on non-Exeter Airport aviation in the			
local area.			

Summary of Qualitative Assessment: The introduction of airspace to contain this procedure is likely to have some impact on other airspace users in the local area. The level of impact would vary depending on the classification of airspace being introduced. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.

Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.

PARTIAL MET

Summary of Qualitative Assessment: This option routes through Class G airspace up to FL195. The SID can be contained but the amount of CAS to do so would be large.

Г МЕТ	PARTIAL	MET
•	MEI	MEI PARTIAL

Summary of Qualitative Assessment: This option will need to be wholly contained in CAS, providing connectivity to the airways structure.

Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			

Summary of Qualitative Assessment: This option is anticipated to increase any adverse impact of noise compared to current operations due to the likely impact on the City of Exeter.

3.1.14 Runway 26 SID (east, left turn)

This procedure represents the most direct routing for aircraft departing to the east. However, this option would require the introduction of a large volume of CAS to contain the procedure through the current Class G airspace up to FL195. This is disproportionate to the requirement and would have a severe impact on other airspace users in the area; therefore this option is rejected.



Design Principle Evaluation		OPTION NO): S15	
Option Name: Runway 26 SID (east, right turn)		REJECT	-	
Description of Option: On reaching 1,000 ft aal to comply with noise abatement procedures, aircraft turn right onto a north-north-westerly heading initially before turning right onto an east-north-easterly heading initially then further right to route towards GIBSO to join the en-route airways network. The actual track positions and joining point will depend on the new airways configuration above 7,000 ft.				
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: The procedure will be designed to meet acceptable flight safety. The procedure will be compliant with the required technical criteria and consistent and compatible with the appropriate regulatory requirements. It is a UK required that all SIDs must be wholly contained within CAS in accordance with CAP 778 and the CA Airspace Containment Policy. Implementation of this procedure will require the necessary ensure lateral and vertical containment. Possible conflict with GA aircraft to the north of the and with military and GA aircraft to the east of the airport in an Area of Intense Air Activition be mitigated by the introduction of CAS.				
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Key outcomes of Airspace Modernisation (efficient use of airspace and enabling integration and avoiding flight delays by better managing the airspace network) are unlikely to be met.				
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: The introduction of controlled airspace to contain this procedure will create a known traffic environment, although Class E airspace would provide a known environment for IFR operations only.				
Design Principle 4: Any new airspace should facilitate fair	NOT MET	PARTIAL	MET	

access to all airspace users.



Design Principle 5: Airspace designs should, where possible,	NOT MET	PARTIAL	MET
minimise the impact on non-Exeter Airport aviation in the			
local area.			

Summary of Qualitative Assessment: The introduction of airspace to contain this procedure is likely to have some impact on other airspace users in the local area. The level of impact would vary depending on the classification of airspace being introduced. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.

Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.

PARTIAL MET

Summary of Qualitative Assessment: This option routes through Class G airspace up to FL195. The SID can be contained but the amount of CAS to do so would be large.

Design Principle 7: Airspace should connect to the airways	NOT MET	PARTIAL	MET
structure to ensure Commercial Air Transport remain inside			
Controlled Airspace when arriving or departing from Exeter			
Airport.			

Summary of Qualitative Assessment: This option will need to be wholly contained in CAS, providing connectivity to the airways structure.

Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			

Summary of Qualitative Assessment: This option is anticipated to increase any adverse impact of noise compared to current operations due to the likely impact on the City of Exeter.

3.1.15 Runway 26 SID (east, right turn)



Design Principle Evaluation		OPTION NO: S16		
Option Name: Runway 26 Extended SID (north-west)		REJECT		
Description of Option: After take-off, aircraft continue straight ahead until west of the built-up area of Exeter, before turning right onto a north-north-westerly heading initially before turning left onto a north-westerly heading. Aircraft will continue on this heading, routing towards STRUMBLE to join the en-route airways network. The actual track positions and joining point will depend on the new airways configuration above 7,000 ft.				
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT M	ET PARTIAL	MET	
Summary of Qualitative Assessment: The procedure will be designed to meet acceptable levels of flight safety. The procedure will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. It is a UK requirement that all SIDs must be wholly contained within CAS in accordance with CAP 778 and the Controlled Airspace Containment Policy. Implementation of this procedure will require the necessary CAS to ensure lateral and vertical containment. There is no evidence to suggest that this option would be unsafe.				
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT M	ET PARTIAL	MET	
Summary of Qualitative Assessment: Key outcomes of Airspace Modernisation (efficient use of airspace and enabling integration and avoiding flight delays by better managing the airspace network) are unlikely to be met.				
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT M	ET PARTIAL	MET	
Summary of Qualitative Assessment: The introduction of controlled airspace to contain this procedure will create a known traffic environment, although Class E airspace would provide a known environment for IFR operations only.				
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT M	ET PARTIAL	MET	



Design Principle 5: Airspace designs should, where possible,	NOT MET	PARTIAL	MET
minimise the impact on non-Exeter Airport aviation in the			
local area.			

Summary of Qualitative Assessment: The introduction of airspace to contain this procedure is likely to have some impact on other airspace users in the local area. The level of impact would vary depending on the classification of airspace being introduced. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have

Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.

PARTIAL MET

Summary of Qualitative Assessment: This option routes through Class G airspace up to FL195. The SID can be contained but the amount of CAS to do so would be large.

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ARTIAL

Summary of Qualitative Assessment: This option will need to be wholly contained in CAS, providing connectivity to the airways structure.

Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			

Summary of Qualitative Assessment: This option is anticipated to increase any adverse impact of noise compared to current operations due to the likely impact on the City of Exeter.

3.1.16 Runway 26 Extended SID (north-west)

This procedure represents the most direct routing for aircraft departing to the north-west. However, this option would require the introduction of a large volume of CAS to contain the procedure through the current Class G airspace up to FL195. This is disproportionate to the requirement and would have a severe impact on other airspace users in the area; therefore this option is rejected.



Design Principle Evaluation		OPTION NO: S17		
Option Name: Runway 26 Extended SID (north-east)		ACCEPT		
Description of Option: After take-off, aircraft continue straight ahead until west of the built-up area of Exeter, before turning right onto a north-north-westerly heading initially before turning further right onto a north-easterly heading, climbing to 7,000 ft to join the en-route airways network. The actual track heading and joining point will depend on the new airways configuration above 7,000 ft.				
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: The procedure will be deflight safety. The procedure will be compliant with the reconsistent and compatible with the appropriate regulatory rethat all SIDs must be wholly contained within CAS in accordant Airspace Containment Policy. Implementation of this procedurensure lateral and vertical containment. Possible conflict with the is mitigated by the introduction of CAS.	quired techn equirements. nce with CAP ure will requi	ical criteria a It is a UK ro 778 and the ire the neces	and will be equirement Controlled sary CAS to	
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option meets the kn	own require	ments of the	AMS.	
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: The introduction of controlled airspace to contain this procedure will create a known traffic environment, although Class E airspace would provide a known environment for IFR operations only.				
T				



Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: The introduction of airspace to contain this procedure is likely to have some impact on other airspace users in the local area. The level of impact would vary depending on the classification of airspace being introduced. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.				
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option will need C will be the minimum necessary to contain the procedure.	AS to contain	n the proced	ure but this	
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option will need to be wholly contained in CAS, providing connectivity to the airways structure.				
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment. This option is anticipate	ed to increas	e the advers	e impact of	

Summary of Qualitative Assessment: This option is anticipated to increase the adverse impact of both noise and emissions compared to current operations due to the likely impact on the City of Exeter and increase in track miles due to extending the flight path west.

3.1.17 Runway 26 Extended SID (north-east)

Although Runway 26 procedures are further west of North Hill and Dunkeswell aerodromes as aircraft climb, the introduction of CAS to contain the procedure could have an impact on their operations and on other airspace users in the local area, which would require mitigation. Community stakeholders expressed concern over Runway 26 departures and the noise impact they may have on the City of Exeter. Extending to the west until clear of the built-up area of Exeter would increase track miles and therefore emissions. This may be offset if the noise impact on Exeter is found to be less by maintaining runway heading before any turns are allowed. This would also result in aircraft being higher in areas where there are other airspace users. This will be examined in more detail at subsequent stages of the process to determine the likely impact.



Design Principle Evaluation		OPTION NO: S18		
Option Name: Runway 26 Extended SID (south-west)		REJECT		
Description of Option: After take-off, aircraft continue straight ahead until west of the built-up area of Exeter, before turning left onto a southerly heading initially before turning right onto a south-westerly heading to route towards LANDS' END to join the en-route airways network. The actual track positions and joining point will depend on the new airways configuration above 7,000 ft.				
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: The procedure will be designed to meet acceptable levels of flight safety. The procedure will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. It is a UK requirement that all SIDs must be wholly contained within CAS in accordance with CAP 778 and the Controlled Airspace Containment Policy. Implementation of this procedure will require the necessary CAS to ensure lateral and vertical containment. There is no evidence to suggest that this option would be unsafe.				
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Key outcomes of Airsp airspace and enabling integration and avoiding flight delay network) are unlikely to be met.				
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: The introduction of controlled airspace to contain this procedure will create a known traffic environment, although Class E airspace would provide a known environment for IFR operations only.				
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET	



Design Principle 5: Airspace designs should, where possible,	NOT MET	PARTIAL	MET
minimise the impact on non-Exeter Airport aviation in the			
local area.			

Summary of Qualitative Assessment: The introduction of airspace to contain this procedure is likely to have some impact on other airspace users in the local area. The level of impact would vary depending on the classification of airspace being introduced. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.

Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.

PARTIAL MET

Summary of Qualitative Assessment: This option routes through Class G airspace up to FL195. The SID can be contained but the amount of CAS to do so would be large.

Design Principle 7: Airspace should connect to the airways	NOT MET	PARTIAL	MET
structure to ensure Commercial Air Transport remain inside			
Controlled Airspace when arriving or departing from Exeter			
Airport.			

Summary of Qualitative Assessment: This option will need to be wholly contained in CAS, providing connectivity to the airways structure.

Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			

Summary of Qualitative Assessment: This option is anticipated to increase any adverse impact of noise compared to current operations due to the likely impact on the City of Exeter.

3.1.18 Runway 26 Extended SID (south-west)

This procedure represents the most direct routing for aircraft departing to the south-west. However, this option would require the introduction of a large volume of CAS to contain the procedure through the current Class G airspace up to FL195. This is disproportionate to the requirement and would have a severe impact on other airspace users in the area; therefore this option is rejected.



Design Principle Evaluation	OPTION NO: S19
Option Name: Runway 26 Extended SID (south)	ACCEPT
Description of Option: After take-off, aircraft continue	

Description of Option: After take-off, aircraft continue straight ahead until west of the built-up area of Exeter, before turning left onto a southerly heading to route towards BERRY HEAD to join the en-route airways network. The actual track positions and joining point will depend on the new airways configuration above 7,000 ft.



Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.

NOT MET | PARTIAL

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Summary of Qualitative Assessment: The procedure will be designed to meet acceptable levels of flight safety. The procedure will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. It is a UK requirement that all SIDs must be wholly contained within CAS in accordance with CAP 778 and the Controlled Airspace Containment Policy. Implementation of this procedure will require the necessary CAS to ensure lateral and vertical containment. There is no evidence to suggest that this option would be unsafe.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option meets the known requirements of the AMS.				

Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.

NOT MET

PARTIAL

MET

Summary of Qualitative Assessment: The introduction of controlled airspace to contain this procedure will create a known traffic environment, although Class E airspace would provide a known environment for IFR operations only.

Design Principle 4: Any new airspace should facilitate fair access to all airspace users.

PARTIAL

MET

Summary of Qualitative Assessment: This option may require additional requirements, such as ATC permission, radio or transponder, to access any new airspace but access to airspace will not routinely be denied.



Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: The introduction of airspace to contain this procedure is likely to have some impact on other airspace users in the local area. The level of impact would vary depending on the classification of airspace being introduced. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.				
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option will need C will be the minimum necessary to contain the procedure.	AS to contain	n the proced	ure but this	
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option will need to be wholly contained in CAS, providing connectivity to the airways structure.				
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option is anticipated to increase the adverse impact of				

Summary of Qualitative Assessment: This option is anticipated to increase the adverse impact of both noise and emissions compared to current operations due to the likely impact on the City of Exeter and increase in track miles due to extending the flight path west.

3.1.19 Runway 26 Extended SID (south)

This option would require the introduction of CAS to contain the procedure which could have an impact on other airspace users in the local area, which would require mitigation. Community stakeholders expressed concern over Runway 26 departures and the noise impact they may have on the City of Exeter. Extending to the west until clear of the built-up area of Exeter would increase track miles and therefore emissions. This may be offset if the noise impact on Exeter is found to be less by maintaining runway heading before any turns are allowed. This will be examined in more detail at subsequent stages of the process to determine the likely impact.



Design Principle Evaluation		OPTION NO): S20
Option Name: Runway 26 Extended SID (south-east)		ACCEPT	
Description of Option: After take-off, aircraft continue straight ahead until west of the built-up area of Exeter, before turning left onto a southerly heading initially before turning left onto a south-easterly heading to route towards NOTRO to join the en-route airways network. The actual track positions and joining point will depend on the new airways configuration above 7,000 ft. This option will only be available on a weekend when D012 and D013 Danger Areas are inactive.			
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: The procedure will be deflight safety. The procedure will be compliant with the requestionsistent and compatible with the appropriate regulatory rethat all SIDs must be wholly contained within CAS in accordant Airspace Containment Policy. Implementation of this procedurensure lateral and vertical containment. There is no evidence unsafe.	quired techn equirements. nce with CAP ure will requi	ical criteria It is a UK ro 778 and the ire the neces	and will be equirement Controlled sary CAS to
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option meets the know	own require	ments of the	AMS.
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: The introduction of controlled airspace to contain this procedure will create a known traffic environment, although Class E airspace would provide a known environment for IFR operations only.			



Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: The introduction of airspace to contain this procedure is likely to have some impact on other airspace users in the local area. The level of impact would vary depending on the classification of airspace being introduced. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.				
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option will need C will be the minimum necessary to contain the procedure.	AS to contain	n the proced	ure but this	
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option will need to be wholly contained in CAS, providing connectivity to the airways structure.				
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option is anticipated to increase any adverse impact of				

Summary of Qualitative Assessment: This option is anticipated to increase any adverse impact of noise compared to current operations due to the likely impact on the City of Exeter and increase in track miles due to extending the flight path west.

3.1.20 Runway 26 Extended SID (south-east)

This option would require the introduction of CAS to contain the procedure which could have an impact on other airspace users in the local area, which would require mitigation. This option would only be available for use on a weekend when Danger Areas D012 and D013 are inactive; any airspace introduced to contain this procedure should also only be activated when the procedure is available for use. Community stakeholders expressed concern over Runway 26 departures and the noise impact they may have on the City of Exeter. Extending to the west until clear of the built-up area of Exeter would increase track miles and therefore emissions. This may be offset if the noise impact on Exeter is found to be less by maintaining runway heading before any turns are allowed. This will be examined in more detail at subsequent stages of the process to determine the likely impact.



Design Principle Evaluation		OPTION NO): S21	
Option Name: Runway 26 Extended SID (east, left turn)		REJECT		
Description of Option: After take-off, aircraft continue straight ahead until west of the built-up area of Exeter, before turning left onto a southerly heading initially before turning left onto an east-north-easterly heading to route towards GIBSO to join the en-route airways network. The actual track positions and joining point will depend on the new airways configuration above 7,000 ft.				
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: The procedure will be deflight safety. The procedure will be compliant with the requestionsistent and compatible with the appropriate regulatory rethat all SIDs must be wholly contained within CAS in accordant Airspace Containment Policy. Implementation of this procedurensure lateral and vertical containment. Possible conflict with the airport and with military and GA aircraft to the east of the Activity would be mitigated by the introduction of CAS.	quired techn equirements. nce with CAP ure will requi military rota	ical criteria a It is a UK ro 778 and the re the neces ry traffic to t	and will be equirement Controlled sary CAS to he south of	
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Key outcomes of Airspace Modernisation (efficient use of airspace and enabling integration and avoiding flight delays by better managing the airspace network) are unlikely to be met.				
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: The introduction of procedure will create a known traffic environment, although Claenvironment for IFR operations only.		-		
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET	



Design Principle 5: Airspace designs should, where possible,	NOT MET	PARTIAL	MET
minimise the impact on non-Exeter Airport aviation in the			
local area.			

Summary of Qualitative Assessment: The introduction of airspace to contain this procedure is likely to have some impact on other airspace users in the local area. The level of impact would vary depending on the classification of airspace being introduced. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have

Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.

NOT MET

PARTIAL

MET

Summary of Qualitative Assessment: This option routes through Class G airspace up to FL195. The SID can be contained but the amount of CAS to do so would be large.

NOT MET	PARTIAL	MET
	NOT MET	NOT MET PARTIAL

Summary of Qualitative Assessment: This option will need to be wholly contained in CAS, providing connectivity to the airways structure.

Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.

NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: This option is anticipated to increase any adverse impact of noise compared to current operations due to the likely impact on the City of Exeter and increase in track miles due to extending the flight path west.

3.1.21 Runway 26 Extended SID (east, left turn)



Design Principle Evaluation		OPTION NO): S22	
Option Name: Runway 26 Extended SID (east, right turn)		REJECT		
Description of Option: After take-off, aircraft continue straight ahead until west of the built-up area of Exeter, before turning right onto a north-north-westerly heading initially before turning right onto an east-north-easterly heading initially then further right to route towards GIBSO to join the en-route airways network. The actual track positions and joining point will depend on the new airways configuration above 7,000 ft.				
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: The procedure will be d flight safety. The procedure will be compliant with the reconsistent and compatible with the appropriate regulatory rethat all SIDs must be wholly contained within CAS in accordance Airspace Containment Policy. Implementation of this procedure ensure lateral and vertical containment. Possible conflict with and with military and GA aircraft to the east of the airport in be mitigated by the introduction of CAS.	quired techn equirements. nce with CAP ure will requi GA aircraft to	ical criteria in the second it is a UK rown 778 and the second it is the neces of the north of	and will be equirement Controlled sary CAS to the airport	
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Key outcomes of Airspace Modernisation (efficient use of airspace and enabling integration and avoiding flight delays by better managing the airspace network) are unlikely to be met.				
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: The introduction of procedure will create a known traffic environment, although Cl environment for IFR operations only.		-		
Design Principle 4: Any new airspace should facilitate fair	NOT MET	PARTIAL	MET	

access to all airspace users.



Design Principle 5: Airspace designs should, where possible,	NOT MET	PARTIAL	MET
minimise the impact on non-Exeter Airport aviation in the			
local area.			

Summary of Qualitative Assessment: The introduction of airspace to contain this procedure is likely to have some impact on other airspace users in the local area. The level of impact would vary depending on the classification of airspace being introduced. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.

Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.

NOT MET

PARTIAL

MET

Summary of Qualitative Assessment: This option routes through Class G airspace up to FL195. The SID can be contained but the amount of CAS to do so would be large.

Design Principle 7: Airspace should connect to the airways	NOT MET	PARTIAL	MET
structure to ensure Commercial Air Transport remain inside			
Controlled Airspace when arriving or departing from Exeter			
Airport.			

Summary of Qualitative Assessment: This option will need to be wholly contained in CAS, providing connectivity to the airways structure.

Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.

NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: This option is anticipated to increase any adverse impact of noise compared to current operations due to the likely impact on the City of Exeter and increase in track miles due to extending the flight path west.

3.1.22 Runway 26 Extended SID (east, right turn)



Design Principle Evaluation		OPTION NO: T1		
Option Name: Runway 08 Transition (north)		ACCEPT		
Description of Option: Aircraft will leave the en-route airways structure in the vicinity of the current reporting point MULIT, heading south-west to route direct to join the approach procedure.				
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: The procedure will be designed to meet acceptable levels of flight safety. The procedure will need to be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Approach Transition procedures should be contained in CAS in accordance with the Controlled Airspace Containment Policy. Implementation of this procedure will require the necessary CAS to ensure lateral and vertical containment. There is no evidence to suggest that this option would be unsafe.				
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option meets the kn	own require	ments of the	AMS.	
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: The introduction of procedure will create a known traffic environment, although Claenvironment for IFR operations only.		•		
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option may require additional requirements, such as ATC permission, radio or transponder, to access any new airspace but access to airspace will not routinely be denied.				
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET	



Summary of Qualitative Assessment: The introduction of airspace to contain this procedure is likely to have some impact on other airspace users in the local area. The level of impact would vary depending on the classification of airspace being introduced. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.

Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option will need CAS to contain the procedure but this				

will be the minimum necessary to contain the procedure.

Design Principle 7: Airspace should connect to the airways	NOT MET	PARTIAL	MET
structure to ensure Commercial Air Transport remain inside			
Controlled Airspace when arriving or departing from Exeter			
Airport.			

Summary of Qualitative Assessment: This option will need to be contained in CAS, providing connectivity to the airways structure.

Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.			

Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact compared to current operations.

3.1.23 Runway 08 Transition (north)

This option represents the most direct routing to the approach procedure from the north. This option would require the introduction of CAS to contain the procedure which could have an impact on other airspace users in the local area, which would require mitigation. Further development of the procedure with regard to interactions with the ATS routes, design requirements for STAR procedures and ATS management and responsibilities will be conducted later in the process to ensure procedures comply with the relevant technical criteria.



Design Principle Evaluation		OPTION NO: T2		
Option Name: Runway 08 Transition (north-west)		REJECT		
Description of Option: Aircraft will leave the en-route airways structure at STRUMBLE, heading south-east to route direct to join the approach procedure.				
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: The procedure will be designed to meet acceptable levels of flight safety. The procedure need to will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Approach Transition procedures should be contained in CAS in accordance with the Controlled Airspace Containment Policy. Implementation of this procedure will require the necessary CAS to ensure lateral and vertical containment. There is no evidence to suggest that this option would be unsafe.				
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Key outcomes of Airspairspace and enabling integration) are unlikely to be met.	oace Moderi	nisation (effic	ient use of	
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: The introduction of controlled airspace to contain this procedure will create a known traffic environment, although Class E airspace would provide a known environment for IFR operations only.				
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option may require additional requirements, such as ATC permission, radio or transponder, to access any new airspace but access to airspace will not routinely be denied.				



Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: The introduction of airspace to contain this procedure is likely to have some impact on other airspace users in the local area. The level of impact would vary depending on the classification of airspace being introduced. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.				
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option routes throu Approach Transition can be contained but the amount of CAS	•		-L195. The	
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option will need to be contained in CAS, providing connectivity to the airways structure.				
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact compared to current operations.				

3.1.24 Runway 08 Transition (north-west)



Design Principle Evaluation		OPTION NO: T3		
Option Name: Runway 08 Transition (west)		REJECT		
Description of Option: Aircraft will leave the en-route airways structure at LANDS END, heading east-north-east to route direct to join the approach procedure.				
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: The procedure will be designed to meet acceptable levels of flight safety. The procedure will need to be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Approach Transition procedures should be contained in CAS in accordance with the Controlled Airspace Containment Policy. Implementation of this procedure will require the necessary CAS to ensure lateral and vertical containment. There is no evidence to suggest that this option would be unsafe.				
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Key outcomes of Airsp airspace and enabling integration) are unlikely to be met.	oace Modern	nisation (effic	ient use of	
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: The introduction of controlled airspace to contain this procedure will create a known traffic environment, although Class E airspace would provide a known environment for IFR operations only.				
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option may require additional requirements, such as ATC permission, radio or transponder, to access any new airspace but access to airspace will not routinely be denied.				



Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: The introduction of airspace to contain this procedure is likely to have some impact on other airspace users in the local area. The level of impact would vary depending on the classification of airspace being introduced. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.				
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option routes through Approach Transition can be contained but the amount of CAS			FL195. The	
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option will need to be contained in CAS, providing connectivity to the airways structure.				
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact compared to current operations.				

3.1.25 Runway 08 Transition (west)



Design Principle Evaluation		OPTION NO: T4		
Option Name: Runway 08 Transition (south)		ACCEPT		
Description of Option: Aircraft will leave the en-route airways structure at BERRY HEAD, heading north-west to route direct to join the approach procedure.				
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: The procedure will be designed to meet acceptable levels of flight safety. The procedure will need to be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Approach Transition procedures should be contained in CAS in accordance with the Controlled Airspace Containment Policy. Implementation of this procedure will require the necessary CAS to ensure lateral and vertical containment. Possible conflict with GA aircraft transiting along the coast at low level is mitigated by the introduction of CAS.				
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option meets the kn	own require	ments of the	AMS.	
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: The introduction of controlled airspace to contain this procedure will create a known traffic environment, although Class E airspace would provide a known environment for IFR operations only.				
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option may require additional requirements, such as ATC permission, radio or transponder, to access any new airspace but access to airspace will not				

routinely be denied.



Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: The introduction of airspace to contain this procedure is likely to have some impact on other airspace users in the local area. The level of impact would vary depending on the classification of airspace being introduced. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.			
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will need Cowill be the minimum necessary to contain the procedure.	AS to contair	the proced	ure but this
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will need to be contained in CAS, providing connectivity to the airways structure.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact compared to current operations.			

3.1.26 Runway 08 Transition (south)

This option represents the most direct routing to the approach procedure from the south. This option would require the introduction of CAS to contain the procedure which could have an impact on other airspace users in the local area, which would require mitigation. Further development of the procedure with regard to interactions with the ATS routes, design requirements for STAR procedures and ATS management and responsibilities will be conducted later in the process to ensure procedures comply with the relevant technical criteria.



Design Principle Evaluation		OPTION NO: T5		
Option Name: Runway 08 Transition (east)		REJECT		
Description of Option: Aircraft will leave the en-route airways structure at the current reporting point GIBSO. Aircraft will initially route west-south-west until south abeam of the airport, before heading west-north-west to route direct to join the approach procedure.				
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: The procedure will be d flight safety. The procedure will need to be compliant with the consistent and compatible with the appropriate regulatory procedures should be contained in CAS in accordance with the Policy. Implementation of this procedure will require the revertical containment. Creating CAS coincident with Danger A Possible conflict with military rotary traffic to the south of the introduction of CAS.	ne required to requiremen he Controlle necessary CA Area D012 w	echnical crite ts. Approach d Airspace Co S to ensure ould not be	ria and will Transition ontainment lateral and acceptable.	
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Key outcomes of Airsp airspace and enabling integration) are unlikely to be met.	oace Modern	isation (effic	ient use of	
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: The introduction of procedure will create a known traffic environment, although Cleanvironment for IFR operations only.				
Design Principle 4: Any new airspace should facilitate fair	NOT MET	PARTIAL	MET	



Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: The introduction of airspace to contain this procedure would need to be coincident with the Danger Area D012, which is not a feasible solution			
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option routes through Class G airspace up to FL195. The Approach Transition can be contained but the amount of CAS to do so would be large.			
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will need to be contained in CAS, providing connectivity to the airways structure.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact compared to current operations.			

3.1.27 Runway 08 Transition (east)

To contain this procedure, the airspace required would not only be too excessive and disproportionate but would conflict with Danger Area D012; therefore this option is rejected.



Design Principle Evaluation		OPTION NO: T6	
Option Name: Runway 26 Transition (north)		ACCEPT	
Description of Option: Aircraft will leave the en-route airways structure in the vicinity of the current reporting point EXMOR, heading south-east to route direct to join the approach procedure.			
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: The procedure will be des	-	-	
flight safety. The procedure will need to be compliant with the be consistent and compatible with the appropriate regulatory reprocedures should be contained in CAS in accordance with the Policy. Implementation of this procedure will require the new vertical containment. Possible conflict with GA aircraft to the return the introduction of.	requiremen e Controlle ecessary CA	ts. Approach d Airspace Co S to ensure	n Transition ontainment lateral and
be consistent and compatible with the appropriate regulatory reprocedures should be contained in CAS in accordance with the Policy. Implementation of this procedure will require the new vertical containment. Possible conflict with GA aircraft to the rethe introduction of.	requiremen e Controlle ecessary CA	ts. Approach d Airspace Co S to ensure	n Transition ontainment lateral and
be consistent and compatible with the appropriate regulatory reprocedures should be contained in CAS in accordance with the Policy. Implementation of this procedure will require the new vertical containment. Possible conflict with GA aircraft to the rethe introduction of. Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any	requiremen e Controlle ecessary CA north of the NOT MET	ts. Approachd Airspace Co S to ensure e airport is n	n Transition ontainment lateral and nitigated by MET
be consistent and compatible with the appropriate regulatory reprocedures should be contained in CAS in accordance with the Policy. Implementation of this procedure will require the new vertical containment. Possible conflict with GA aircraft to the rethe introduction of. Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it. Summary of Qualitative Assessment: This option meets the known	requiremen e Controlle ecessary CA north of the NOT MET	ts. Approachd Airspace Co S to ensure e airport is n	n Transition ontainment lateral and nitigated by MET
be consistent and compatible with the appropriate regulatory reprocedures should be contained in CAS in accordance with the Policy. Implementation of this procedure will require the new vertical containment. Possible conflict with GA aircraft to the rethe introduction of. Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it. Summary of Qualitative Assessment: This option meets the known traffic environment to protect the final approach and climb-	requiremente Controlled cessary CA north of the NOT MET	ts. Approach d Airspace Co S to ensure e airport is n PARTIAL ments of the PARTIAL	n Transition ontainment lateral and nitigated by MET AMS. MET

permission, radio or transponder, to access any new airspace but access to airspace will not

routinely be denied.



Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: The introduction of airspace to contain this procedure is likely to have some impact on other airspace users in the local area. The level of impact would vary depending on the classification of airspace being introduced. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.			
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will need CAS to contain the procedure but this will be the minimum necessary to contain the procedure.			
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will need to be contained in CAS, providing connectivity to the airways structure.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse			

Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact compared to current operations.

3.1.28 Runway 26 Transition (north)

This option represents the most direct routing to the approach procedure from the north. This option would require the introduction of CAS to contain the procedure which could have an impact on other airspace users in the local area. The nominal route crosses an area between Dunkeswell and Merryfield airfields and although this is similar to the route currently flown, the introduction of CAS to contain the procedure could have an impact on both airfields which would require mitigation. The base height of any CAS would need to be as high as possible to minimise the impact whilst containing the procedure. Further development of the procedure with regard to interactions with the ATS routes, design requirements for STAR procedures and ATS management and responsibilities will be conducted later in the process to ensure procedures comply with the relevant technical criteria.



		OPTION NO: T7		
Option Name: Runway 26 Transition (west)		REJECT		
Description of Option: Aircraft will leave the en-route airways structure at LANDS END, heading east-north-east to route direct to join the approach procedure.				
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: The procedure will be difflight safety. The procedure will need to be compliant with the be consistent and compatible with the appropriate regulatory procedures should be contained in CAS in accordance with the Policy. Implementation of this procedure will require the revertical containment. There is no evidence to suggest that this	ne required to requirement to the Controlle necessary CA	echnical crite ts. Approach d Airspace Co S to ensure	ria and will n Transition ontainment lateral and	
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Key outcomes of Airspairspace and enabling integration) are unlikely to be met.	oace Moderr	nisation (effic	ient use of	
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET	
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climb-	controlled a	airspace to c	ontain this	

permission, radio or transponder, to access any new airspace but access to airspace will not

routinely be denied.



Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: The introduction of airspace to contain this procedure is likely to have some impact on other airspace users in the local area. The level of impact would vary depending on the classification of airspace being introduced. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.			
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option routes through Class G airspace up to FL195. The Approach Transition can be contained but the amount of CAS to do so would be large.			
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will need to be contained in CAS, providing connectivity to the airways structure.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact compared to current operations.			

3.1.29 Runway 26 Transition (west)



Design Principle Evaluation	OPTION NO: T8
Option Name: Runway 26 Transition (east)	REJECT
Description of Option: Aircraft will leave the en-route airways	

Description of Option: Aircraft will leave the en-route airways structure at the current reporting point GIBSO heading west-north-west direct to join the approach procedure.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: The procedure will be designed to meet acceptable levels of flight safety. The procedure will need to be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Approach Transition procedures should be contained in CAS in accordance with the Controlled Airspace Containment Policy. Implementation of this procedure will require the necessary CAS to ensure lateral and vertical containment. Possible conflict with military and GA aircraft to the east of the airport in an Area of Intense Air Activity would be mitigated by the introduction of CAS.

Design Principle 2: Airspace design must accord with the	NOT MET	PARTIAL	MET
CAA's published Airspace Modernisation Strategy and any			
future plans associated with it.			

Summary of Qualitative Assessment: Key outcomes of Airspace Modernisation (efficient use of airspace and enabling integration) are unlikely to be met.

Design Principle 3: New airspace should create a known	NOT MET	PARTIAL	MET
traffic environment to protect the final approach and climb-			
out paths at Exeter Airport.			

Summary of Qualitative Assessment: The introduction of controlled airspace to contain this procedure will create a known traffic environment, although Class E airspace would provide a known environment for IFR operations only.

Design Principle 4: Any new airspace should facilitate fair	NOT MET	PARTIAL	MET
access to all airspace users.			

Summary of Qualitative Assessment: This option may require additional requirements, such as ATC permission, radio or transponder, to access any new airspace but access to airspace will not routinely be denied.



Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: The introduction of airspace to contain this procedure is likely to have some impact on other airspace users in the local area. The level of impact would vary depending on the classification of airspace being introduced. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.				
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option routes throu Approach Transition can be contained but the amount of CAS	•		FL195. The	
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option will need to be contained in CAS, providing connectivity to the airways structure.				
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact compared to current operations.				

3.1.30 Runway 26 Transition (east)

This option would require the introduction of a large volume of CAS to contain the procedure through the current Class G airspace up to FL195. This is disproportionate to the requirement and would have a severe impact on other airspace users in the area; therefore this option is rejected.



4 Design Principles Evaluation - Airspace

4.1 Evaluation of the Options against the Design Principles

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

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

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

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

4.2 Individual Aspects of Options That Do Not Meet Design Principles

As explained in the Options Development document, each of the airspace design options contained options that considered the airspace classification and vertical extent of the airspace. The following paragraphs describe some of those options that do not meet specific Design Principles, therefore these sub-options have been rejected or all airspace options shown in Appendix A4 of the Options Development document.

4.2.1 Transponder Mandatory Zone – Design Principle 3

Design Principle 3 states that new airspace should create a known traffic environment to protect the final approach and climb-out paths at Exeter Airport. Implementation of a Transponder Mandatory Zone (TMZ) only would not create a known environment. Unknown, but transponding aircraft flying VFR in the local area have resulted in a number of reportable safety events between these unknown aircraft and aircraft arriving at or departing from Exeter Airport where ATC have had to intervene by delaying or halting departures, providing avoidance instructions and extending departure and arrival routes. For this reason, implementation of a TMZ only is not a viable option in any of the airspace design options as Design Principle 3 would be Not Met.



4.2.2 Airspace Vertical Extent – Design Principle 7

Design Principle 7 states that airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport. In order to provide connectivity to the airways structure, any new airspace would require a minimum top level of FL65 and connect to the airway N864, which routes overhead Exeter Airport. Airspace design options that do not consist of a layered structure (options 1-9) could not therefore have a maximum top height of 3,000 ft or 4,000 ft since Design Principle 7 would be Not Met. Therefore these options will only be considered in the Design Principles Evaluation as having a top level of FL65.



Design Principle Evaluation		OPTION NO: A1		
Option Name: Airspace Option 1		REJECT		
Description of Option: A circular zone, radius 5 nm, extending from the surface. Top height would be FL65. Airspace classification could be Class D, Class E, Class E + RMZ or TMZ, or RMZ.	VIII (19) VIII (The state of the s	STATE OF THE PROPERTY OF THE P	
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option will be designed safety. The design will be compliant with the required technical compatible with the appropriate regulatory requirements. Operational safety risks associated with the lack of protection of final approach and initial departure routes outside the ATZ.	al criteria an This option	nd will be con n does not a	sistent and ddress the	
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Key outcomes of Airspace enhancing high aviation safety standards) are unlikely to be met		sation (main	taining and	
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option does not create a known traffic environment that protects the final approach and climb-out paths at Exeter Airport. The minimum requirement for aircraft on the final approach would be for protection of aircraft from the Intermediate Fix (IF) or on the ILS approach where they are lined up in the direction of the runway, prior to commencing the descent.				
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET	

Summary of Qualitative Assessment: This option may require additional requirements, such as ATC permission, radio or transponder, to access any new airspace but access to airspace will not

routinely be denied.



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

4.2.3 Airspace Option 1

This option does not address the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. Stakeholder feedback agreed that this option did not meet this objective for the ACP, therefore this option is rejected.



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

Summary of Qualitative Assessment: This option may require additional requirements, such as ATC permission, radio or transponder, to access any new airspace but access to airspace will not routinely be denied.

access to all airspace users.



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

4.2.4 Airspace Option 2

This option does not address the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. Stakeholder feedback agreed that this option did not meet this objective for the ACP, therefore this option is rejected.



Design Principle Evaluation		OPTION NO: A3		
Option Name: Airspace Option 3		REJECT		
Description of Option: A circular zone, radius 5 nm with 4 nm-wide stubs extending 5nm beyond the circular zone. Top height would be FL65. Base height of the stubs nominally 1,500 ft. Airspace classification could be Class D, Class E, Class E + RMZ or TMZ, or RMZ.	1552 Sept. 100 S	OF THE PROPERTY OF THE PROPERT	DOUTE TO THE STATE OF THE STATE	
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	OT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. This option does not address the operational safety risks associated with the lack of protection currently afforded to aircraft flying final approach and initial departure routes outside the ATZ.				
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	OT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Key outcomes of Airspace enhancing high aviation safety standards) are unlikely to be met.	Moderni	sation (main	taining and	
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	OT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option does not create a known traffic environment that protects the final approach and climb-out paths at Exeter Airport. The minimum requirement for aircraft on the final approach would be for protection of aircraft from the Intermediate Fix (IF) or on the ILS approach where they are lined up in the direction of the runway, prior to commencing the descent.				
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	ОТ МЕТ	PARTIAL	MET	
Summary of Qualitative Assessment: This option may require add	itional red	quirements,	such as ATC	

permission, radio or transponder, to access any new airspace but access to airspace will not

routinely be denied.



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

environmental impact compared to current operations.

4.2.5 **Airspace Option 3**

This option does not address the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. Stakeholder feedback suggested that this option could be viable and acceptable with some modifications. This option does not meet this objective for the ACP and is therefore rejected. However, an alternative design based on Option 3 has been included in the Design Principle Evaluation as Post-Engagement Option 1 (PE1) for consideration.



Design Principle Evaluation		OPTION NO: A4	
Option Name: Airspace Option 4		REJECT	
Description of Option: A circular zone, radius 5 nm with 5 nm-wide stubs extending 5nm beyond the circular zone. Top height would be FL65. Base height of the stubs nominally 1,500 ft. Airspace classification could be Class D, Class E, Class E + RMZ or TMZ, or RMZ.	2 - 100 mg	Control of the contro	T STOOLOLES S
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	IOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. This option does not address the operational safety risks associated with the lack of protection currently afforded to aircraft flying final approach and initial departure routes outside the ATZ.			
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	IOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Key outcomes of Airspace enhancing high aviation safety standards) are unlikely to be met.		sation (main	taining and
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	IOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option does not create a known traffic environment that protects the final approach and climb-out paths at Exeter Airport. The minimum requirement for aircraft on the final approach would be for protection of aircraft from the Intermediate Fix (IF) or on			

protects the final approach and climb-out paths at Exeter Airport. The minimum requirement for aircraft on the final approach would be for protection of aircraft from the Intermediate Fix (IF) or on the ILS approach where they are lined up in the direction of the runway, prior to commencing the descent.

Design Principle 4: Any new airspace should facilitate fair access to all airspace users.

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Summary of Qualitative Assessment: This option may require additional requirements, such as ATC permission, radio or transponder, to access any new airspace but access to airspace will not routinely be denied.



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

4.2.6 Airspace Option 4

This option does not address the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. Stakeholder feedback agreed that this option did not meet this objective for the ACP, therefore this option is rejected.



Design Principle Evaluation		OPTION NO: A5a		
Option Name: Airspace Option 5a		ACCEP ⁻	Γ	
Description of Option: Lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Stubs 5 nm wide extended to include protection of the IFPs. Top height would be FL65. Base height of the stubs nominally 1,500 ft. Airspace classification would be Class D for this sub-option.	100 to the control of	On the second se	COLUMN TO THE PARTY OF THE PART	
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. However, SIDs and Transition procedures would not be contained with this option. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.				
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option meets the know	own require	ments of the	AMS.	
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Class D airspace would create a known traffic environment. This option protects the final approach path but does not provide protection for the full departure or transition procedures.				
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option will require airspace but access to airspace will not routinely be denied.	e ATC clear	ance to acce	ss the new	
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET	



Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. ATC clearance will be required to enter the airspace. The stubs extend over Farway Common airfield. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.

Design Principle 6: The size and categorisation of any new	NOT MET	PARTIAL	MET
controlled airspace should be proportionate to the			
requirement.			

Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths but does not contain procedures.

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•	Г МЕТ	I MET PARTIAL

Summary of Qualitative Assessment: This option provides connectivity to the airways structure but is unlikely to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.

Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			

Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.

4.2.7 Airspace Option 5a

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. Although this option connects to the airways structure, it is unlikely that the lateral dimensions would allow containment of the SIDs or Transition procedures, hence this option could only be implemented without SID or Transition procedures. More detailed design work will be carried out at the next stage, to understand whether this option can be implemented alongside new SID and Transition procedures. Some stakeholders considered that this option would be feasible with some amendments. Other stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the stubs. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A5b
Option Name: Airspace Option 5b	ACCEPT

Description of Option: Lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Stubs 5 nm wide extended to include protection of the IFPs. Top height would be FL65. Base height of the stubs nominally 1,500 ft. Airspace classification for this suboption would be Class D for the CTR and Class E or Class E+TMZ for the stubs.



Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.

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Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. However, SIDs and Transition procedures would not be contained with this option. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option meets the known requirements of the AMS.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: Class E/Class E+TMZ airspace would create a known traffic environment for IFR operations only. This option protects the final approach path but does not provide protection for the full departure or transition procedures.

Design Principle 4: Any new airspace should facilitate fair	NOT MET	PARTIAL	MET
access to all airspace users.			

Summary of Qualitative Assessment: This option will require ATC clearance to access the CTR or Class E/Class E+TMZ (if operating under IFR) airspace but access to airspace will not routinely be denied. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR.



Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. ATC clearance will be required to enter Class D or Class E/Class E+TMZ (if operating under IFR) airspace. The stubs extend over Farway Common airfield. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.				
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option protects the paths but does not contain procedures.	e final appro	ach and inition	al climb out	
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option provides connectivity to the airways structure but is unlikely to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.				
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse				

Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.

4.2.8 Airspace Option 5b

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ, although there is the potential for conflict from aircraft operating VFR in Class E/Class E+TMZ airspace, where ATC separation is not provided. This option connects to the airways structure, it is unlikely that the lateral dimensions would allow containment of the SIDs or Transition procedures, hence this option could only be implemented without SID or Transition procedures. Some stakeholders considered that this option would be feasible with some amendments. Other stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area. More detailed design work will be carried out at the next stage,



to understand whether this option can be implemented alongside new SID and Transition procedures. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the stubs. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation		OPTION NO): A5c	
Option Name: Airspace Option 5c		ACCEPT		
Description of Option: Lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Stubs 5 nm wide extended to include protection of the IFPs. Top height would be FL65. Base height of the stubs nominally 1,500 ft. Airspace classification for this suboption would be Class D for the CTR and Class E+RMZ or RMZ for the stubs.	1984 1994 1994 1994 1994 1994 1994 1994	OD STATE OF THE PARTY OF THE PA	SOLUCIAL SOLUCION STATE OF THE	
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. However, SIDs and Transition procedures would not be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ/RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.				
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option meets the kn	own require	ments of the	AMS.	
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Class E+RMZ/RMZ airspace would create a known traffic environment. This option protects the final approach path but does not provide protection for the full departure or transition procedures.				
Design Principle 4: Any new airspace should facilitate fair	NOT MET	PARTIAL	MET	

access to all airspace users.



Summary of Qualitative Assessment: This option will require ATC clearance to access the CTR or Class E (if operating under IFR) airspace but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ/RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'.

Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Any additional airspace is airspace users in the local area. ATC clearance will be require operating under IFR) airspace. Aircraft operating VFR will requentering Class E+RMZ/RMZ airspace. The stubs extend over Fai is committed to introducing suitable mitigation to minimise any airspace may have.	ed to enter Cl ire two-way or rway Commo	lass D or Clas communicati on airfield. Ex	s E+RMZ (if ons prior to eter Airport
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths but does not contain procedures.			
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: This option provides connectivity to the airways structure but is unlikely to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.

Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.

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Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.

4.2.9 Airspace Option 5c

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ, although there is the potential for



conflict from aircraft operating VFR in Class E+RMZ/RMZ airspace, where ATC separation is not provided. Traffic information from ATC should mitigate this issue. This option connects to the airways structure, it is unlikely that the lateral dimensions would allow containment of the SIDs or Transition procedures, hence this option could only be implemented without SID or Transition procedures. Some stakeholders considered that this option would be feasible with some amendments. Other stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area. More detailed design work will be carried out at the next stage, to understand whether this option can be implemented alongside new SID and Transition procedures. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the stubs. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation		OPTION NO: A6a		
Option Name: Airspace Option 6a		REJECT		
Description of Option: Lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Stubs extended to 10 nm wide to the lateral extent of the zone and including protection of the IFs. Top height would be FL65. Base height of the stubs nominally 1,500 ft. Airspace classification would be Class D for this sub-option.	ted 5 nm laterally parallel to the runway tended to 10 nm wide to the lateral extent cluding protection of the IFs. Top height the height of the stubs nominally 1,500 ft.			
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. However, SIDs and Transition procedures would not be contained with this option. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.			nsistent and procedures y of aircraft potential to	
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option meets the kn	own requir	ements of the	AMS.	
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Class D airspace would create a known traffic environment. This option protects the final approach path but does not provide protection for the full departure or transition procedures.				
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option will require ATC clearance to access the new airspace but access to airspace will not routinely be denied.			ss the new	
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET	



Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. ATC clearance will be required to enter the airspace. This option extends over Farway Common and Branscombe airfields and partly extends into the airspace around Dunkeswell and North Hill Airfields. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.

Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.

NOT MET PARTIAL MET

Summary of Qualitative Assessment: This option does not contain the procedures and the amount of CAS is excessive for the protection of the final approach and initial climb out paths.

Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.

NOT MET PARTIAL MET

Summary of Qualitative Assessment: This option provides connectivity to the airways structure but is unlikely to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.

Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.

NOT MET PARTIAL MET

Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.

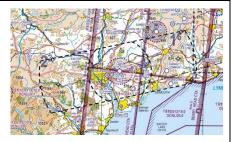
4.2.10 Airspace Option 6a

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. Although this option connects to the airways structure, it is unlikely that the lateral dimensions would allow containment of the SIDs or Transition procedures, hence this option could only be implemented without SID or Transition procedures. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfields was unacceptable. Since this option does not contain the procedures, Exeter Airport considers that the amount of CAS proposed with this option is excessive for the requirement to protect the final approach and climb out paths; hence this option is rejected.



D	Design Principle Evaluation	OPTION NO: A6b
C	Option Name: Airspace Option 6b	REJECT

Description of Option: Lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Stubs extended to 10 nm wide to the lateral extent of the zone and including protection of the IFs. Top height would be FL65. Base height of the stubs nominally 1,500 ft. Airspace classification for this sub-option would be Class D for the CTR and Class E or Class E+TMZ for the outer zone.



Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.

NOT MET PARTIAL

MET

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. However, SIDs and Transition procedures would not be contained with this option. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option meets the known requirements of the AMS.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: Class E/Class E+TMZ airspace would create a known traffic environment for IFR operations only. This option protects the final approach path but does not provide protection for the full departure or transition procedures.

Design Principle 4:	Any new airspace should facilitate fair	NOT MET	PARTIAL	MET
access to all airspace	e users.			

Summary of Qualitative Assessment: This option will require ATC clearance to access the CTR or Class E/Class E+TMZ (if operating under IFR) airspace but access to airspace will not routinely be denied. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR.



Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.		PARTIAL	MET
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Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. ATC clearance will be required to enter Class D or Class E/Class E+TMZ (if operating under IFR) airspace. This option extends over Farway Common and Branscombe airfields and partly extends into the airspace around Dunkeswell and North Hill Airfields. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.

Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.

NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: This option does not contain the procedures and the amount of CAS is excessive for the protection of the final approach and initial climb out paths.

Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.

NOT MET PARTIAL MET

Summary of Qualitative Assessment: This option provides connectivity to the airways structure but is unlikely to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.

Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.

NOT MET PARTIAL MET

Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.

4.2.11 Airspace Option 6b

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ, although there is the potential for conflict from aircraft operating VFR in Class E/Class E+TMZ airspace, where ATC separation is not provided. This option connects to the airways structure, it is unlikely that the lateral dimensions would allow containment of the SIDs or Transition procedures, hence this option could only be implemented without SID or Transition procedures. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfields was



unacceptable. Since this option does not contain the procedures, Exeter Airport considers that the amount of CAS proposed with this option is excessive for the requirement to protect the final approach and climb out paths; hence this option is rejected.



Design Principle Evaluation Design Name: Airspace Option 6c		OPTION NO	PTION NO: A6c	
		REJEC		
Description of Option: Lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Stubs extended to 10 nm wide to the lateral extent of the zone and including protection of the IFs. Top height would be FL65. Base height of the stubs nominally 1,500 ft. Airspace classification for this sub-option would be Class D for the CTR and Class E+RMZ or RMZ for the outer zone.	1984 1984 1984 1984 1984 1984 1984 1984 1984 1984 1985 1985 1986	And	TREOURS S	
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of safety. The design will be compliant with the required technical criteria and will be consistent compatible with the appropriate regulatory requirements. However, SIDs and Transition proced would not be contained with this option. Although ATC separation would not be provided to air operating VFR in Class E+RMZ/RMZ airspace, ATC would provide traffic information; responsi for maintaining separation would be the responsibility of the aircraft captain. Although this operating to and from Exeter Airport due to the increased of protection, it has the potential to create choke points resulting in the funnelling of air displaced by and operating outside of any new airspace.			nsistent and procedures d to aircraft esponsibility this option reased level	
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.		PARTIAL	MET	
Summary of Qualitative Assessment: This option meets the kn	own requi	rements of the	AMS.	
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport. PARTIAL Moderate a known traffic environment to protect the final approach and climbout paths at Exeter Airport.				
Summary of Qualitative Assessment: Class E+RMZ/RMZ airspace would create a known traff environment. This option protects the final approach path but does not provide protection for the full departure or transition procedures.				
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET	



Summary of Qualitative Assessment: This option will require ATC clearance to access the CTR or Class E (if operating under IFR) airspace but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ/RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'.

Design Principle 5: Airspace designs should, where possible,	NOT MET	PARTIAL	MET
minimise the impact on non-Exeter Airport aviation in the			
local area.			

Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. This option extends over Farway Common and Branscombe airfields and partly extends into the airspace around Dunkeswell and North Hill Airfields. ATC clearance will be required to enter Class D or Class E+RMZ (if operating under IFR) airspace. Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ/RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.

Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.

NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: This option does not contain the procedures and the amount of CAS is excessive for the protection of the final approach and initial climb out paths.

Design Principle 7: Airspace should connect to the airways	NOT MET	PARTIAL	MET
structure to ensure Commercial Air Transport remain inside			
Controlled Airspace when arriving or departing from Exeter			
Airport.			

Summary of Qualitative Assessment: This option provides connectivity to the airways structure but is unlikely to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.

Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			
			i

Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.



4.2.12 Airspace Option 6c

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ, although there is the potential for conflict from aircraft operating VFR in Class E+RMZ/RMZ airspace, where ATC separation is not provided. Traffic information from ATC should mitigate this issue. This option connects to the airways structure, it is unlikely that the lateral dimensions would allow containment of the SIDs or Transition procedures, hence this option could only be implemented without SID or Transition procedures. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfields was unacceptable. Since this option does not contain the procedures, Exeter Airport considers that the amount of CAS proposed with this option is excessive for the requirement to protect the final approach and climb out paths; hence this option is rejected.



Design Principle Evaluation	OPTION NO: A7a
Option Name: Airspace Option 7a	REJECT

Description of Option: Lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Stubs extended to 10 nm wide to the lateral extent of the zone to the west. Southern boundary to the east in line with the southern boundary of the zone. Northern boundary moved south to avoid Dunkeswell and North Hill airfields. Top height would be FL65. Base height of the stubs nominally 1,500 ft. Airspace classification would be Class D for this suboption.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in the local area.			
4.10 1004. 4.104.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. However, SIDs and Transition procedures would not be contained with this option. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option meets the known requirements of the AMS.				
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET	

Summary of Qualitative Assessment: Class D airspace would create a known traffic environment. This option protects the final approach path but does not provide protection for the full departure or transition procedures.

Design Principle 4: Any new airspace should facilitate fair	NOT MET	PARTIAL	MET
access to all airspace users.			

Summary of Qualitative Assessment: This option will require ATC clearance to access the new airspace but access to airspace will not routinely be denied.



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

airspace.

4.2.13 Airspace Option 7a

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. Although this option connects to the airways structure, it is unlikely that the lateral dimensions would allow containment of the SIDs or Transition procedures, hence this option could only be implemented without SID or Transition procedures. This option is designed to avoid airspace that is overhead local airfields, although the proximity of the airspace, specifically Class D, to these airfields caused stakeholder concern. . Since this option does not contain the procedures, Exeter Airport considers that the amount of CAS proposed with this option is excessive for the requirement to protect the final approach and climb out paths; hence this option is rejected.



Design Principle Evaluation		OPTION NO: A7b			
Option Name: Airspace Option 7b		REJECT			
Description of Option: Lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Stubs extended to 10 nm wide to the lateral extent of the zone to the west. Southern boundary to the east in line with the southern boundary of the zone. Northern boundary moved south to avoid Dunkeswell and North Hill airfields. Top height would be FL65. Base height of the stubs nominally 1,500 ft. Airspace classification for this sub-option would be Class D for the CTR and Class E or Class E+TMZ for the outer zone.	The state of the s	The control of the co			
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. However, SIDs and Transition procedures would not be contained with this option. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.					
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: This option meets the kn	own require	ements of the	AMS.		
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: Class E/Class E+TMZ air environment for IFR operations only. This option protects the provide protection for the full departure or transition procedure.	ne final app				
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET		



Summary of Qualitative Assessment: This option will require ATC clearance to access the CTR or Class E/Class E+TMZ (if operating under IFR) airspace but access to airspace will not routinely be denied. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR.

Design Principle 5: Airspace designs should, where possible,	NOT MET	PARTIAL	MET
minimise the impact on non-Exeter Airport aviation in the			
local area.			

Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. This option extends over Farway Common and Branscombe airfields. ATC clearance will be required to enter Class D or Class E/Class E+TMZ (if operating under IFR) airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.

Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.

NOT MET PARTIAL MET

Summary of Qualitative Assessment: This option does not contain the procedures and the amount of CAS is excessive for the protection of the final approach and initial climb out paths.

Design Principle 7: Airspace should connect to the airways	NOT MET	PARTIAL	MET
structure to ensure Commercial Air Transport remain inside			
Controlled Airspace when arriving or departing from Exeter			
Airport.			

Summary of Qualitative Assessment: This option provides connectivity to the airways structure but does not ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.

Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			
			İ

Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.

4.2.14 Airspace Option 7b

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. Although this option connects to the airways structure, it is unlikely that the lateral dimensions would allow containment of the SIDs or Transition procedures, hence this option could only be implemented without



SID or Transition procedures. This option is designed to avoid airspace that is overhead local airfields, although the proximity of the airspace, specifically Class D, to these airfields caused stakeholder concern. . Since this option does not contain the procedures, Exeter Airport considers that the amount of CAS proposed with this option is excessive for the requirement to protect the final approach and climb out paths; hence this option is rejected.



Design Principle Evaluation		OPTION NO: A7c			
Option Name: Airspace Option 7c		REJECT			
Description of Option: Lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Stubs extended to 10 nm wide to the lateral extent of the zone to the west. Southern boundary to the east in line with the southern boundary of the zone. Northern boundary moved south to avoid Dunkeswell and North Hill airfields. Top height would be FL65. Base height of the stubs nominally 1,500 ft. Airspace classification for this sub-option would be Class D for the CTR and Class E+RMZ or RMZ for the outer zone.					
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area. NOT MET PARTIAL MET					
Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. However, SIDs and Transition procedures would not be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ/RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.					
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: This option meets the known requirements of the AMS.					
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport. MET PARTIAL MET					
Summary of Qualitative Assessment: Class E+RMZ/RMZ airs environment. This option protects the final approach path but full departure or transition procedures.	•				
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET		



Summary of Qualitative Assessment: This option will require ATC clearance to access the CTR or Class E (if operating under IFR) airspace but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ/RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'.

NOT MET	PARTIAL	MET
	NOT MET	NOT MET PARTIAL

Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. This option extends over Farway Common and Branscombe airfields. ATC clearance will be required to enter Class D or Class E+RMZ (if operating under IFR) airspace. Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ/RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.

Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.

NOT MET

PARTIAL

MET

Summary of Qualitative Assessment: This option does not contain the procedures and the amount of CAS is excessive for the protection of the final approach and initial climb out paths.

Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.

NOT MET

PARTIAL

MET

Summary of Qualitative Assessment: This option provides connectivity to the airways structure but does not ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.

Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.

NOT MET

PARTIAL

MET

Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.

4.2.15 Airspace Option 7c

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ, although there is the potential for



conflict from aircraft operating VFR in Class E+RMZ/RMZ airspace, where ATC separation is not provided. Traffic information from ATC should mitigate this issue. This option connects to the airways structure, it is unlikely that the lateral dimensions would allow containment of the SIDs or Transition procedures, hence this option could only be implemented without SID or Transition procedures. This option is designed to avoid airspace that is overhead local airfields, although the proximity of the airspace, specifically Class D, to these airfields caused stakeholder concern. Since this option does not contain the procedures, Exeter Airport considers that the amount of CAS proposed with this option is excessive for the requirement to protect the final approach and climb out paths; hence this option is rejected.



Design Principle Evaluation		OPTION NO: A8a		
Option Name: Airspace Option 8a		REJECT		
Description of Option: Lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs. Top height would be FL65. Base height of the stubs nominally 1,500 ft. Airspace classification would be Class D for this sub-option.	The state of the s		14 TOO ON 15 TO ON 15	
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT M	ET PARTIAL	MET	
Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. However, SIDs and Transition procedures would not be contained with this option. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.				
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MI	ET PARTIAL	MET	
Summary of Qualitative Assessment: This option meets the kn	iown requ	uirements of the	AMS.	
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT M	ET PARTIAL	MET	
Summary of Qualitative Assessment: Class D airspace would create a known traffic environment. This option protects the final approach path but does not provide protection for the full departure or transition procedures.				
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT M	ET PARTIAL	MET	
Summary of Qualitative Assessment: This option will requir airspace but access to airspace will not routinely be denied.	re ATC cl	earance to acce	ess the new	
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT M	ET PARTIAL	MET	



Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. This option extends over Dunkeswell and North Hill Airfields and will have an impact on their operations but with suitable mitigation in place allowing freedom of movement for airspace users from these locations, this option may have a positive impact on operations by providing protection from other airspace users. This option also extends over Farway Common and Branscombe airfields. ATC clearance will be required to enter the airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.

Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.

NOT MET

PARTIAL

Summary of Qualitative Assessment: This option does not contain the procedures and the amount of CAS is excessive for the protection of the final approach and initial climb out paths.

Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.

NOT MET

PARTIAL

MET

Summary of Qualitative Assessment: This option provides connectivity to the airways structure but is unlikely to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.

Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.

NOT MET

PARTIAL

MET

Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.

4.2.16 Airspace Option 8a

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. Although this option connects to the airways structure, it is unlikely that the lateral dimensions would allow containment of the SIDs or Transition procedures, hence this option could only be implemented without SID or Transition procedures. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfields was unacceptable. Since this option does not contain the procedures, Exeter Airport considers that the amount of CAS proposed with this option is excessive for the requirement to protect the final approach and climb out paths; hence this option is rejected.

MET



Design Principle Evaluation	OPTION NO: A8b	
Option Name: Airspace Option 8b	REJECT	
Description of Option: Lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs. Top height would be FL65. Base height of the stubs nominally 1,500 ft. Airspace classification for this sub-option would be Class D for the CTR	The state of the s	PAGE 1

Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.

and Class E or Class E+TMZ for the outer zone.

NOT MET PARTIAL

MET

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. However, SIDs and Transition procedures would not be contained with this option. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option meets the known requirements of the AMS.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: Class E/Class E+TMZ airspace would create a known traffic environment for IFR operations only. This option protects the final approach path but does not provide protection for the full departure or transition procedures.

Design Principle 4: Any new airspace should facilitate fair	NOT MET	PARTIAL	MET
access to all airspace users.			

Summary of Qualitative Assessment: This option will require ATC clearance to access the CTR or Class E/Class E+TMZ (if operating under IFR) airspace but access to airspace will not routinely be denied. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR.



Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
	101 1 1 1		

Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. This option extends over Dunkeswell and North Hill Airfields and will have an impact on their operations but with suitable mitigation in place allowing freedom of movement for airspace users from these locations, this option may have a positive impact on operations by providing protection from other airspace users. This option also extends over Farway Common and Branscombe airfields. ATC clearance will be required to enter Class D or Class E/Class E+TMZ (if operating under IFR) airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.

Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.

NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: This option does not contain the procedures and the amount of CAS is excessive for the protection of the final approach and initial climb out paths.

Design Principle 7: Airspace should connect to the airways	N
structure to ensure Commercial Air Transport remain inside	
Controlled Airspace when arriving or departing from Exeter	
Airport.	

NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: This option provides connectivity to the airways structure but is unlikely to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.

Design Principle 8: Airspace should be designed to minimise
the adverse impact of aircraft noise and emissions, including
any consequential impacts caused by the displacement of
other air traffic outside of the Controlled Airspace.

NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.

4.2.17 Airspace Option 8b

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ, although there is the potential for conflict from aircraft operating VFR in Class E/Class E+TMZ airspace, where ATC separation is not provided. Although this option connects to the airways structure, it is unlikely that the lateral dimensions would allow containment of the SIDs or Transition procedures, hence this option could only be implemented without SID or Transition procedures. Some



stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfields was unacceptable. . Since this option does not contain the procedures, Exeter Airport considers that the amount of CAS proposed with this option is excessive for the requirement to protect the final approach and climb out paths; hence this option is rejected.



Design Principle Evaluation		OPTION NO): A8c
Option Name: Airspace Option 8c		REJECT	
Description of Option: Lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs. Top height would be FL65. Base height of the stubs nominally 1,500 ft. Airspace classification for this sub-option would be Class D for the CTR and Class E+RMZ or RMZ for the outer zone.	THE COURT OF THE C		COUNTY TOOLS AND A STATE OF THE
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will be design safety. The design will be compliant with the required technic compatible with the appropriate regulatory requirements procedures would not be contained with this option. Althororoided to aircraft operating VFR in Class E+RMZ/RMZ a information; responsibility for maintaining separation would captain. Although this option should enhance the safety of air Airport due to the increased level of protection, it has the pote in the funnelling of aircraft displaced by and operating outside	cal criteria and and and and and and and and and an	nd will be cor r, SIDs and paration wo would pro onsibility of ting to and f te choke poir	risistent and Transition uld not be vide traffic the aircraft from Exeter
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option meets the kn	own require	ments of the	AMS.
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Class E+RMZ/RMZ airs environment. This option protects the final approach path but full departure or transition procedures.	•		
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET



Summary of Qualitative Assessment: This option will require ATC clearance to access the CTR or Class E+RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ/RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'.

Design Principle 5: Airspace designs should, where possible,	NOT MET	PARTIAL	MET
minimise the impact on non-Exeter Airport aviation in the			
local area.			

Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. This option extends over Dunkeswell and North Hill Airfields and will have an impact on their operations but with suitable mitigation in place allowing freedom of movement for airspace users from these locations, this option may have a positive impact on operations by providing protection from other airspace users. This option also extends over Farway Common and Branscombe airfields. ATC clearance will be required to enter Class D or Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ/RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.

Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.

NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: This option does not contain the procedures and the amount of CAS is excessive for the protection of the final approach and initial climb out paths.

Design Principle 7: Airspace should connect to the airways	NOT MET	PARTIAL	MET
structure to ensure Commercial Air Transport remain inside			
Controlled Airspace when arriving or departing from Exeter			
Airport.			
		1	ı

Summary of Qualitative Assessment: This option provides connectivity to the airways structure but is unlikely to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.

Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			

Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.



4.2.18 Airspace Option 8c

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ, although there is the potential for conflict from aircraft operating VFR in Class E+RMZ/RMZ airspace, where ATC separation is not provided. Traffic information from ATC should mitigate this issue. Although this option connects to the airways structure, it is unlikely that the lateral dimensions would allow containment of the SIDs or Transition procedures, hence this option could only be implemented without SID or Transition procedures. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfields was unacceptable. Since this option does not contain the procedures, Exeter Airport considers that the amount of CAS proposed with this option is excessive for the requirement to protect the final approach and climb out paths; hence this option is rejected.



Design Principle Evaluation		OPTION NO: A9a		
Option Name: Airspace Option 9a		REJECT		
Description of Option: Lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Top height would be FL65. Base height of the stubs nominally 1,500 ft. Airspace classification would be Class D for this sub-option.	28 Control of the con		STORY	
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. However, SIDs and Transition procedures would not be contained with this option. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.				
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option meets the kn	nown requir	ements of the	AMS.	
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Class D airspace would create a known traffic environment. This option protects the final approach path but does not provide protection for the full departure or transition procedures.				
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option will require ATC clearance to access the new airspace but access to airspace will not routinely be denied.				
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET	



Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. This option extends over Farway Common and Branscombe airfields. ATC clearance will be required to enter the airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.

Design Principle 6: The size and categorisation of any new	NOT MET	PAF
controlled airspace should be proportionate to the		
requirement.		

NOT MET PARTIAL MET

Summary of Qualitative Assessment: This option does not contain the procedures and the amount of CAS is excessive for the protection of the final approach and initial climb out paths.

Design Principle 7: Airspace should connect to the airways
structure to ensure Commercial Air Transport remain inside
Controlled Airspace when arriving or departing from Exeter
Airnort

NOT MET PARTIAL MET

Summary of Qualitative Assessment: This option provides connectivity to the airways structure but does not ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.

Design Principle 8: Airspace should be designed to minimise
the adverse impact of aircraft noise and emissions, including
any consequential impacts caused by the displacement of
other air traffic outside of the Controlled Airspace.

NOT MET PARTIAL MET

Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.

4.2.19 Airspace Option 9a

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. Although this option connects to the airways structure, it is unlikely that the lateral dimensions would allow containment of the SIDs or Transition procedures, hence this option could only be implemented without SID or Transition procedures. This option is designed to avoid airspace that is overhead local airfields, although the proximity of the airspace, specifically Class D, to these airfields caused stakeholder concern. However, some stakeholders also expressed concern over airspace that is excessively complex; the non-linear northern boundary of this option may be considered too complicated. Since this option does not contain the procedures, Exeter Airport considers that the amount of CAS proposed with this option is excessive for the requirement to protect the final approach and climb out paths; hence this option is rejected.



Design Principle Evaluation		OPTION NO): A9b	
Option Name: Airspace Option 9b		REJECT		
Description of Option: Lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Top height would be FL65. Base height of the stubs nominally 1,500 ft. Airspace classification for this sub-option would be Class D for the CTR and Class E or Class E+TMZ for the outer zone.	State Control of the		6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option will be design safety. The design will be compliant with the required technic compatible with the appropriate regulatory requirements. How would not be contained with this option. ATC separation would VFR in Class E/Class E+TMZ airspace; responsibility for material responsibility of the aircraft captain. Although this option sloperating to and from Exeter Airport due to the increased level create choke points resulting in the funnelling of aircraft displanew airspace.	cal criteria a vever, SIDs a I not be provaintaining so nould enhar I of protecti	nd will be cor and Transition yided to aircra eparation wo nce the safety on, it has the	nsistent and procedures ft operating ould be the of aircraft potential to	
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option meets the kr	nown require	ements of the	AMS.	
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Class E/Class E+TMZ airspace would create a known traffic environment for IFR operations only. This option protects the final approach path but does not provide protection for the full departure or transition procedures.				

access to all airspace users.

Design Principle 4: Any new airspace should facilitate fair NOT MET

MET

PARTIAL



Summary of Qualitative Assessment: This option will require ATC clearance to access the CTR or Class E/Class E+TMZ (if operating under IFR) airspace but access to airspace will not routinely be denied. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR.

Design Principle 5: Airspace designs should, where possible,	NOT MET	PARTIAL	MET
minimise the impact on non-Exeter Airport aviation in the			
local area.			

Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. This option extends over Farway Common and Branscombe airfields. ATC clearance will be required to enter Class D or Class E/Class E+TMZ airspace (if operating under IFR). Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.

Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.

NOT MET PARTIAL MET

Summary of Qualitative Assessment: This option does not contain the procedures and the amount of CAS is excessive for the protection of the final approach and initial climb out paths.

Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.

NOT MET

PARTIAL

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Summary of Qualitative Assessment: This option provides connectivity to the airways structure but does not ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.

Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.

NOT MET

PARTIAL

MET

Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.

4.2.20 Airspace Option 9b

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. Although this option connects to the airways structure, it is unlikely that the lateral dimensions would allow containment of the SIDs or Transition procedures, hence this option could only be implemented without SID or Transition procedures. This option is



designed to avoid airspace that is overhead local airfields, although the proximity of the airspace, specifically Class D, to these airfields caused stakeholder concern. However, some stakeholders also expressed concern over airspace that is excessively complex; the non-linear northern boundary of this option may be considered too complicated. . Since this option does not contain the procedures, Exeter Airport considers that the amount of CAS proposed with this option is excessive for the requirement to protect the final approach and climb out paths; hence this option is rejected.



Design Principle Evaluation		OPTION NO): A9c	
Option Name: Airspace Option 9c		REJECT		
Description of Option: Lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Top height would be FL65. Base height of the stubs nominally 1,500 ft. Airspace classification for this sub-option would be Class D for the CTR and Class E+RMZ or RMZ for the outer zone.	The state of the s	The state of the s	Todayas Colores	
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option will be design safety. The design will be compliant with the required technic compatible with the appropriate regulatory requirements. How would not be contained with this option. Although ATC separate operating VFR in Class E+RMZ/RMZ airspace, ATC would prove for maintaining separation would be the responsibility of the should enhance the safety of aircraft operating to and from Execution of protection, it has the potential to create choke points redisplaced by and operating outside of any new airspace.	cal criteria an vever, SIDs antion would no ide traffic inta aircraft capta eter Airport c	nd will be cor nd Transition ot be provide formation; re ain. Although lue to the inc	nsistent and procedures d to aircraft sponsibility this option reased level	
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option meets the kr	nown require	ments of the	AMS.	
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Class E+RMZ/RMZ airspace would create a known traffic environment. This option protects the final approach path but does not provide protection for the full departure or transition procedures.				

access to all airspace users.

Design Principle 4: Any new airspace should facilitate fair NOT MET

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PARTIAL



Summary of Qualitative Assessment: This option will require ATC clearance to access the CTR or Class E+RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ/RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'.

Design Principle 5: Airspace designs should, where possible,	NOT MET	PARTIAL	MET
minimise the impact on non-Exeter Airport aviation in the			
local area.			

Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. This option extends over Farway Common and Branscombe airfields. ATC clearance will be required to enter Class D or Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ/RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.

Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.

PARTIAL MET

Summary of Qualitative Assessment: This option does not contain the procedures and the amount of CAS is excessive for the protection of the final approach and initial climb out paths.

Design Principle 7: Airspace should connect to the airways	NOT MET	PARTIAL	MET
structure to ensure Commercial Air Transport remain inside			
Controlled Airspace when arriving or departing from Exeter			
Airport.			

Summary of Qualitative Assessment: This option provides connectivity to the airways structure but does not ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.

Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.

NOT MET

PARTIAL

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Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.

4.2.21 Airspace Option 9c

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ, although there is the potential for conflict from aircraft



operating VFR in Class E+RMZ/RMZ airspace, where ATC separation is not provided. Traffic information from ATC should mitigate this issue. Although this option connects to the airways structure, it is unlikely that the lateral dimensions would allow containment of the SIDs or Transition procedures, hence this option could only be implemented without SID or Transition procedures. This option is designed to avoid airspace that is overhead local airfields, although the proximity of the airspace, specifically Class D, to these airfields caused stakeholder concern. However, some stakeholders also expressed concern over airspace that is excessively complex; the non-linear northern boundary of this option may be considered too complicated. Since this option does not contain the procedures, Exeter Airport considers that the amount of CAS proposed with this option is excessive for the requirement to protect the final approach and climb out paths; hence this option is rejected.



Design Principle Evaluation			OPTION NO	: A10a
Option Name: Airspace Option 10a			ACCEP	Т
Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Stubs 5 nm wide extended to include protection of the IFPs. Upper airspace northern boundary in line with northern edge of stubs. Southern boundary extended to contain aircraft leaving airway structure to the south of the airport to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification would be Class D for this sub-option.	ed on the control of			PERCENTION A PROPERTY OF THE P
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT I	MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Only the SID and transition options to the south of the airport would be contained with this option. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.				nsistent and n options to uld enhance protection,
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT	MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the kno	own req	luirem	nents of the	AMS.
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT	MET	PARTIAL	MET
Summary of Qualitative Assessment: Class D airspace would create a known traffic environment. This option would protect the final approach paths and procedures to the south of the airport but does not provide protection for departure or transition procedures to the north.				

NOT MET

PARTIAL

Design Principle 4: Any new airspace should facilitate fair

access to all airspace users.

MET



Summary of Qualitative Assessment:	This option will require ATC clearance to access the new
airspace but access to airspace will not	routinely be denied.

Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the	PARTIAL	MET
local area.		

Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. Lower airspace extends over Farway Common airfield and the upper airspace extends over Branscombe airfield. ATC clearance will be required to enter the airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.

Design Principle 6: The size and categorisation of any new	NOT MET	PARTIAL	MET
controlled airspace should be proportionate to the			
requirement.			

Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths and would contain the departure and transition procedures to the south of the airport.

Design Principle 7: Airspace should connect to the airways	NOT MET	PARTIAL	MET
structure to ensure Commercial Air Transport remain inside			
Controlled Airspace when arriving or departing from Exeter			
Airport.			

Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.

Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			

Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.

4.2.22 Airspace Option 10a

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but only SID and Transition procedures to the south of the airport will be contained in CAS. The proximity of the airspace, specifically Class D, to local airfields caused stakeholder concern. Some stakeholders considered that this option would be feasible with some



amendments. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A10b
Option Name: Airspace Option 10b	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Stubs 5 nm wide extended to include protection of the IFPs. Upper airspace northern boundary in line with northern edge of stubs. Southern boundary extended to contain aircraft leaving airway structure to the south of the airport to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR and stubs and Class E or Class E+TMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Only the SID and transition options to the south of the airport would be contained with this option. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the known requirements of the AMS.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: Class D airspace would create a known traffic environment. Class E/Class E+TMZ airspace would create a known traffic environment for IFR operations only. This option would protect the final approach paths and procedures to the south of the airport but does not provide protection for departure or transition procedures to the north.



Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E/Class E+TMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR.				
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. Lower airspace extends over Farway Common airfield and the upper airspace extends over Branscombe airfield. ATC clearance will be required to enter Class D or Class E/Class E+TMZ airspace (if operating under IFR). Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.				
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option protects the paths and would contain the departure and transition procedu				
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.				
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.				



4.2.23 Airspace Option 10b

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but only SID and Transition procedures to the south of the airport will be contained in CAS. The proximity of the airspace, specifically Class D, to local airfields caused stakeholder concern. Some stakeholders considered that this option would be feasible with some amendments. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A10c
Option Name: Airspace Option 10c	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Stubs 5 nm wide extended to include protection of the IFPs. Upper airspace northern boundary in line with northern edge of stubs. Southern boundary extended to contain aircraft leaving airway structure to the south of the airport to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR and stubs and Class E+RMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Only the SID and transition options to the south of the airport would be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the kno	own requirem	nents of the A	AMS.
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: Class D and Class E+RMZ airspace would create a known traffic environment. This option would protect the final approach paths and procedures to the south of the airport but does not provide protection for departure or transition procedures to the north.



Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will requiairspace or Class E+RMZ airspace (if operating under IFR) but a denied. The carriage and operation of radio equipment is raircraft operating VFR. Exeter ATC would not unnecessarily requesting pilots to 'standby', unless for urgent operational will be established as soon as possible after having instructed	ccess to airsp mandatory C delay inforr reason. Com	pace will not r lass E+RMZ a nation transi nmunications	routinely be airspace for missions by
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. Lower airspace extends over Farway Common airfield and the upper airspace extends over Branscombe airfield. ATC clearance will be required to enter Class D or Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.			
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option protects the paths and would contain the departure and transition procedu			
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.			



4.2.24 Airspace Option 10c

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but only SID and Transition procedures to the south of the airport will be contained in CAS. The proximity of the airspace, specifically Class D, to local airfields caused stakeholder concern. Some stakeholders considered that this option would be feasible with some amendments. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A10d
Option Name: Airspace Option 10d	REJECT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Stubs 5 nm wide extended to include protection of the IFPs. Upper airspace northern boundary in line with northern edge of stubs. Southern boundary extended to contain aircraft leaving airway structure to the south of the airport to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR and stubs and RMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. SIDs and Transition procedures would not be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the kno	own requirem	nents of the A	AMS.
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: Class D and RMZ airspace would create a known traffic environment. This option would protect the final approach paths and procedures to the south of the airport but does not provide protection for departure or transition procedures to the north.



Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option will require airspace but access to airspace will not routinely be denied. equipment is mandatory in RMZ airspace. Exeter ATC would transmissions by requesting pilots to 'standby', unless Communications with pilots will be established as soon as positional by'.	The carriage not unneces for urger	e and operati ssarily delay intoperation	on of radio nformation al reason.	
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. Lower airspace extends over Farway Common airfield and the upper airspace extends over Branscombe airfield. ATC clearance will be required to enter Class D airspace. Aircraft operating VFR will require two-way communications prior to entering RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.				
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option does not cor of CAS is excessive for the protection of the final approach and	•		the amount	
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option provides connectivity to the airways structure but Commercial Air Transport would not be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.				
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.				



4.2.25 Airspace Option 10d

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but does not contain SID and Transition procedures in CAS. The proximity of the airspace, specifically Class D, to local airfields caused stakeholder concern. Some stakeholders considered that this option would be feasible with some amendments. Since this option does not contain the procedures, Exeter Airport considers that the amount of CAS proposed with this option is excessive for the requirement to protect the final approach and climb out paths; hence this option is rejected.



Design Principle Evaluation	OPTION NO: A10e
Option Name: Airspace Option 10e	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Stubs 5 nm wide extended to include protection of the IFPs. Upper airspace northern boundary in line with northern edge of stubs. Southern boundary extended to contain aircraft leaving airway structure to the south of the airport to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR and Class E or Class E+TMZ for the stubs and upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Only the SID and transition options to the south of the airport would be contained with this option. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the kno	own requirem	nents of the A	AMS.
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: Class D airspace would create a known traffic environment. Class E/Class E+TMZ airspace would create a known traffic environment for IFR operations only. This option would protect the final approach paths and procedures to the south of the airport but does not provide protection for departure or transition procedures to the north.



Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will require airspace or Class E/Class E+TMZ airspace (if operating under routinely be denied. Carriage and operation of pressure mandatory in Class E+TMZ airspace. There will be no restrict aircraft operating VFR.	· IFR) but acc e-altitude rep	cess to airspa	ace will not sponders is
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. Lower airspace extends over Farway Common airfield and the upper airspace extends over Branscombe airfield. ATC clearance will be required to enter Class D or Class E/Class E+TMZ airspace (if operating under IFR). Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.			
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option protects the paths and would contain the departure and transition procedu			
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.			



4.2.26 Airspace Option 10e

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but only SID and Transition procedures to the south of the airport will be contained in CAS. The proximity of the airspace, specifically Class D, to local airfields caused stakeholder concern. Some stakeholders considered that this option would be feasible with some amendments. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A10f
Option Name: Airspace Option 10f	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Stubs 5 nm wide extended to include protection of the IFPs. Upper airspace northern boundary in line with northern edge of stubs. Southern boundary extended to contain aircraft leaving airway structure to the south of the airport to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR, Class E/Class E+TMZ for the stubs and Class E+RMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Only the SID and transition options to the south of the airport would be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment This option meets the known requirements of the AMS.				
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET	



Summary of Qualitative Assessment: Class D and Class E+RMZ airspace would create a known traffic environment. Class E/Class E+TMZ airspace would create a known traffic environment for IFR operations only. This option would protect the final approach paths and procedures to the south of the airport but does not provide protection for departure or transition procedures to the north.

Design Principle 4: Any new airspace should facilitate fair	NOT MET	PARTIAL	MET
access to all airspace users.			İ

Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E/Class E+TMZ/Class E+RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR.

Design Principle 5: Airspace designs should, where possible,	NOT MET	PARTIAL	MET
minimise the impact on non-Exeter Airport aviation in the			
local area.			

Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. Lower airspace extends over Farway Common airfield and the upper airspace extends over Branscombe airfield. ATC clearance will be required to enter Class D or Class E/Class E+TMZ/Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.

Design Principle 6: The size and categorisation of any new	NOT MET	PARTIAL	MET
controlled airspace should be proportionate to the requirement.			

Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths and would contain the departure and transition procedures to the south of the airport.

Design Principle 7: Airspace should connect to the airways	NOT MET	PARTIAL	MET
structure to ensure Commercial Air Transport remain inside			
Controlled Airspace when arriving or departing from Exeter			
Airport.			

Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.



Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			

Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.

4.2.27 Airspace Option 10f

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but only SID and Transition procedures to the south of the airport will be contained in CAS. The proximity of the airspace, specifically Class D, to local airfields caused stakeholder concern. Some stakeholders considered that this option would be feasible with some amendments. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A10g
Option Name: Airspace Option 10g	REJECT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Stubs 5 nm wide extended to include protection of the IFPs. Upper airspace northern boundary in line with northern edge of stubs. Southern boundary extended to contain aircraft leaving airway structure to the south of the airport to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR, Class E/Class E+TMZ for the stubs and RMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. SIDs and Transition procedures would not be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment This option meets the known requirements of the AMS.				
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET	



Summary of Qualitative Assessment: Class D and RMZ airspace would create a known traffic environment. Class E/Class E+TMZ airspace would create a known traffic environment for IFR operations only. This option would protect the final approach paths and procedures to the south of the airport but does not provide protection for departure or transition procedures to the north.

Design Principle 4: Any new airspace should facilitate fair	NOT MET	PARTIAL	MET
access to all airspace users.			İ

Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E/Class E+TMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. The carriage and operation of radio equipment is mandatory in RMZ airspace. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'. There will be no restrictions to access of Class E airspace for aircraft operating VFR.

Design Principle 5: Airspace designs should, where possible,	NOT MET	PARTIAL	MET
minimise the impact on non-Exeter Airport aviation in the			
local area.			

Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. Lower airspace extends over Farway Common airfield and the upper airspace extends over Branscombe airfield. ATC clearance will be required to enter Class D airspace or Class E/Class E+TMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.

Design Principle 6: The size and categorisation of any new	NOT MET	PARTIAL	MET
controlled airspace should be proportionate to the			
requirement.			

Summary of Qualitative Assessment: This option does not contain the procedures and the amount of CAS is excessive for the protection of the final approach and initial climb out paths.

Design Principle 7: Airspace should connect to the airways	NOT MET	PARTIAL	MET
structure to ensure Commercial Air Transport remain inside			
Controlled Airspace when arriving or departing from Exeter			
Airport.			

Summary of Qualitative Assessment: This option provides connectivity to the airways structure but Commercial Air Transport would not be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.



Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			

Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.

4.2.28 Airspace Option 10g

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but does not contain SID and Transition procedures in CAS. The proximity of the airspace, specifically Class D, to local airfields caused stakeholder concern. Some stakeholders considered that this option would be feasible with some amendments. Since this option does not contain the procedures, Exeter Airport considers that the amount of CAS proposed with this option is excessive for the requirement to protect the final approach and climb out paths; hence this option is rejected.



Design Principle Evaluation	OPTION NO: A10h
Option Name: Airspace Option 10h	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Stubs 5 nm wide extended to include protection of the IFPs. Upper airspace northern boundary in line with northern edge of stubs. Southern boundary extended to contain aircraft leaving airway structure to the south of the airport to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR, Class E+RMZ for the stubs and Class E/Class E+TMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Only the SID and transition options to the south of the airport would be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the known requirements of the AMS.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET



Summary of Qualitative Assessment: Class D airspace and Class E+RMZ airspace would create a known traffic environment. Class E/Class E+TMZ airspace would create a known traffic environment for IFR operations only. This option would protect the final approach paths and procedures to the south of the airport but does not provide protection for departure or transition procedures to the north.

Design Principle 4: Any new airspace should facilitate fair	NOT MET	PARTIAL	MET
access to all airspace users.			

Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E/Class E+TMZ/Class E+RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR

Design Principle 5: Airspace designs should, where possible,	NOT MET	PARTIAL	MET
minimise the impact on non-Exeter Airport aviation in the			
local area.			
	I		l

Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. Lower airspace extends over Farway Common airfield and the upper airspace extends over Branscombe airfield. ATC clearance will be required to enter Class D or Class E/Class E+TMZ/Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.

Design Principle 6: The size and categorisation of any new	NOT MET	PARTIAL	MET
controlled airspace should be proportionate to the			
requirement.			

Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths and would contain the departure and transition procedures to the south of the airport.

Design Principle 7: Airspace should connect to the airways	NOT MET	PARTIAL	MET
structure to ensure Commercial Air Transport remain inside			
Controlled Airspace when arriving or departing from Exeter			
Airport.			

Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.



Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			

Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.

4.2.29 Airspace Option 10h

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but only SID and Transition procedures to the south of the airport will be contained in CAS. The proximity of the airspace, specifically Class D, to local airfields caused stakeholder concern. Some stakeholders considered that this option would be feasible with some amendments. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A10i
Option Name: Airspace Option 10i	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Stubs 5 nm wide extended to include protection of the IFPs. Upper airspace northern boundary in line with northern edge of stubs. Southern boundary extended to contain aircraft leaving airway structure to the south of the airport to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR and Class E+RMZ for the stubs and upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Only the SID and transition options to the south of the airport would be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment This option meets the known requirements of the AMS.				
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET	

Summary of Qualitative Assessment: Class D and Class E+RMZ airspace would create a known traffic environment. This option would protect the final approach paths and procedures to the south of the airport but does not provide protection for departure or transition procedures to the north.



Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E+RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'.					
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. Lower airspace extends over Farway Common airfield and the upper airspace extends over Branscombe airfield. ATC clearance will be required to enter Class D or Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.					
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: This option protects the paths and would contain the departure and transition procedu					
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: This option provides confidence of Commercial Air Transport would be able to remain inside Confidence of Commercial Air Transport.	•	•			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.					



4.2.30 Airspace Option 10i

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but only SID and Transition procedures to the south of the airport will be contained in CAS. The proximity of the airspace, specifically Class D, to local airfields caused stakeholder concern. Some stakeholders considered that this option would be feasible with some amendments. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A10j
Option Name: Airspace Option 10j	REJECT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Stubs 5 nm wide extended to include protection of the IFPs. Upper airspace northern boundary in line with northern edge of stubs. Southern boundary extended to contain aircraft leaving airway structure to the south of the airport to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR, Class E+RMZ for the stubs and RMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. SIDs and Transition procedures would not be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ/RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment This option meets the known requirements of the AMS.				
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET	

Summary of Qualitative Assessment: Class D and Class E+RMZ/RMZ airspace would create a known traffic environment. This option would protect the final approach paths and procedures to the south of the airport but does not provide protection for departure or transition procedures to the north.



airspace.

Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E+RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory in Class E+RMZ/RMZ airspace. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'.					
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. Lower airspace extends over Farway Common airfield and the upper airspace extends over Branscombe airfield. ATC clearance will be required to enter Class D airspace or Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ/RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.					
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: This option does not cor of CAS is excessive for the protection of the final approach and	•		the amount		
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: This option provides connectivity to the airways structure but Commercial Air Transport would not be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.					
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new					



4.2.31 Airspace Option 10j

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but does not contain SID and Transition procedures in CAS. The proximity of the airspace, specifically Class D, to local airfields caused stakeholder concern. Some stakeholders considered that this option would be feasible with some amendments. Since this option does not contain the procedures, Exeter Airport considers that the amount of CAS proposed with this option is excessive for the requirement to protect the final approach and climb out paths; hence this option is rejected.



Design Principle Evaluation	OPTION NO: A10k
Option Name: Airspace Option 10k	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Stubs 5 nm wide extended to include protection of the IFPs. Upper airspace northern boundary in line with northern edge of stubs. Southern boundary extended to contain aircraft leaving airway structure to the south of the airport to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR, RMZ for the stubs and Class E/Class E+TMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. SIDs and Transition procedures are unlikely to be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment This option meets the known requirements of the AMS.				
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET	



Summary of Qualitative Assessment: Class D airspace and RMZ airspace would create a known traffic environment. Class E/Class E+TMZ airspace would create a known traffic environment for IFR operations only. This option would protect the final approach paths and procedures to the south of the airport but does not provide protection for departure or transition procedures to the north.

Design Principle 4: Any new airspace should facilitate fair	NOT MET	PARTIAL	MET
access to all airspace users.			

Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E/Class E+TMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR

Design Principle 5: Airspace designs should, where possible,	NOT MET	PARTIAL	MET
minimise the impact on non-Exeter Airport aviation in the			
local area.			

Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. Lower airspace extends over Farway Common airfield and the upper airspace extends over Branscombe airfield. ATC clearance will be required to enter Class D or Class E/Class E+TMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.

Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Company of Ovalitative Assessment. This patient protects the	s final annua	مندنسا المسمام	السيم مامسنام الم

Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths but is unlikely to contain the procedures.

Design Principle 7: Airspace should connect to the airways	NOT MET	PARTIAL	MET
structure to ensure Commercial Air Transport remain inside			
Controlled Airspace when arriving or departing from Exeter			
Airport.			

Summary of Qualitative Assessment: This option provides connectivity to the airways structure but does not ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.



Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			

Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.

4.2.32 Airspace Option 10k

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but is unlikely to contain SID and Transition procedures in CAS. More detailed design work will be carried out at the next stage, to understand whether this option can be implemented alongside new SID and Transition procedures. The proximity of the airspace, specifically Class D, to local airfields caused stakeholder concern. Some stakeholders considered that this option would be feasible with some amendments. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A10I
Option Name: Airspace Option 10l	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Stubs 5 nm wide extended to include protection of the IFPs. Upper airspace northern boundary in line with northern edge of stubs. Southern boundary extended to contain aircraft leaving airway structure to the south of the airport to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR, RMZ for the stubs and Class E+RMZ for the upper zone.



NOT MET	PARTIAL	MET
	NOT MET	NOT MET PARTIAL

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. SIDs and Transition procedures are unlikely to be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ/RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the known requirements of the AMS.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: Class D and Class E+RMZ/RMZ airspace would create a known traffic environment. This option would protect the final approach paths and procedures to the south of the airport but does not provide protection for departure or transition procedures to the north.



Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option will require airspace or Class E+RMZ/RMZ airspace (if operating under routinely be denied. The carriage and operation of radio equipments airspace for aircraft operating VFR. Exeter ATC would not transmissions by requesting pilots to 'standby', unless Communications with pilots will be established as soon as positions by'.	IFR) but acc ment is mand ot unnecess s for urger	ess to airspa datory Class E arily delay i nt operation	tee will not +RMZ/RMZ information hal reason.	
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. Lower airspace extends over Farway Common airfield and the upper airspace extends over Branscombe airfield. ATC clearance will be required to enter Class D or Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ/RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.				
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option protects the paths but is unlikely to contain the procedures.	e final appro	ach and initia	al climb out	
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option provides connectivity to the airways structure but does not ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.				
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.				



4.2.33 Airspace Option 10l

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but is unlikely to contain SID and Transition procedures in CAS. More detailed design work will be carried out at the next stage, to understand whether this option can be implemented alongside new SID and Transition procedures. The proximity of the airspace, specifically Class D, to local airfields caused stakeholder concern. Some stakeholders considered that this option would be feasible with some amendments. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A10m
Option Name: Airspace Option 10m	REJECT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Stubs 5 nm wide extended to include protection of the IFPs. Upper airspace northern boundary in line with northern edge of stubs. Southern boundary extended to contain aircraft leaving airway structure to the south of the airport to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR and RMZ for the stubs and upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. SIDs and Transition procedures would not be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment This option meets the known requirements of the AMS.				
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET	

Summary of Qualitative Assessment: Class D and RMZ airspace would create a known traffic environment. This option would protect the final approach paths and procedures to the south of the airport but does not provide protection for departure or transition procedures to the north.



Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will require airspace but access to airspace will not routinely be denied. equipment is mandatory in RMZ airspace. Exeter ATC would transmissions by requesting pilots to 'standby', unless Communications with pilots will be established as soon as positions by'.	The carriage not unneces for urger	and operati sarily delay intoperation	on of radio nformation al reason.
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. Lower airspace extends over Farway Common airfield and the upper airspace extends over Branscombe airfield. ATC clearance will be required to enter Class D airspace. Aircraft operating VFR will require two-way communications prior to entering RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.			
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option does not cor of CAS is excessive for the protection of the final approach and	-		the amount
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides con Commercial Air Transport would not be able to remain inside departing from Exeter Airport.	•	•	
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.			



4.2.34 Airspace Option 10m

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but does not contain SID and Transition procedures in CAS. The proximity of the airspace, specifically Class D, to local airfields caused stakeholder concern. Some stakeholders considered that this option would be feasible with some amendments. Since this option does not contain the procedures, Exeter Airport considers that the amount of CAS proposed with this option is excessive for the requirement to protect the final approach and climb out paths; hence this option is rejected.



Design Principle Evaluation	OPTION NO: A11a
Option Name: Airspace Option 11a	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Stubs extended to 10 nm wide to the lateral extent of the zone and including protection of the IFs. Upper airspace northern boundary in line with northern edge of stubs. Southern boundary extended to contain aircraft leaving airway structure to the south of the airport to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification would be Class D for this sub-option.



Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET
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Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Only the SID and transition options to the south of the airport would be contained with this option. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment This option meets the kno	own requirem	nents of the A	AMS.	
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Class D airspace would create a known traffic environment. This option would protect the final approach paths and procedures to the south of the airport but				

does not provide protection for departure or transition procedures to the north.

Design Principle 4: Any new airspace should facilitate fair NOT MET PARTIAL MET access to all airspace users.



Summary of Qualitative Assessment:	This option will require ATC clearance to access the new
airspace but access to airspace will not	routinely be denied.

Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the	PARTIAL	MET
local area.		

Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. This option extends over Farway Common and Branscombe airfields and partly extends into the airspace around Dunkeswell and North Hill Airfields. ATC clearance will be required to enter the airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.

Design Principle 6: The size and categorisation of any new	NOT MET	PARTIAL	MET
controlled airspace should be proportionate to the			
requirement.			

Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths and would contain the departure and transition procedures to the south of the airport.

Design Principle 7: Airspace should connect to the airways	NOT MET	PARTIAL	MET
structure to ensure Commercial Air Transport remain inside			
Controlled Airspace when arriving or departing from Exeter			
Airport.			

Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.

Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			

Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.

4.2.35 Airspace Option 11a

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but only SID and Transition procedures to the south of the airport will be contained in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfields was

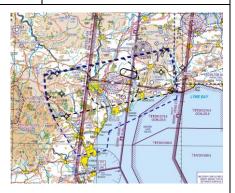


unacceptable. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A11b
Option Name: Airspace Option 11b	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Stubs extended to 10 nm wide to the lateral extent of the zone and including protection of the IFs. Upper airspace northern boundary in line with northern edge of stubs. Southern boundary extended to contain aircraft leaving airway structure to the south of the airport to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR and stubs and Class E or Class E+TMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Only the SID and transition options to the south of the airport would be contained with this option. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the kno	own requirem	nents of the A	AMS.
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: Class D airspace would create a known traffic environment. Class E/Class E+TMZ airspace would create a known traffic environment for IFR operations only. This option would protect the final approach paths and procedures to the south of the airport but does not provide protection for departure or transition procedures to the north.



Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E/Class E+TMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR.				
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Any additional airspace is airspace users in the local area. This option extends over Farwa and partly extends into the airspace around Dunkeswell and N be required to enter Class D or Class E/Class E+TMZ airspace (is committed to introducing suitable mitigation to minimise any airspace may have, which would include the use of alternative the TMZ.	ay Common a Jorth Hill Airf f operating u y impact that	ind Branscom fields. ATC cle nder IFR). Exc the introduc	be airfields earance will eter Airport ction of new	
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option protects the paths and would contain the departure and transition procedu				
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.				
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.				



4.2.36 Airspace Option 11b

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but only SID and Transition procedures to the south of the airport will be contained in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfields was unacceptable. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A11c
Option Name: Airspace Option 11c	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Stubs extended to 10 nm wide to the lateral extent of the zone and including protection of the IFs. Upper airspace northern boundary in line with northern edge of stubs. Southern boundary extended to contain aircraft leaving airway structure to the south of the airport to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR and stubs and Class E+RMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Only the SID and transition options to the south of the airport would be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the kno	own requirem	nents of the A	AMS.
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: Class D and Class E+RMZ airspace would create a known traffic environment. This option would protect the final approach paths and procedures to the south of the airport but does not provide protection for departure or transition procedures to the north.



airspace.

Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will require ATC clearance to access airspace or Class E+RMZ airspace (if operating under IFR) but access to airspace will not routi denied. The carriage and operation of radio equipment is mandatory Class E+RMZ airspaircraft operating VFR. Exeter ATC would not unnecessarily delay information transmiss requesting pilots to 'standby', unless for urgent operational reason. Communications with will be established as soon as possible after having instructed them to 'stand by'.			outinely be airspace for missions by
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on or airspace users in the local area. This option extends over Farway Common and Branscombe airfi and partly extends into the airspace around Dunkeswell and North Hill Airfields. ATC clearance be required to enter Class D or Class E+RMZ airspace (if operating under IFR). Aircraft operating will require two-way communications prior to entering Class E+RMZ airspace. Exeter Airpo committed to introducing suitable mitigation to minimise any impact that the introduction of airspace may have.			be airfields earance will erating VFR r Airport is
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option protects the final approach and initial c paths and would contain the departure and transition procedures to the south of the airpo			
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option is anticipate environmental impact by aircraft operating to or from Exeter increase in noise caused by the funnelling of aircraft displaced	Airport. Ho	wever, there	may be an



4.2.37 Airspace Option 11c

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but only SID and Transition procedures to the south of the airport will be contained in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A11d
Option Name: Airspace Option 11d	REJECT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Stubs extended to 10 nm wide to the lateral extent of the zone and including protection of the IFs. Upper airspace northern boundary in line with northern edge of stubs. Southern boundary extended to contain aircraft leaving airway structure to the south of the airport to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR and stubs and RMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			
			i

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. SIDs and Transition procedures would not be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the known requirements of the AMS.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: Class D and RMZ airspace would create a known traffic environment. This option would protect the final approach paths and procedures to the south of the airport but does not provide protection for departure or transition procedures to the north.



Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will require ATC clearance to access Class Dairspace but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory in RMZ airspace. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason Communications with pilots will be established as soon as possible after having instructed them to 'stand by'.			
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. This option extends over Farway Common and Branscombe airfields and partly extends into the airspace around Dunkeswell and North Hill Airfields. ATC clearance will be required to enter Class D airspace. Aircraft operating VFR will require two-way communications prior to entering RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.			
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option does not cor of CAS is excessive for the protection of the final approach and	•		the amount
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides connectivity to the airways structure but Commercial Air Transport would not be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.			



4.2.38 Airspace Option 11d

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but does not contain SID and Transition procedures in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Since this option does not contain the procedures, Exeter Airport considers that the amount of CAS proposed with this option is excessive for the requirement to protect the final approach and climb out paths; hence this option is rejected.



Design Principle Evaluation	OPTION NO: A11e
Option Name: Airspace Option 11e	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Stubs extended to 10 nm wide to the lateral extent of the zone and including protection of the IFs. Upper airspace northern boundary in line with northern edge of stubs. Southern boundary extended to contain aircraft leaving airway structure to the south of the airport to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR and Class E or Class E+TMZ for the stubs and upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Only the SID and transition options to the south of the airport would be contained with this option. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the known requirements of the AMS.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: Class D airspace would create a known traffic environment. Class E/Class E+TMZ airspace would create a known traffic environment for IFR operations only. This option would protect the final approach paths and procedures to the south of the airport but does not provide protection for departure or transition procedures to the north.



Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option will require ATC clearance to access Class I airspace or Class E/Class E+TMZ airspace (if operating under IFR) but access to airspace will no routinely be denied. Carriage and operation of pressure-altitude reporting transponders i mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace fo aircraft operating VFR.				
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on airspace users in the local area. This option extends over Farway Common and Branscombe airspace and partly extends into the airspace around Dunkeswell and North Hill Airfields. ATC clearance be required to enter Class D or Class E/Class E+TMZ airspace (if operating under IFR). Exeter Air is committed to introducing suitable mitigation to minimise any impact that the introduction of airspace may have, which would include the use of alternative forms of electronic conspicuity with TMZ.			abe airfields earance will eter Airport etion of new	
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option protects the paths and would contain the departure and transition procedu				
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.				
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.				



4.2.39 Airspace Option 11e

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but only SID and Transition procedures to the south of the airport will be contained in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A11f
Option Name: Airspace Option 11f	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Stubs extended to 10 nm wide to the lateral extent of the zone and including protection of the IFs. Upper airspace northern boundary in line with northern edge of stubs. Southern boundary extended to contain aircraft leaving airway structure to the south of the airport to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR, Class E/Class E+TMZ for the stubs and Class E+RMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Only the SID and transition options to the south of the airport would be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the known requirements of the AMS.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET



Summary of Qualitative Assessment: Class D and Class E+RMZ airspace would create a known traffic environment. Class E/Class E+TMZ airspace would create a known traffic environment for IFR operations only. This option would protect the final approach paths and procedures to the south of the airport but does not provide protection for departure or transition procedures to the north.

Design Principle 4: Any new airspace should facilitate fair	NOT MET	PARTIAL	MET
access to all airspace users.			

Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E/Class E+TMZ/Class E+RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR.

NOT MET	PARTIAL	MET
	NOT MET	NOT MET PARTIAL

Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. This option extends over Farway Common and Branscombe airfields and partly extends into the airspace around Dunkeswell and North Hill Airfields. ATC clearance will be required to enter Class D or Class E/Class E+TMZ/Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.

Design Principle 6: The size and categorisation of any new	NOT MET	PARTIAL	MET
controlled airspace should be proportionate to the			
requirement.			

Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths and would contain the departure and transition procedures to the south of the airport.

Design Principle 7: Airspace should connect to the airways	NOT MET	PARTIAL	MET
structure to ensure Commercial Air Transport remain inside			
Controlled Airspace when arriving or departing from Exeter			
Airport.			

Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.



Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			

4.2.40 Airspace Option 11f

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but only SID and Transition procedures to the south of the airport will be contained in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A11g
Option Name: Airspace Option 11g	REJECT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Stubs extended to 10 nm wide to the lateral extent of the zone and including protection of the IFs. Upper airspace northern boundary in line with northern edge of stubs. Southern boundary extended to contain aircraft leaving airway structure to the south of the airport to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR, Class E/Class E+TMZ for the stubs and RMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. SIDs and Transition procedures would not be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the known requirements of the AMS.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET



Summary of Qualitative Assessment: Class D and RMZ airspace would create a known traffic environment. Class E/Class E+TMZ airspace would create a known traffic environment for IFR operations only. This option would protect the final approach paths and procedures to the south of the airport but does not provide protection for departure or transition procedures to the north.

Design Principle 4: Any new airspace should facilitate fair	NOT MET	PARTIAL	MET
access to all airspace users.			İ

Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E/Class E+TMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. The carriage and operation of radio equipment is mandatory in RMZ airspace. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'. There will be no restrictions to access of Class E airspace for aircraft operating VFR.

NOT MET	PARTIAL	MET
1	NOT MET	NOT MET PARTIAL

Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. This option extends over Farway Common and Branscombe airfields and partly extends into the airspace around Dunkeswell and North Hill Airfields. ATC clearance will be required to enter Class D airspace or Class E/Class E+TMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.

Design Principle 6: The size and categorisation of any new	NOT MET	PARTIAL	MET
controlled airspace should be proportionate to the			
requirement.			

Summary of Qualitative Assessment: This option does not contain the procedures and the amount of CAS is excessive for the protection of the final approach and initial climb out paths.

NOT MET	PARTIAL	MET
	NOT MET	NOT MET PARTIAL

Summary of Qualitative Assessment: This option provides connectivity to the airways structure but Commercial Air Transport would not be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.



Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			

4.2.41 Airspace Option 11g

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but does not contain SID and Transition procedures in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Since this option does not contain the procedures, Exeter Airport considers that the amount of CAS proposed with this option is excessive for the requirement to protect the final approach and climb out paths; hence this option is rejected.



Design Principle Evaluation	OPTION NO: A11h
Option Name: Airspace Option 11h	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Stubs extended to 10 nm wide to the lateral extent of the zone and including protection of the IFs. Upper airspace northern boundary in line with northern edge of stubs. Southern boundary extended to contain aircraft leaving airway structure to the south of the airport to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR, Class E+RMZ for the stubs and Class E/Class E+TMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Only the SID and transition options to the south of the airport would be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the known requirements of the AMS.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET



Summary of Qualitative Assessment: Class D airspace and Class E+RMZ airspace would create a known traffic environment. Class E/Class E+TMZ airspace would create a known traffic environment for IFR operations only. This option would protect the final approach paths and procedures to the south of the airport but does not provide protection for departure or transition procedures to the north.

Design Principle 4: Any new airspace should facilitate fair	NOT MET	PARTIAL	MET
access to all airspace users.			

Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E/Class E+TMZ/Class E+RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR

Design Principle 5: Airspace designs should, where possible,	NOT MET	PARTIAL	MET
minimise the impact on non-Exeter Airport aviation in the			
local area.			
			I

Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. This option extends over Farway Common and Branscombe airfields and partly extends into the airspace around Dunkeswell and North Hill Airfields. ATC clearance will be required to enter Class D or Class E/Class E+TMZ/Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.

Design Principle 6: The size and categorisation of any new	NOT MET	PARTIAL	MET
controlled airspace should be proportionate to the			
requirement.			

Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths and would contain the departure and transition procedures to the south of the airport.

Design Principle 7: Airspace should connect to the airways	NOT MET	PARTIAL	MET
structure to ensure Commercial Air Transport remain inside			
Controlled Airspace when arriving or departing from Exeter			
Airport.			

Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.



Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			

4.2.42 Airspace Option 11h

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but only SID and Transition procedures to the south of the airport will be contained in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A11i
Option Name: Airspace Option 11i	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Stubs extended to 10 nm wide to the lateral extent of the zone and including protection of the IFs. Upper airspace northern boundary in line with northern edge of stubs. Southern boundary extended to contain aircraft leaving airway structure to the south of the airport to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR and Class E+RMZ for the stubs and upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			
			İ

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Only the SID and transition options to the south of the airport would be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the known requirements of the AMS.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: Class D and Class E+RMZ airspace would create a known traffic environment. This option would protect the final approach paths and procedures to the south of the airport but does not provide protection for departure or transition procedures to the north.



airspace.

Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option will require ATC clearance to access Class E airspace or Class E+RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'.				
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. This option extends over Farway Common and Branscombe airfields and partly extends into the airspace around Dunkeswell and North Hill Airfields. ATC clearance will be required to enter Class D or Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.				
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option protects the paths and would contain the departure and transition procedu				
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.				
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new				



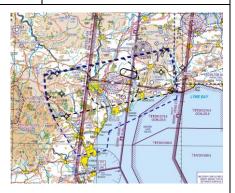
4.2.43 Airspace Option 11i

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but only SID and Transition procedures to the south of the airport will be contained in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A11j
Option Name: Airspace Option 11j	REJECT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Stubs extended to 10 nm wide to the lateral extent of the zone and including protection of the IFs. Upper airspace northern boundary in line with northern edge of stubs. Southern boundary extended to contain aircraft leaving airway structure to the south of the airport to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR, Class E+RMZ for the stubs and RMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. SIDs and Transition procedures would not be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ/RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the known requirements of the AMS.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: Class D and Class E+RMZ/RMZ airspace would create a known traffic environment. This option would protect the final approach paths and procedures to the south of the airport but does not provide protection for departure or transition procedures to the north.



Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will require ATC clearance to access airspace or Class E+RMZ airspace (if operating under IFR) but access to airspace will not rou denied. The carriage and operation of radio equipment is mandatory in Class E+RMZ/RMZ Exeter ATC would not unnecessarily delay information transmissions by requesting 'standby', unless for urgent operational reason. Communications with pilots will be established after having instructed them to 'stand by'.			routinely be 1/2 airspace. g pilots to
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Any additional airspace is airspace users in the local area. This option extends over Farwa and partly extends into the airspace around Dunkeswell and N be required to enter Class D airspace or Class E+RMZ airspace operating VFR will require two-way communications prior to extend to introducing suitable mitigatic introduction of new airspace may have.	y Common a Jorth Hill Airf ace (if opera entering Clas	ind Branscom fields. ATC cle ting under IF ss E+RMZ/RM	be airfields earance will R). Aircraft IZ airspace.
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option does not con of CAS is excessive for the protection of the final approach and	•		the amount
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides connectivity to the airways structure but Commercial Air Transport would not be able to remain inside Controlled Airspace when arriving of departing from Exeter Airport.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option is anticipate environmental impact by aircraft operating to or from Exeter increase in noise caused by the funnelling of aircraft displaced airspace.	Airport. Ho	wever, there	may be an



4.2.44 Airspace Option 11j

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but does not contain SID and Transition procedures in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Since this option does not contain the procedures, Exeter Airport considers that the amount of CAS proposed with this option is excessive for the requirement to protect the final approach and climb out paths; hence this option is rejected.



Design Principle Evaluation	OPTION NO: A11k
Option Name: Airspace Option 11k	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Stubs extended to 10 nm wide to the lateral extent of the zone and including protection of the IFs. Upper airspace northern boundary in line with northern edge of stubs. Southern boundary extended to contain aircraft leaving airway structure to the south of the airport to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR, RMZ for the stubs and Class E/Class E+TMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in the local area.			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. SIDs and Transition procedures are unlikely to be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the known requirements of the AMS.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET



Summary of Qualitative Assessment: Class D airspace and RMZ airspace would create a known traffic environment. Class E/Class E+TMZ airspace would create a known traffic environment for IFR operations only. This option would protect the final approach paths and procedures to the south of the airport but does not provide protection for departure or transition procedures to the north.

Design Principle 4: Any new airspace should facilitate fair	NOT MET	PARTIAL	MET
access to all airspace users.			İ

Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E/Class E+TMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR

Design Principle 5: Airspace designs should, where possible,	NOT MET	PARTIAL	MET
minimise the impact on non-Exeter Airport aviation in the			
local area.			

Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. This option extends over Farway Common and Branscombe airfields and partly extends into the airspace around Dunkeswell and North Hill Airfields. ATC clearance will be required to enter Class D or Class E/Class E+TMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.

Design Principle 6: The size and categorisation of any new	NOT MET	PARTIAL	MET
controlled airspace should be proportionate to the requirement.			
requirement.			

Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths but is unlikely to contain the procedures.

Design Principle 7: Airspace should connect to the airways	NOT MET	PARTIAL	MET
structure to ensure Commercial Air Transport remain inside			
Controlled Airspace when arriving or departing from Exeter			
Airport.			

Summary of Qualitative Assessment: This option provides connectivity to the airways structure but does not ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.



Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			

4.2.45 Airspace Option 11k

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but is unlikely to contain SID and Transition procedures in CAS. More detailed design work will be carried out at the next stage, to understand whether this option can be implemented alongside new SID and Transition procedures. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A11I
Option Name: Airspace Option 11I	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Stubs extended to 10 nm wide to the lateral extent of the zone and including protection of the IFs. Upper airspace northern boundary in line with northern edge of stubs. Southern boundary extended to contain aircraft leaving airway structure to the south of the airport to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR, RMZ for the stubs and Class E+RMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. SIDs and Transition procedures are unlikely to be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ/RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the known requirements of the AMS.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: Class D and Class E+RMZ/RMZ airspace would create a known traffic environment. This option would protect the final approach paths and procedures to the south of the airport but does not provide protection for departure or transition procedures to the north.



Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E+RMZ/RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ/RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'.					
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. This option extends over Farway Common and Branscombe airfields and partly extends into the airspace around Dunkeswell and North Hill Airfields. ATC clearance will be required to enter Class D or Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ/RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.					
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: This option protects the paths but is unlikely to contain the procedures.	e final appro	ach and initia	al climb out		
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: This option provides connectivity to the airways structure but does not ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.					
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.					



4.2.46 Airspace Option 11l

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but is unlikely to contain SID and Transition procedures in CAS. More detailed design work will be carried out at the next stage, to understand whether this option can be implemented alongside new SID and Transition procedures. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A11m
Option Name: Airspace Option 11m	REJECT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Stubs extended to 10 nm wide to the lateral extent of the zone and including protection of the IFs. Upper airspace northern boundary in line with northern edge of stubs. Southern boundary extended to contain aircraft leaving airway structure to the south of the airport to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR and RMZ for the stubs and upper zone.



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Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. SIDs and Transition procedures would not be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the known requirements of the AMS.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: Class D and RMZ airspace would create a known traffic environment. This option would protect the final approach paths and procedures to the south of the airport but does not provide protection for departure or transition procedures to the north.



Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory in RMZ airspace. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'.					
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. This option extends over Farway Common and Branscombe airfields and partly extends into the airspace around Dunkeswell and North Hill Airfields. ATC clearance will be required to enter Class D airspace. Aircraft operating VFR will require two-way communications prior to entering RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.					
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: This option does not cor of CAS is excessive for the protection of the final approach and	•		the amount		
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: This option provides connectivity to the airways structure but Commercial Air Transport would not be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.					
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.					



4.2.47 Airspace Option 11m

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but does not contain SID and Transition procedures in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Since this option does not contain the procedures, Exeter Airport considers that the amount of CAS proposed with this option is excessive for the requirement to protect the final approach and climb out paths; hence this option is rejected.



Design Principle Evaluation	OPTION NO: A12a
Option Name: Airspace Option 12a	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Stubs extended to 10 nm wide to the lateral extent of the zone to the west. Southern boundary to the east in line with the southern boundary of the zone. Northern boundary of eastern stub moved south to avoid Dunkeswell and North Hill airfields. Upper airspace northern boundary in line with the northern edge of western stub. Southern boundary extended to contain aircraft leaving airway structure to the south of the airport to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification would be Class D for this sub-option.



Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in	NOT MET	PARTIAL	MET
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Only the SID and transition options to the south of the airport would be contained with this option. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the known requirements of the AMS.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: Class D airspace would create a known traffic environment. This option would protect the final approach paths and procedures to the south of the airport but does not provide protection for departure or transition procedures to the north.



Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option will require ATC clearance to access the new airspace but access to airspace will not routinely be denied.				
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on airspace users in the local area. ATC clearance will be required to enter the airspace. This of extends over Farway Common and Branscombe airfields. Although the lower section of airspace been amended to avoid Dunkeswell and North Hill airfields, the upper section of airspace pextends over these airfields. Exeter Airport is committed to introducing suitable mitigation minimise any impact that the introduction of new airspace may have.			This option airspace has pace partly	
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option protects the paths and would contain the departure and transition procedu				
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.				
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.				

4.2.48 Airspace Option 12a

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north,



which was supported by some stakeholders. This option connects to the airways structure, but only SID and Transition procedures to the south of the airport will be contained in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfields was unacceptable. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A12b
Option Name: Airspace Option 12b	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Stubs extended to 10 nm wide to the lateral extent of the zone to the west. Southern boundary to the east in line with the southern boundary of the zone. Northern boundary of eastern stub moved south to avoid Dunkeswell and North Hill airfields. Upper airspace northern boundary in line with the northern edge of western stub. Southern boundary extended to contain aircraft leaving airway structure to the south of the airport to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this suboption would be Class D for the CTR and stubs and Class E or Class E+TMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain, N	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Only the SID and transition options to the south of the airport would be contained with this option. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment This option meets the known requirements of the AMS.				
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET	



Summary of Qualitative Assessment: Class D airspace would create a known traffic environment. Class E/Class E+TMZ airspace would create a known traffic environment for IFR operations only. This option would protect the final approach paths and procedures to the south of the airport but does not provide protection for departure or transition procedures to the north.

Design Principle 4: Any new airspace should facilitate fair	NOT MET	PARTIAL	MET
access to all airspace users.			İ

Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E/Class E+TMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR.

Design Principle 5: Airspace designs should, where possible,	NOT MET	PARTIAL	MET
minimise the impact on non-Exeter Airport aviation in the			
local area.			

Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. ATC clearance will be required to enter Class D or Class E/Class E+TMZ airspace (if operating under IFR). This option extends over Farway Common and Branscombe airfields. Although the lower section of airspace has been amended to avoid Dunkeswell and North Hill airfields, the upper section of airspace partly extends over these airfields. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.

Design Principle 6: The size and categorisation of any new	NOT MET	PARTIAL	MET
controlled airspace should be proportionate to the requirement.			

Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths and would contain the departure and transition procedures to the south of the airport.

Design Principle 7: Airspace should connect to the airways	NOT MET	PARTIAL	MET
structure to ensure Commercial Air Transport remain inside			
Controlled Airspace when arriving or departing from Exeter			
Airport.			

Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.

Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			



4.2.49 Airspace Option 12b

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but only SID and Transition procedures to the south of the airport will be contained in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfields was unacceptable. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A12c
Option Name: Airspace Option 12c	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Stubs extended to 10 nm wide to the lateral extent of the zone to the west. Southern boundary to the east in line with the southern boundary of the zone. Northern boundary of eastern stub moved south to avoid Dunkeswell and North Hill airfields. Upper airspace northern boundary in line with the northern edge of western stub. Upper airspace northern boundary in line with northern edge of stubs. Southern boundary extended to contain aircraft leaving airway structure to the south of the airport to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR and stubs and Class E+RMZ for the upper zone.



NOT MET	PARTIAL	MET
	NOT MET	NOT MET PARTIAL

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Only the SID and transition options to the south of the airport would be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the kno	own requirem	nents of the A	AMS.
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET



Summary of Qualitative Assessment: Class D and Class E+RMZ airspace would create a known traffic environment. This option would protect the final approach paths and procedures to the south of the airport but does not provide protection for departure or transition procedures to the north.

Design Principle 4: Any new airspace should facilitate fair	NOT MET	PARTIAL	MET
access to all airspace users.			

Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E+RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'.

Design Principle 5: Airspace designs should, where possible,	NOT MET	PARTIAL	MET
minimise the impact on non-Exeter Airport aviation in the			
local area.			

Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. This option extends over Farway Common and Branscombe airfields. Although the lower section of airspace has been amended to avoid Dunkeswell and North Hill airfields, the upper section of airspace partly extends over these airfields. ATC clearance will be required to enter Class D or Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.

Design Principle 6: The size and categorisation of any new	NOT MET	PARTIAL	MET
controlled airspace should be proportionate to the requirement.			

Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths and would contain the departure and transition procedures to the south of the airport.

Design Principle 7: Airspace should connect to the airways	NOT MET	PARTIAL	MET
structure to ensure Commercial Air Transport remain inside			
Controlled Airspace when arriving or departing from Exeter			
Airport.			

Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.

Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			



4.2.50 Airspace Option 12c

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but only SID and Transition procedures to the south of the airport will be contained in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A12d
Option Name: Airspace Option 12d	REJECT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Stubs extended to 10 nm wide to the lateral extent of the zone to the west. Southern boundary to the east in line with the southern boundary of the zone. Northern boundary of eastern stub moved south to avoid Dunkeswell and North Hill airfields. Upper airspace northern boundary in line with the northern edge of western stub. Southern boundary extended to contain aircraft leaving airway structure to the south of the airport to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this suboption would be Class D for the CTR and stubs and RMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.

NOT MET

PARTIAL

MET

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. SIDs and Transition procedures would not be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.

Summary of Qualitative Assessment This option meets the known requirements of the AMS.

Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.

MET

PARTIAL

MET

PARTIAL

MET



Summary of Qualitative Assessment: Class D and RMZ airspace would create a known traffic environment. This option would protect the final approach paths and procedures to the south of the airport but does not provide protection for departure or transition procedures to the north.

Design Principle 4: Any new airspace should facilitate fair	NOT MET	PARTIAL	MET
access to all airspace users.			

Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory in RMZ airspace. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'.

Design Principle 5: Airspace designs should, where possible,	NOT MET	PARTIAL	MET
minimise the impact on non-Exeter Airport aviation in the			
local area.			

Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. This option extends over Farway Common and Branscombe airfields. Although the lower section of airspace has been amended to avoid Dunkeswell and North Hill airfields, the upper section of airspace partly extends over these airfields. ATC clearance will be required to enter Class D airspace. Aircraft operating VFR will require two-way communications prior to entering RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.

Design Prin	ciple 6: T	he size a	nd ca	ategorisation of	any	new	NOT MET	PARTIAL	MET
controlled	airspace	should	be	proportionate	to	the			
requiremen	it.								

Summary of Qualitative Assessment: This option does not contain the procedures and the amount of CAS is excessive for the protection of the final approach and initial climb out paths.

Design Principle 7: Airspace should connect to the airways	NOT MET	PARTIAL	MET
structure to ensure Commercial Air Transport remain inside			
Controlled Airspace when arriving or departing from Exeter			
Airport.			

Summary of Qualitative Assessment: This option provides connectivity to the airways structure but Commercial Air Transport would not be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.

Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			



4.2.51 Airspace Option 12d

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but does not contain SID and Transition procedures in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Since this option does not contain the procedures, Exeter Airport considers that the amount of CAS proposed with this option is excessive for the requirement to protect the final approach and climb out paths; hence this option is rejected.



Design Principle Evaluation	OPTION NO: A12e
Option Name: Airspace Option 12e	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Stubs extended to 10 nm wide to the lateral extent of the zone to the west. Southern boundary to the east in line with the southern boundary of the zone. Northern boundary of eastern stub moved south to avoid Dunkeswell and North Hill airfields. Upper airspace northern boundary in line with the northern edge of western stub. Upper airspace northern boundary in line with northern edge of stubs. Southern boundary extended to contain aircraft leaving airway structure to the south of the airport to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR and Class E or Class E+TMZ for the stubs and upper zone.



	Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
	and ideally enhance, aviation safety for all airspace users in			
	the local area.			
L				

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Only the SID and transition options to the south of the airport would be contained with this option. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment This option meets the kno	Summary of Qualitative Assessment This option meets the known requirements of the AMS.				
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.					



Summary of Qualitative Assessment: Class D airspace would create a known traffic environment. Class E/Class E+TMZ airspace would create a known traffic environment for IFR operations only. This option would protect the final approach paths and procedures to the south of the airport but does not provide protection for departure or transition procedures to the north.

Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option will require ATC clearance to acceairspace or Class E/Class E+TMZ airspace (if operating under IFR) but access to airsparoutinely be denied. Carriage and operation of pressure-altitude reporting transmandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E a aircraft operating VFR.				
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on airspace users in the local area. This option extends over Farway Common and Branscombe airf Although the lower section of airspace has been amended to avoid Dunkeswell and Nort airfields, the upper section of airspace partly extends over these airfields. ATC clearance we required to enter Class D or Class E/Class E+TMZ airspace (if operating under IFR). Exeter Airp committed to introducing suitable mitigation to minimise any impact that the introduction of airspace may have, which would include the use of alternative forms of electronic conspicuity with TMZ.				
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option protects the final approach and initial climb paths and would contain the departure and transition procedures to the south of the airport.				
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET	

Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.

Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.

NOT MET

PARTIAL

MET



4.2.52 Airspace Option 12e

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but only SID and Transition procedures to the south of the airport will be contained in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A12f
Option Name: Airspace Option 12f	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Stubs extended to 10 nm wide to the lateral extent of the zone to the west. Southern boundary to the east in line with the southern boundary of the zone. Northern boundary of eastern stub moved south to avoid Dunkeswell and North Hill airfields. Upper airspace northern boundary in line with the northern edge of western stub. Upper airspace northern boundary in line with northern edge of stubs. Southern boundary extended to contain aircraft leaving airway structure to the south of the airport to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR, Class E/Class E+TMZ for the stubs and Class E+RMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Only the SID and transition options to the south of the airport would be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.		PARTIAL	MET
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Summary of Qualitative Assessment This option meets the known requirements of the AMS.



Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Class D and Class E+RMZ airspace would create a known traffic environment. Class E/Class E+TMZ airspace would create a known traffic environment for IFR operations only. This option would protect the final approach paths and procedures to the south of the airport but does not provide protection for departure or transition procedures to the north.				
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E/Class E+TMZ/Class E+RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR.				
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. This option extends over Farway Common and Branscombe airfields. Although the lower section of airspace has been amended to avoid Dunkeswell and North Hill airfields, the upper section of airspace partly extends over these airfields. ATC clearance will be required to enter Class D or Class E/Class E+TMZ/Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.				
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option protects the paths and would contain the departure and transition procedu				
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET	



Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.

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Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			
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Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.

4.2.53 Airspace Option 12f

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but only SID and Transition procedures to the south of the airport will be contained in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A12g
Option Name: Airspace Option 12g	REJECT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Stubs extended to 10 nm wide to the lateral extent of the zone to the west. Southern boundary to the east in line with the southern boundary of the zone. Northern boundary of eastern stub moved south to avoid Dunkeswell and North Hill airfields. Upper airspace northern boundary in line with the northern edge of western stub. Upper airspace northern boundary in line with northern edge of stubs. Southern boundary extended to contain aircraft leaving airway structure to the south of the airport to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR, Class E/Class E+TMZ for the stubs and RMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. SIDs and Transition procedures would not be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.		PARTIAL	MET
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Summary of Qualitative Assessment This option meets the known requirements of the AMS.



Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Class D and RMZ airspace would create a known traffic environment. Class E/Class E+TMZ airspace would create a known traffic environment for IFR operations only. This option would protect the final approach paths and procedures to the south of the airport but does not provide protection for departure or transition procedures to the north.			
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will require ATC clearance to access Class E airspace or Class E/Class E+TMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. The carriage and operation of radio equipment is mandatory in RMZ airspace. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'. There will be no restrictions to access of Class E airspace for aircraft operating VFR.			ponders is andatory in requesting ots will be
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. This option extends over Farway Common and Branscombe airfields. Although the lower section of airspace has been amended to avoid Dunkeswell and North Hill airfields, the upper section of airspace partly extends over these airfields. ATC clearance will be required to enter Class D airspace or Class E/Class E+TMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.			
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option does not contain the procedures and the amount of CAS is excessive for the protection of the final approach and initial climb out paths.			
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET



Summary of Qualitative Assessment: This option provides connectivity to the airways structure but Commercial Air Transport would not be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.

Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			

Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.

4.2.54 Airspace Option 12g

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but does not contain SID and Transition procedures in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Since this option does not contain the procedures, Exeter Airport considers that the amount of CAS proposed with this option is excessive for the requirement to protect the final approach and climb out paths; hence this option is rejected.



Design Principle Evaluation	OPTION NO: A12h
Option Name: Airspace Option 12h	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Stubs extended to 10 nm wide to the lateral extent of the zone to the west. Southern boundary to the east in line with the southern boundary of the zone. Northern boundary of eastern stub moved south to avoid Dunkeswell and North Hill airfields. Upper airspace northern boundary in line with the northern edge of western stub. Upper airspace northern boundary in line with northern edge of stubs. Southern boundary extended to contain aircraft leaving airway structure to the south of the airport to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR, Class E+RMZ for the stubs and Class E/Class E+TMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			
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Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Only the SID and transition options to the south of the airport would be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.		PARTIAL	MET
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Summary of Qualitative Assessment This option meets the known requirements of the AMS.



Airport.

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Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Class D airspace and C known traffic environment. Class E/Class E+TMZ airspace woul for IFR operations only. This option would protect the final appoint of the airport but does not provide protection for department.	d create a kn oproach path	own traffic e s and proced	nvironment Iures to the
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E/Class E+TMZ/Class E+RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR			
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. This option extends over Farway Common and Branscombe airfields. Although the lower section of airspace has been amended to avoid Dunkeswell and North Hill airfields, the upper section of airspace partly extends over these airfields. ATC clearance will be required to enter Class D or Class E/Class E+TMZ/Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.			
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option protects the paths and would contain the departure and transition procedu			
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter	NOT MET	PARTIAL	MET



Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.

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Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			
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Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.

4.2.55 Airspace Option 12h

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but only SID and Transition procedures to the south of the airport will be contained in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A12i
Option Name: Airspace Option 12i	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Stubs extended to 10 nm wide to the lateral extent of the zone to the west. Southern boundary to the east in line with the southern boundary of the zone. Northern boundary of eastern stub moved south to avoid Dunkeswell and North Hill airfields. Upper airspace northern boundary in line with the northern edge of western stub. Upper airspace northern boundary in line with northern edge of stubs. Southern boundary extended to contain aircraft leaving airway structure to the south of the airport to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR and Class E+RMZ for the stubs and upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Only the SID and transition options to the south of the airport would be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the kno	own requirem	nents of the A	AMS.
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET



Summary of Qualitative Assessment: Class D and Class E+RMZ airspace would create a known traffic environment. This option would protect the final approach paths and procedures to the south of the airport but does not provide protection for departure or transition procedures to the north.

Design Principle 4: Any new airspace should facilitate fair	NOT MET	PARTIAL	MET
access to all airspace users.			

Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E+RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'.

Design Principle 5: Airspace designs should, where possible,	NOT MET	PARTIAL	MET
minimise the impact on non-Exeter Airport aviation in the			
local area.			

Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. This option extends over Farway Common and Branscombe airfields. Although the lower section of airspace has been amended to avoid Dunkeswell and North Hill airfields, the upper section of airspace partly extends over these airfields. ATC clearance will be required to enter Class D or Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.

Design Principle 6: The size and categorisation of any new	NOT MET	PARTIAL	MET
controlled airspace should be proportionate to the requirement.			

Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths and would contain the departure and transition procedures to the south of the airport.

Design Principle 7: Airspace should connect to the airways	NOT MET	PARTIAL	MET
structure to ensure Commercial Air Transport remain inside			
Controlled Airspace when arriving or departing from Exeter			
Airport.			

Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.

Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			



4.2.56 Airspace Option 12i

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but only SID and Transition procedures to the south of the airport will be contained in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A12j
Option Name: Airspace Option 12j	REJECT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Stubs extended to 10 nm wide to the lateral extent of the zone to the west. Southern boundary to the east in line with the southern boundary of the zone. Northern boundary of eastern stub moved south to avoid Dunkeswell and North Hill airfields. Upper airspace northern boundary in line with the northern edge of western stub. Upper airspace northern boundary in line with northern edge of stubs. Southern boundary extended to contain aircraft leaving airway structure to the south of the airport to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR, Class E+RMZ for the stubs and RMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. SIDs and Transition procedures would not be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ/RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the kno	wn requirem	nents of the A	MS.
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET



Summary of Qualitative Assessment: Class D and Class E+RMZ/RMZ airspace would create a known traffic environment. This option would protect the final approach paths and procedures to the south of the airport but does not provide protection for departure or transition procedures to the north.

Design Principle 4: Any new airspace should facilitate fair	NOT MET	PARTIAL	MET
access to all airspace users.			

Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E+RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory in Class E+RMZ/RMZ airspace. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'.

Design Principle 5: Airspace designs should, where possible,	NOT MET	PARTIAL	MET
minimise the impact on non-Exeter Airport aviation in the			
local area.			

Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. This option extends over Farway Common and Branscombe airfields. Although the lower section of airspace has been amended to avoid Dunkeswell and North Hill airfields, the upper section of airspace partly extends over these airfields. ATC clearance will be required to enter Class D airspace or Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ/RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.

Design Principle 6: The size and categorisation of any new						NOT MET	PARTIAL	MET	
controlled	airspace	should	be	proportionate	to	the			
requiremen	t.								

Summary of Qualitative Assessment: This option does not contain the procedures and the amount of CAS is excessive for the protection of the final approach and initial climb out paths.

Design Principle 7: Airspace should connect to the airways	NOT MET	PARTIAL	MET
structure to ensure Commercial Air Transport remain inside			
Controlled Airspace when arriving or departing from Exeter			
Airport.			

Summary of Qualitative Assessment: This option provides connectivity to the airways structure but Commercial Air Transport would not be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.

Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			1
any consequential impacts caused by the displacement of			1
other air traffic outside of the Controlled Airspace.			1



4.2.57 Airspace Option 12j

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but does not contain SID and Transition procedures in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Since this option does not contain the procedures, Exeter Airport considers that the amount of CAS proposed with this option is excessive for the requirement to protect the final approach and climb out paths; hence this option is rejected.



Design Principle Evaluation	OPTION NO: A12k
Option Name: Airspace Option 12k	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Stubs extended to 10 nm wide to the lateral extent of the zone to the west. Southern boundary to the east in line with the southern boundary of the zone. Northern boundary of eastern stub moved south to avoid Dunkeswell and North Hill airfields. Upper airspace northern boundary in line with the northern edge of western stub. Upper airspace northern boundary in line with northern edge of stubs. Southern boundary extended to contain aircraft leaving airway structure to the south of the airport to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR, RMZ for the stubs and Class E/Class E+TMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. SIDs and Transition procedures are unlikely to be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
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Summary of Qualitative Assessment This option meets the known requirements of the AMS.



Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET					
Summary of Qualitative Assessment: Class D airspace and RMZ airspace would create a known traffic environment. Class E/Class E+TMZ airspace would create a known traffic environment for IFR operations only. This option would protect the final approach paths and procedures to the south of the airport but does not provide protection for departure or transition procedures to the north.								
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET					
Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E/Class E+TMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR								
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET					
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. ATC clearance will be required to enter Class D or Class E/Class E+TMZ airspace (if operating under IFR). This option extends over Farway Common and Branscombe airfields. Although the lower section of airspace has been amended to avoid Dunkeswell and North Hill airfields, the upper section of airspace partly extends over these airfields. Aircraft operating VFR will require two-way communications prior to entering RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.								
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET					
Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths but is unlikely to contain the procedures.								
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET					



Summary of Qualitative Assessment: This option provides connectivity to the airways structure but does not ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.

Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			

Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.

4.2.58 Airspace Option 12k

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but is unlikely to contain SID and Transition procedures in CAS. More detailed design work will be carried out at the next stage, to understand whether this option can be implemented alongside new SID and Transition procedures. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A12I
Option Name: Airspace Option 12I	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Stubs extended to 10 nm wide to the lateral extent of the zone to the west. Southern boundary to the east in line with the southern boundary of the zone. Northern boundary of eastern stub moved south to avoid Dunkeswell and North Hill airfields. Upper airspace northern boundary in line with the northern edge of western stub. Upper airspace northern boundary in line with northern edge of stubs. Southern boundary extended to contain aircraft leaving airway structure to the south of the airport to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR, RMZ for the stubs and Class E+RMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. SIDs and Transition procedures are unlikely to be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ/RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET			
Summary of Qualitative Assessment This option meets the known requirements of the AMS.						
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET			



Summary of Qualitative Assessment: Class D and Class E+RMZ/RMZ airspace would create a known traffic environment. This option would protect the final approach paths and procedures to the south of the airport but does not provide protection for departure or transition procedures to the north. **Design Principle 4:** Any new airspace should facilitate fair **NOT MET** PARTIAL MET access to all airspace users. Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E+RMZ/RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ/RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'. **Design Principle 5:** Airspace designs should, where possible, NOT MET PARTIAL MET minimise the impact on non-Exeter Airport aviation in the local area. Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. This option extends over Farway Common and Branscombe airfields. Although the lower section of airspace has been amended to avoid Dunkeswell and North Hill airfields, the upper section of airspace partly extends over these airfields. ATC clearance will be required to enter Class D or Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ/RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have. NOT MET **PARTIAL Design Principle 6:** The size and categorisation of any new MET controlled airspace should be proportionate to the requirement. Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths but is unlikely to contain the procedures. **Design Principle 7:** Airspace should connect to the airways NOT MET PARTIAL MET structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport. Summary of Qualitative Assessment: This option provides connectivity to the airways structure but does not ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport. **Design Principle 8:** Airspace should be designed to minimise **NOT MET PARTIAL** MET the adverse impact of aircraft noise and emissions, including

any consequential impacts caused by the displacement of

other air traffic outside of the Controlled Airspace.



4.2.59 Airspace Option 12l

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but is unlikely to contain SID and Transition procedures in CAS. More detailed design work will be carried out at the next stage, to understand whether this option can be implemented alongside new SID and Transition procedures. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A12m
Option Name: Airspace Option 12m	REJECT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Stubs extended to 10 nm wide to the lateral extent of the zone to the west. Southern boundary to the east in line with the southern boundary of the zone. Northern boundary of eastern stub moved south to avoid Dunkeswell and North Hill airfields. Upper airspace northern boundary in line with the northern edge of western stub. Upper airspace northern boundary in line with northern edge of stubs. Southern boundary extended to contain aircraft leaving airway structure to the south of the airport to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR and RMZ for the stubs and upper zone.



Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.

NOT MET

PARTIAL

MET

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. SIDs and Transition procedures would not be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET			
Summary of Qualitative Assessment This option meets the known requirements of the AMS.						
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET			



Summary of Qualitative Assessment: Class D and RMZ airspace would create a known traffic environment. This option would protect the final approach paths and procedures to the south of the airport but does not provide protection for departure or transition procedures to the north.

Design Principle 4: Any new airspace should facilitate fair	NOT MET	PARTIAL	MET
access to all airspace users.			

Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory in RMZ airspace. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'.

Design Principle 5: Airspace designs should, where possible,	NOT MET	PARTIAL	MET
minimise the impact on non-Exeter Airport aviation in the			
local area.			

Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. This option extends over Farway Common and Branscombe airfields. Although the lower section of airspace has been amended to avoid Dunkeswell and North Hill airfields, the upper section of airspace partly extends over these airfields. ATC clearance will be required to enter Class D airspace. Aircraft operating VFR will require two-way communications prior to entering RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.

Design Principle 6: The size and categorisation of any new		NOT MET	PARTIAL	MET				
controlled airspa	ce should	be	proportionate	to	the			
requirement.								

Summary of Qualitative Assessment: This option does not contain the procedures and the amount of CAS is excessive for the protection of the final approach and initial climb out paths.

Design Principle 7: Airspace should connect to the airways	NOT MET	PARTIAL	MET
structure to ensure Commercial Air Transport remain inside			
Controlled Airspace when arriving or departing from Exeter			
Airport.			

Summary of Qualitative Assessment: This option provides connectivity to the airways structure but Commercial Air Transport would not be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.

Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			
	I		



4.2.60 Airspace Option 12m

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but does not contain SID and Transition procedures in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Since this option does not contain the procedures, Exeter Airport considers that the amount of CAS proposed with this option is excessive for the requirement to protect the final approach and climb out paths; hence this option is rejected.



Design Principle Evaluation	OPTION NO: A13a
Option Name: Airspace Option 13a	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Stubs extended to 10 nm wide to the lateral extent of the zone to the west. Southern boundary to the east in line with the southern boundary of the zone. Northern boundary of eastern stub moved south to avoid Dunkeswell and North Hill airfields. Upper airspace northern boundary in line with the northern edge of the lower airspace, also avoiding Dunkeswell and North Hill airfields. Southern boundary extended to contain aircraft leaving airway structure to the south of the airport to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification would be Class D for this sub-option.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Only the SID and transition options to the south of the airport would be contained with this option. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the known requirements of the AMS.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: Class D airspace would create a known traffic environment. This option would protect the final approach paths and procedures to the south of the airport but does not provide protection for departure or transition procedures to the north.



Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: This option will require airspace but access to airspace will not routinely be denied.	re ATC clear	ance to acce	ss the new		
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. This option extends over Farway Common and Branscombe airfields. ATC clearance will be required to enter the airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.					
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: This option protects the paths and would contain the departure and transition procedu					
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.					
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.					

4.2.61 Airspace Option 13a

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but only SID and Transition procedures to the south of the airport will be contained in CAS.



Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfields was unacceptable. Some stakeholders also expressed concern over airspace that is excessively complex; the non-linear northern boundary of this option may be considered too complicated. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A13b
Option Name: Airspace Option 13b	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Stubs extended to 10 nm wide to the lateral extent of the zone to the west. Southern boundary to the east in line with the southern boundary of the zone. Northern boundary of eastern stub moved south to avoid Dunkeswell and North Hill airfields. Upper airspace northern boundary in line with the northern edge of the lower airspace, also avoiding Dunkeswell and North Hill airfields. Southern boundary extended to contain aircraft leaving airway structure to the south of the airport to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR and stubs and Class E or Class E+TMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Only the SID and transition options to the south of the airport would be contained with this option. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the kno	wn requirem	nents of the A	AMS.
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET



Summary of Qualitative Assessment: Class D airspace would create a known traffic environment. Class E/Class E+TMZ airspace would create a known traffic environment for IFR operations only. This option would protect the final approach paths and procedures to the south of the airport but does not provide protection for departure or transition procedures to the north.

option would protect the final approach paths and procedures to the south of the airport but does not provide protection for departure or transition procedures to the north.					
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E/Class E+TMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR.					
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. This option extends over Farway Common and Branscombe airfields. ATC clearance will be required to enter Class D or Class E/Class E+TMZ airspace (if operating under IFR). Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.					
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: This option protects the paths and would contain the departure and transition procedu					
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET		
	Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.				
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of	NOT MET	PARTIAL	MET		

other air traffic outside of the Controlled Airspace.



4.2.62 Airspace Option 13b

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but only SID and Transition procedures to the south of the airport will be contained in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfields was unacceptable. Some stakeholders also expressed concern over airspace that is excessively complex; the non-linear northern boundary of this option may be considered too complicated. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design P	rinciple Evaluation	OPTION NO: A13c
Option N	ame: Airspace Option 13c	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Stubs extended to 10 nm wide to the lateral extent of the zone to the west. Southern boundary to the east in line with the southern boundary of the zone. Northern boundary of eastern stub moved south to avoid Dunkeswell and North Hill airfields. Upper airspace northern boundary in line with the northern edge of western stub. Upper airspace northern boundary in line with the northern edge of the lower airspace, also avoiding Dunkeswell and North Hill airfields. Southern boundary extended to contain aircraft leaving airway structure to the south of the airport to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR and stubs and Class E+RMZ for the upper zone.



NOT MET	PARTIAL	MET
	NOT MET	NOT MET PARTIAL

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Only the SID and transition options to the south of the airport would be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the kno	own requirem	nents of the A	AMS.
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET



Summary of Qualitative Assessment: Class D and Class E+RMZ airspace would create a known traffic environment. This option would protect the final approach paths and procedures to the south of the airport but does not provide protection for departure or transition procedures to the north.

Design Principle 4: Any new airspace should facilitate fair	NOT MET	PARTIAL	MET
access to all airspace users.			

Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E+RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'.

Design Principle 5: Airspace designs should, where possible,	NOT MET	PARTIAL	MET
minimise the impact on non-Exeter Airport aviation in the			
local area.			

Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. This option extends over Farway Common and Branscombe airfields. ATC clearance will be required to enter Class D or Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.

Design Principle 6: The size and categorisation of any new	NOT MET	PARTIAL	MET
controlled airspace should be proportionate to the requirement.			

Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths and would contain the departure and transition procedures to the south of the airport.

Design Principle 7: Airspace should connect to the airways	NOT MET	PARTIAL	MET
structure to ensure Commercial Air Transport remain inside			
Controlled Airspace when arriving or departing from Exeter			
Airport.			

Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.

Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			



4.2.63 Airspace Option 13c

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but only SID and Transition procedures to the south of the airport will be contained in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Some stakeholders also expressed concern over airspace that is excessively complex; the non-linear northern boundary of this option may be considered too complicated. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A13d	
Option Name: Airspace Option 13d	REJECT	

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Stubs extended to 10 nm wide to the lateral extent of the zone to the west. Southern boundary to the east in line with the southern boundary of the zone. Northern boundary of eastern stub moved south to avoid Dunkeswell and North Hill airfields. Upper airspace northern boundary in line with the northern edge of the lower airspace, also avoiding Dunkeswell and North Hill airfields. Southern boundary extended to contain aircraft leaving airway structure to the south of the airport to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR and stubs and RMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. SIDs and Transition procedures would not be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the known requirements of the AMS.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET



Summary of Qualitative Assessment: Class D and RMZ airspace would create a known traffic environment. This option would protect the final approach paths and procedures to the south of the airport but does not provide protection for departure or transition procedures to the north.

Design Principle 4: Any new airspace should facilitate fair **NOT MET** PARTIAL MET access to all airspace users.

Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory in RMZ airspace. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'.

Design Principle 5: Airspace designs should, where possible, **NOT MET** PARTIAL MET minimise the impact on non-Exeter Airport aviation in the local area.

Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. This option extends over Farway Common and Branscombe airfields. ATC clearance will be required to enter Class D airspace. Aircraft operating VFR will require twoway communications prior to entering RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.

Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.

NOT MET PARTIAL MET

Summary of Qualitative Assessment: This option does not contain the procedures and the amount of CAS is excessive for the protection of the final approach and initial climb out paths.

NOT MET **Design Principle 7:** Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.

PARTIAL

MET

Summary of Qualitative Assessment: This option provides connectivity to the airways structure but Commercial Air Transport would not be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.

Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.

NOT MET

PARTIAL

MET



4.2.64 Airspace Option 13d

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but does not contain SID and Transition procedures in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Some stakeholders also expressed concern over airspace that is excessively complex; the non-linear northern boundary of this option may be considered too complicated. Since this option does not contain the procedures, Exeter Airport considers that the amount of CAS proposed with this option is excessive for the requirement to protect the final approach and climb out paths; hence this option is rejected.



Design Principle Evaluation	OPTION NO: A13e
Option Name: Airspace Option 13e	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Stubs extended to 10 nm wide to the lateral extent of the zone to the west. Southern boundary to the east in line with the southern boundary of the zone. Northern boundary of eastern stub moved south to avoid Dunkeswell and North Hill airfields. Upper airspace northern boundary in line with the northern edge of western stub. Upper airspace northern boundary in line with the northern edge of the lower airspace, also avoiding Dunkeswell and North Hill airfields. Southern boundary extended to contain aircraft leaving airway structure to the south of the airport to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR and Class E or Class E+TMZ for the stubs and upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Only the SID and transition options to the south of the airport would be contained with this option. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the known requirements of the AMS.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET



Summary of Qualitative Assessment: Class D airspace would create a known traffic environment. Class E/Class E+TMZ airspace would create a known traffic environment for IFR operations only. This option would protect the final approach paths and procedures to the south of the airport but does not provide protection for departure or transition procedures to the north.

option would protect the final approach paths and procedures to the south of the airport but doe not provide protection for departure or transition procedures to the north.			ort but does
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will require ATC clearance to access Class airspace or Class E/Class E+TMZ airspace (if operating under IFR) but access to airspace will no routinely be denied. Carriage and operation of pressure-altitude reporting transponders mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR.			ace will not sponders is
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. This option extends over Farway Common and Branscombe airfield ATC clearance will be required to enter Class D or Class E/Class E+TMZ airspace (if operating under IFR). Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.			be airfields. ating under act that the
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option protects the final approach and initial climb of paths and would contain the departure and transition procedures to the south of the airport.			
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET



4.2.65 Airspace Option 13e

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but only SID and Transition procedures to the south of the airport will be contained in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Some stakeholders also expressed concern over airspace that is excessively complex; the non-linear northern boundary of this option may be considered too complicated. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A13f
Option Name: Airspace Option 13f	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Stubs extended to 10 nm wide to the lateral extent of the zone to the west. Southern boundary to the east in line with the southern boundary of the zone. Northern boundary of eastern stub moved south to avoid Dunkeswell and North Hill airfields. Upper airspace northern boundary in line with the northern edge of western stub. Upper airspace northern boundary in line with the northern edge of the lower airspace, also avoiding Dunkeswell and North Hill airfields. Southern boundary extended to contain aircraft leaving airway structure to the south of the airport to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR, Class E/Class E+TMZ for the stubs and Class E+RMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Only the SID and transition options to the south of the airport would be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the	NOT MET	PARTIAL	MET
CAA's published Airspace Modernisation Strategy and any			
future plans associated with it.			

Summary of Qualitative Assessment This option meets the known requirements of the AMS.



Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Class D and Class E+RMZ environment. Class E/Class E+TMZ airspace would create a operations only. This option would protect the final approach the airport but does not provide protection for departure or tree.	known traf	fic environm ocedures to t	ent for IFR the south of
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will require ATC clearance to access Class airspace or Class E/Class E+TMZ/Class E+RMZ airspace (if operating under IFR) but access to airsp will not routinely be denied. The carriage and operation of radio equipment is mandatory C E+RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay informat transmissions by requesting pilots to 'standby', unless for urgent operational reast Communications with pilots will be established as soon as possible after having instructed then 'stand by'. Carriage and operation of pressure-altitude reporting transponders is mandatory in C E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating N			to airspace latory Class information hal reason. ted them to tory in Class
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.		PARTIAL	MET
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. This option extends over Farway Common and Branscombe airfields. ATC clearance will be required to enter Class D or Class E/Class E+TMZ/Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.			be airfields. airspace (if to entering to minimise
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths and would contain the departure and transition procedures to the south of the airport.			
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or

departing from Exeter Airport.



Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			

4.2.66 Airspace Option 13f

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but only SID and Transition procedures to the south of the airport will be contained in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Some stakeholders also expressed concern over airspace that is excessively complex; the non-linear northern boundary of this option may be considered too complicated. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A13g
Option Name: Airspace Option 13g	REJECT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Stubs extended to 10 nm wide to the lateral extent of the zone to the west. Southern boundary to the east in line with the southern boundary of the zone. Northern boundary of eastern stub moved south to avoid Dunkeswell and North Hill airfields. Upper airspace northern boundary in line with the northern edge of western stub. Upper airspace northern boundary in line with the northern edge of the lower airspace, also avoiding Dunkeswell and North Hill airfields. Southern boundary extended to contain aircraft leaving airway structure to the south of the airport to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR, Class E/Class E+TMZ for the stubs and RMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. SIDs and Transition procedures would not be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
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Summary of Qualitative Assessment This option meets the known requirements of the AMS.



Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Class D and RMZ airs environment. Class E/Class E+TMZ airspace would create a operations only. This option would protect the final approach the airport but does not provide protection for departure or treations.	known traft paths and pro	fic environm ocedures to t	ent for IFR he south of
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E/Class E+TMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. The carriage and operation of radio equipment is mandatory in RMZ airspace. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'. There will be no restrictions to access of Class E airspace for aircraft operating VFR.			
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. This option extends over Farway Common and Branscombe airfields. ATC clearance will be required to enter Class D airspace or Class E/Class E+TMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.			
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option does not cor of CAS is excessive for the protection of the final approach and	•		the amount
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter	NOT MET	PARTIAL	MET

Commercial Air Transport would not be able to remain inside Controlled Airspace when arriving or

departing from Exeter Airport.



Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			

4.2.67 Airspace Option 13g

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but does not contain SID and Transition procedures in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Some stakeholders also expressed concern over airspace that is excessively complex; the non-linear northern boundary of this option may be considered too complicated. Since this option does not contain the procedures, Exeter Airport considers that the amount of CAS proposed with this option is excessive for the requirement to protect the final approach and climb out paths; hence this option is rejected.



Design Principle Evaluation	OPTION NO: A13h
Option Name: Airspace Option 13h	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Stubs extended to 10 nm wide to the lateral extent of the zone to the west. Southern boundary to the east in line with the southern boundary of the zone. Northern boundary of eastern stub moved south to avoid Dunkeswell and North Hill airfields. Upper airspace northern boundary in line with the northern edge of western stub. Upper airspace northern boundary in line with the northern edge of the lower airspace, also avoiding Dunkeswell and North Hill airfields. Southern boundary extended to contain aircraft leaving airway structure to the south of the airport to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR, Class E+RMZ for the stubs and Class E/Class E+TMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Only the SID and transition options to the south of the airport would be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
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Summary of Qualitative Assessment This option meets the known requirements of the AMS.



Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Class D airspace and Class E+RMZ airspace would create a known traffic environment. Class E/Class E+TMZ airspace would create a known traffic environment for IFR operations only. This option would protect the final approach paths and procedures to the south of the airport but does not provide protection for departure or transition procedures to the north.				
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E/Class E+TMZ/Class E+RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR				
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. This option extends over Farway Common and Branscombe airfields. ATC clearance will be required to enter Class D or Class E/Class E+TMZ/Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.				
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option protects the paths and would contain the departure and transition procedu				
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET	



Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.

Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			

Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.

4.2.68 Airspace Option 13h

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but only SID and Transition procedures to the south of the airport will be contained in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Some stakeholders also expressed concern over airspace that is excessively complex; the non-linear northern boundary of this option may be considered too complicated. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A13i
Option Name: Airspace Option 13i	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Stubs extended to 10 nm wide to the lateral extent of the zone to the west. Southern boundary to the east in line with the southern boundary of the zone. Northern boundary of eastern stub moved south to avoid Dunkeswell and North Hill airfields. Upper airspace northern boundary in line with the northern edge of western stub. Upper airspace northern boundary in line with the northern edge of the lower airspace, also avoiding Dunkeswell and North Hill airfields. Southern boundary extended to contain aircraft leaving airway structure to the south of the airport to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR and Class E+RMZ for the stubs and upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Only the SID and transition options to the south of the airport would be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the kno	own requirem	nents of the A	AMS.
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET



Summary of Qualitative Assessment: Class D and Class E+RMZ airspace would create a known traffic environment. This option would protect the final approach paths and procedures to the south of the airport but does not provide protection for departure or transition procedures to the north.

Design Principle 4: Any new airspace should facilitate fair	NOT MET	PARTIAL	MET
access to all airspace users.			

Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E+RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'.

Design Principle 5: Airspace designs should, where possible,	NOT MET	PARTIAL	MET
minimise the impact on non-Exeter Airport aviation in the			
local area.			

Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. This option extends over Farway Common and Branscombe airfields. ATC clearance will be required to enter Class D or Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.

Design Principle 6: The size and categorisation of any new	NOT MET	PARTIAL	MET
controlled airspace should be proportionate to the requirement.			

Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths and would contain the departure and transition procedures to the south of the airport.

Design Principle 7: Airspace should connect to the airways	NOT MET	PARTIAL	MET
structure to ensure Commercial Air Transport remain inside			
Controlled Airspace when arriving or departing from Exeter			
Airport.			

Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.

Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			



4.2.69 Airspace Option 13i

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but only SID and Transition procedures to the south of the airport will be contained in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Some stakeholders also expressed concern over airspace that is excessively complex; the non-linear northern boundary of this option may be considered too complicated. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A13j
Option Name: Airspace Option 13j	REJECT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Stubs extended to 10 nm wide to the lateral extent of the zone to the west. Southern boundary to the east in line with the southern boundary of the zone. Northern boundary of eastern stub moved south to avoid Dunkeswell and North Hill airfields. Upper airspace northern boundary in line with the northern edge of western stub. Upper airspace northern boundary in line with the northern edge of the lower airspace, also avoiding Dunkeswell and North Hill airfields. Southern boundary extended to contain aircraft leaving airway structure to the south of the airport to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR, Class E+RMZ for the stubs and RMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. SIDs and Transition procedures would not be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ/RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the kno	own requirem	nents of the A	AMS.
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET



Summary of Qualitative Assessment: Class D and Class E+RMZ/RMZ airspace would create a known traffic environment. This option would protect the final approach paths and procedures to the south of the airport but does not provide protection for departure or transition procedures to the north. **Design Principle 4:** Any new airspace should facilitate fair NOT MET PARTIAL MET access to all airspace users. Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E+RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory in Class E+RMZ/RMZ airspace. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'. **Design Principle 5:** Airspace designs should, where possible, **NOT MET** PARTIAL MET minimise the impact on non-Exeter Airport aviation in the local area. Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. This option extends over Farway Common and Branscombe airfields. ATC clearance will be required to enter Class D airspace or Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ/RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have. **Design Principle 6:** The size and categorisation of any new **NOT MET** PARTIAL MET controlled airspace should be proportionate to the requirement. Summary of Qualitative Assessment: This option does not contain the procedures and the amount of CAS is excessive for the protection of the final approach and initial climb out paths. **Design Principle 7:** Airspace should connect to the airways **NOT MET** PARTIAL MET structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter

Airport.

Summary of Qualitative Assessment: This option provides connectivity to the airways structure but Commercial Air Transport would not be able to remain inside Controlled Airspace when arriving or

Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.

NOT MET

PARTIAL

MET

departing from Exeter Airport.



4.2.70 Airspace Option 13j

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but does not contain SID and Transition procedures in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Some stakeholders also expressed concern over airspace that is excessively complex; the non-linear northern boundary of this option may be considered too complicated. Since this option does not contain the procedures, Exeter Airport considers that the amount of CAS proposed with this option is excessive for the requirement to protect the final approach and climb out paths; hence this option is rejected.



Design Principle Evaluation	OPTION NO: A13k
Option Name: Airspace Option 13k	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Stubs extended to 10 nm wide to the lateral extent of the zone to the west. Southern boundary to the east in line with the southern boundary of the zone. Northern boundary of eastern stub moved south to avoid Dunkeswell and North Hill airfields. Upper airspace northern boundary in line with the northern edge of western stub. Upper airspace northern boundary in line with the northern edge of the lower airspace, also avoiding Dunkeswell and North Hill airfields. Southern boundary extended to contain aircraft leaving airway structure to the south of the airport to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR, RMZ for the stubs and Class E/Class E+TMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. SIDs and Transition procedures are unlikely to be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.		PARTIAL	MET
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Summary of Qualitative Assessment This option meets the known requirements of the AMS.



Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Class D airspace and RMZ airspace would create a know traffic environment. Class E/Class E+TMZ airspace would create a known traffic environment for I operations only. This option would protect the final approach paths and procedures to the south the airport but does not provide protection for departure or transition procedures to the north.			nent for IFR he south of
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will require ATC clearance to access Class I airspace or Class E/Class E+TMZ airspace (if operating under IFR) but access to airspace will no routinely be denied. The carriage and operation of radio equipment is mandatory RMZ airspace fo aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions b requesting pilots to 'standby', unless for urgent operational reason. Communications with pilot will be established as soon as possible after having instructed them to 'stand by'. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR			ace will not airspace for missions by with pilots arriage and
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area. PARTIAL MI			
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. This option extends over Farway Common and Branscombe airfield ATC clearance will be required to enter Class D or Class E/Class E+TMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering RMZ airspace Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms electronic conspicuity within the TMZ.			be airfields. ating under 1Z airspace. ct that the
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option protects the final approach and initial climb ou paths but is unlikely to contain the procedures.			al climb out
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides connectivity to the airways structure but does not ensure Commercial Air Transport remain inside Controlled Airspace when arriving of departing from Exeter Airport.			



Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including	NOT MET	PARTIAL	MET
any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.			
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4.2.71 Airspace Option 13k

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but is unlikely to contain SID and Transition procedures in CAS. More detailed design work will be carried out at the next stage, to understand whether this option can be implemented alongside new SID and Transition procedures. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Some stakeholders also expressed concern over airspace that is excessively complex; the nonlinear northern boundary of this option may be considered too complicated. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A13I
Option Name: Airspace Option 13I	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Stubs extended to 10 nm wide to the lateral extent of the zone to the west. Southern boundary to the east in line with the southern boundary of the zone. Northern boundary of eastern stub moved south to avoid Dunkeswell and North Hill airfields. Upper airspace northern boundary in line with the northern edge of western stub. Upper airspace northern boundary in line with the northern edge of the lower airspace, also avoiding Dunkeswell and North Hill airfields. Southern boundary extended to contain aircraft leaving airway structure to the south of the airport to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR, RMZ for the stubs and Class E+RMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. SIDs and Transition procedures are unlikely to be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ/RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the known requirements of the AMS.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET



Summary of Qualitative Assessment: Class D and Class E+RMZ/RMZ airspace would create a known traffic environment. This option would protect the final approach paths and procedures to the south of the airport but does not provide protection for departure or transition procedures to the north. **Design Principle 4:** Any new airspace should facilitate fair NOT MET PARTIAL MET access to all airspace users. Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E+RMZ/RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ/RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'. **Design Principle 5:** Airspace designs should, where possible, NOT MET PARTIAL MET minimise the impact on non-Exeter Airport aviation in the local area. Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. This option extends over Farway Common and Branscombe airfields. ATC clearance will be required to enter Class D or Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ/RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have. **Design Principle 6:** The size and categorisation of any new **NOT MET** PARTIAL MET controlled airspace should be proportionate to the requirement.

Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths but is unlikely to contain the procedures.

Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.

NOT MET

PARTIAL

MET

Summary of Qualitative Assessment: This option provides connectivity to the airways structure but does not ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.

Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.

NOT MET

PARTIAL

MET



4.2.72 Airspace Option 13l

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but is unlikely to contain SID and Transition procedures in CAS. More detailed design work will be carried out at the next stage, to understand whether this option can be implemented alongside new SID and Transition procedures. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Some stakeholders also expressed concern over airspace that is excessively complex; the non-linear northern boundary of this option may be considered too complicated. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A13m
Option Name: Airspace Option 13m	REJECT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Stubs extended to 10 nm wide to the lateral extent of the zone to the west. Southern boundary to the east in line with the southern boundary of the zone. Northern boundary of eastern stub moved south to avoid Dunkeswell and North Hill airfields. Upper airspace northern boundary in line with the northern edge of western stub. Upper airspace northern boundary in line with the northern edge of the lower airspace, also avoiding Dunkeswell and North Hill airfields. Southern boundary extended to contain aircraft leaving airway structure to the south of the airport to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR and RMZ for the stubs and upper zone.



NOT MET	PARTIAL	MET
	NOT MET	NOT MET PARTIAL

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. SIDs and Transition procedures would not be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment This option meets the known requirements of the AMS.					
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport. NOT MET PARTIAL MET					



Summary of Qualitative Assessment: Class D and RMZ airspace would create a known traffic environment. This option would protect the final approach paths and procedures to the south of the airport but does not provide protection for departure or transition procedures to the north.

Design Principle 4: Any new airspace should facilitate fair	NOT MET	PARTIAL	MET
access to all airspace users.			

Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory in RMZ airspace. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'.

Design Principle 5: Airspace designs should, where possible,	NOT MET	PARTIAL	MET
minimise the impact on non-Exeter Airport aviation in the			
local area.			

Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. This option extends over Farway Common and Branscombe airfields. ATC clearance will be required to enter Class D airspace. Aircraft operating VFR will require two-way communications prior to entering RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.

Design Principle 6: The size and categorisation of any new	NOT MET	PARTIAL	MET
controlled airspace should be proportionate to the			
requirement.			

Summary of Qualitative Assessment: This option does not contain the procedures and the amount of CAS is excessive for the protection of the final approach and initial climb out paths.

Design Principle 7: Airspace should connect to the airways	NOT MET	PARTIAL	MET
structure to ensure Commercial Air Transport remain inside			
Controlled Airspace when arriving or departing from Exeter			
Airport.			

Summary of Qualitative Assessment: This option provides connectivity to the airways structure but Commercial Air Transport would not be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.

Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			



4.2.73 Airspace Option 13m

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but does not contain SID and Transition procedures in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Some stakeholders also expressed concern over airspace that is excessively complex; the non-linear northern boundary of this option may be considered too complicated. Since this option does not contain the procedures, Exeter Airport considers that the amount of CAS proposed with this option is excessive for the requirement to protect the final approach and climb out paths; hence this option is rejected.



Design Principle Evaluation			OPTION NO	: A14a
Option Name: Airspace Option 14a		ACCEPT		
Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs. Upper airspace northern boundary in line with the northern edge of the lower airspace. Southern boundary extended to contain aircraft leaving airway structure to the south of the airport to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification would be Class D for this sub-option.	ne, circular portion 6 nm radius, truncated allel to the runway centreline. Outer area age shape that includes protection of the ace northern boundary in line with the the lower airspace. Southern boundary in aircraft leaving airway structure to the rport to southern IAFs for approach one around the airport nominally from the t with the stubs nominally 1,500 ft base t. The upper airspace top height FL65.		THE DAY TOWNS TO SERVICE THE PARTY OF THE PA	
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT	MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Only the SID and transition options to the south of the airport would be contained with this option. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection it has the potential to create choke points resulting in the funnelling of aircraft displaced by an operating outside of any new airspace.				nsistent and n options to ald enhance protection,
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT	MET	PARTIAL	MET

	CAA's published Airspace Modernisation Strategy and any future plans associated with it.						
1 (Summary of Qualitative Assessment This option meets the known requirements of the AMS.						
	Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET			
	Summary of Qualitative Assessment: Class D airspace would create a known traffic environment. This option would protect the final approach paths and procedures to the south of the airport but does not provide protection for departure or transition procedures to the north.						

Design Principle 4: Any new airspace should facilitate fair NOT MET PARTIAL MET access to all airspace users.



Summary of Qualitative Assessment: This option will require ATC clearance to access the new airspace but access to airspace will not routinely be denied.

Design Principle 5: Airspace designs should, where possible,	NOT MET	PARTIAL	MET
minimise the impact on non-Exeter Airport aviation in the			
local area.			

Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area, specifically Dunkeswell and North Hill Airfields. This option will have an impact on their operations but with suitable mitigation in place allowing freedom of movement for airspace users from these locations, this option may have a positive impact on operations by providing protection from other airspace users. This option also extends over Farway Common and Branscombe airfields. ATC clearance will be required to enter the airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.

Design Principle 6: The size and categorisation of any new	NOT MET	PARTIAL	MET
controlled airspace should be proportionate to the			
requirement.			

Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths and would contain the departure and transition procedures to the south of the airport.

Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.

Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			
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Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.

4.2.74 Airspace Option 14a

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure,



but only SID and Transition procedures to the south of the airport will be contained in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfields was unacceptable. Exeter Airport considers that with suitable mitigation in place allowing freedom of movement for airspace users from these locations, this option may have a positive impact on operations by providing protection from other airspace users. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A14b
Option Name: Airspace Option 14b	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs. Upper airspace northern boundary in line with the northern edge of the lower airspace. Southern boundary extended to contain aircraft leaving airway structure to the south of the airport to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR and stubs and Class E or Class E+TMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Only the SID and transition options to the south of the airport would be contained with this option. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the known requirements of the AMS.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: Class D airspace would create a known traffic environment. Class E/Class E+TMZ airspace would create a known traffic environment for IFR operations only. This option would protect the final approach paths and procedures to the south of the airport but does not provide protection for departure or transition procedures to the north.



Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E/Class E+TMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR.					
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area, specifically Dunkeswell and North Hill Airfields. This option will have an impact on their operations but with suitable mitigation in place allowing freedom of movement for airspace users from these locations, this option may have a positive impact on operations by providing protection from other airspace users. This option also extends over Farway Common and Branscombe airfields. ATC clearance will be required to enter Class D or Class E/Class E+TMZ airspace (if operating under IFR). Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.					
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: This option protects the paths and would contain the departure and transition procedu					
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.					
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.					



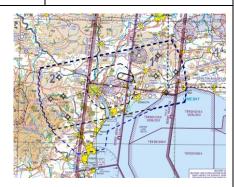
4.2.75 Airspace Option 14b

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but only SID and Transition procedures to the south of the airport will be contained in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfields was unacceptable. Exeter Airport considers that with suitable mitigation in place allowing freedom of movement for airspace users from these locations, this option may have a positive impact on operations by providing protection from other airspace users. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A14c
Option Name: Airspace Option 14c	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs. Upper airspace northern boundary in line with the northern edge of the lower airspace. Southern boundary extended to contain aircraft leaving airway structure to the south of the airport to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR and stubs and Class E+RMZ for the upper zone.



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Design Principl	e 1: Airspace design must at least maintain,	NOT MET	PARTIAL	ſ
and ideally enh	ance, aviation safety for all airspace users in			
the local area.				

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Only the SID and transition options to the south of the airport would be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the known requirements of the AMS.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: Class D and Class E+RMZ airspace would create a known traffic environment. This option would protect the final approach paths and procedures to the south of the airport but does not provide protection for departure or transition procedures to the north.



Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E+RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'.					
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area, specifically Dunkeswell and North Hill Airfields. This option will have an impact on their operations but with suitable mitigation in place allowing freedom of movement for airspace users from these locations, this option may have a positive impact on operations by providing protection from other airspace users. This option also extends over Farway Common and Branscombe airfields. ATC clearance will be required to enter Class D or Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.					
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: This option protects the paths and would contain the departure and transition procedu					
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.					
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET		



4.2.76 Airspace Option 14c

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but only SID and Transition procedures to the south of the airport will be contained in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Exeter Airport considers that with suitable mitigation in place allowing freedom of movement for airspace users from these locations, this option may have a positive impact on operations by providing protection from other airspace users. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A14d
Option Name: Airspace Option 14d	REJECT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs. Upper airspace northern boundary in line with the northern edge of the lower airspace. Southern boundary extended to contain aircraft leaving airway structure to the south of the airport to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR and stubs and RMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. SIDs and Transition procedures would not be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment This option meets the kno	Summary of Qualitative Assessment This option meets the known requirements of the AMS.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET	

Summary of Qualitative Assessment: Class D and RMZ airspace would create a known traffic environment. This option would protect the final approach paths and procedures to the south of the airport but does not provide protection for departure or transition procedures to the north.



Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will require ATC clearance to access Class airspace but access to airspace will not routinely be denied. The carriage and operation of rad equipment is mandatory in RMZ airspace. Exeter ATC would not unnecessarily delay informatic transmissions by requesting pilots to 'standby', unless for urgent operational reason Communications with pilots will be established as soon as possible after having instructed them to 'stand by'.			on of radio nformation al reason.
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area, specifically Dunkeswell and North Hill Airfields. This option will have an impact on their operations but with suitable mitigation in place allowing freedom of movement for airspace users from these locations, this option may have a positive impact on operations be providing protection from other airspace users. This option also extends over Farway Common are Branscombe airfields. ATC clearance will be required to enter Class D airspace. Aircraft operating VFR will require two-way communications prior to entering RMZ airspace. Exeter Airport committed to introducing suitable mitigation to minimise any impact that the introduction of neairspace may have.			on will have movement erations by ommon and it operating Airport is
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option does not cor of CAS is excessive for the protection of the final approach and	-		the amount
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides connectivity to the airways structure but Commercial Air Transport would not be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET



4.2.77 Airspace Option 14d

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but does not contain SID and Transition procedures in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Exeter Airport considers that with suitable mitigation in place allowing freedom of movement for airspace users from these locations, this option may have a positive impact on operations by providing protection from other airspace users. Since this option does not contain the procedures, Exeter Airport considers that the amount of CAS proposed with this option is excessive for the requirement to protect the final approach and climb out paths; hence this option is rejected.



Design Principle Evaluation	OPTION NO: A14e
Option Name: Airspace Option 14e	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs. Upper airspace northern boundary in line with the northern edge of the lower airspace. Southern boundary extended to contain aircraft leaving airway structure to the south of the airport to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR and Class E or Class E+TMZ for the stubs and upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Only the SID and transition options to the south of the airport would be contained with this option. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the known requirements of the AMS.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.		PARTIAL	MET

Summary of Qualitative Assessment: Class D airspace would create a known traffic environment. Class E/Class E+TMZ airspace would create a known traffic environment for IFR operations only. This option would protect the final approach paths and procedures to the south of the airport but does not provide protection for departure or transition procedures to the north.



Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option will require ATC clearance to access Class airspace or Class E/Class E+TMZ airspace (if operating under IFR) but access to airspace will routinely be denied. Carriage and operation of pressure-altitude reporting transponders mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace aircraft operating VFR.				
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on airspace users in the local area, specifically Dunkeswell and North Hill Airfields. This option will an impact on their operations but with suitable mitigation in place allowing freedom of move for airspace users from these locations, this option may have a positive impact on operatio providing protection from other airspace users. This option also extends over Farway Commo Branscombe airfields. ATC clearance will be required to enter Class D or Class E/Class E+TMZ air (if operating under IFR). Exeter Airport is committed to introducing suitable mitigation to min any impact that the introduction of new airspace may have, which would include the unalternative forms of electronic conspicuity within the TMZ.			on will have movement erations by ommon and MZ airspace to minimise	
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option protects the paths and would contain the departure and transition procedu				
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option provides connectivity to the airways structure Commercial Air Transport would be able to remain inside Controlled Airspace when arriving departing from Exeter Airport.				
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.				



4.2.78 Airspace Option 14e

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but only SID and Transition procedures to the south of the airport will be contained in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Exeter Airport considers that with suitable mitigation in place allowing freedom of movement for airspace users from these locations, this option may have a positive impact on operations by providing protection from other airspace users. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A14f
Option Name: Airspace Option 14f	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs. Upper airspace northern boundary in line with the northern edge of the lower airspace. Southern boundary extended to contain aircraft leaving airway structure to the south of the airport to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR, Class E/Class E+TMZ for the stubs and Class E+RMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in the local area.			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Only the SID and transition options to the south of the airport would be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the known requirements of the AMS.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.			MET



Summary of Qualitative Assessment: Class D and Class E+RMZ airspace would create a known traffic environment. Class E/Class E+TMZ airspace would create a known traffic environment for IFR operations only. This option would protect the final approach paths and procedures to the south of the airport but does not provide protection for departure or transition procedures to the north.

Design Principle 4: Any new airspace should facilitate fair	NOT MET	PARTIAL	MET
access to all airspace users.			

Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E/Class E+TMZ/Class E+RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR.

PARTIAL	MET

Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area, specifically Dunkeswell and North Hill Airfields. This option will have an impact on their operations but with suitable mitigation in place allowing freedom of movement for airspace users from these locations, this option may have a positive impact on operations by providing protection from other airspace users. This option also extends over Farway Common and Branscombe airfields. ATC clearance will be required to enter Class D or Class E/Class E+TMZ/Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.

Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment. This option protects th	e final annro	ach and initi:	al climb out

Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths and would contain the departure and transition procedures to the south of the airport.

Design Principle 7: Airspace should connect to the airways	NOT MET	PARTIAL	MET
structure to ensure Commercial Air Transport remain inside			
Controlled Airspace when arriving or departing from Exeter			
Airport.			

Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.



Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			
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4.2.79 Airspace Option 14f

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but only SID and Transition procedures to the south of the airport will be contained in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Exeter Airport considers that with suitable mitigation in place allowing freedom of movement for airspace users from these locations, this option may have a positive impact on operations by providing protection from other airspace users. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A14g
Option Name: Airspace Option 14g	REJECT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs. Upper airspace northern boundary in line with the northern edge of the lower airspace. Southern boundary extended to contain aircraft leaving airway structure to the south of the airport to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR, Class E/Class E+TMZ for the stubs and RMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. SIDs and Transition procedures would not be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the kno	wn requirem	nents of the A	AMS.
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET



Summary of Qualitative Assessment: Class D and RMZ airspace would create a known traffic environment. Class E/Class E+TMZ airspace would create a known traffic environment for IFR operations only. This option would protect the final approach paths and procedures to the south of the airport but does not provide protection for departure or transition procedures to the north.

Design Principle 4: Any new airspace should facilitate fair	NOT MET	PARTIAL	MET
access to all airspace users.			

Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E/Class E+TMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. The carriage and operation of radio equipment is mandatory in RMZ airspace. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'. There will be no restrictions to access of Class E airspace for aircraft operating VFR.

NOT MET	PARTIAL	MET
1	NOT MET	NOT MET PARTIAL

Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area, specifically Dunkeswell and North Hill Airfields. This option will have an impact on their operations but with suitable mitigation in place allowing freedom of movement for airspace users from these locations, this option may have a positive impact on operations by providing protection from other airspace users. This option also extends over Farway Common and Branscombe airfields. ATC clearance will be required to enter Class D airspace or Class E/Class E+TMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.

Design Principle 6: The size and categorisation of any new	NOT MET	PARTIAL	MET
controlled airspace should be proportionate to the			
requirement.			

Summary of Qualitative Assessment: This option does not contain the procedures and the amount of CAS is excessive for the protection of the final approach and initial climb out paths.

Design Principle 7: Airspace should connect to the airways	NOT MET	PARTIAL	MET
structure to ensure Commercial Air Transport remain inside			
Controlled Airspace when arriving or departing from Exeter			
Airport.			

Summary of Qualitative Assessment: This option provides connectivity to the airways structure but Commercial Air Transport would not be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.



Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			

4.2.80 Airspace Option 14g

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but does not contain SID and Transition procedures in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Exeter Airport considers that with suitable mitigation in place allowing freedom of movement for airspace users from these locations, this option may have a positive impact on operations by providing protection from other airspace users. Since this option does not contain the procedures, Exeter Airport considers that the amount of CAS proposed with this option is excessive for the requirement to protect the final approach and climb out paths; hence this option is rejected.



Design Principle Evaluation	OPTION NO: A14h
Option Name: Airspace Option 14h	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs. Upper airspace northern boundary in line with the northern edge of the lower airspace. Southern boundary extended to contain aircraft leaving airway structure to the south of the airport to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR, Class E+RMZ for the stubs and Class E/Class E+TMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Only the SID and transition options to the south of the airport would be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the kno	wn requirem	nents of the A	AMS.
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET



Summary of Qualitative Assessment: Class D airspace and Class E+RMZ airspace would create a known traffic environment. Class E+TMZ airspace would create a known traffic environment for IFR operations only. This option would protect the final approach paths and procedures to the south of the airport but does not provide protection for departure or transition procedures to the north.

Design Principle 4: Any new airspace should facilitate fair	NOT MET	PARTIAL	MET
access to all airspace users.			İ

Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E/Class E+TMZ/Class E+RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR

Design Principle 5: Airspace designs should, where possible,	NOT MET	PARTIAL	MET
minimise the impact on non-Exeter Airport aviation in the			
local area.			
			İ

Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area, specifically Dunkeswell and North Hill Airfields. This option will have an impact on their operations but with suitable mitigation in place allowing freedom of movement for airspace users from these locations, this option may have a positive impact on operations by providing protection from other airspace users. This option also extends over Farway Common and Branscombe airfields. ATC clearance will be required to enter Class D or Class E/Class E+TMZ/Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.

Design Principle 6: The size and categorisation of any new	NOT MET	PARTIAL	MET
controlled airspace should be proportionate to the requirement.			

Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths and would contain the departure and transition procedures to the south of the airport.

Design Principle 7: Airspace should connect to the airways	NOT MET	PARTIAL	MET
structure to ensure Commercial Air Transport remain inside			
Controlled Airspace when arriving or departing from Exeter			
Airport.			
Airport.			

Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.



Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			

4.2.81 Airspace Option 14h

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but only SID and Transition procedures to the south of the airport will be contained in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Exeter Airport considers that with suitable mitigation in place allowing freedom of movement for airspace users from these locations, this option may have a positive impact on operations by providing protection from other airspace users. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A14i
Option Name: Airspace Option 14i	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs. Upper airspace northern boundary in line with the northern edge of the lower airspace. Southern boundary extended to contain aircraft leaving airway structure to the south of the airport to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR and Class E+RMZ for the stubs and upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Only the SID and transition options to the south of the airport would be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the kno	own requirem	nents of the A	AMS.
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: Class D and Class E+RMZ airspace would create a known traffic environment. This option would protect the final approach paths and procedures to the south of the airport but does not provide protection for departure or transition procedures to the north.



Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option will require ATC clearance to access Class I airspace or Class E+RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ airspace fo aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilot will be established as soon as possible after having instructed them to 'stand by'.				
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area, specifically Dunkeswell and North Hill Airfields. This option will have an impact on their operations but with suitable mitigation in place allowing freedom of movement for airspace users from these locations, this option may have a positive impact on operations by providing protection from other airspace users. This option also extends over Farway Common and Branscombe airfields. ATC clearance will be required to enter Class D or Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.				
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option protects the paths and would contain the departure and transition procedu				
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.				
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET	



4.2.82 Airspace Option 14i

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but only SID and Transition procedures to the south of the airport will be contained in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Exeter Airport considers that with suitable mitigation in place allowing freedom of movement for airspace users from these locations, this option may have a positive impact on operations by providing protection from other airspace users. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A14j
Option Name: Airspace Option 14j	REJECT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs. Upper airspace northern boundary in line with the northern edge of the lower airspace. Southern boundary extended to contain aircraft leaving airway structure to the south of the airport to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR, Class E+RMZ for the stubs and RMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. SIDs and Transition procedures would not be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ/RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment This option meets the known requirements of the AMS.				
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET	

Summary of Qualitative Assessment: Class D and Class E+RMZ/RMZ airspace would create a known traffic environment. This option would protect the final approach paths and procedures to the south of the airport but does not provide protection for departure or transition procedures to the north.



Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E+RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory in Class E+RMZ/RMZ airspace. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'.			
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area, specifically Dunkeswell and North Hill Airfields. This option will have an impact on their operations but with suitable mitigation in place allowing freedom of movement for airspace users from these locations, this option may have a positive impact on operations by providing protection from other airspace users. This option also extends over Farway Common and Branscombe airfields. ATC clearance will be required to enter Class D airspace or Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ/RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.			
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement. NOT MET PARTIAL MET			
Summary of Qualitative Assessment: This option does not cor of CAS is excessive for the protection of the final approach and	-		the amount
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides connectivity to the airways structure but Commercial Air Transport would not be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET



4.2.83 Airspace Option 14j

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but does not contain SID and Transition procedures in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Exeter Airport considers that with suitable mitigation in place allowing freedom of movement for airspace users from these locations, this option may have a positive impact on operations by providing protection from other airspace users. Since this option does not contain the procedures, Exeter Airport considers that the amount of CAS proposed with this option is excessive for the requirement to protect the final approach and climb out paths; hence this option is rejected.



Design Principle Evaluation	OPTION NO: A14k
Option Name: Airspace Option 14k	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs. Upper airspace northern boundary in line with the northern edge of the lower airspace. Southern boundary extended to contain aircraft leaving airway structure to the south of the airport to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR, RMZ for the stubs and Class E/Class E+TMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. SIDs and Transition procedures are unlikely to be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the kno	wn requirem	nents of the A	AMS.
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET



Summary of Qualitative Assessment: Class D airspace and RMZ airspace would create a known traffic environment. Class E/Class E+TMZ airspace would create a known traffic environment for IFR operations only. This option would protect the final approach paths and procedures to the south of the airport but does not provide protection for departure or transition procedures to the north.

Design Principle 4: Any new airspace should facilitate fair	NOT MET	PARTIAL	MET
access to all airspace users.			

Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E/Class E+TMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR

Design Principle 5: Airspace designs should, where possible,	NOT MET	PARTIAL	MET
minimise the impact on non-Exeter Airport aviation in the			
local area.			

Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area, specifically Dunkeswell and North Hill Airfields. This option will have an impact on their operations but with suitable mitigation in place allowing freedom of movement for airspace users from these locations, this option may have a positive impact on operations by providing protection from other airspace users. This option also extends over Farway Common and Branscombe airfields. ATC clearance will be required to enter Class D or Class E/Class E+TMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.

Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option protects the paths but is unlikely to contain the procedures.	e final approa	ach and initia	al climb out
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: This option provides connectivity to the airways structure but does not ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.



Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.			

4.2.84 Airspace Option 14k

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but is unlikely to contain SID and Transition procedures in CAS. More detailed design work will be carried out at the next stage, to understand whether this option can be implemented alongside new SID and Transition procedures. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Exeter Airport considers that with suitable mitigation in place allowing freedom of movement for airspace users from these locations, this option may have a positive impact on operations by providing protection from other airspace users. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A14I
Option Name: Airspace Option 14l	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs. Upper airspace northern boundary in line with the northern edge of the lower airspace. Southern boundary extended to contain aircraft leaving airway structure to the south of the airport to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR, RMZ for the stubs and Class E+RMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. SIDs and Transition procedures are unlikely to be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ/RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the known requirements of the AMS.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: Class D and Class E+RMZ/RMZ airspace would create a known traffic environment. This option would protect the final approach paths and procedures to the south of the airport but does not provide protection for departure or transition procedures to the north.



Design Principle 4: Any new airspace should facilitate fair access to all airspace users. PARTIAL					
Summary of Qualitative Assessment: This option will require ATC clearance to access Class airspace or Class E+RMZ/RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ/RM airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason Communications with pilots will be established as soon as possible after having instructed them to 'stand by'.					
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area, specifically Dunkeswell and North Hill Airfields. This option will have an impact on their operations but with suitable mitigation in place allowing freedom of movement for airspace users from these locations, this option may have a positive impact on operations be providing protection from other airspace users. This option also extends over Farway Common and Branscombe airfields. ATC clearance will be required to enter Class D or Class E+RMZ airspace (operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ/RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.			on will have movement erations by ommon and airspace (if to entering		
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: This option protects the paths but is unlikely to contain the procedures.	e final appro	ach and initia	al climb out		
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.					
Summary of Qualitative Assessment: This option provides connectivity to the airways structure but does not ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.					
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	PARTIAL	MET			



4.2.85 Airspace Option 14l

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but is unlikely to contain SID and Transition procedures in CAS. More detailed design work will be carried out at the next stage, to understand whether this option can be implemented alongside new SID and Transition procedures. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Exeter Airport considers that with suitable mitigation in place allowing freedom of movement for airspace users from these locations, this option may have a positive impact on operations by providing protection from other airspace users. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A14m
Option Name: Airspace Option 14m	REJECT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs. Upper airspace northern boundary in line with the northern edge of the lower airspace. Southern boundary extended to contain aircraft leaving airway structure to the south of the airport to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR and RMZ for the stubs and upper zone.



MET

Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. SIDs and Transition procedures would not be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the known requirements of the AMS.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: Class D and RMZ airspace would create a known traffic environment. This option would protect the final approach paths and procedures to the south of the airport but does not provide protection for departure or transition procedures to the north.



Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will require ATC clearance to access Class airspace but access to airspace will not routinely be denied. The carriage and operation of rad equipment is mandatory in RMZ airspace. Exeter ATC would not unnecessarily delay informatic transmissions by requesting pilots to 'standby', unless for urgent operational reaso Communications with pilots will be established as soon as possible after having instructed them 'stand by'.			on of radio nformation al reason.
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on oth airspace users in the local area, specifically Dunkeswell and North Hill Airfields. This option will ha an impact on their operations but with suitable mitigation in place allowing freedom of moveme for airspace users from these locations, this option may have a positive impact on operations providing protection from other airspace users. This option also extends over Farway Common a Branscombe airfields. ATC clearance will be required to enter Class D airspace. Aircraft operati VFR will require two-way communications prior to entering RMZ airspace. Exeter Airport committed to introducing suitable mitigation to minimise any impact that the introduction of nearspace may have.			on will have movement erations by ommon and it operating Airport is
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option does not cor of CAS is excessive for the protection of the final approach and	•		the amount
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides connectivity to the airways structure but Commercial Air Transport would not be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET



4.2.86 Airspace Option 14m

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but does not contain SID and Transition procedures in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Exeter Airport considers that with suitable mitigation in place allowing freedom of movement for airspace users from these locations, this option may have a positive impact on operations by providing protection from other airspace users. Since this option does not contain the procedures, Exeter Airport considers that the amount of CAS proposed with this option is excessive for the requirement to protect the final approach and climb out paths; hence this option is rejected.



		OPTION NO: A15a		
Option Name: Airspace Option 15a		ACCEPT		
Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace northern boundary in line with the northern edge of the western part of the lower airspace. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification would be Class D for this sub-option.	STIN COLUMN TO STAND THE PROPERTY OF THE PROPE			
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Only the SID and transition options to the south of the airport would be contained with this option. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.				
compatible with the appropriate regulatory requirements. On the south of the airport would be contained with this option. The safety of aircraft operating to and from Exeter Airport due it has the potential to create choke points resulting in the function	cal criteria a Only the SID a Although thi e to the incre	nd will be cor and transitior is option shou eased level of	nsistent and n options to uld enhance protection	
compatible with the appropriate regulatory requirements. On the south of the airport would be contained with this option. The safety of aircraft operating to and from Exeter Airport due it has the potential to create choke points resulting in the function	cal criteria a Only the SID a Although thi e to the incre	nd will be cor and transitior is option shou eased level of	nsistent and n options to uld enhance protection	
compatible with the appropriate regulatory requirements. On the south of the airport would be contained with this option. The safety of aircraft operating to and from Exeter Airport due it has the potential to create choke points resulting in the further poperating outside of any new airspace. Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any	cal criteria a Only the SID of Although this to the incre unnelling of NOT MET	nd will be cor and transition is option shou eased level of aircraft displa	nsistent and n options to ald enhance protection aced by and MET	
compatible with the appropriate regulatory requirements. On the south of the airport would be contained with this option. The safety of aircraft operating to and from Exeter Airport due it has the potential to create choke points resulting in the further properating outside of any new airspace. Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	cal criteria a Only the SID of Although this to the incre unnelling of NOT MET	nd will be cor and transition is option shou eased level of aircraft displa	nsistent and n options to ald enhance protection aced by and MET	

NOT MET

PARTIAL

Design Principle 4: Any new airspace should facilitate fair

access to all airspace users.

MET



Summary of Qualitative Assessment: This option will require ATC clearance to access the new airspace but access to airspace will not routinely be denied.

Design Principle 5: Airspace designs should, where possible,	NOT MET	PARTIAL	MET
minimise the impact on non-Exeter Airport aviation in the			
local area.			

Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area, specifically Dunkeswell and North Hill Airfields. This option will have an impact on their operations but with suitable mitigation in place allowing freedom of movement for airspace users from these locations, this option may have a positive impact on operations by providing protection from other airspace users. This option also extends over Farway Common and Branscombe airfields. ATC clearance will be required to enter the airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.

Design Principle 6: The size and categorisation of any new	NOT MET	PARTIAL	MET
controlled airspace should be proportionate to the			
requirement.			

Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths and would contain the departure and transition procedures to the south of the airport.

MET

Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.

Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			
			ı

Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.

4.2.87 Airspace Option 15a

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure,



but only SID and Transition procedures to the south of the airport will be contained in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfields was unacceptable. Exeter Airport considers that with suitable mitigation in place allowing freedom of movement for airspace users from these locations, this option may have a positive impact on operations by providing protection from other airspace users. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation		OPTION NO: A15b	
Opt	tion Name: Airspace Option 15b	ACCEPT	

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace northern boundary in line with the northern edge of the western part of the lower airspace. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR and stubs and Class E or Class E+TMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Only the SID and transition options to the south of the airport would be contained with this option. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment This option meets the kno	nary of Qualitative Assessment This option meets the known requirements of the AMS.				
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET		

Summary of Qualitative Assessment: Class D airspace would create a known traffic environment. Class E/Class E+TMZ airspace would create a known traffic environment for IFR operations only. This option would protect the final approach paths and procedures to the south of the airport but does not provide protection for departure or transition procedures to the north.



Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E/Class E+TMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR.					
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area, specifically Dunkeswell and North Hill Airfields. This option will have an impact on their operations but with suitable mitigation in place allowing freedom of movement for airspace users from these locations, this option may have a positive impact on operations by providing protection from other airspace users. This option also extends over Farway Common and Branscombe airfields. ATC clearance will be required to enter Class D or Class E/Class E+TMZ airspace (if operating under IFR). Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.					
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths and would contain the departure and transition procedures to the south of the airport.					
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.					
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.					



4.2.88 Airspace Option 15b

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but only SID and Transition procedures to the south of the airport will be contained in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfields was unacceptable. Exeter Airport considers that with suitable mitigation in place allowing freedom of movement for airspace users from these locations, this option may have a positive impact on operations by providing protection from other airspace users. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A15c
Option Name: Airspace Option 15c	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace northern boundary in line with the northern edge of the western part of the lower airspace. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR and stubs and Class E+RMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Only the SID and transition options to the south of the airport would be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the known requirements of the AMS.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: Class D and Class E+RMZ airspace would create a known traffic environment. This option would protect the final approach paths and procedures to the south of the airport but does not provide protection for departure or transition procedures to the north.



Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E+RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'.			
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area, specifically Dunkeswell and North Hill Airfields. This option will have an impact on their operations but with suitable mitigation in place allowing freedom of movement for airspace users from these locations, this option may have a positive impact on operations by providing protection from other airspace users. This option also extends over Farway Common and Branscombe airfields. ATC clearance will be required to enter Class D or Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.			
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option protects the paths and would contain the departure and transition procedu			
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET



4.2.89 Airspace Option 15c

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but only SID and Transition procedures to the south of the airport will be contained in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Exeter Airport considers that with suitable mitigation in place allowing freedom of movement for airspace users from these locations, this option may have a positive impact on operations by providing protection from other airspace users. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A15d
Option Name: Airspace Option 15d	REJECT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace northern boundary in line with the northern edge of the western part of the lower airspace. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR and stubs and RMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. SIDs and Transition procedures would not be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the kno	wn requirem	nents of the A	AMS.
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: Class D and RMZ airspace would create a known traffic environment. This option would protect the final approach paths and procedures to the south of the airport but does not provide protection for departure or transition procedures to the north.



Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory in RMZ airspace. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'.			
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area, specifically Dunkeswell and North Hill Airfields. This option will have an impact on their operations but with suitable mitigation in place allowing freedom of movement for airspace users from these locations, this option may have a positive impact on operations by providing protection from other airspace users. This option also extends over Farway Common and Branscombe airfields. ATC clearance will be required to enter Class D airspace. Aircraft operating VFR will require two-way communications prior to entering RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.			
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option does not cor of CAS is excessive for the protection of the final approach and			the amount
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides connectivity to the airways structure but Commercial Air Transport would not be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET



4.2.90 Airspace Option 15d

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but does not contain SID and Transition procedures in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Exeter Airport considers that with suitable mitigation in place allowing freedom of movement for airspace users from these locations, this option may have a positive impact on operations by providing protection from other airspace users. Since this option does not contain the procedures, Exeter Airport considers that the amount of CAS proposed with this option is excessive for the requirement to protect the final approach and climb out paths; hence this option is rejected.



Design Principle Evaluation	OPTION NO: A15e
Option Name: Airspace Option 15e	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace northern boundary in line with the northern edge of the western part of the lower airspace. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR and Class E or Class E+TMZ for the stubs and upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Only the SID and transition options to the south of the airport would be contained with this option. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the kno	own requirem	nents of the A	AMS.
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: Class D airspace would create a known traffic environment. Class E/Class E+TMZ airspace would create a known traffic environment for IFR operations only. This option would protect the final approach paths and procedures to the south of the airport but does not provide protection for departure or transition procedures to the north.



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Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will requiairspace or Class E/Class E+TMZ airspace (if operating under routinely be denied. Carriage and operation of pressure mandatory in Class E+TMZ airspace. There will be no restrictivaircraft operating VFR.	IFR) but acc -altitude rep	cess to airspa	ace will not sponders is
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area, specifically Dunkeswell and North Hill Airfields. This option will have an impact on their operations but with suitable mitigation in place allowing freedom of movement for airspace users from these locations, this option may have a positive impact on operations by providing protection from other airspace users. This option also extends over Farway Common and Branscombe airfields. ATC clearance will be required to enter Class D or Class E/Class E+TMZ airspace (if operating under IFR). Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.			
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option protects the paths and would contain the departure and transition procedu			
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option is anticipate environmental impact by aircraft operating to or from Exeter increase in noise caused by the funnelling of aircraft displaced airspace.	Airport. Ho	wever, there	may be an



4.2.91 Airspace Option 15e

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but only SID and Transition procedures to the south of the airport will be contained in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Exeter Airport considers that with suitable mitigation in place allowing freedom of movement for airspace users from these locations, this option may have a positive impact on operations by providing protection from other airspace users. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A15f
Option Name: Airspace Option 15f	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace northern boundary in line with the northern edge of the western part of the lower airspace. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR, Class E/Class E+TMZ for the stubs and Class E+RMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			
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Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Only the SID and transition options to the south of the airport would be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the known requirements of the AMS.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET



Summary of Qualitative Assessment: Class D and Class E+RMZ airspace would create a known traffic environment. Class E/Class E+TMZ airspace would create a known traffic environment for IFR operations only. This option would protect the final approach paths and procedures to the south of the airport but does not provide protection for departure or transition procedures to the north.

Design Principle 4: Any new airspace should facilitate fair	NOT MET	PARTIAL	MET
access to all airspace users.			

Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E/Class E+TMZ/Class E+RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR.

NOT MET	PARTIAL	MET
	NOT MET	NOT MET PARTIAL

Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area, specifically Dunkeswell and North Hill Airfields. This option will have an impact on their operations but with suitable mitigation in place allowing freedom of movement for airspace users from these locations, this option may have a positive impact on operations by providing protection from other airspace users. This option also extends over Farway Common and Branscombe airfields. ATC clearance will be required to enter Class D or Class E/Class E+TMZ/Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.

Design Principle 6: The size and categorisation of any new	NOT MET	PARTIAL	MET
controlled airspace should be proportionate to the			
requirement.			

Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths and would contain the departure and transition procedures to the south of the airport.

Design Principle 7: Airspace should connect to the airways	NOT MET	PARTIAL	MET
structure to ensure Commercial Air Transport remain inside			
Controlled Airspace when arriving or departing from Exeter			
Airport.			

Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.



Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			

4.2.92 Airspace Option 15f

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but only SID and Transition procedures to the south of the airport will be contained in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Exeter Airport considers that with suitable mitigation in place allowing freedom of movement for airspace users from these locations, this option may have a positive impact on operations by providing protection from other airspace users. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A15g
Option Name: Airspace Option 15g	REJECT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace northern boundary in line with the northern edge of the western part of the lower airspace. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR, Class E/Class E+TMZ for the stubs and RMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			
			,

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. SIDs and Transition procedures would not be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the known requirements of the AMS.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET



Summary of Qualitative Assessment: Class D and RMZ airspace would create a known traffic environment. Class E/Class E+TMZ airspace would create a known traffic environment for IFR operations only. This option would protect the final approach paths and procedures to the south of the airport but does not provide protection for departure or transition procedures to the north.

Design Principle 4: Any new airspace should facilitate fair	NOT MET	PARTIAL	MET
access to all airspace users.			

Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E/Class E+TMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. The carriage and operation of radio equipment is mandatory in RMZ airspace. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'. There will be no restrictions to access of Class E airspace for aircraft operating VFR.

NOT MET	PARTIAL	MET
1	NOT MET	NOT MET PARTIAL

Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area, specifically Dunkeswell and North Hill Airfields. This option will have an impact on their operations but with suitable mitigation in place allowing freedom of movement for airspace users from these locations, this option may have a positive impact on operations by providing protection from other airspace users. This option also extends over Farway Common and Branscombe airfields. ATC clearance will be required to enter Class D airspace or Class E/Class E+TMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.

Design Principle 6: The size and categorisation of any new	NOT MET	PARTIAL	MET
controlled airspace should be proportionate to the			
requirement.			

Summary of Qualitative Assessment: This option does not contain the procedures and the amount of CAS is excessive for the protection of the final approach and initial climb out paths.

Design Principle 7: Airspace should connect to the airways	NOT MET	PARTIAL	MET
structure to ensure Commercial Air Transport remain inside			
Controlled Airspace when arriving or departing from Exeter			
Airport.			

Summary of Qualitative Assessment: This option provides connectivity to the airways structure but Commercial Air Transport would not be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.



Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			

4.2.93 Airspace Option 15g

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but does not contain SID and Transition procedures in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Exeter Airport considers that with suitable mitigation in place allowing freedom of movement for airspace users from these locations, this option may have a positive impact on operations by providing protection from other airspace users. Since this option does not contain the procedures, Exeter Airport considers that the amount of CAS proposed with this option is excessive for the requirement to protect the final approach and climb out paths; hence this option is rejected.



Design Principle Evaluation	OPTION NO: A15h
Option Name: Airspace Option 15h	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace northern boundary in line with the northern edge of the western part of the lower airspace. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR, Class E+RMZ for the stubs and Class E/Class E+TMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Only the SID and transition options to the south of the airport would be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the kno	wn requirem	nents of the A	AMS.
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET



Summary of Qualitative Assessment: Class D airspace and Class E+RMZ airspace would create a known traffic environment. Class E/Class E+TMZ airspace would create a known traffic environment for IFR operations only. This option would protect the final approach paths and procedures to the south of the airport but does not provide protection for departure or transition procedures to the north.

Design Principle 4: Any new airspace should facilitate fair	NOT MET	PARTIAL	MET
access to all airspace users.			

Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E/Class E+TMZ/Class E+RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR

Design Principle 5: Airspace designs should, where possible,	NOT MET	PARTIAL	MET
minimise the impact on non-Exeter Airport aviation in the			
local area.			
			İ

Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area, specifically Dunkeswell and North Hill Airfields. This option will have an impact on their operations but with suitable mitigation in place allowing freedom of movement for airspace users from these locations, this option may have a positive impact on operations by providing protection from other airspace users. This option also extends over Farway Common and Branscombe airfields. ATC clearance will be required to enter Class D or Class E/Class E+TMZ/Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.

Design Principle 6: The size and categorisation of any new	NOT MET	PARTIAL	MET
controlled airspace should be proportionate to the requirement.			

Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths and would contain the departure and transition procedures to the south of the airport.

Design Principle 7: Airspace should connect to the airways	NOT MET	PARTIAL	MET
structure to ensure Commercial Air Transport remain inside			
Controlled Airspace when arriving or departing from Exeter			
Airport.			
Airport.			

Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.



Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			1
any consequential impacts caused by the displacement of			1
other air traffic outside of the Controlled Airspace.			i
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4.2.94 Airspace Option 15h

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but only SID and Transition procedures to the south of the airport will be contained in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Exeter Airport considers that with suitable mitigation in place allowing freedom of movement for airspace users from these locations, this option may have a positive impact on operations by providing protection from other airspace users. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A15i
Option Name: Airspace Option 15i	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace northern boundary in line with the northern edge of the western part of the lower airspace. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR and Class E+RMZ for the stubs and upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			
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Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Only the SID and transition options to the south of the airport would be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the known requirements of the AMS.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport. NOT MET PARTIAL MET			

Summary of Qualitative Assessment: Class D and Class E+RMZ airspace would create a known traffic environment. This option would protect the final approach paths and procedures to the south of the airport but does not provide protection for departure or transition procedures to the north.



Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E+RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'.				
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area, specifically Dunkeswell and North Hill Airfields. This option will have an impact on their operations but with suitable mitigation in place allowing freedom of movement for airspace users from these locations, this option may have a positive impact on operations by providing protection from other airspace users. This option also extends over Farway Common and Branscombe airfields. ATC clearance will be required to enter Class D or Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.				
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option protects the paths and would contain the departure and transition procedu				
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.				
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET	



4.2.95 Airspace Option 15i

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but only SID and Transition procedures to the south of the airport will be contained in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Exeter Airport considers that with suitable mitigation in place allowing freedom of movement for airspace users from these locations, this option may have a positive impact on operations by providing protection from other airspace users. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A15j
Option Name: Airspace Option 15j	REJECT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace northern boundary in line with the northern edge of the western part of the lower airspace. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR, Class E+RMZ for the stubs and RMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. SIDs and Transition procedures would not be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ/RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment This option meets the known requirements of the AMS.				
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.				

Summary of Qualitative Assessment: Class D and Class E+RMZ/RMZ airspace would create a known traffic environment. This option would protect the final approach paths and procedures to the south of the airport but does not provide protection for departure or transition procedures to the north.



Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option will require ATC clearance to access Class E airspace or Class E+RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory in Class E+RMZ/RMZ airspace Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'.				
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area, specifically Dunkeswell and North Hill Airfields. This option will have an impact on their operations but with suitable mitigation in place allowing freedom of movement for airspace users from these locations, this option may have a positive impact on operations by providing protection from other airspace users. This option also extends over Farway Common and Branscombe airfields. ATC clearance will be required to enter Class D airspace or Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ/RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.				
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option does not cor of CAS is excessive for the protection of the final approach and	•		the amount	
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option provides connectivity to the airways structure but Commercial Air Transport would not be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.				
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET	



4.2.96 Airspace Option 15j

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but does not contain SID and Transition procedures in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Exeter Airport considers that with suitable mitigation in place allowing freedom of movement for airspace users from these locations, this option may have a positive impact on operations by providing protection from other airspace users. Since this option does not contain the procedures, Exeter Airport considers that the amount of CAS proposed with this option is excessive for the requirement to protect the final approach and climb out paths; hence this option is rejected.



Design Principle Evaluation	OPTION NO: A15k
Option Name: Airspace Option 15k	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace northern boundary in line with the northern edge of the western part of the lower airspace. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR, RMZ for the stubs and Class E/Class E+TMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. SIDs and Transition procedures are unlikely to be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the known requirements of the AMS.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport. PARTIAL		MET	



Summary of Qualitative Assessment: Class D airspace and RMZ airspace would create a known traffic environment. Class E/Class E+TMZ airspace would create a known traffic environment for IFR operations only. This option would protect the final approach paths and procedures to the south of the airport but does not provide protection for departure or transition procedures to the north.

Design Principle 4: Any new airspace should facilitate fair	NOT MET	PARTIAL	MET
access to all airspace users.			İ

Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E/Class E+TMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR

Design Principle 5: Airspace designs should, where possible,	NOT MET	PARTIAL	MET
minimise the impact on non-Exeter Airport aviation in the			
local area.			

Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area, specifically Dunkeswell and North Hill Airfields. This option will have an impact on their operations but with suitable mitigation in place allowing freedom of movement for airspace users from these locations, this option may have a positive impact on operations by providing protection from other airspace users. This option also extends over Farway Common and Branscombe airfields. ATC clearance will be required to enter Class D or Class E/Class E+TMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.

Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option protects the paths but is unlikely to contain the procedures.	e final approa	ach and initia	al climb out
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: This option provides connectivity to the airways structure but does not ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.



Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			

4.2.97 Airspace Option 15k

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but is unlikely to contain SID and Transition procedures in CAS. More detailed design work will be carried out at the next stage, to understand whether this option can be implemented alongside new SID and Transition procedures. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Exeter Airport considers that with suitable mitigation in place allowing freedom of movement for airspace users from these locations, this option may have a positive impact on operations by providing protection from other airspace users. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A15I
Option Name: Airspace Option 15l	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace northern boundary in line with the northern edge of the western part of the lower airspace. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR, RMZ for the stubs and Class E+RMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. SIDs and Transition procedures are unlikely to be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ/RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the kno	own requirem	nents of the A	AMS.
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: Class D and Class E+RMZ/RMZ airspace would create a known traffic environment. This option would protect the final approach paths and procedures to the south of the airport but does not provide protection for departure or transition procedures to the north.



Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will require ATC clearance to access Class E airspace or Class E+RMZ/RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ/RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason Communications with pilots will be established as soon as possible after having instructed them to 'stand by'.			
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Any additional airspace is airspace users in the local area, specifically Dunkeswell and Nor an impact on their operations but with suitable mitigation in providing protection from these locations, this option may have providing protection from other airspace users. This option also Branscombe airfields. ATC clearance will be required to enteroperating under IFR). Aircraft operating VFR will require two-well Class E+RMZ/RMZ airspace. Exeter Airport is committed to minimise any impact that the introduction of new airspace may	rth Hill Airfiel place allowing e a positive i so extends ov r Class D or (vay communi o introducing	ds. This option g freedom of mpact on op ver Farway Co Class E+RMZ cations prior	on will have movement erations by ommon and airspace (if to entering
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option protects the paths but is unlikely to contain the procedures.	e final appro	ach and initia	al climb out
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides connectivity to the airways structure but does not ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET



4.2.98 Airspace Option 15l

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but is unlikely to contain SID and Transition procedures in CAS. More detailed design work will be carried out at the next stage, to understand whether this option can be implemented alongside new SID and Transition procedures. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Exeter Airport considers that with suitable mitigation in place allowing freedom of movement for airspace users from these locations, this option may have a positive impact on operations by providing protection from other airspace users. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A15m
Option Name: Airspace Option 15m	REJECT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace northern boundary in line with the northern edge of the western part of the lower airspace. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR and RMZ for the stubs and upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. SIDs and Transition procedures would not be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the kno	own requiren	nents of the A	AMS.
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: Class D and RMZ airspace would create a known traffic environment. This option would protect the final approach paths and procedures to the south of the airport but does not provide protection for departure or transition procedures to the north.



Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will requiairspace but access to airspace will not routinely be denied. equipment is mandatory in RMZ airspace. Exeter ATC would transmissions by requesting pilots to 'standby', unless Communications with pilots will be established as soon as posistand by'.	The carriage not unneces for urger	and operati sarily delay i nt operation	on of radio nformation al reason.
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Any additional airspace is airspace users in the local area, specifically Dunkeswell and Nor an impact on their operations but with suitable mitigation in proposed for airspace users from these locations, this option may have providing protection from other airspace users. This option also Branscombe airfields. ATC clearance will be required to enterior to enterior to introducing suitable mitigation to minimise any airspace may have.	rth Hill Airfiel place allowing e a positive i so extends ov r Class D airs ng RMZ airs	ds. This option g freedom of mpact on ope ver Farway Co pace. Aircraf pace. Exeter	on will have movement erations by ommon and it operating Airport is
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option does not cor of CAS is excessive for the protection of the final approach and	•		the amount
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides connectivity to the airways structure but Commercial Air Transport would not be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET



4.2.99 Airspace Option 15m

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but does not contain SID and Transition procedures in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Exeter Airport considers that with suitable mitigation in place allowing freedom of movement for airspace users from these locations, this option may have a positive impact on operations by providing protection from other airspace users. Since this option does not contain the procedures, Exeter Airport considers that the amount of CAS proposed with this option is excessive for the requirement to protect the final approach and climb out paths; hence this option is rejected.



Design Principle Evaluation	OPTION NO: A16a
Option Name: Airspace Option 16a	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace northern boundary in line with the northern edge of the lower airspace, also avoiding Dunkeswell and North Hill airfields. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification would be Class D for this sub-option.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Only the SID and transition options to the south of the airport would be contained with this option. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the known requirements of the AMS.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Class D airspace would This option would protect the final approach paths and procedues not provide protection for departure or transition procedues.	dures to the	south of the	

NOT MET

PARTIAL

Design Principle 4: Any new airspace should facilitate fair

access to all airspace users.

MET



Summary of Qualitative Assessment: This option will require ATC clearance to access the new airspace but access to airspace will not routinely be denied.

Design Principle 5: Airspace designs should, where possible,	NOT MET	PARTIAL	MET
minimise the impact on non-Exeter Airport aviation in the			
local area.			

Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. This option extends over Farway Common and Branscombe airfields. ATC clearance will be required to enter the airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.

Design Principle 6: The size and categorisation of any new	NOT MET	PARTIAL	MET
controlled airspace should be proportionate to the			
requirement.			

Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths and would contain the departure and transition procedures to the south of the airport.

Design Principle 7: Airspace should connect to the airways	NOT MET	PARTIAL	MET
structure to ensure Commercial Air Transport remain inside			
Controlled Airspace when arriving or departing from Exeter			
Airport.			

Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.

Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			

Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.

4.2.100 Airspace Option 16a

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but only SID and Transition procedures to the south of the airport will be contained in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfields was unacceptable. Some stakeholders also expressed concern over airspace that is excessively



complex; the non-linear northern boundary of this option may be considered too complicated. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A16b
Option Name: Airspace Option 16b	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace northern boundary in line with the northern edge of the lower airspace, also avoiding Dunkeswell and North Hill airfields. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR and stubs and Class E or Class E+TMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.		PARTIAL	MET
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Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Only the SID and transition options to the south of the airport would be contained with this option. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the kno	own requirem	nents of the A	AMS.
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET



Summary of Qualitative Assessment: Class D airspace would create a known traffic environment. Class E/Class E+TMZ airspace would create a known traffic environment for IFR operations only. This option would protect the final approach paths and procedures to the south of the airport but does not provide protection for departure or transition procedures to the north.

not provide protection for departure of transition procedures to the north.			
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will require ATC clearance to access Class airspace or Class E/Class E+TMZ airspace (if operating under IFR) but access to airspace will no routinely be denied. Carriage and operation of pressure-altitude reporting transponders mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR.			
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. This option extends over Farway Common and Branscombe airfields. ATC clearance will be required to enter Class D or Class E/Class E+TMZ airspace (if operating under IFR). Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.			be airfields. ating under act that the
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths and would contain the departure and transition procedures to the south of the airport.			
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.

Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.

NOT MET

PARTIAL

MET



Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.

4.2.101 Airspace Option 16b

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but only SID and Transition procedures to the south of the airport will be contained in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfields was unacceptable. Some stakeholders also expressed concern over airspace that is excessively complex; the non-linear northern boundary of this option may be considered too complicated. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A16c
Option Name: Airspace Option 16c	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace northern boundary in line with the northern edge of the lower airspace, also avoiding Dunkeswell and North Hill airfields. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR and stubs and Class E+RMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in	NOT MET	PARTIAL	MET
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Only the SID and transition options to the south of the airport would be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the kno	own requirem	nents of the A	AMS.
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: Class D and Class E+RMZ airspace would create a known traffic environment. This option would protect the final approach paths and procedures to the south of the airport but does not provide protection for departure or transition procedures to the north.



Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E+RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'.			
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. This option extends over Farway Common and Branscombe airfields. ATC clearance will be required to enter Class D or Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.			
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option protects the paths and would contain the departure and transition procedu			
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.			



4.2.102 Airspace Option 16c

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but only SID and Transition procedures to the south of the airport will be contained in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Some stakeholders also expressed concern over airspace that is excessively complex; the non-linear northern boundary of this option may be considered too complicated. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A16d
Option Name: Airspace Option 16d	REJECT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace northern boundary in line with the northern edge of the lower airspace, also avoiding Dunkeswell and North Hill airfields. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR and stubs and RMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in	NOT MET	PARTIAL	MET
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. SIDs and Transition procedures would not be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the kno	own requirem	nents of the A	AMS.
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: Class D and RMZ airspace would create a known traffic environment. This option would protect the final approach paths and procedures to the south of the airport but does not provide protection for departure or transition procedures to the north.



Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory in RMZ airspace. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'.				
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Any additional airspace is airspace users in the local area. This option extends over Farwa ATC clearance will be required to enter Class D airspace. Airs way communications prior to entering RMZ airspace. Exeter suitable mitigation to minimise any impact that the introduction	y Common a craft operation Airport is co	nd Branscom ng VFR will ro ommitted to	be airfields. equire two- introducing	
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option does not cor of CAS is excessive for the protection of the final approach and	-		the amount	
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option provides connectivity to the airways structure but Commercial Air Transport would not be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.				
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.				



4.2.103 Airspace Option 16d

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but does not contain SID and Transition procedures in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Some stakeholders also expressed concern over airspace that is excessively complex; the non-linear northern boundary of this option may be considered too complicated. Since this option does not contain the procedures, Exeter Airport considers that the amount of CAS proposed with this option is excessive for the requirement to protect the final approach and climb out paths; hence this option is rejected.



Design Principle Evaluation	OPTION NO: A16e
Option Name: Airspace Option 16e	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace northern boundary in line with the northern edge of the lower airspace, also avoiding Dunkeswell and North Hill airfields. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR and Class E or Class E+TMZ for the stubs and upper zone.



Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.		PARTIAL	MET
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Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Only the SID and transition options to the south of the airport would be contained with this option. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the kno	wn requirem	nents of the A	AMS.
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET



Summary of Qualitative Assessment: Class D airspace would create a known traffic environment. Class E/Class E+TMZ airspace would create a known traffic environment for IFR operations only. This option would protect the final approach paths and procedures to the south of the airport but does not provide protection for departure or transition procedures to the north.

option would protect the final approach paths and procedures to the south of the airport but does not provide protection for departure or transition procedures to the north.				
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET	
airspace or Class E/Class E+TMZ airspace (if operating under routinely be denied. Carriage and operation of pressure	mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for			
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. This option extends over Farway Common and Branscombe airfields. ATC clearance will be required to enter Class D or Class E/Class E+TMZ airspace (if operating under IFR). Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.				
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option protects the paths and would contain the departure and transition procedu				
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.				
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET	



Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.

4.2.104 Airspace Option 16e

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but only SID and Transition procedures to the south of the airport will be contained in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Some stakeholders also expressed concern over airspace that is excessively complex; the non-linear northern boundary of this option may be considered too complicated. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A16f
Option Name: Airspace Option 16f	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace northern boundary in line with the northern edge of the lower airspace, also avoiding Dunkeswell and North Hill airfields. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR, Class E/Class E+TMZ for the stubs and Class E+RMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.		PARTIAL	MET
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Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Only the SID and transition options to the south of the airport would be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the kno	wn requirem	nents of the A	AMS.
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET



Summary of Qualitative Assessment: Class D and Class E+RMZ airspace would create a known traffic environment. Class E/Class E+TMZ airspace would create a known traffic environment for IFR operations only. This option would protect the final approach paths and procedures to the south of the airport but does not provide protection for departure or transition procedures to the north.

Design Principle 4: Any new airspace should facilitate fair	NOT MET	PARTIAL	MET
access to all airspace users.			İ

Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E/Class E+TMZ/Class E+RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR.

Design Principle 5: Airspace designs should, where possible,	NOT MET	PARTIAL	MET
minimise the impact on non-Exeter Airport aviation in the local area.			
local area.			

Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. This option extends over Farway Common and Branscombe airfields. ATC clearance will be required to enter Class D or Class E/Class E+TMZ/Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.

Design Principle 6: The size and categorisation of any new	NOT MET	PARTIAL	MET
controlled airspace should be proportionate to the requirement.			

Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths and would contain the departure and transition procedures to the south of the airport.

Design Principle 7: Airspace should connect to the airways	NOT MET	PARTIAL	MET
structure to ensure Commercial Air Transport remain inside			
Controlled Airspace when arriving or departing from Exeter			
Airport.			

Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.



Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			

Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.

4.2.105 Airspace Option 16f

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but only SID and Transition procedures to the south of the airport will be contained in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Some stakeholders also expressed concern over airspace that is excessively complex; the non-linear northern boundary of this option may be considered too complicated. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A16g
Option Name: Airspace Option 16g	REJECT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace northern boundary in line with the northern edge of the lower airspace, also avoiding Dunkeswell and North Hill airfields. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR, Class E/Class E+TMZ for the stubs and RMZ for the upper zone.



and ideally enhance, aviation safety for all airspace users in the local area.	Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.		PARTIAL	MET
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Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. SIDs and Transition procedures would not be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment This option meets the known requirements of the A				
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET	



Summary of Qualitative Assessment: Class D and RMZ airspace would create a known traffic environment. Class E/Class E+TMZ airspace would create a known traffic environment for IFR operations only. This option would protect the final approach paths and procedures to the south of the airport but does not provide protection for departure or transition procedures to the north.

Design Principle 4: Any new airspace should facilitate fair	NOT MET	PARTIAL	MET
access to all airspace users.			İ

Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E/Class E+TMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. The carriage and operation of radio equipment is mandatory in RMZ airspace. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'. There will be no restrictions to access of Class E airspace for aircraft operating VFR.

Design Principle 5: Airspace designs should, where possible,	NOT MET	PARTIAL	MET
minimise the impact on non-Exeter Airport aviation in the			
local area.			

Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. This option extends over Farway Common and Branscombe airfields. ATC clearance will be required to enter Class D airspace or Class E/Class E+TMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.

Design Principle 6: The size and categorisation of any new	NOT MET	PARTIAL	MET
controlled airspace should be proportionate to the			
requirement.			

Summary of Qualitative Assessment: This option does not contain the procedures and the amount of CAS is excessive for the protection of the final approach and initial climb out paths.

Design Principle 7: Airspace should connect to the airways	NOT MET	PARTIAL	MET
structure to ensure Commercial Air Transport remain inside			
Controlled Airspace when arriving or departing from Exeter			
Airport.			

Summary of Qualitative Assessment: This option provides connectivity to the airways structure but Commercial Air Transport would not be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.



Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			

Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.

4.2.106 Airspace Option 16g

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but does not contain SID and Transition procedures in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Some stakeholders also expressed concern over airspace that is excessively complex; the non-linear northern boundary of this option may be considered too complicated. Since this option does not contain the procedures, Exeter Airport considers that the amount of CAS proposed with this option is excessive for the requirement to protect the final approach and climb out paths; hence this option is rejected.



Design Principle Evaluation	OPTION NO: A16h
Option Name: Airspace Option 16h	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace northern boundary in line with the northern edge of the lower airspace, also avoiding Dunkeswell and North Hill airfields. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR, Class E+RMZ for the stubs and Class E/Class E+TMZ for the upper zone.



and ideally enhance, aviation safety for all airspace users in the local area.	Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.		PARTIAL	MET
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Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Only the SID and transition options to the south of the airport would be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment This option meets the known requirements of the A				
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET	



Summary of Qualitative Assessment: Class D airspace and Class E+RMZ airspace would create a known traffic environment. Class E/Class E+TMZ airspace would create a known traffic environment for IFR operations only. This option would protect the final approach paths and procedures to the south of the airport but does not provide protection for departure or transition procedures to the north.

Design Principle 4: Any new airspace should facilitate fair	NOT MET	PARTIAL	MET
access to all airspace users.			

Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E/Class E+TMZ/Class E+RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR

Design Principle 5: Airspace designs should, where possible,	NOT MET	PARTIAL	MET
minimise the impact on non-Exeter Airport aviation in the			
local area.			
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Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. This option extends over Farway Common and Branscombe airfields. ATC clearance will be required to enter Class D or Class E/Class E+TMZ/Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.

Design Principle 6: The size and categorisation of any new	NOT MET	PARTIAL	MET
controlled airspace should be proportionate to the			
requirement.			

Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths and would contain the departure and transition procedures to the south of the airport.

Design Principle 7: Airspace should connect to the airways	NOT MET	PARTIAL	MET
structure to ensure Commercial Air Transport remain inside			
Controlled Airspace when arriving or departing from Exeter			
Airport.			

Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.



Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			
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Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.

4.2.107 Airspace Option 16h

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but only SID and Transition procedures to the south of the airport will be contained in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Some stakeholders also expressed concern over airspace that is excessively complex; the non-linear northern boundary of this option may be considered too complicated. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A16i
Option Name: Airspace Option 16i	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace northern boundary in line with the northern edge of the lower airspace, also avoiding Dunkeswell and North Hill airfields. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR and Class E+RMZ for the stubs and upper zone.



Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in	NOT MET	PARTIAL	MET
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Only the SID and transition options to the south of the airport would be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment This option meets the known requirements of the AMS				
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET	

Summary of Qualitative Assessment: Class D and Class E+RMZ airspace would create a known traffic environment. This option would protect the final approach paths and procedures to the south of the airport but does not provide protection for departure or transition procedures to the north.



Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option will require ATC clearance to access Class airspace or Class E+RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions be requesting pilots to 'standby', unless for urgent operational reason. Communications with pilot will be established as soon as possible after having instructed them to 'stand by'.				
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on airspace users in the local area. This option extends over Farway Common and Branscombe airs ATC clearance will be required to enter Class D or Class E+RMZ airspace (if operating under Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ airs Exeter Airport is committed to introducing suitable mitigation to minimise any impact that introduction of new airspace may have.				
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option protects the final approach and initial cli paths and would contain the departure and transition procedures to the south of the airpor				
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option provides connectivity to the airways structure Commercial Air Transport would be able to remain inside Controlled Airspace when arriving departing from Exeter Airport.				
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be a increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.				



4.2.108 Airspace Option 16i

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but only SID and Transition procedures to the south of the airport will be contained in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Some stakeholders also expressed concern over airspace that is excessively complex; the non-linear northern boundary of this option may be considered too complicated. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A16j
Option Name: Airspace Option 16j	REJECT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace northern boundary in line with the northern edge of the lower airspace, also avoiding Dunkeswell and North Hill airfields. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR, Class E+RMZ for the stubs and RMZ for the upper zone.



the local area.	Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.		PARTIAL	MET
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Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. SIDs and Transition procedures would not be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ/RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment This option meets the known requirements of the AMS.				
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET	

Summary of Qualitative Assessment: Class D and Class E+RMZ/RMZ airspace would create a known traffic environment. This option would protect the final approach paths and procedures to the south of the airport but does not provide protection for departure or transition procedures to the north.



Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option will require ATC clearance to access Claairspace or Class E+RMZ airspace (if operating under IFR) but access to airspace will not routine denied. The carriage and operation of radio equipment is mandatory in Class E+RMZ/RMZ airsexeter ATC would not unnecessarily delay information transmissions by requesting pilor 'standby', unless for urgent operational reason. Communications with pilots will be established soon as possible after having instructed them to 'stand by'.				
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Any additional airspace is airspace users in the local area. This option extends over Farwa ATC clearance will be required to enter Class D airspace or Class IFR). Aircraft operating VFR will require two-way comm E+RMZ/RMZ airspace. Exeter Airport is committed to introducing impact that the introduction of new airspace may have.	nd Branscom space (if oper prior to ent	be airfields. ating under ering Class		
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option does not cor of CAS is excessive for the protection of the final approach and		the amount		
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option provides connectivity to the airways structur Commercial Air Transport would not be able to remain inside Controlled Airspace when arrived departing from Exeter Airport.				
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option is anticipate environmental impact by aircraft operating to or from Exeter increase in noise caused by the funnelling of aircraft displaced airspace.	wever, there	may be an		



4.2.109 Airspace Option 16j

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but does not contain SID and Transition procedures in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Some stakeholders also expressed concern over airspace that is excessively complex; the non-linear northern boundary of this option may be considered too complicated. Since this option does not contain the procedures, Exeter Airport considers that the amount of CAS proposed with this option is excessive for the requirement to protect the final approach and climb out paths; hence this option is rejected.



Design Principle Evaluation	OPTION NO: A16k
Option Name: Airspace Option 16k	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace northern boundary in line with the northern edge of the lower airspace, also avoiding Dunkeswell and North Hill airfields. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR, RMZ for the stubs and Class E/Class E+TMZ for the upper zone.



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	VIET PARTIAL

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. SIDs and Transition procedures are unlikely to be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the known requirements of the AMS.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET



Summary of Qualitative Assessment: Class D airspace and RMZ airspace would create a known traffic environment. Class E/Class E+TMZ airspace would create a known traffic environment for IFR operations only. This option would protect the final approach paths and procedures to the south of the airport but does not provide protection for departure or transition procedures to the north.

Design Principle 4: Any new airspace should facilitate fair	NOT MET	PARTIAL	MET
access to all airspace users.			İ

Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E/Class E+TMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR

Design Principle 5: Airspace designs should, where possible,	NOT MET	PARTIAL	MET
minimise the impact on non-Exeter Airport aviation in the			
local area.			

Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. This option extends over Farway Common and Branscombe airfields. ATC clearance will be required to enter Class D or Class E/Class E+TMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.

Design Principle 6: The size and categorisation of any new	NOT MET	PARTIAL	MET
controlled airspace should be proportionate to the requirement.			

Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths but is unlikely to contain the procedures.

Design Principle 7: Airspace should connect to the airways	NOT MET	PARTIAL	MET
structure to ensure Commercial Air Transport remain inside			
Controlled Airspace when arriving or departing from Exeter			
Airport.			

Summary of Qualitative Assessment: This option provides connectivity to the airways structure but does not ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.



Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			

Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.

4.2.110 Airspace Option 16k

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but is unlikely to contain SID and Transition procedures in CAS. More detailed design work will be carried out at the next stage, to understand whether this option can be implemented alongside new SID and Transition procedures. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Some stakeholders also expressed concern over airspace that is excessively complex; the nonlinear northern boundary of this option may be considered too complicated. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A16I
Option Name: Airspace Option 16l	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace northern boundary in line with the northern edge of the lower airspace, also avoiding Dunkeswell and North Hill airfields. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR, RMZ for the stubs and Class E+RMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.		PARTIAL	MET
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Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. SIDs and Transition procedures are unlikely to be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ/RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment This option meets the kno	Summary of Qualitative Assessment This option meets the known requirements of the AMS.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET	

Summary of Qualitative Assessment: Class D and Class E+RMZ/RMZ airspace would create a known traffic environment. This option would protect the final approach paths and procedures to the south of the airport but does not provide protection for departure or transition procedures to the north.



airspace.

Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E+RMZ/RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ/RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'.			
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on airspace users in the local area. This option extends over Farway Common and Branscombe airs ATC clearance will be required to enter Class D or Class E+RMZ airspace (if operating under Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact the introduction of new airspace may have.			
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option protects the paths but is unlikely to contain the procedures.	e final appro	ach and initio	al climb out
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides connectivity to the airways structure but does not ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option is anticipate environmental impact by aircraft operating to or from Exeter			

increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new



4.2.111 Airspace Option 16l

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but is unlikely to contain SID and Transition procedures in CAS. More detailed design work will be carried out at the next stage, to understand whether this option can be implemented alongside new SID and Transition procedures. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Some stakeholders also expressed concern over airspace that is excessively complex; the non-linear northern boundary of this option may be considered too complicated. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A16m
Option Name: Airspace Option 16m	REJECT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace northern boundary in line with the northern edge of the lower airspace, also avoiding Dunkeswell and North Hill airfields. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR and RMZ for the stubs and upper zone.



Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in	NOT MET	PARTIAL	MET
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. SIDs and Transition procedures would not be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the known requirements of the AMS.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: Class D and RMZ airspace would create a known traffic environment. This option would protect the final approach paths and procedures to the south of the airport but does not provide protection for departure or transition procedures to the north.



Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory in RMZ airspace. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'.				
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. This option extends over Farway Common and Branscombe airfields. ATC clearance will be required to enter Class D airspace. Aircraft operating VFR will require two-way communications prior to entering RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.				
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option does not contain the procedures and the amount of CAS is excessive for the protection of the final approach and initial climb out paths.				
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option provides connectivity to the airways structure but Commercial Air Transport would not be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.				
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.				



4.2.112 Airspace Option 16m

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but does not contain SID and Transition procedures in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Some stakeholders also expressed concern over airspace that is excessively complex; the non-linear northern boundary of this option may be considered too complicated. Since this option does not contain the procedures, Exeter Airport considers that the amount of CAS proposed with this option is excessive for the requirement to protect the final approach and climb out paths; hence this option is rejected.



Design Principle Evaluation	OPTION NO: A17a
Option Name: Airspace Option 17a	ACCEPT
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Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace extended to the north to contain aircraft leaving airways structure to northern IAFs. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification would be Class D for this sub-option.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the kno	own requiren	nents of the A	AMS.
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Class D airspace would create a known traffic environment and would protect the final approach path and the departure and transition procedures.			
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: This option will require ATC clearance to access the new

airspace but access to airspace will not routinely be denied.



Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on otleairspace users in the local area. Lower airspace extends over Farway Common and Branscom airfields and the upper airspace extends over Dunkeswell and North Hill airfields. ATC clearance were be required to enter the airspace. Exeter Airport is committed to introducing suitable mitigation minimise any impact that the introduction of new airspace may have.			
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option protects the and contains procedures.	e final appro	ach and clim	b out paths
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides connectivity to the airways structure and would ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse			

Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.

4.2.113 Airspace Option 17a

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option extends new airspace to the north of the airport into Class G airspace, which was a cause of concern to stakeholders. This option connects to the airways structure and contains the procedures in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfields was unacceptable. Some stakeholders also expressed concern over airspace that is excessively complex; the non-linear northern boundary of this option may be considered too complicated. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR



and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A17b
Option Name: Airspace Option 17b	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace extended to the north to contain aircraft leaving airways structure to northern IAFs. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR and stubs and Class E or Class E+TMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the kno	wn requirem	nents of the A	AMS.
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: Class D airspace would create a known traffic environment. Class E/Class E+TMZ airspace would create a known traffic environment for IFR operations only. This option protects the final approach path and the departure and transition procedures.



Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: This option will require ATC clearance to access Class I airspace or Class E/Class E+TMZ airspace (if operating under IFR) but access to airspace will no routinely be denied. Carriage and operation of pressure-altitude reporting transponders i mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace fo aircraft operating VFR.					
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on othe airspace users in the local area. Lower airspace extends over Farway Common and Branscombe airfields and the upper airspace extends over Dunkeswell and North Hill airfields. ATC clearance will be required to enter Class D or Class E/Class E+TMZ airspace (if operating under IFR). Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.					
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: This option protects the and contains procedures.	e final appro	ach and clim	b out paths		
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET		
, ,	Summary of Qualitative Assessment: This option provides connectivity to the airways structure and would ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.				
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.					



4.2.114 Airspace Option 17b

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option extends new airspace to the north of the airport into Class G airspace, which was a cause of concern to stakeholders. This option connects to the airways structure and contains the procedures in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfields was unacceptable. Some stakeholders also expressed concern over airspace that is excessively complex; the non-linear northern boundary of this option may be considered too complicated. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A17c
Option Name: Airspace Option 17c	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace extended to the north to contain aircraft leaving airways structure to northern IAFs. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR and stubs and Class E+RMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the kno	own requirem	nents of the A	AMS.
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: Class D and Class E+RMZ airspace would create a known traffic environment. This option protects the final approach path and the departure and transition procedures.



airspace.

Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option will require ATC clearance to access Class E airspace or Class E+RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'.				
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. Lower airspace extends over Farway Common and Branscombe airfields and the upper airspace extends over Dunkeswell and North Hill airfields. ATC clearance will be required to enter Class D or Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.				
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option protects the and contains procedures.	e final appro	ach and clim	b out paths	
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option provides con would ensure Commercial Air Transport remain inside Co departing from Exeter Airport.	•	•		
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new				



4.2.115 Airspace Option 17c

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option extends new airspace to the north of the airport into Class G airspace, which was a cause of concern to stakeholders. This option connects to the airways structure and contains the procedures in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Some stakeholders also expressed concern over airspace that is excessively complex; the non-linear northern boundary of this option may be considered too complicated. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A17d
Option Name: Airspace Option 17d	REJECT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace extended to the north to contain aircraft leaving airways structure to northern IAFs. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR and stubs and RMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. SIDs and Transition procedures would not be contained in CAS with this option. Although ATC separation would not be provided to aircraft operating VFR in RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the known requirements of the AMS.			AMS.
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: Class D and RMZ airspace would create a known traffic environment. This option protects the final approach path and the departure and transition procedures.



Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will require ATC clearance to access airspace but access to airspace will not routinely be denied. The carriage and operation equipment is mandatory in RMZ airspace. Exeter ATC would not unnecessarily delay intransmissions by requesting pilots to 'standby', unless for urgent operational Communications with pilots will be established as soon as possible after having instructe 'stand by'.			on of radio information al reason.
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Any additional airspace is airspace users in the local area. Lower airspace extends over airfields and the upper airspace extends over Dunkeswell and be required to enter Class D airspace. Aircraft operating VFR v prior to entering RMZ airspace. Exeter Airport is committed minimise any impact that the introduction of new airspace ma	r Farway Co North Hill air vill require tv to introducir	mmon and B fields. ATC cle vo-way comr	Branscombe earance will munications
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option does not cor of CAS is excessive for the protection of the final approach and	•		the amount
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides con Commercial Air Transport would not remain inside Controlled from Exeter Airport.	•	•	
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option is anticipate environmental impact by aircraft operating to or from Exeter increase in noise caused by the funnelling of aircraft displaced airspace.	Airport. Ho	wever, there	may be an



4.2.116 Airspace Option 17d

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option extends new airspace to the north of the airport into Class G airspace, which was a cause of concern to stakeholders. This option connects to the airways structure, but does not contain SID and Transition procedures in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Some stakeholders also expressed concern over airspace that is excessively complex; the non-linear northern boundary of this option may be considered too complicated. Since this option does not contain the procedures, Exeter Airport considers that the amount of CAS proposed with this option is excessive for the requirement to protect the final approach and climb out paths; hence this option is rejected.



Design Principle Evaluation	OPTION NO: A17e		
Option Name: Airspace Option 17e	ACCEPT		

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace extended to the north to contain aircraft leaving airways structure to northern IAFs. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR and Class E or Class E+TMZ for the stubs and upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the known requirements of the AMS.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: Class D airspace would create a known traffic environment. Class E/Class E+TMZ airspace would create a known traffic environment for IFR operations only. This option protects the final approach path and the departure and transition procedures.



Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will require ATC clearance to access Claairspace or Class E/Class E+TMZ airspace (if operating under IFR) but access to airspace will routinely be denied. Carriage and operation of pressure-altitude reporting transponde mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace aircraft operating VFR.			ace will not sponders is
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Any additional airspace is likely to have some impa airspace users in the local area. Lower airspace extends over Farway Common and B airfields and the upper airspace extends over Dunkeswell and North Hill airfields. ATC cle be required to enter Class D or Class E/Class E+TMZ airspace (if operating under IFR). Exe is committed to introducing suitable mitigation to minimise any impact that the introduction airspace may have, which would include the use of alternative forms of electronic conspict the TMZ.			Branscombe earance will eter Airport etion of new
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option protects the final approach and climb and contains procedures.			b out paths
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides connectivity to the airways structure a would ensure Commercial Air Transport remain inside Controlled Airspace when arriving departing from Exeter Airport.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	PARTIAL	MET	
Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be a increase in noise caused by the funnelling of aircraft displaced by and operating outside of any neairspace.			may be an



4.2.117 Airspace Option 17e

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option extends new airspace to the north of the airport into Class G airspace, which was a cause of concern to stakeholders. This option connects to the airways structure and contains the procedures in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Some stakeholders also expressed concern over airspace that is excessively complex; the non-linear northern boundary of this option may be considered too complicated. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A17f
Option Name: Airspace Option 17f	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace extended to the north to contain aircraft leaving airways structure to northern IAFs. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR, Class E/Class E+TMZ for the stubs and Class E+RMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			
			,

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the known requirements of the AMS.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET



Summary of Qualitative Assessment: Class D and Class E+RMZ airspace would create a known traffic environment. Class E/Class E+TMZ airspace would create a known traffic environment for IFR operations only. This option protects the final approach path and the departure and transition procedures.

Design Principle 4: Any new airspace should facilitate fair	NOT MET	PARTIAL	MET
access to all airspace users.			

Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E/Class E+TMZ/Class E+RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR.

PARTIAL	MET

Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. Lower airspace extends over Farway Common and Branscombe airfields and the upper airspace extends over Dunkeswell and North Hill airfields. ATC clearance will be required to enter Class D or Class E/Class E+TMZ/Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.

Design Principle 6: The size and categorisation of any new	NOT MET	PARTIAL	MET
controlled airspace should be proportionate to the			
requirement.			

Summary of Qualitative Assessment: This option protects the final approach and climb out paths and contains procedures.

Design Principle 7: Airspace should connect to the airways	NOT MET	PARTIAL	MET
structure to ensure Commercial Air Transport remain inside			
Controlled Airspace when arriving or departing from Exeter			
Airport.			

Summary of Qualitative Assessment: This option provides connectivity to the airways structure and would ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.



	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			

Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.

4.2.118 Airspace Option 17f

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option extends new airspace to the north of the airport into Class G airspace, which was a cause of concern to stakeholders. This option connects to the airways structure and contains the procedures in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Some stakeholders also expressed concern over airspace that is excessively complex; the non-linear northern boundary of this option may be considered too complicated. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A17g
Option Name: Airspace Option 17g	REJECT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace extended to the north to contain aircraft leaving airways structure to northern IAFs. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR, Class E/Class E+TMZ for the stubs and RMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. SIDs and Transition procedures would not be contained in CAS with this option. Although ATC separation would not be provided to aircraft operating VFR in RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the kno	own requirem	nents of the A	AMS.
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET



Summary of Qualitative Assessment: Class D and RMZ airspace would create a known traffic environment. Class E/Class E+TMZ airspace would create a known traffic environment for IFR operations only. This option protects the final approach path and the departure and transition procedures.

Design Principle 4: Any new airspace should facilitate fair	NOT MET	PARTIAL	MET
access to all airspace users.			İ

Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E/Class E+TMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. The carriage and operation of radio equipment is mandatory in RMZ airspace. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'. There will be no restrictions to access of Class E airspace for aircraft operating VFR.

Design Principle 5: Airspace designs should, where possible,	NOT MET	PARTIAL	MET
minimise the impact on non-Exeter Airport aviation in the			
local area.			

Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. Lower airspace extends over Farway Common and Branscombe airfields and the upper airspace extends over Dunkeswell and North Hill airfields. ATC clearance will be required to enter Class D airspace or Class E/Class E+TMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.

Design Principle 6: The size and categorisation of any new	NOT MET	PARTIAL	MET
controlled airspace should be proportionate to the			
requirement.			

Summary of Qualitative Assessment This option does not contain the procedures and the amount of CAS is excessive for the protection of the final approach and initial climb out paths.

Design Principle 7: Airspace should connect to the airways	NOT MET	PARTIAL	MET
structure to ensure Commercial Air Transport remain inside			
Controlled Airspace when arriving or departing from Exeter			
Airport.			

Summary of Qualitative Assessment: This option provides connectivity to the airways structure but Commercial Air Transport would not be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.



Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.			

Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.

4.2.119 Airspace Option 17g

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option extends new airspace to the north of the airport into Class G airspace, which was a cause of concern to stakeholders. This option connects to the airways structure, but does not contain SID and Transition procedures in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Some stakeholders also expressed concern over airspace that is excessively complex; the non-linear northern boundary of this option may be considered too complicated. Since this option does not contain the procedures, Exeter Airport considers that the amount of CAS proposed with this option is excessive for the requirement to protect the final approach and climb out paths; hence this option is rejected.



Design Principle Evaluation	OPTION NO: A17h
Option Name: Airspace Option 17h	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace extended to the north to contain aircraft leaving airways structure to northern IAFs. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR, Class E+RMZ for the stubs and Class E/Class E+TMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment This option meets the known requirements of the AMS.				
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET	



Summary of Qualitative Assessment: Class D airspace and Class E+RMZ airspace would create a known traffic environment. Class E/Class E+TMZ airspace would create a known traffic environment for IFR operations only. This option protects the final approach path and the departure and transition procedures.

Design Principle 4: Any new airspace should facilitate fair	NOT MET	PARTIAL	MET
access to all airspace users.			

Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E/Class E+TMZ/Class E+RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR.

PARTIAL	MET

Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. Lower airspace extends over Farway Common and Branscombe airfields and the upper airspace extends over Dunkeswell and North Hill airfields. ATC clearance will be required to enter Class D or Class E/Class E+TMZ/Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.

Design Principle 6: The size and categorisation of any new	NOT MET	PARTIAL	MET
controlled airspace should be proportionate to the			
requirement.			

Summary of Qualitative Assessment: This option protects the final approach and climb out paths and contains procedures climb out paths and would contain the departure and transition procedures to the south of the airport.

Design Principle 7: Airspace should connect to the airways	NOT MET	PARTIAL	MET
structure to ensure Commercial Air Transport remain inside			
Controlled Airspace when arriving or departing from Exeter			
Airport.			
	1		

Summary of Qualitative Assessment: This option provides connectivity to the airways structure and would ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.



Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			

Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.

4.2.120 Airspace Option 17h

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option extends new airspace to the north of the airport into Class G airspace, which was a cause of concern to stakeholders. This option connects to the airways structure and contains the procedures in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Some stakeholders also expressed concern over airspace that is excessively complex; the non-linear northern boundary of this option may be considered too complicated. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation		OPTION NO: A17i
Option Name:	Airspace Option 17i	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace extended to the north to contain aircraft leaving airways structure to northern IAFs. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR and Class E+RMZ for the stubs and upper zone.



NOT MET	PARTIAL	MET
١	NOT MET	NOT MET PARTIAL

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the known requirements of the AMS.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: Class D and Class E+RMZ airspace would create a known traffic environment. This option protects the final approach path and the departure and transition procedures.



airspace.

Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option will require ATC clearance to access Class I airspace or Class E+RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions be requesting pilots to 'standby', unless for urgent operational reason. Communications with pilot will be established as soon as possible after having instructed them to 'stand by'.				
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on or airspace users in the local area. Lower airspace extends over Farway Common and Branscott airfields and the upper airspace extends over Dunkeswell and North Hill airfields. ATC clearance be required to enter Class D or Class E+RMZ airspace (if operating under IFR). Aircraft operating will require two-way communications prior to entering Class E+RMZ airspace. Exeter Airpotentiated to introducing suitable mitigation to minimise any impact that the introduction of airspace may have.			Branscombe earance will erating VFR r Airport is	
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	PARTIAL	MET		
Summary of Qualitative Assessment: This option protects the and contains procedures.	e final appro	ach and clim	b out paths	
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option provides connectivity to the airways structure would ensure Commercial Air Transport remain inside Controlled Airspace when arriving departing from Exeter Airport.				
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.				
Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new			may be an	



4.2.121 Airspace Option 17i

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option extends new airspace to the north of the airport into Class G airspace, which was a cause of concern to stakeholders. This option connects to the airways structure and contains the procedures in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Some stakeholders also expressed concern over airspace that is excessively complex; the non-linear northern boundary of this option may be considered too complicated. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A17j
Option Name: Airspace Option 17j	REJECT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace extended to the north to contain aircraft leaving airways structure to northern IAFs. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR, Class E+RMZ for the stubs and RMZ for the upper zone.



MET

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. SIDs and Transition procedures would not be contained in CAS with this option. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ/RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the	NOT MET	PARTIAL	MET
CAA's published Airspace Modernisation Strategy and any future plans associated with it.			
	•		

Summary of Qualitative Assessment This option meets the known requirements of the AMS.

Design Principle 3: New airspace should create a known	NOT MET	PARTIAL	MET
traffic environment to protect the final approach and climb-			
out paths at Exeter Airport.			

Summary of Qualitative Assessment: Class D and Class E+RMZ/RMZ airspace would create a known traffic environment. This option protects the final approach path and the departure and transition procedures.



airspace.

Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will require ATC clearance to access airspace or Class E+RMZ airspace (if operating under IFR) but access to airspace will not rounded. The carriage and operation of radio equipment is mandatory in Class E+RMZ/RMZ Exeter ATC would not unnecessarily delay information transmissions by requesting 'standby', unless for urgent operational reason. Communications with pilots will be estated soon as possible after having instructed them to 'stand by'.			routinely be MZ airspace. g pilots to
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Any additional airspace is airspace users in the local area. Lower airspace extends over airfields and the upper airspace extends over Dunkeswell and be required to enter Class D airspace or Class E+RMZ airspace operating VFR will require two-way communications prior to Exeter Airport is committed to introducing suitable mitigatic introduction of new airspace may have.	r Farway Co North Hill air ace (if opera entering Clas	mmon and E fields. ATC clo ting under IF ss E+RMZ/RM	Branscombe earance will FR). Aircraft MZ airspace.
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option does not contain the procedures and the amount of CAS is excessive for the protection of the final approach and initial climb out paths.			
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides connectivity to the airways struct Commercial Air Transport would not remain inside Controlled Airspace when arriving or different Exeter Airport.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option is anticipate environmental impact by aircraft operating to or from Exeter increase in noise caused by the funnelling of aircraft displaced	Airport. Ho	wever, there	may be an



4.2.122 Airspace Option 17j

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option extends new airspace to the north of the airport into Class G airspace, which was a cause of concern to stakeholders. This option connects to the airways structure, but does not contain SID and Transition procedures in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Some stakeholders also expressed concern over airspace that is excessively complex; the non-linear northern boundary of this option may be considered too complicated. Since this option does not contain the procedures, Exeter Airport considers that the amount of CAS proposed with this option is excessive for the requirement to protect the final approach and climb out paths; hence this option is rejected.



Design Principle Evaluation	OPTION NO: A17k
Option Name: Airspace Option 17k	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace extended to the north to contain aircraft leaving airways structure to northern IAFs. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR, RMZ for the stubs and Class E/Class E+TMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. SIDs and Transition procedures are unlikely to be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the known requirements of the AMS.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET



Summary of Qualitative Assessment: Class D airspace and RMZ airspace would create a known traffic environment. Class E/Class E+TMZ airspace would create a known traffic environment for IFR operations only. This option protects the final approach path and the departure and transition procedures.

Design Principle 4: Any new airspace should facilitate fair	NOT MET	PARTIAL	MET
access to all airspace users.			

Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E/Class E+TMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR

Design Principle 5: Airspace designs should, where possible,	NOT MET	PARTIAL	MET
minimise the impact on non-Exeter Airport aviation in the			
local area.			

Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. Lower airspace extends over Farway Common and Branscombe airfields and the upper airspace extends over Dunkeswell and North Hill airfields. ATC clearance will be required to enter Class D or Class E/Class E+TMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.

Design Principle 6: The size and categorisation of any new	NOT MET	PARTIAL	MET
controlled airspace should be proportionate to the requirement.			
requirement.			

Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths but is unlikely to contain the procedures.

			1
Design Principle 7: Airspace should connect to the airways	NOT MET	PARTIAL	MET
structure to ensure Commercial Air Transport remain inside			1
Controlled Airspace when arriving or departing from Exeter			1
Airport.			
	l		ı

Summary of Qualitative Assessment: This option provides connectivity to the airways structure but does not ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.



Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			

Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.

4.2.123 Airspace Option 17k

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option extends new airspace to the north of the airport into Class G airspace, which was a cause of concern to stakeholders. This option connects to the airways structure, but is unlikely to contain SID and Transition procedures in CAS. More detailed design work will be carried out at the next stage, to understand whether this option can be implemented alongside new SID and Transition procedures. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Some stakeholders also expressed concern over airspace that is excessively complex; the non-linear northern boundary of this option may be considered too complicated. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation		OPTION NO: A17I		
Option Name: Airspace	Option 17l	ACCEPT		

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace extended to the north to contain aircraft leaving airways structure to northern IAFs. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR, RMZ for the stubs and Class E+RMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. SIDs and Transition procedures are unlikely to be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ/RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the	NOT MET	PARTIAL	MET
CAA's published Airspace Modernisation Strategy and any			
future plans associated with it.			

Summary of Qualitative Assessment This option meets the known requirements of the AMS.

Design Principle 3: New airspace should create a known	NOT MET	PARTIAL	MET
traffic environment to protect the final approach and climb-			
out paths at Exeter Airport.			

Summary of Qualitative Assessment: Class D and Class E+RMZ/RMZ airspace would create a known traffic environment. This option protects the final approach path and the departure and transition procedures.



Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E+RMZ/RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ/RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'.			
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. Lower airspace extends over Farway Common and Branscombe airfields and the upper airspace extends over Dunkeswell and North Hill airfields. ATC clearance will be required to enter Class D or Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ/RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.			
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths but is unlikely to contain the procedures.			
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides connectivity to the airways structure but does not ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.			



4.2.124 Airspace Option 17

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option extends new airspace to the north of the airport into Class G airspace, which was a cause of concern to stakeholders. This option connects to the airways structure, but is unlikely to contain SID and Transition procedures in CAS. More detailed design work will be carried out at the next stage, to understand whether this option can be implemented alongside new SID and Transition procedures. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Some stakeholders also expressed concern over airspace that is excessively complex; the non-linear northern boundary of this option may be considered too complicated. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A17m
Option Name: Airspace Option 17m	REJECT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace extended to the north to contain aircraft leaving airways structure to northern IAFs. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR and RMZ for the stubs and upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. SIDs and Transition procedures would not be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the	NOT MET	PARTIAL	MET
CAA's published Airspace Modernisation Strategy and any			
future plans associated with it.			

Summary of Qualitative Assessment This option meets the known requirements of the AMS.

Design Principle 3: New airspace should create a known	NOT MET	PARTIAL	MET
traffic environment to protect the final approach and climb-			
out paths at Exeter Airport.			

Summary of Qualitative Assessment: Class D and RMZ airspace would create a known traffic environment. This option protects the final approach path and the departure and transition procedures.



Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will requiairspace but access to airspace will not routinely be denied. equipment is mandatory in RMZ airspace. Exeter ATC would transmissions by requesting pilots to 'standby', unless Communications with pilots will be established as soon as posistand by'.	The carriage not unneces for urger	e and operati ssarily delay intoperation	on of radio nformation al reason.
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on oth airspace users in the local area. Lower airspace extends over Farway Common and Branscom airfields and the upper airspace extends over Dunkeswell and North Hill airfields. ATC clearance we be required to enter Class D airspace. Aircraft operating VFR will require two-way communication prior to entering RMZ airspace. Exeter Airport is committed to introducing suitable mitigation minimise any impact that the introduction of new airspace may have.			ranscombe earance will nunications
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option does not contain the procedures a of CAS is excessive for the protection of the final approach and initial climb out path			the amount
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides connectivity to the airways structure but Commercial Air Transport would not remain inside Controlled Airspace when arriving or departing from Exeter Airport.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option is anticipate environmental impact by aircraft operating to or from Exeter increase in noise caused by the funnelling of aircraft displaced airspace.	Airport. Ho	wever, there	may be an



4.2.125 Airspace Option 17m

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option extends new airspace to the north of the airport into Class G airspace, which was a cause of concern to stakeholders. This option connects to the airways structure, but does not contain SID and Transition procedures in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Some stakeholders also expressed concern over airspace that is excessively complex; the non-linear northern boundary of this option may be considered too complicated. Since this option does not contain the procedures, Exeter Airport considers that the amount of CAS proposed with this option is excessive for the requirement to protect the final approach and climb out paths; hence this option is rejected.



Design Principle Evaluation	OPTION NO: A18a
Option Name: Airspace Option 18a	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace extended to the north to contain aircraft leaving airways structure to north western IAF but amended to the north east to avoid Dunkeswell and North Hill airfields. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification would be Class D for this sub-option.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. It is unlikely that all SID and transition options could be contained in CAS with this option. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the known requirements			AMS.
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Class D airspace would create a known traffic environme. This option would protect the final approach paths and procedures to the south of the airport is unlikely to provide protection for all departure or transition procedures to the north.			

NOT MET

PARTIAL

Design Principle 4: Any new airspace should facilitate fair

access to all airspace users.

MET



Summary of Qualitative Assessment:	This option will require ATC clearance to access the new
airspace but access to airspace will not	routinely be denied.

Design Principle 5: Airspace designs should, where possible,	NOT MET	PARTIAL	MET
minimise the impact on non-Exeter Airport aviation in the			
local area.			

Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. Lower airspace extends over Farway Common and Branscombe airfields. Although the upper airspace is not over Dunkeswell and North Hill airfields, it does cover airspace around the airfields. ATC clearance will be required to enter the airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.

Design Principle 6: The size and categorisation of any new NO	T MET PARTIA	L MET
controlled airspace should be proportionate to the requirement.		

Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths and would contain procedures to the south of the airport but is unlikely to contain all procedures to the north.

Design Principle 7: Airspace should connect to the airways	NOT MET	PARTIAL	MET	
structure to ensure Commercial Air Transport remain inside				
Controlled Airspace when arriving or departing from Exeter				
Airport.				

Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.

Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			

Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.

4.2.126 Airspace Option 18a

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option extends new airspace to the north of the airport into Class G airspace, which was a cause of concern to stakeholders. This option connects to the airways structure, but it is unlikely that all SID and Transition procedures would be contained in CAS. Some stakeholders expressed concern regarding



the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfields was unacceptable. Some stakeholders also expressed concern over airspace that is excessively complex; the non-linear northern boundary of this option may be considered too complicated. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A18b
Option Name: Airspace Option 18b	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace extended to the north to contain aircraft leaving airways structure to north western IAF but amended to the north east to avoid Dunkeswell and North Hill airfields. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR and stubs and Class E or Class E+TMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.

NOT MET

PARTIAL

MET

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. It is unlikely that all SID and transition options could be contained in CAS with this option. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.

Summary of Qualitative Assessment This option meets the known requirements of the AMS.

Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.

MET

PARTIAL

MET

PARTIAL

MET



Summary of Qualitative Assessment: Class D airspace would create a known traffic environment. Class E/Class E+TMZ airspace would create a known traffic environment for IFR operations only. This option would protect the final approach paths and procedures to the south of the airport but is unlikely to provide protection for all departure or transition procedures to the north.

Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will requi airspace or Class E/Class E+TMZ airspace (if operating under			

airspace or Class E/Class E+TMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR.

Design Principle 5: Airspace designs should, where possible,	NOT MET	PARTIAL	MET
minimise the impact on non-Exeter Airport aviation in the			
local area.			

Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. Lower airspace extends over Farway Common and Branscombe airfields. Although the upper airspace is not over Dunkeswell and North Hill airfields, it does cover airspace around the airfields. ATC clearance will be required to enter Class D or Class E/Class E+TMZ airspace (if operating under IFR). Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.

Design Principle 6: The size and categorisation of any new	NOT MET	PARTIAL	MET
controlled airspace should be proportionate to the requirement.			

Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths and would contain procedures to the south of the airport but is unlikely to contain all procedures to the north.

Design Principle 7: Airspace should connect to the airways	NOT MET	PARTIAL	MET
structure to ensure Commercial Air Transport remain inside			
Controlled Airspace when arriving or departing from Exeter			
Airport.			

Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.

Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			I
any consequential impacts caused by the displacement of			I
other air traffic outside of the Controlled Airspace.			
other an traine outside of the controlled mispace.			I



4.2.127 Airspace Option 18b

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option extends new airspace to the north of the airport into Class G airspace, which was a cause of concern to stakeholders. This option connects to the airways structure, but it is unlikely that all SID and Transition procedures would be contained in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfields was unacceptable. Some stakeholders also expressed concern over airspace that is excessively complex; the non-linear northern boundary of this option may be considered too complicated. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A18c
Option Name: Airspace Option 18c	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace extended to the north to contain aircraft leaving airways structure to north western IAF but amended to the north east to avoid Dunkeswell and North Hill airfields. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR and stubs and Class E+RMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in	NOT MET	PARTIAL	MET
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. It is unlikely that all SID and transition options could be contained in CAS with this option. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the kno	wn requirem	nents of the A	AMS.
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET



Summary of Qualitative Assessment: Class D and Class E+RMZ airspace would create a known traffic environment. This option would protect the final approach paths and procedures to the south of the airport but is unlikely to provide protection for all departure or transition procedures to the north.

Design Principle 4: Any new airspace should facilitate fair	NOT MET	PARTIAL	MET
access to all airspace users.			

Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E+RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'.

Design Principle 5: Airspace designs should, where possible,	NOT MET	PARTIAL	MET
minimise the impact on non-Exeter Airport aviation in the			
local area.			

Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. Lower airspace extends over Farway Common and Branscombe airfields. Although the upper airspace is not over Dunkeswell and North Hill airfields, it does cover airspace around the airfields. ATC clearance will be required to enter Class D or Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.

Design Principle 6: The	size and ca	ategorisation of	any	new	NOT MET	PARTIAL	MET
controlled airspace sh requirement.	hould be	proportionate	to	the			

Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths and would contain procedures to the south of the airport but is unlikely to contain all procedures to the north.

Design Principle 7: Airspace should connect to the airways	NOT MET	PARTIAL	MET
structure to ensure Commercial Air Transport remain inside			
Controlled Airspace when arriving or departing from Exeter			
Airport.			

Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.

Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			ı
any consequential impacts caused by the displacement of			ı
other air traffic outside of the Controlled Airspace.			
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4.2.128 Airspace Option 18c

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option extends new airspace to the north of the airport into Class G airspace, which was a cause of concern to stakeholders. This option connects to the airways structure, but it is unlikely that all SID and Transition procedures would be contained in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Some stakeholders also expressed concern over airspace that is excessively complex; the non-linear northern boundary of this option may be considered too complicated. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A18d
Option Name: Airspace Option 18d	REJECT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace extended to the north to contain aircraft leaving airways structure to north western IAF but amended to the north east to avoid Dunkeswell and North Hill airfields. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR and stubs and RMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. SIDs and Transition procedures would not be contained in CAS with this option. Although ATC separation would not be provided to aircraft operating VFR in RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment This option meets the known requirements of the AMS.					
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET		



Summary of Qualitative Assessment: Class D and RMZ airspace would create a known traffic environment. This option would protect the final approach paths and procedures to the south of the airport but is unlikely to provide protection for all departure or transition procedures to the north.

Design Principle 4: Any new airspace should facilitate fair	NOT MET	PARTIAL	MET
access to all airspace users.			

Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory in RMZ airspace. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'.

Design Principle 5: Airspace designs should, where possible,	NOT MET	PARTIAL	MET
minimise the impact on non-Exeter Airport aviation in the			
local area.			

Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. Lower airspace extends over Farway Common and Branscombe airfields. Although the upper airspace is not over Dunkeswell and North Hill airfields, it does cover airspace around the airfields. ATC clearance will be required to enter Class D airspace. Aircraft operating VFR will require two-way communications prior to entering RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.

Design Principle 6: The size and categorisation of any new	NOT MET	PARTIAL	MET
controlled airspace should be proportionate to the			
requirement.			

Summary of Qualitative Assessment: This option does not contain the procedures and the amount of CAS is excessive for the protection of the final approach and initial climb out paths.

Design Principle 7: Airspace should connect to the airways	NOT MET	PARTIAL	MET
structure to ensure Commercial Air Transport remain inside			
Controlled Airspace when arriving or departing from Exeter			
Airport.			

Summary of Qualitative Assessment: This option provides connectivity to the airways structure but Commercial Air Transport would not be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.

Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			



4.2.129 Airspace Option 18d

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option extends new airspace to the north of the airport into Class G airspace, which was a cause of concern to stakeholders. This option connects to the airways structure, but does not contain SID and Transition procedures in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Some stakeholders also expressed concern over airspace that is excessively complex; the non-linear northern boundary of this option may be considered too complicated. Since this option does not contain the procedures, Exeter Airport considers that the amount of CAS proposed with this option is excessive for the requirement to protect the final approach and climb out paths; hence this option is rejected.



Design Principle Evaluation	OPTION NO: A18e
Option Name: Airspace Option 18e	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace extended to the north to contain aircraft leaving airways structure to north western IAF but amended to the north east to avoid Dunkeswell and North Hill airfields. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR and Class E or Class E+TMZ for the stubs and upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. It is unlikely that all SID and transition options could be contained in CAS with this option. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the known requirements of the AMS.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET



Summary of Qualitative Assessment: Class D airspace would create a known traffic environment. Class E/Class E+TMZ airspace would create a known traffic environment for IFR operations only. This option would protect the final approach paths and procedures to the south of the airport but is unlikely to provide protection for all departure or transition procedures to the north.

Design Principle 4: Any new airspace should facilitate fair	NOT MET	PARTIAL	MET
access to all airspace users.			

Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E/Class E+TMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR.

Design Principle 5: Airspace designs should, where possible,	NOT MET	PARTIAL	MET
minimise the impact on non-Exeter Airport aviation in the			
local area.			

Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. Lower airspace extends over Farway Common and Branscombe airfields. Although the upper airspace is not over Dunkeswell and North Hill airfields, it does cover airspace around the airfields. ATC clearance will be required to enter Class D or Class E/Class E+TMZ airspace (if operating under IFR). Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.

Design Principle 6: The size and categorisation of any new	NOT MET	PARTIAL	MET
controlled airspace should be proportionate to the requirement.			

Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths and would contain procedures to the south of the airport but is unlikely to contain all procedures to the north.

Design Principle 7: Airspace should connect to the airways	NOT MET	PARTIAL	MET
structure to ensure Commercial Air Transport remain inside			
Controlled Airspace when arriving or departing from Exeter			
Airport.			

Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.

Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			I
any consequential impacts caused by the displacement of			I
other air traffic outside of the Controlled Airspace.			I
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4.2.130 Airspace Option 18e

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option extends new airspace to the north of the airport into Class G airspace, which was a cause of concern to stakeholders. This option connects to the airways structure, but it is unlikely that all SID and Transition procedures would be contained in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Some stakeholders also expressed concern over airspace that is excessively complex; the non-linear northern boundary of this option may be considered too complicated. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A18f
Option Name: Airspace Option 18f	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace extended to the north to contain aircraft leaving airways structure to north western IAF but amended to the north east to avoid Dunkeswell and North Hill airfields. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR, Class E/Class E+TMZ for the stubs and Class E+RMZ for the upper zone.



NOT MET	PARTIAL	MET
	NOT MET	NOT MET PARTIAL

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. It is unlikely that all SID and transition options could be contained in CAS with this option. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the known requirements of the AMS.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET



Summary of Qualitative Assessment: Class D and Class E+RMZ airspace would create a known traffic environment. Class E/Class E+TMZ airspace would create a known traffic environment for IFR operations only. This option would protect the final approach paths and procedures to the south of the airport but is unlikely to provide protection for all departure or transition procedures to the north.

Design Principle 4: Any new airspace should facilitate fair	NOT MET	PARTIAL	MET
access to all airspace users.			

Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E/Class E+TMZ/Class E+RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR.

Design Principle 5: Airspace designs should, where possible,	NOT MET	PARTIAL	MET
minimise the impact on non-Exeter Airport aviation in the			
local area.			
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Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. Lower airspace extends over Farway Common and Branscombe airfields. Although the upper airspace is not over Dunkeswell and North Hill airfields, it does cover airspace around the airfields. ATC clearance will be required to enter Class D or Class E/Class E+TMZ/Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.

Design Principle 6: The size and categorisation of any new	NOT MET	PARTIAL	MET
controlled airspace should be proportionate to the			
requirement.			

Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths and would contain procedures to the south of the airport but is unlikely to contain all procedures to the north.

Design Principle 7: Airspace should connect to the airways	NOT MET	PARTIAL	MET
structure to ensure Commercial Air Transport remain inside			
Controlled Airspace when arriving or departing from Exeter			
Airport.			

Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.



Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			

4.2.131 Airspace Option 18f

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option extends new airspace to the north of the airport into Class G airspace, which was a cause of concern to stakeholders. This option connects to the airways structure, but it is unlikely that all SID and Transition procedures would be contained in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Some stakeholders also expressed concern over airspace that is excessively complex; the non-linear northern boundary of this option may be considered too complicated. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A18g
Option Name: Airspace Option 18g	REJECT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace extended to the north to contain aircraft leaving airways structure to north western IAF but amended to the north east to avoid Dunkeswell and North Hill airfields. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR, Class E/Class E+TMZ for the stubs and RMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. SIDs and Transition procedures would not be contained in CAS with this option. Although ATC separation would not be provided to aircraft operating VFR in RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the known requirements of the AMS.			AMS.
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET



Summary of Qualitative Assessment: Class D and RMZ airspace would create a known traffic environment. Class E/Class E+TMZ airspace would create a known traffic environment for IFR operations only. This option would protect the final approach paths and procedures to the south of the airport but is unlikely to provide protection for all departure or transition procedures to the north.

Design Principle 4: Any new airspace should facilitate fair	NOT MET	PARTIAL	MET
access to all airspace users.			İ

Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E/Class E+TMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. The carriage and operation of radio equipment is mandatory in RMZ airspace. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'. There will be no restrictions to access of Class E airspace for aircraft operating VFR.

Design Principle 5: Airspace designs should, where possible,	NOT MET	PARTIAL	MET
minimise the impact on non-Exeter Airport aviation in the			
local area.			

Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. Lower airspace extends over Farway Common and Branscombe airfields. Although the upper airspace is not over Dunkeswell and North Hill airfields, it does cover airspace around the airfields. ATC clearance will be required to enter Class D airspace or Class E/Class E+TMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.

Design Principle 6: The size and categorisation of any new	NOT MET	PARTIAL	MET
controlled airspace should be proportionate to the			
requirement.			

Summary of Qualitative Assessment: This option does not contain the procedures and the amount of CAS is excessive for the protection of the final approach and initial climb out paths.

Design Principle 7: Airspace should connect to the airways	NOT MET	PARTIAL	MET
structure to ensure Commercial Air Transport remain inside			l
Controlled Airspace when arriving or departing from Exeter			i
Airport.			l
Airport.			İ

Summary of Qualitative Assessment: This option provides connectivity to the airways structure but Commercial Air Transport would not be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.



Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.			

4.2.132 Airspace Option 18g

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option extends new airspace to the north of the airport into Class G airspace, which was a cause of concern to stakeholders. This option connects to the airways structure, but does not contain SID and Transition procedures in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Some stakeholders also expressed concern over airspace that is excessively complex; the non-linear northern boundary of this option may be considered too complicated. Since this option does not contain the procedures, Exeter Airport considers that the amount of CAS proposed with this option is excessive for the requirement to protect the final approach and climb out paths; hence this option is rejected.



Design Principle Evaluation	OPTION NO: A18h
Option Name: Airspace Option 18h	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace extended to the north to contain aircraft leaving airways structure to north western IAF but amended to the north east to avoid Dunkeswell and North Hill airfields. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR, Class E+RMZ for the stubs and Class E/Class E+TMZ for the upper zone.



ı	Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
á	and ideally enhance, aviation safety for all airspace users in			
t	the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. It is unlikely that all SID and transition options could be contained in CAS with this option. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment This option meets the known requirements of the AMS.					
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET		



Summary of Qualitative Assessment: Class D airspace and Class E+RMZ airspace would create a known traffic environment. Class E/Class E+TMZ airspace would create a known traffic environment for IFR operations only. This option would protect the final approach paths and procedures to the south of the airport but is unlikely to provide protection for all departure or transition procedures to the north.

Design Principle 4: Any new airspace should facilitate fair	NOT MET	PARTIAL	MET
access to all airspace users.			

Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E/Class E+TMZ/Class E+RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR

Design Principle 5: Airspace designs should, where possible,	NOT MET	PARTIAL	MET
minimise the impact on non-Exeter Airport aviation in the			
local area.			
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Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. Lower airspace extends over Farway Common and Branscombe airfields. Although the upper airspace is not over Dunkeswell and North Hill airfields, it does cover airspace around the airfields. ATC clearance will be required to enter Class D or Class E/Class E+TMZ/Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.

Design Principle 6: The size and categorisation of any new	NOT MET	PARTIAL	MET
controlled airspace should be proportionate to the			
requirement.			

Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths and would contain procedures to the south of the airport but is unlikely to contain all procedures to the north.

Design Principle 7: Airspace should connect to the airways	NOT MET	PARTIAL	MET
structure to ensure Commercial Air Transport remain inside			
Controlled Airspace when arriving or departing from Exeter			
Airport.			

Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.



Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			

4.2.133 Airspace Option 18h

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option extends new airspace to the north of the airport into Class G airspace, which was a cause of concern to stakeholders. This option connects to the airways structure, but it is unlikely that all SID and Transition procedures would be contained in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Some stakeholders also expressed concern over airspace that is excessively complex; the non-linear northern boundary of this option may be considered too complicated. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A18i
Option Name: Airspace Option 18i	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace extended to the north to contain aircraft leaving airways structure to north western IAF but amended to the north east to avoid Dunkeswell and North Hill airfields. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR and Class E+RMZ for the stubs and upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. It is unlikely that all SID and transition options could be contained in CAS with this option. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the known requirements of the AMS.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET



Summary of Qualitative Assessment: Class D and Class E+RMZ airspace would create a known traffic environment. This option would protect the final approach paths and procedures to the south of the airport but is unlikely to provide protection for all departure or transition procedures to the north.

Design Principle 4: Any new airspace should facilitate fair	NOT MET	PARTIAL	MET
access to all airspace users.			

Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E+RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'.

Design Principle 5: Airspace designs should, where possible,	NOT MET	PARTIAL	MET
minimise the impact on non-Exeter Airport aviation in the			
local area.			

Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. Lower airspace extends over Farway Common and Branscombe airfields. Although the upper airspace is not over Dunkeswell and North Hill airfields, it does cover airspace around the airfields. ATC clearance will be required to enter Class D or Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.

Design Principle 6: The size and categorisation of any new	NOT MET	PARTIAL	MET
controlled airspace should be proportionate to the requirement.			

Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths and would contain procedures to the south of the airport but is unlikely to contain all procedures to the north.

Design Principle 7: Airspace should connect to the airways	NOT MET	PARTIAL	MET
structure to ensure Commercial Air Transport remain inside			
Controlled Airspace when arriving or departing from Exeter			
Airport.			

Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.

Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			1
any consequential impacts caused by the displacement of			1
other air traffic outside of the Controlled Airspace.			1
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4.2.134 Airspace Option 18i

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option extends new airspace to the north of the airport into Class G airspace, which was a cause of concern to stakeholders. This option connects to the airways structure, but it is unlikely that all SID and Transition procedures would be contained in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Some stakeholders also expressed concern over airspace that is excessively complex; the non-linear northern boundary of this option may be considered too complicated. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A18j
Option Name: Airspace Option 18j	REJECT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace extended to the north to contain aircraft leaving airways structure to north western IAF but amended to the north east to avoid Dunkeswell and North Hill airfields. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR, Class E+RMZ for the stubs and RMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain	n, NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users i	n		
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. SIDs and Transition procedures would not be contained in CAS with this option. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ/RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment This option meets the known requirements of the AMS.					
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET		



Summary of Qualitative Assessment: Class D and Class E+RMZ/RMZ airspace would create a known traffic environment. This option would protect the final approach paths and procedures to the south of the airport but is unlikely to provide protection for all departure or transition procedures to the north.

Design Principle 4: Any new airspace should facilitate fair	NOT MET	PARTIAL	MET
access to all airspace users.			

Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E+RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory in Class E+RMZ/RMZ airspace. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'.

Design Principle 5: Airspace designs should, where possible,	NOT MET	PARTIAL	MET
minimise the impact on non-Exeter Airport aviation in the			
local area.			

Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. Lower airspace extends over Farway Common and Branscombe airfields. Although the upper airspace is not over Dunkeswell and North Hill airfields, it does cover airspace around the airfields. ATC clearance will be required to enter Class D airspace or Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ/RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.

Design Prin	ciple 6: T	he size a	nd c	ategorisation of	any	new	NOT MET	PARTIAL	MET
controlled	airspace	should	be	proportionate	to	the			
requiremen	t.								

Summary of Qualitative Assessment: This option does not contain the procedures and the amount of CAS is excessive for the protection of the final approach and initial climb out paths.

Design Principle 7: Airspace should connect to the airways	NOT MET	PARTIAL	MET
structure to ensure Commercial Air Transport remain inside			
Controlled Airspace when arriving or departing from Exeter			
Airport.			

Summary of Qualitative Assessment: This option provides connectivity to the airways structure but Commercial Air Transport would not be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.

Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			



4.2.135 Airspace Option 18j

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option extends new airspace to the north of the airport into Class G airspace, which was a cause of concern to stakeholders. This option connects to the airways structure, but does not contain SID and Transition procedures in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Some stakeholders also expressed concern over airspace that is excessively complex; the non-linear northern boundary of this option may be considered too complicated. Since this option does not contain the procedures, Exeter Airport considers that the amount of CAS proposed with this option is excessive for the requirement to protect the final approach and climb out paths; hence this option is rejected.



Design Principle Evaluation	OPTION NO: A18k
Option Name: Airspace Option 18k	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace extended to the north to contain aircraft leaving airways structure to north western IAF but amended to the north east to avoid Dunkeswell and North Hill airfields. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR, RMZ for the stubs and Class E/Class E+TMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. SIDs and Transition procedures are unlikely to be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment This option meets the known requirements of the AMS.				
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET	



Summary of Qualitative Assessment: Class D airspace and RMZ airspace would create a known traffic environment. Class E/Class E+TMZ airspace would create a known traffic environment for IFR operations only. This option would protect the final approach paths and procedures to the south of the airport but is unlikely to provide protection for all departure or transition procedures to the north.

Design Principle 4: Any new airspace should facilitate fair	NOT MET	PARTIAL	MET
access to all airspace users.			

Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E/Class E+TMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR

Design Principle 5: Airspace designs should, where possible,	NOT MET	PARTIAL	MET
minimise the impact on non-Exeter Airport aviation in the			
local area.			
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Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. Lower airspace extends over Farway Common and Branscombe airfields. Although the upper airspace is not over Dunkeswell and North Hill airfields, it does cover airspace around the airfields. ATC clearance will be required to enter Class D or Class E/Class E+TMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.

Design Principle 6: The size and categorisation of any new	NOT MET	PARTIAL	MET
controlled airspace should be proportionate to the			
requirement.			

Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths but is unlikely to contain the procedures in CAS.

Design Principle 7: Airspace should connect to the airways	NOT MET	PARTIAL	MET
structure to ensure Commercial Air Transport remain inside			
Controlled Airspace when arriving or departing from Exeter			
Airport.			

Summary of Qualitative Assessment: This option provides connectivity to the airways structure but does not ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.



Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			

Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.

4.2.136 Airspace Option 18k

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option extends new airspace to the north of the airport into Class G airspace, which was a cause of concern to stakeholders. This option connects to the airways structure, but is unlikely to contain SID and Transition procedures in CAS. More detailed design work will be carried out at the next stage, to understand whether this option can be implemented alongside new SID and Transition procedures. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Some stakeholders also expressed concern over airspace that is excessively complex; the non-linear northern boundary of this option may be considered too complicated. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A18I
Option Name: Airspace Option 18l	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace extended to the north to contain aircraft leaving airways structure to north western IAF but amended to the north east to avoid Dunkeswell and North Hill airfields. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR, RMZ for the stubs and Class E+RMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.

NOT MET

PARTIAL

MET

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. SIDs and Transition procedures are unlikely to be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ/RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.

Summary of Qualitative Assessment This option meets the known requirements of the AMS.

Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.

MET

PARTIAL

MET

PARTIAL

MET



Summary of Qualitative Assessment: Class D and Class E+RMZ/RMZ airspace would create a known traffic environment. This option would protect the final approach paths and procedures to the south of the airport but is unlikely to provide protection for all departure or transition procedures to the north.

Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E+RMZ/RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ/RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'.

Design Principle 5: Airspace designs should, where possible,	NOT MET	PARTIAL	MET
minimise the impact on non-Exeter Airport aviation in the			
local area.			

Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. Lower airspace extends over Farway Common and Branscombe airfields. Although the upper airspace is not over Dunkeswell and North Hill airfields, it does cover airspace around the airfields. ATC clearance will be required to enter Class D or Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ/RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.

Design Principle 6: The size and categorisation of any new	NOT MET	PARTIAL	MET
controlled airspace should be proportionate to the			
requirement.			

Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths but is unlikely to contain the procedures in CAS.

Design Principle 7: Airspace should connect to the airways	NOT MET	PARTIAL	MET
structure to ensure Commercial Air Transport remain inside			
Controlled Airspace when arriving or departing from Exeter			
Airport.			
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Summary of Qualitative Assessment: This option provides connectivity to the airways structure but does not ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.

Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			
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Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.

4.2.137 Airspace Option 18l

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option extends new airspace to the north of the airport into Class G airspace, which was a cause of concern to stakeholders. This option connects to the airways structure, but is unlikely to contain SID and Transition procedures in CAS. More detailed design work will be carried out at the next stage, to understand whether this option can be implemented alongside new SID and Transition procedures. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Some stakeholders also expressed concern over airspace that is excessively complex; the non-linear northern boundary of this option may be considered too complicated. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A18m
Option Name: Airspace Option 18m	REJECT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace extended to the north to contain aircraft leaving airways structure to north western IAF but amended to the north east to avoid Dunkeswell and North Hill airfields. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR and RMZ for the stubs and upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. SIDs and Transition procedures would not be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the kno	wn requirem	nents of the A	AMS.
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET



Summary of Qualitative Assessment: Class D and RMZ airspace would create a known traffic environment. This option would protect the final approach paths and procedures to the south of the airport but is unlikely to provide protection for all departure or transition procedures to the north.

Design Principle 4: Any new airspace should facilitate fair	NOT MET	PARTIAL	MET
access to all airspace users.			

Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory in RMZ airspace. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'.

Design Principle 5: Airspace designs should, where possible,	NOT MET	PARTIAL	MET
minimise the impact on non-Exeter Airport aviation in the			
local area.			

Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. Lower airspace extends over Farway Common and Branscombe airfields. Although the upper airspace is not over Dunkeswell and North Hill airfields, it does cover airspace around the airfields. ATC clearance will be required to enter Class D airspace. Aircraft operating VFR will require two-way communications prior to entering RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.

Design Principle 6: The size and categorisation of any new	NOT MET	PARTIAL	MET
controlled airspace should be proportionate to the			
requirement.			

Summary of Qualitative Assessment: This option does not contain the procedures and the amount of CAS is excessive for the protection of the final approach and initial climb out paths.

Design Principle 7: Airspace should connect to the airways	NOT MET	PARTIAL	MET
structure to ensure Commercial Air Transport remain inside			
Controlled Airspace when arriving or departing from Exeter			
Airport.			
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Summary of Qualitative Assessment: This option provides connectivity to the airways structure but Commercial Air Transport would not be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.

Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			1
any consequential impacts caused by the displacement of			1
other air traffic outside of the Controlled Airspace.			I
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Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.

4.2.138 Airspace Option 18m

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option extends new airspace to the north of the airport into Class G airspace, which was a cause of concern to stakeholders. This option connects to the airways structure, but does not contain SID and Transition procedures in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Some stakeholders also expressed concern over airspace that is excessively complex; the non-linear northern boundary of this option may be considered too complicated. Since this option does not contain the procedures, Exeter Airport considers that the amount of CAS proposed with this option is excessive for the requirement to protect the final approach and climb out paths; hence this option is rejected.



Design Principle Evaluation OPTION NO: A19): A19		
Option Name: Airspace Option 19		ACCEPT		
Description of Option: Class D CTR and multiple Class D CTAs with varying lower and upper altitudes.	a STAN	10 100 110 100 100 100 100 100 100 100	100 101 101 100 100 100 100 100 100 100	TOCKNOSS STATE OF THE PARTY OF
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	ТОИ	MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.				
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	ТОИ	MET	PARTIAL	MET
Summary of Qualitative Assessment: This option meets the kn	nown re	quire	ments of the	AMS.
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	TON	MET	PARTIAL	MET
Summary of Qualitative Assessment: This option creates a known traffic environment and would protect the final approach path and the departure and transition procedures.				
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	ТОИ	MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will require ATC clearance to access the new airspace but access to airspace will not routinely be denied.				



Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. area. Airspace extends over Farway Common, Branscombe, Dunkeswell and North Hill airfields. ATC clearance will be required to enter the airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.					
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: This option protects the and contains procedures.	e final appro	ach and clim	b out paths		
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: This option provides connectivity to the airways structure and would ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.					
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: This option is anticipate	d to maintai	Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse			

Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.

4.2.139 Airspace Option 19

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option extends new airspace to the north of the airport into Class G airspace, which was a cause of concern to stakeholders. This option connects to the airways structure and contains the procedures in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Some stakeholders considered this option unacceptable due to the complexity of the design and associated safety concerns. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required



to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved. This option could only be implemented without SID or Transition procedures.



5 Updated Designs Following Engagement

5.1 Stakeholder Evaluation of Design Options

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

5.1.1 Airspace Option PE1

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

5.1.2 Airspace Option PE2

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

5.1.3 Airspace Option PE3

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



Design Principle Evaluation		OPTION NO: PE1a		
Option Name: Airspace Option PE1a		ACCEPT		
Description of Option: A circular zone, radius 5 nm. Stubs 4 nm wide extended to include protection of the IFPs. Top height would be FL65. Base height of the stubs nominally 1,500 ft. Airspace classification would be Class D for this suboption.	Class Control of Contr		THE LANGE OF THE L	
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT ME	PARTIAL PARTIAL	MET	
Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. However, SIDs and Transition procedures would not be contained with this option. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.				
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT ME	T PARTIAL	MET	
Summary of Qualitative Assessment: This option meets the kn	own requ	irements of the	AMS.	
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT ME	PARTIAL	MET	
Summary of Qualitative Assessment: Class D airspace would create a known traffic environment. This option protects the final approach path but does not provide protection for the full departure or transition procedures.				
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT ME	PARTIAL	MET	
Summary of Qualitative Assessment: This option will requir airspace but access to airspace will not routinely be denied.	e ATC cle	earance to acce	ss the new	
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT ME	T PARTIAL	MET	



Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. The stubs extend over Farway Common airfield. ATC clearance will be required to enter the airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.

Design Principle 6: The size and categorisation of any new	NOT MET	PARTIAL	MET
controlled airspace should be proportionate to the			
requirement.			

Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths but does not contain procedures.

Design Principle 7: Airspace should connect to the airways	NOT MET	PARTIAL	MET	
structure to ensure Commercial Air Transport remain inside				ı
Controlled Airspace when arriving or departing from Exeter				ı
Airport.				
	ı			

Summary of Qualitative Assessment: This option provides connectivity to the airways structure but is unlikely to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.

Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			

Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.

5.1.4 Airspace Option PE1a

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. Although this option connects to the airways structure, it is unlikely that the lateral dimensions would allow containment of the SIDs or Transition procedures, hence this option could only be implemented without SID or Transition procedures. More detailed design work will be carried out at the next stage, to understand whether this option can be implemented alongside new SID and Transition procedures. Although this option has been included following stakeholder feedback, the concern regarding the proximity of Class D airspace to other airfields in the local area still exists. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the stubs. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: PE1b
Option Name: Airspace Option PE1b	ACCEPT

Description of Option: A circular zone, radius 5 nm. Stubs 4 nm wide extended to include protection of the IFPs. Top height would be FL65. Base height of the stubs nominally 1,500 ft. Airspace classification for this sub-option would be Class D for the CTR and Class E or Class E+TMZ for the stubs.



Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET
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Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. However, SIDs and Transition procedures would not be contained with this option. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option meets the known requirements of the AMS.				
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET	

Summary of Qualitative Assessment: Class E/Class E+TMZ airspace would create a known traffic environment for IFR operations only. This option protects the final approach path but does not provide protection for the full departure or transition procedures.

Design Principle 4: Any new airspace should facilitate fair	NOT MET	PARTIAL	MET
access to all airspace users.			

Summary of Qualitative Assessment: This option will require ATC clearance to access the CTR or Class E/Class E+TMZ (if operating under IFR) airspace but access to airspace will not routinely be denied. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR.



Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. The stubs extend over Farway Common airfield. ATC clearance will be required to enter Class D or Class E/Class E+TMZ (if operating under IFR) airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.				
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option protects the paths but does not contain procedures.	e final appro	ach and inition	al climb out	
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option provides connectivity to the airways structure but is unlikely to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.				
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an				

Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.

5.1.5 Airspace Option PE1b

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ, although there is the potential for conflict from aircraft operating VFR in Class E/Class E+TMZ airspace, where ATC separation is not provided. This option connects to the airways structure, it is unlikely that the lateral dimensions would allow containment of the SIDs or Transition procedures, hence this option could only be implemented without SID or Transition procedures. Although this option has been included following stakeholder feedback, the concern regarding the proximity of Class D airspace to other airfields in the local area still exists. More detailed design work will be carried out at the next stage, to understand whether this option can be



implemented alongside new SID and Transition procedures. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the stubs. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation		OPTION NO	: PE1c	
Option Name: Airspace Option PE1c		ACCEPT		
Description of Option: A circular zone, radius 5 nm. Stubs 4 nm wide extended to include protection of the IFPs. Top height would be FL65. Base height of the stubs nominally 1,500 ft. Airspace classification for this sub-option would be Class D for the CTR and Class E+RMZ or RMZ for the stubs.	22 Table 1912		STANDING OF STANDI	
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. However, SIDs and Transition procedures would not be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ/RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.				
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option meets the kno	own require	ments of the	AMS.	
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Class E+RMZ/RMZ airspace would create a known traffic. This option protects the final approach path but does not provide protection for the full departure or transition procedures.				
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET	



Summary of Qualitative Assessment: This option will require ATC clearance to access the CTR or Class E (if operating under IFR) airspace but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ/RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'.

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Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. The stubs extend over Farway Common airfield. ATC clearance will be required to enter Class D or Class E+RMZ (if operating under IFR) airspace. Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ/RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.			
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option protects the paths but does not contain procedures.	e final appro	ach and initio	al climb out
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides connectivity to the airways structure but is unlikely to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of	NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.

5.1.6 Airspace Option PE1c

other air traffic outside of the Controlled Airspace.

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ, although there is the potential for



conflict from aircraft operating VFR in Class E+RMZ/RMZ airspace, where ATC separation is not provided. Traffic information from ATC should mitigate this issue. This option connects to the airways structure, it is unlikely that the lateral dimensions would allow containment of the SIDs or Transition procedures, hence this option could only be implemented without SID or Transition procedures. Although this option has been included following stakeholder feedback, the concern regarding the proximity of Class D airspace to other airfields in the local area still exists. More detailed design work will be carried out at the next stage, to understand whether this option can be implemented alongside new SID and Transition procedures. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the stubs. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation		OPTION NO	: PE2a
Option Name: Airspace Option PE2a	ACCEPT		
Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Stubs 5 nm wide extended to include protection of the IFPs. Upper airspace extended to the north to contain aircraft leaving airways structure to northern IAFs. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification would be Class D for this sub-option.		Thomas and the same of the sam	Transaction and transaction an
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the known requirements of the AMS.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: Class D airspace would create a known traffic environment and would protect the final approach path and the departure and transition procedures.

Design Principle 4: Any new airspace should facilitate fair	NOT MET	PARTIAL	MET
access to all airspace users.			

Summary of Qualitative Assessment: This option will require ATC clearance to access the new airspace but access to airspace will not routinely be denied.



Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. The stubs extend over Farway Common airfield and the upper airspace extends over Branscombe, Dunkeswell and North Hill airfields. ATC clearance will be required to enter the airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.				
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option protects the and contains procedures.	Summary of Qualitative Assessment: This option protects the final approach and climb out paths and contains procedures.			
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option provides connectivity to the airways structure and would ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.				
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse				

Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.

5.1.7 Airspace Option PE2a

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option extends new airspace to the north of the airport into Class G airspace, which was a cause of concern to stakeholders. This option connects to the airways structure and contains the procedures in CAS. Although this option has been included following stakeholder feedback, the concern regarding the proximity of Class D airspace to other airfields in the local area still exists. Stakeholders considered that having airspace overhead local airfields was unacceptable. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an



expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: PE2b
Option Name: Airspace Option PE2b	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Stubs 5 nm wide extended to include protection of the IFPs. Upper airspace extended to the north to contain aircraft leaving airways structure to northern IAFs. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR and stubs and Class E or Class E+TMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment This option meets the kno	own requirem	nents of the A	AMS.	
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Class D airspace would create a known traffic environment. Class E/Class E+TMZ airspace would create a known traffic environment for IFR operations only. This option protects the final approach path and the departure and transition procedures.				
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET	



Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E/Class E+TMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR.

Design Principle 5: Airspace designs should, where possible,	NOT MET	PARTIAL	MET
minimise the impact on non-Exeter Airport aviation in the			
local area.			

Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. The stubs extend over Farway Common airfield and the upper airspace extends over Branscombe, Dunkeswell and North Hill airfields. ATC clearance will be required to enter Class D or Class E/Class E+TMZ airspace (if operating under IFR). Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.

Design Principle 6: The size and categorisation of any new	NOT MET	PARTIAL	MET
controlled airspace should be proportionate to the			
requirement.			

Summary of Qualitative Assessment: This option protects the final approach and climb out paths and contains procedures.

Design Principle 7: Airspace should connect to the airways	NOT MET	PARTIAL	MET
structure to ensure Commercial Air Transport remain inside			
Controlled Airspace when arriving or departing from Exeter			
Airport.			

Summary of Qualitative Assessment: This option provides connectivity to the airways structure and would ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.

Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			

Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.

5.1.8 Airspace Option PE2b

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option extends new airspace to



the north of the airport into Class G airspace, which was a cause of concern to stakeholders. This option connects to the airways structure and contains the procedures in CAS. Although this option has been included following stakeholder feedback, the concern regarding the proximity of Class D airspace to other airfields in the local area still exists. Stakeholders considered that having airspace overhead local airfields was unacceptable. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: PE2c
Option Name: Airspace Option PE2c	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Stubs 5 nm wide extended to include protection of the IFPs. Upper airspace extended to the north to contain aircraft leaving airways structure to northern IAFs. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR and stubs and Class E+RMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the kno	wn requirem	nents of the A	AMS.
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Class D and Class E+RMZ airspace would create a known traffic environment. This option protects the final approach path and the departure and transition procedures.			
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET



Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E+RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'.

Design Principle 5: Airspace designs should, where possible,	NOT MET	PARTIAL	MET
minimise the impact on non-Exeter Airport aviation in the			
local area.			

Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. The stubs extend over Farway Common airfield and the upper airspace extends over Branscombe, Dunkeswell and North Hill airfields. ATC clearance will be required to enter Class D or Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.

Design Principle 6: The size and categorisation of	any new	NOT MET	PARTIAL	MET
controlled airspace should be proportionate requirement.	to the			

Summary of Qualitative Assessment: This option protects the final approach and climb out paths and contains procedures.

Design Principle 7: Airspace should connect to the airways	NOT MET	PARTIAL	MET
structure to ensure Commercial Air Transport remain inside			
Controlled Airspace when arriving or departing from Exeter			
Airport.			

Summary of Qualitative Assessment: This option provides connectivity to the airways structure and would ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.

Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			
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Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.



5.1.9 Airspace Option PE2c

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option extends new airspace to the north of the airport into Class G airspace, which was a cause of concern to stakeholders. This option connects to the airways structure and contains the procedures in CAS. Although this option has been included following stakeholder feedback, the concern regarding the proximity of Class D airspace to other airfields in the local area still exists. Stakeholders considered that having airspace overhead local airfields was unacceptable. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved



Design Principle Evaluation	OPTION NO: PE2d
Option Name: Airspace Option PE2d	REJECT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Stubs 5 nm wide extended to include protection of the IFPs. Upper airspace extended to the north to contain aircraft leaving airways structure to northern IAFs. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR and stubs and RMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. SIDs and Transition procedures would not be contained in CAS with this option. Although ATC separation would not be provided to aircraft operating VFR in RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the known requirements of the AMS.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: Class D and RMZ airspace would create a known traffic environment. This option protects the final approach path and the departure and transition procedures.



Design Principle 4: Any new airspace should facilitate fair access to all airspace users.					
airspace but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory in RMZ airspace. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'. Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area. Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. The stubs extend over Farway Common airfield and the upper airspace extends over Branscombe, Dunkeswell and North Hill airfields. ATC clearance will be required to enter Class D airspace. Aircraft operating VFR will require two-way communications prior to entering RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have. Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement. Summary of Qualitative Assessment: This option does not contain the procedures and the amount of CAS is excessive for the protection of the final approach and initial climb out paths. Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport. Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace. Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft dis		NOT MET	PARTIAL	MET	
minimise the impact on non-Exeter Airport aviation in the local area. Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. The stubs extend over Farway Common airfield and the upper airspace extends over Branscombe, Dunkeswell and North Hill airfields. ATC clearance will be required to enter Class D airspace. Aircraft operating VFR will require two-way communications prior to entering RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have. Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement. Summary of Qualitative Assessment: This option does not contain the procedures and the amount of CAS is excessive for the protection of the final approach and initial climb out paths. Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport. Summary of Qualitative Assessment: This option provides connectivity to the airways structure but Commercial Air Transport would not remain inside Controlled Airspace when arriving or departing from Exeter Airport. Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace. Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new	airspace but access to airspace will not routinely be denied. The carriage and operation of rad equipment is mandatory in RMZ airspace. Exeter ATC would not unnecessarily delay informatic transmissions by requesting pilots to 'standby', unless for urgent operational reaso Communications with pilots will be established as soon as possible after having instructed them				
airspace users in the local area. The stubs extend over Farway Common airfield and the upper airspace extends over Branscombe, Dunkeswell and North Hill airfields. ATC clearance will be required to enter class D airspace. Aircraft operating VFR will require two-way communications prior to entering RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have. Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement. Summary of Qualitative Assessment: This option does not contain the procedures and the amount of CAS is excessive for the protection of the final approach and initial climb out paths. Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport. Summary of Qualitative Assessment: This option provides connectivity to the airways structure but Commercial Air Transport would not remain inside Controlled Airspace when arriving or departing from Exeter Airport. Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace. Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new	minimise the impact on non-Exeter Airport aviation in the	NOT MET	PARTIAL	MET	
controlled airspace should be proportionate to the requirement. Summary of Qualitative Assessment: This option does not contain the procedures and the amount of CAS is excessive for the protection of the final approach and initial climb out paths. Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport. Summary of Qualitative Assessment: This option provides connectivity to the airways structure but Commercial Air Transport would not remain inside Controlled Airspace when arriving or departing from Exeter Airport. Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace. Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new	airspace users in the local area. The stubs extend over Farway Common airfield and the uppairspace extends over Branscombe, Dunkeswell and North Hill airfields. ATC clearance will required to enter Class D airspace. Aircraft operating VFR will require two-way communication prior to entering RMZ airspace. Exeter Airport is committed to introducing suitable mitigation			I the upper nce will be nunications	
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport. MET Summary of Qualitative Assessment: This option provides connectivity to the airways structure but Commercial Air Transport would not remain inside Controlled Airspace when arriving or departing from Exeter Airport. Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace. Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new	controlled airspace should be proportionate to the	NOT MET	PARTIAL	MET	
structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport. Summary of Qualitative Assessment: This option provides connectivity to the airways structure but Commercial Air Transport would not remain inside Controlled Airspace when arriving or departing from Exeter Airport. Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace. Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new	·	•		the amount	
Commercial Air Transport would not remain inside Controlled Airspace when arriving or departing from Exeter Airport. Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace. Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new	structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter	NOT MET	PARTIAL	MET	
the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace. Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new	Commercial Air Transport would not remain inside Controlled Airspace when arriving or departing				
environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new	the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of	NOT MET	PARTIAL	MET	
	environmental impact by aircraft operating to or from Exeter Airport. However, there may be a increase in noise caused by the funnelling of aircraft displaced by and operating outside of any ne			may be an	



5.1.10 Airspace Option PE2d

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option extends new airspace to the north of the airport into Class G airspace, which was a cause of concern to stakeholders. This option connects to the airways structure, but does not contain SID and Transition procedures in CAS. Although this option has been included following stakeholder feedback, the concern regarding the proximity of Class D airspace to other airfields in the local area still exists. Stakeholders considered that having airspace overhead local airfields was unacceptable. Since this option does not contain the procedures, Exeter Airport considers that the amount of CAS proposed with this option is excessive for the requirement to protect the final approach and climb out paths; hence this option is rejected.



Design Principle Evaluation	OPTION NO: PE2e
Option Name: Airspace Option PE2e	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Stubs 5 nm wide extended to include protection of the IFPs. Upper airspace extended to the north to contain aircraft leaving airways structure to northern IAFs. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR and Class E or Class E+TMZ for the stubs and upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the kno	own requiren	nents of the A	AMS.
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Class D airspace would create a known traffic environment. Class E/Class E+TMZ airspace would create a known traffic environment for IFR operations only. This option protects the final approach path and the departure and transition procedures.			
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET



Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E/Class E+TMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR.

Design Principle 5: Airspace designs should, where possible,	NOT MET	PARTIAL	MET
minimise the impact on non-Exeter Airport aviation in the			
local area.			

Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. The stubs extend over Farway Common airfield and the upper airspace extends over Branscombe, Dunkeswell and North Hill airfields. ATC clearance will be required to enter Class D or Class E/Class E+TMZ airspace (if operating under IFR). Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.

Design Principle 6: The size and categorisation of any new	NOT MET	PARTIAL	MET
controlled airspace should be proportionate to the			
requirement.			

Summary of Qualitative Assessment: This option protects the final approach and climb out paths and contains procedures.

Design Principle 7: Airspace should connect to the airways	NOT MET	PARTIAL	MET
structure to ensure Commercial Air Transport remain inside			
Controlled Airspace when arriving or departing from Exeter			
Airport.			
All port.			

Summary of Qualitative Assessment: This option provides connectivity to the airways structure and would ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.

Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			

Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.

5.1.11 Airspace Option PE2e

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option extends new airspace to



the north of the airport into Class G airspace, which was a cause of concern to stakeholders. This option connects to the airways structure and contains the procedures in CAS. Although this option has been included following stakeholder feedback, the concern regarding the proximity of Class D airspace to other airfields in the local area still exists. Stakeholders considered that having airspace overhead local airfields was unacceptable. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: PE2f
Option Name: Airspace Option PE2f	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Stubs 5 nm wide extended to include protection of the IFPs. Upper airspace extended to the north to contain aircraft leaving airways structure to northern IAFs. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR, Class E/Class E+TMZ for the stubs and Class E+RMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the known requirements of the AMS.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: Class D and Class E+RMZ airspace would create a known traffic environment. Class E/Class E+TMZ airspace would create a known traffic environment for IFR operations only. This option protects the final approach path and the departure and transition procedures.



Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E/Class E+TMZ/Class E+RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR.			
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. The stubs extend over Farway Common airfield and the upper airspace extends over Branscombe, Dunkeswell and North Hill airfields. ATC clearance will be required to enter Class D or Class E/Class E+TMZ/Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.			
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option protects the final approach and climb out paths and contains procedures.			
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides connectivity to the airways structure and would ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET



Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.

5.1.12 Airspace Option PE2f

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option extends new airspace to the north of the airport into Class G airspace, which was a cause of concern to stakeholders. This option connects to the airways structure and contains the procedures in CAS. Although this option has been included following stakeholder feedback, the concern regarding the proximity of Class D airspace to other airfields in the local area still exists. Stakeholders considered that having airspace overhead local airfields was unacceptable. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: PE2g
Option Name: Airspace Option PE2g	REJECT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Stubs 5 nm wide extended to include protection of the IFPs. Upper airspace extended to the north to contain aircraft leaving airways structure to northern IAFs. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR, Class E/Class E+TMZ for the stubs and RMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. SIDs and Transition procedures would not be contained in CAS with this option. Although ATC separation would not be provided to aircraft operating VFR in RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the kno	own requirem	nents of the A	AMS.
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET



Summary of Qualitative Assessment: Class D and RMZ airspace would create a known traffic environment. Class E/Class E+TMZ airspace would create a known traffic environment for IFR operations only. This option protects the final approach path and the departure and transition procedures.

Design Principle 4: Any new airspace should facilitate fair	NOT MET	PARTIAL	MET
access to all airspace users.			

Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E/Class E+TMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. The carriage and operation of radio equipment is mandatory in RMZ airspace. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'. There will be no restrictions to access of Class E airspace for aircraft operating VFR.

Design Principle 5: Airspace designs should, where possible,	NOT MET	PARTIAL	MET
minimise the impact on non-Exeter Airport aviation in the			
local area.			

Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. The stubs extend over Farway Common airfield and the upper airspace extends over Branscombe, Dunkeswell and North Hill airfields. ATC clearance will be required to enter Class D airspace or Class E/Class E+TMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.

Design Principle 6: The size and categorisation of any new	NOT MET	PARTIAL	MET
controlled airspace should be proportionate to the			
requirement.			

Summary of Qualitative Assessment: This option does not contain the procedures and the amount of CAS is excessive for the protection of the final approach and initial climb out paths.

NOT MET	PARTIAL	MET
	NOT MET	NOT MET PARTIAL

Summary of Qualitative Assessment: This option provides connectivity to the airways structure but Commercial Air Transport would not be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.



Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			

Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.

5.1.13 Airspace Option PE2g

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option extends new airspace to the north of the airport into Class G airspace, which was a cause of concern to stakeholders. This option connects to the airways structure, but does not contain SID and Transition procedures in CAS. Although this option has been included following stakeholder feedback, the concern regarding the proximity of Class D airspace to other airfields in the local area still exists. Stakeholders considered that having airspace overhead local airfields was unacceptable. Since this option does not contain the procedures, Exeter Airport considers that the amount of CAS proposed with this option is excessive for the requirement to protect the final approach and climb out paths; hence this option is rejected.



Design Principle Evaluation	OPTION NO: PE2h
Option Name: Airspace Option PE2h	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Stubs 5 nm wide extended to include protection of the IFPs. Upper airspace extended to the north to contain aircraft leaving airways structure to northern IAFs. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR, Class E+RMZ for the stubs and Class E/Class E+TMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			
	I		

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the kno	wn requirem	nents of the A	AMS.
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: Class D airspace and Class E+RMZ airspace would create a known traffic environment. Class E/Class E+TMZ airspace would create a known traffic environment for IFR operations only. This option protects the final approach path and the departure and transition procedures.



Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E/Class E+TMZ/Class E+RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR.				
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. The stubs extend over Farway Common airfield and the upper airspace extends over Branscombe, Dunkeswell and North Hill airfields. ATC clearance will be required to enter Class D or Class E/Class E+TMZ/Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.				
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option protects the and contains procedures.	e final appro	ach and clim	b out paths	
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option provides connectivity to the airways structure and would ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.				
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET	



Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.

5.1.14 Airspace Option PE2h

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option extends new airspace to the north of the airport into Class G airspace, which was a cause of concern to stakeholders. This option connects to the airways structure and contains the procedures in CAS. Although this option has been included following stakeholder feedback, the concern regarding the proximity of Class D airspace to other airfields in the local area still exists. Stakeholders considered that having airspace overhead local airfields was unacceptable. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: PE2i
Option Name: Airspace Option PE2i	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Stubs 5 nm wide extended to include protection of the IFPs. Upper airspace extended to the north to contain aircraft leaving airways structure to northern IAFs. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR and Class E+RMZ for the stubs and upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the kno	wn requirem	nents of the A	AMS.
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Class D and Class E+RMZ airspace wo environment. This option protects the final approach path and the oprocedures.			
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET



Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E+RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'.

Design Principle 5: Airspace designs should, where possible,	NOT MET	PARTIAL	MET
minimise the impact on non-Exeter Airport aviation in the			
local area.			

Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. The stubs extend over Farway Common airfield and the upper airspace extends over Branscombe, Dunkeswell and North Hill airfields. ATC clearance will be required to enter Class D or Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.

Design Principle 6: The size and categorisation of	any new	NOT MET	PARTIAL	MET
controlled airspace should be proportionate requirement.	to the			

Summary of Qualitative Assessment: This option protects the final approach and climb out paths and contains procedures.

Design Principle 7: Airspace should connect to the airways	NOT MET	PARTIAL	MET
structure to ensure Commercial Air Transport remain inside			
Controlled Airspace when arriving or departing from Exeter			
Airport.			

Summary of Qualitative Assessment: This option provides connectivity to the airways structure and would ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.

Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			

Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.



5.1.15 Airspace Option PE2i

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option extends new airspace to the north of the airport into Class G airspace, which was a cause of concern to stakeholders. This option connects to the airways structure and contains the procedures in CAS. Although this option has been included following stakeholder feedback, the concern regarding the proximity of Class D airspace to other airfields in the local area still exists. Stakeholders considered that having airspace overhead local airfields was unacceptable. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: PE2j
Option Name: Airspace Option PE2j	REJECT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Stubs 5 nm wide extended to include protection of the IFPs. Upper airspace extended to the north to contain aircraft leaving airways structure to northern IAFs. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR, Class E+RMZ for the stubs and RMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. SIDs and Transition procedures would not be contained in CAS with this option. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ/RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the kno	nents of the A	AMS.	
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: Class D and Class E+RMZ/RMZ airspace would create a known traffic environment. This option protects the final approach path and the departure and transition procedures.



airspace.

Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: This option will require airspace or Class E+RMZ airspace (if operating under IFR) but a denied. The carriage and operation of radio equipment is man Exeter ATC would not unnecessarily delay information trainstandby, unless for urgent operational reason. Communication of standby, unless for urgent operational reason.	ccess to airsp datory in Cla Insmissions	pace will not r ss E+RMZ/RN by requestin	routinely be MZ airspace. Ig pilots to		
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: Any additional airspace is airspace users in the local area. The stubs extend over Farvairspace extends over Branscombe, Dunkeswell and North required to enter Class D airspace or Class E+RMZ airspace operating VFR will require two-way communications prior to Exeter Airport is committed to introducing suitable mitigation introduction of new airspace may have.	vay Commor Hill airfields ce (if operat entering Clas	n airfield and . ATC cleara ing under IF ss E+RMZ/RM	I the upper nce will be R). Aircraft IZ airspace.		
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET		
· ·	Summary of Qualitative Assessment: This option does not contain the procedures and the amount of CAS is excessive for the protection of the final approach and initial climb out paths.				
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: This option provides connectivity to a Commercial Air Transport would not remain inside Controlled Airspace will from Exeter Airport.		•			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adve environmental impact by aircraft operating to or from Exeter Airport. However, there may be increase in noise caused by the funnelling of aircraft displaced by and operating outside of any n		may be an			



5.1.16 Airspace Option PE2j

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option extends new airspace to the north of the airport into Class G airspace, which was a cause of concern to stakeholders. This option connects to the airways structure, but does not contain SID and Transition procedures in CAS. Although this option has been included following stakeholder feedback, the concern regarding the proximity of Class D airspace to other airfields in the local area still exists. Stakeholders considered that having airspace overhead local airfields was unacceptable. Since this option does not contain the procedures, Exeter Airport considers that the amount of CAS proposed with this option is excessive for the requirement to protect the final approach and climb out paths; hence this option is rejected.



Design Principle Evaluation	OPTION NO: PE2k
Option Name: Airspace Option PE2k	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Stubs 5 nm wide extended to include protection of the IFPs. Upper airspace extended to the north to contain aircraft leaving airways structure to northern IAFs. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR, RMZ for the stubs and Class E/Class E+TMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. SIDs and Transition procedures are unlikely to be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment This option meets the known requirements of the AMS.				
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET	



Summary of Qualitative Assessment: Class D airspace and RMZ airspace would create a known traffic environment. Class E/Class E+TMZ airspace would create a known traffic environment for IFR operations only. This option protects the final approach path and the departure and transition procedures.

Design Principle 4: Any new airspace should facilitate fair	NOT MET	PARTIAL	MET
access to all airspace users.			

Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E/Class E+TMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR

Design Principle 5: Airspace designs should, where possible,	NOT MET	PARTIAL	MET
minimise the impact on non-Exeter Airport aviation in the			
local area.			

Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. The stubs extend over Farway Common airfield and the upper airspace extends over Branscombe, Dunkeswell and North Hill airfields. ATC clearance will be required to enter Class D or Class E/Class E+TMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.

Design Principle 6: The size and categorisation of any new	NOT MET	PARTIAL	MET
controlled airspace should be proportionate to the requirement.			

Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths but is unlikely to contain the procedures.

		,	I
Design Principle 7: Airspace should connect to the airways	NOT MET	PARTIAL	MET
structure to ensure Commercial Air Transport remain inside			
Controlled Airspace when arriving or departing from Exeter			
Airport.			
		,	I

Summary of Qualitative Assessment: This option provides connectivity to the airways structure but does not ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.



Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.			

Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.

5.1.17 Airspace Option PE2k

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option extends new airspace to the north of the airport into Class G airspace, which was a cause of concern to stakeholders. This option connects to the airways structure, but is unlikely to contain SID and Transition procedures in CAS. More detailed design work will be carried out at the next stage, to understand whether this option can be implemented alongside new SID and Transition procedures. Although this option has been included following stakeholder feedback, the concern regarding the proximity of Class D airspace to other airfields in the local area still exists. Stakeholders considered that having airspace overhead local airfields was unacceptable. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: PE2I
Option Name: Airspace Option PE2I	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Stubs 5 nm wide extended to include protection of the IFPs. Upper airspace extended to the north to contain aircraft leaving airways structure to northern IAFs. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR, RMZ for the stubs and Class E+RMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. SIDs and Transition procedures are unlikely to be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ/RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment This option meets the known requirements of the AMS.				
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET	

Summary of Qualitative Assessment: Class D and Class E+RMZ/RMZ airspace would create a known traffic environment. This option protects the final approach path and the departure and transition procedures.



Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E+RMZ/RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ/RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'.				
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. The stubs extend over Farway Common airfield and the upper airspace extends over Branscombe, Dunkeswell and North Hill airfields. ATC clearance will be required to enter Class D or Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ/RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.				
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option protects the final approach and initial climb ou paths but is unlikely to contain the procedures.			al climb out	
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option provides connectivity to the airways structure but does not ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.				
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.				



5.1.18 Airspace Option PE2l

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option extends new airspace to the north of the airport into Class G airspace, which was a cause of concern to stakeholders. This option connects to the airways structure, but is unlikely to contain SID and Transition procedures in CAS. More detailed design work will be carried out at the next stage, to understand whether this option can be implemented alongside new SID and Transition procedures. Although this option has been included following stakeholder feedback, the concern regarding the proximity of Class D airspace to other airfields in the local area still exists. Stakeholders considered that having airspace overhead local airfields was unacceptable. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: PE2m
Option Name: Airspace Option PE2m	REJECT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Stubs 5 nm wide extended to include protection of the IFPs. Upper airspace extended to the north to contain aircraft leaving airways structure to northern IAFs. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR and RMZ for the stubs and upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. SIDs and Transition procedures would not be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the known requirements of the AMS.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.		PARTIAL	MET

Summary of Qualitative Assessment: Class D and RMZ airspace would create a known traffic environment. This option protects the final approach path and the departure and transition procedures.



Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory in RMZ airspace. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'.			
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. The stubs extend over Farway Common airfield and the upper airspace extends over Branscombe, Dunkeswell and North Hill airfields. ATC clearance will be required to enter Class D airspace. Aircraft operating VFR will require two-way communications prior to entering RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.			
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option does not cor of CAS is excessive for the protection of the final approach and	•		the amount
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides connectivity to the airways structure but Commercial Air Transport would not remain inside Controlled Airspace when arriving or departing from Exeter Airport.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.			



5.1.19 Airspace Option PE2m

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option extends new airspace to the north of the airport into Class G airspace, which was a cause of concern to stakeholders. This option connects to the airways structure, but does not contain SID and Transition procedures in CAS. Although this option has been included following stakeholder feedback, the concern regarding the proximity of Class D airspace to other airfields in the local area still exists. Stakeholders considered that having airspace overhead local airfields was unacceptable. Since this option does not contain the procedures, Exeter Airport considers that the amount of CAS proposed with this option is excessive for the requirement to protect the final approach and climb out paths; hence this option is rejected.



Design Principle Evaluation		OPTION NO	: PE3a
Option Name: Airspace Option PE3a		ACCEPT	
Description of Option: Layered airspace, lower airspace a circular zone, radius 5 nm. Stubs 4 nm wide extended to include protection of the IFPs. Upper airspace northern boundary in line with northern edge of stubs. Southern boundary extended to contain aircraft leaving airway structure to the south of the airport to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification would be Class D for this sub-option.	radius 5 nm. Stubs 4 nm wide extended to ction of the IFPs. Upper airspace northern ine with northern edge of stubs. Southern ended to contain aircraft leaving airway ne south of the airport to southern IAFs for edures. The zone around the airport nominally ce to 3,000 ft with the stubs nominally 1,500 ft 3,000 ft. The upper airspace top height FL65.		
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of safety. The design will be compliant with the required technical criteria and will be consistent compatible with the appropriate regulatory requirements. Only the SID and transition option the south of the airport would be contained with this option. Although this option should entitle safety of aircraft operating to and from Exeter Airport due to the increased level of protein that the potential to create choke points resulting in the funnelling of aircraft displaced by operating outside of any new airspace.			nsistent and n options to ald enhance protection,
		5.5-1.1	

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the known requirements of the AMS.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.		PARTIAL	MET
Summary of Qualitative Assessment: Class D airspace would create a known traffic environme			vironment

Summary of Qualitative Assessment: Class D airspace would create a known traffic environment. This option would protect the final approach paths and procedures to the south of the airport but does not provide protection for departure or transition procedures to the north.

Design Principle 4: Any new airspace should facilitate fair access to all airspace users.

PARTIAL

MET

Summary of Qualitative Assessment: This option will require ATC clearance to access the new airspace but access to airspace will not routinely be denied.



Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. The stubs extend over Farway Common airfield and the upper airspace extends over Branscombe airfield. ATC clearance will be required to enter the airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.				
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option protects the final approach and initial climb or paths and would contain the departure and transition procedures to the south of the airport.				
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.				
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse				

Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.

5.1.20 Airspace Option PE3a

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but only SID and Transition procedures to the south of the airport will be contained in CAS. Although this option has been included following stakeholder feedback, the concern regarding the proximity of Class D airspace to other airfields in the local area still exists. Stakeholders considered that having airspace overhead local airfields was unacceptable. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height



of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: PE3b
Option Name: Airspace Option PE3b	ACCEPT

Description of Option: Layered airspace, lower airspace a circular zone, radius 5 nm. Stubs 4 nm wide extended to include protection of the IFPs. Upper airspace northern boundary in line with northern edge of stubs. Southern boundary extended to contain aircraft leaving airway structure to the south of the airport to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR and stubs and Class E or Class E+TMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Only the SID and transition options to the south of the airport would be contained with this option. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the known requirements of the AMS.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: Class D airspace would create a known traffic environment. Class E/Class E+TMZ airspace would create a known traffic environment for IFR operations only. This option would protect the final approach paths and procedures to the south of the airport but does not provide protection for departure or transition procedures to the north.



Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will require ATC clearance to access Class I airspace or Class E/Class E+TMZ airspace (if operating under IFR) but access to airspace will no routinely be denied. Carriage and operation of pressure-altitude reporting transponders i mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR.			
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. The stubs extend over Farway Common airfield and the upper airspace extends over Branscombe airfield. ATC clearance will be required to enter Class D or Class E/Class E+TMZ airspace (if operating under IFR). Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.			the upper s D or Class ing suitable
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option protects the paths and would contain the departure and transition procedu			
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option is anticipate environmental impact by aircraft operating to or from Exeter increase in noise caused by the funnelling of aircraft displaced airspace.	Airport. Ho	wever, there	may be an



5.1.21 Airspace Option PE3b

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but only SID and Transition procedures to the south of the airport will be contained in CAS. Although this option has been included following stakeholder feedback, the concern regarding the proximity of Class D airspace to other airfields in the local area still exists. Stakeholders considered that having airspace overhead local airfields was unacceptable. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: PE3c
Option Name: Airspace Option PE3c	ACCEPT

Description of Option: Layered airspace, lower airspace a circular zone, radius 5 nm. Stubs 4 nm wide extended to include protection of the IFPs. Upper airspace northern boundary in line with northern edge of stubs. Southern boundary extended to contain aircraft leaving airway structure to the south of the airport to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR and stubs and Class E+RMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Only the SID and transition options to the south of the airport would be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the kno	own requirem	nents of the A	AMS.
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Class D and Class E+RMZ airspace would create a known traffic environment. This option would protect the final approach paths and procedures to the south of the airport but does not provide protection for departure or transition procedures to the north.			
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET



Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E+RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'.

Design Principle 5: Airspace designs should, where possible,	NOT MET	PARTIAL	MET
minimise the impact on non-Exeter Airport aviation in the			
local area.			

Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. The stubs extend over Farway Common airfield and the upper airspace extends over Branscombe airfield. ATC clearance will be required to enter Class D or Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.

Design Principle 6: The size and categorisation of any new	NOT MET	PARTIAL	MET
controlled airspace should be proportionate to the			
requirement.			

Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths and would contain the departure and transition procedures to the south of the airport.

NOT MET	PARTIAL	MET
	NOT MET	NOT MET PARTIAL

Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.

Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			

Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.

5.1.22 Airspace Option PE3c

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to

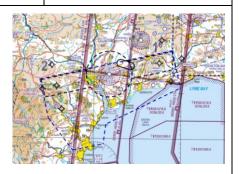


the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but only SID and Transition procedures to the south of the airport will be contained in CAS. Although this option has been included following stakeholder feedback, the concern regarding the proximity of Class D airspace to other airfields in the local area still exists. Stakeholders considered that having airspace overhead local airfields was unacceptable. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved



Design Principle Evaluation	OPTION NO: PE3d
Option Name: Airspace Option PE3d	REJECT

Description of Option: Layered airspace, lower airspace a circular zone, radius 5 nm. Stubs 4 nm wide extended to include protection of the IFPs. Upper airspace northern boundary in line with northern edge of stubs. Southern boundary extended to contain aircraft leaving airway structure to the south of the airport to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR and stubs and RMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in	NOT MET	PARTIAL	MET
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. SIDs and Transition procedures would not be contained in CAS with this option. Although ATC separation would not be provided to aircraft operating VFR in RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

CAA's published Airspace Modernisation Strategy and any future plans associated with it.			
Summary of Qualitative Assessment This option meets the known	vn requirem	ents of the A	MS.
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: Class D and RMZ airspace would create a known traffic environment. Class D and RMZ airspace would create a known traffic environment. This option would protect the final approach paths and procedures to the south of the airport but does not provide protection for departure or transition procedures to the north.

Design Principle 4: Any new airspace should facilitate fair	NOT MET	PARTIAL	MET
access to all airspace users.			



Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory in RMZ airspace. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'.

Design Principle 5: Airspace designs should, where possible,	NOT MET	PARTIAL	MET
minimise the impact on non-Exeter Airport aviation in the			1
local area.			
	I		ı

Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. The stubs extend over Farway Common airfield and the upper airspace extends over Branscombe airfield. ATC clearance will be required to enter Class D airspace. Aircraft operating VFR will require two-way communications prior to entering RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.

Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.

NOT MET

PARTIAL

MET

Summary of Qualitative Assessment: This option does not contain the procedures and the amount of CAS is excessive for the protection of the final approach and initial climb out paths.

Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.

NOT MET

PARTIAL

MET

Summary of Qualitative Assessment: This option provides connectivity to the airways structure but Commercial Air Transport would not be able remain inside Controlled Airspace when arriving or departing from Exeter Airport.

Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.

NOT MET

PARTIAL

MET

Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.

5.1.23 Airspace Option PE3d

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to



the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but only SID and Transition procedures to the south of the airport will be contained in CAS. Although this option has been included following stakeholder feedback, the concern regarding the proximity of Class D airspace to other airfields in the local area still exists. Stakeholders considered that having airspace overhead local airfields was unacceptable. Since this option does not contain the procedures, Exeter Airport considers that the amount of CAS proposed with this option is excessive for the requirement to protect the final approach and climb out paths; hence this option is rejected.



Design Principle Evaluation	OPTION NO: PE3e
Option Name: Airspace Option PE3e	ACCEPT

Description of Option: Layered airspace, lower airspace a circular zone, radius 5 nm. Stubs 4 nm wide extended to include protection of the IFPs. Upper airspace northern boundary in line with northern edge of stubs. Southern boundary extended to contain aircraft leaving airway structure to the south of the airport to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR and Class E or Class E+TMZ for the stubs and upper zone.



Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET
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Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Only the SID and transition options to the south of the airport would be contained with this option. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment This option meets the known requirements of the AMS.					
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET		

Summary of Qualitative Assessment: Class D airspace would create a known traffic environment. Class E/Class E+TMZ airspace would create a known traffic environment for IFR operations only. This option would protect the final approach paths and procedures to the south of the airport but does not provide protection for departure or transition procedures to the north.



Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E/Class E+TMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR.					
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. The stubs extend over Farway Common airfield and the upper airspace extends over Branscombe airfield. ATC clearance will be required to enter Class D or Class E/Class E+TMZ airspace (if operating under IFR). Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.					
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths and would contain the departure and transition procedures to the south of the airport.					
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.					
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.					



5.1.24 Airspace Option PE3e

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but only SID and Transition procedures to the south of the airport will be contained in CAS. Although this option has been included following stakeholder feedback, the concern regarding the proximity of Class D airspace to other airfields in the local area still exists. Stakeholders considered that having airspace overhead local airfields was unacceptable. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: PE3f
Option Name: Airspace Option PE3f	ACCEPT

Description of Option: Layered airspace, lower airspace a circular zone, radius 5 nm. Stubs 4 nm wide extended to include protection of the IFPs. Upper airspace northern boundary in line with northern edge of stubs. Southern boundary extended to contain aircraft leaving airway structure to the south of the airport to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR, Class E/Class E+TMZ for the stubs and Class E+RMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Only the SID and transition options to the south of the airport would be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the kno	wn requirem	nents of the A	AMS.
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: Class D and Class E+RMZ airspace would create a known traffic environment. Class E/Class E+TMZ airspace would create a known traffic environment for IFR operations only. This option would protect the final approach paths and procedures to the south of the airport but does not provide protection for departure or transition procedures to the north.



Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will require airspace or Class E/Class E+TMZ/Class E+RMZ airspace (if operation of will not routinely be denied. The carriage and operation of E+RMZ airspace for aircraft operating VFR. Exeter ATC would transmissions by requesting pilots to 'standby', unless Communications with pilots will be established as soon as post 'stand by'. Carriage and operation of pressure-altitude reporting E+TMZ airspace. There will be no restrictions to access of Class	ating under IF radio equipn not unneces for urger sible after hang transpond	R) but access nent is mand sarily delay in nt operation aving instruct ers is mandat	to airspace latory Class information lal reason. led them to tory in Class
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. The stubs extend over Farway Common airfield and the upper airspace extends over Branscombe airfield. ATC clearance will be required to enter Class D or Class E/Class E+TMZ/Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.			
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option protects the paths and would contain the departure and transition procedu			
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET



Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.

5.1.25 Airspace Option PE3f

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but only SID and Transition procedures to the south of the airport will be contained in CAS. Although this option has been included following stakeholder feedback, the concern regarding the proximity of Class D airspace to other airfields in the local area still exists. Stakeholders considered that having airspace overhead local airfields was unacceptable. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: PE3g
Option Name: Airspace Option PE3g	REJECT

Description of Option: Layered airspace, lower airspace a circular zone, radius 5 nm. Stubs 4 nm wide extended to include protection of the IFPs. Upper airspace northern boundary in line with northern edge of stubs. Southern boundary extended to contain aircraft leaving airway structure to the south of the airport to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR, Class E/Class E+TMZ for the stubs and RMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. SIDs and Transition procedures would not be contained in CAS with this option. Although ATC separation would not be provided to aircraft operating VFR in RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the kno	own requirem	nents of the A	AMS.
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: Class D and RMZ airspace would create a known traffic environment. Class E/Class E+TMZ airspace would create a known traffic environment for IFR operations only. This option would protect the final approach paths and procedures to the south of the airport but does not provide protection for departure or transition procedures to the north.



Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E/Class E+TMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. The carriage and operation of radio equipment is mandatory in RMZ airspace. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'. There will be no restrictions to access of Class E airspace for aircraft operating VFR.			
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. The stubs extend over Farway Common airfield and the upper airspace extends over Branscombe airfield. ATC clearance will be required to enter Class D airspace or Class E/Class E+TMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.			
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option does not con of CAS is excessive for the protection of the final approach and	•		the amount
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides con- Commercial Air Transport would not be able to remain inside departing from Exeter Airport.	-	-	
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET



Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.

5.1.26 Airspace Option PE3g

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but does not contain SID and Transition procedures in CAS. Although this option has been included following stakeholder feedback, the concern regarding the proximity of Class D airspace to other airfields in the local area still exists. Stakeholders considered that having airspace overhead local airfields was unacceptable. Since this option does not contain the procedures, Exeter Airport considers that the amount of CAS proposed with this option is excessive for the requirement to protect the final approach and climb out paths; hence this option is rejected.



Design Principle Evaluation	OPTION NO: PE3h
Option Name: Airspace Option PE3h	ACCEPT

Description of Option: Layered airspace, lower airspace a circular zone, radius 5 nm. Stubs 4 nm wide extended to include protection of the IFPs. Upper airspace northern boundary in line with northern edge of stubs. Southern boundary extended to contain aircraft leaving airway structure to the south of the airport to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR, Class E+RMZ for the stubs and Class E/Class E+TMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Only the SID and transition options to the south of the airport would be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the kno	own requirem	ents of the A	AMS.
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET



Summary of Qualitative Assessment: Class D airspace and Class E+RMZ airspace would create a known traffic environment. Class E/Class E+TMZ airspace would create a known traffic environment for IFR operations only. This option would protect the final approach paths and procedures to the south of the airport but does not provide protection for departure or transition procedures to the north.

Design Principle 4: Any new airspace should facilitate fair	NOT MET	PARTIAL	MET
access to all airspace users.			

Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E/Class E+TMZ/Class E+RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR.

Design Principle 5: Airspace designs should, where possible,	NOT MET	PARTIAL	MET
minimise the impact on non-Exeter Airport aviation in the			
local area.			

Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. The stubs extend over Farway Common airfield and the upper airspace extends over Branscombe airfield. ATC clearance will be required to enter Class D or Class E/Class E+TMZ/Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.

Design Principle 6: The size and categorisation of any new	NOT MET	PARTIAL	MET
controlled airspace should be proportionate to the			
requirement.			

Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths and would contain the departure and transition procedures to the south of the airport.

Design Principle 7: Airspace should connect to the airways	NOT MET	PARTIAL	MET
structure to ensure Commercial Air Transport remain inside			
Controlled Airspace when arriving or departing from Exeter			
Airport.			

Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.



Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			

Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.

5.1.27 Airspace Option PE3h

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but only SID and Transition procedures to the south of the airport will be contained in CAS. Although this option has been included following stakeholder feedback, the concern regarding the proximity of Class D airspace to other airfields in the local area still exists. Stakeholders considered that having airspace overhead local airfields was unacceptable. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: PE3i
Option Name: Airspace Option PE3i	ACCEPT
Description of Option: Layered airspace, lower airspace a	

Description of Option: Layered airspace, lower airspace a circular zone, radius 5 nm. Stubs 4 nm wide extended to include protection of the IFPs. Upper airspace northern boundary in line with northern edge of stubs. Southern boundary extended to contain aircraft leaving airway structure to the south of the airport to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR and Class E+RMZ for the stubs and upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Only the SID and transition options to the south of the airport would be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the known requirements of the AMS.			AMS.
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Class D and Class E+RMZ airspace would create a known traffic environment. This option would protect the final approach paths and procedures to the south of the airport but does not provide protection for departure or transition procedures to the north.			
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET



Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E+RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'.

Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the	PARTIAL	MET
local area.		

Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. The stubs extend over Farway Common airfield and the upper airspace extends over Branscombe airfield. ATC clearance will be required to enter Class D or Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.

Design Principle 6: The size and categorisation of any new	NOT MET	PARTIAL	MET
controlled airspace should be proportionate to the			
requirement.			

Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths and would contain the departure and transition procedures to the south of the airport.

Design Principle 7: Airspace should connect to the airways	NOT MET	PARTIAL	MET
structure to ensure Commercial Air Transport remain inside			
Controlled Airspace when arriving or departing from Exeter			
Airport.			

Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.

Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			

Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.

5.1.28 Airspace Option PE3i

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to



the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but only SID and Transition procedures to the south of the airport will be contained in CAS. Although this option has been included following stakeholder feedback, the concern regarding the proximity of Class D airspace to other airfields in the local area still exists. Stakeholders considered that having airspace overhead local airfields was unacceptable. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: PE3j
Option Name: Airspace Option PE3j	REJECT

Description of Option: Layered airspace, lower airspace a circular zone, radius 5 nm. Stubs 4 nm wide extended to include protection of the IFPs. Upper airspace northern boundary in line with northern edge of stubs. Southern boundary extended to contain aircraft leaving airway structure to the south of the airport to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR, Class E+RMZ for the stubs and RMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET
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Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. SIDs and Transition procedures would not be contained in CAS with this option. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ/RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the kno	own requiren	nents of the A	AMS.
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Class D and Class E+RMZ/RMZ airspace would create a known traffic environment. This option would protect the final approach paths and procedures to the south of the airport but does not provide protection for departure or transition procedures to the north.			
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET



Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E+RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory in Class E+RMZ/RMZ airspace. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'.

Design Principle 5: Airspace designs should, where possible,	NOT MET	PARTIAL	MET
minimise the impact on non-Exeter Airport aviation in the			
local area.			

Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. The stubs extend over Farway Common airfield and the upper airspace extends over Branscombe airfield. ATC clearance will be required to enter Class D airspace or Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ/RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.

Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.

NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: This option does not contain the procedures and the amount of CAS is excessive for the protection of the final approach and initial climb out paths.

Design Principle 7: Airspace should connect to the airways	NOT MET	PARTIAL	MET
structure to ensure Commercial Air Transport remain inside			
Controlled Airspace when arriving or departing from Exeter			
Airport.			

Summary of Qualitative Assessment: This option provides connectivity to the airways structure but Commercial Air Transport would not remain inside Controlled Airspace when arriving or departing from Exeter Airport.

Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			
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Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.



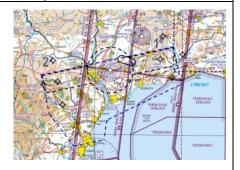
5.1.29 Airspace Option PE3j

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but does not contain SID and Transition procedures in CAS. Although this option has been included following stakeholder feedback, the concern regarding the proximity of Class D airspace to other airfields in the local area still exists. Stakeholders considered that having airspace overhead local airfields was unacceptable. Since this option does not contain the procedures, Exeter Airport considers that the amount of CAS proposed with this option is excessive for the requirement to protect the final approach and climb out paths; hence this option is rejected.



Design Principle Evaluation	OPTION NO: PE3k
Option Name: Airspace Option PE3k	ACCEPT

Description of Option: Layered airspace, lower airspace a circular zone, radius 5 nm. Stubs 4 nm wide extended to include protection of the IFPs. Upper airspace northern boundary in line with northern edge of stubs. Southern boundary extended to contain aircraft leaving airway structure to the south of the airport to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR, RMZ for the stubs and Class E/Class E+TMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. SIDs and Transition procedures are unlikely to be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the known requirements of the AMS.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: Class D airspace and RMZ airspace would create a known traffic environment. Class E/Class E+TMZ airspace would create a known traffic environment for IFR operations only. This option would protect the final approach paths and procedures to the south of the airport but does not provide protection for departure or transition procedures to the north.



Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will require ATC clearance to access Class E airspace or Class E/Class E+TMZ airspace (if operating under IFR) but access to airspace will no routinely be denied. The carriage and operation of radio equipment is mandatory RMZ airspace fo aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilot will be established as soon as possible after having instructed them to 'stand by'. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR			ace will not airspace for missions by with pilots arriage and
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. The stubs extend over Farway Common airfield and the upper airspace extends over Branscombe airfield. ATC clearance will be required to enter Class D or Class E/Class E+TMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.			
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option protects the paths but is unlikely to contain the procedures.	e final approa	ach and initia	al climb out
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides connectivity to the airways structure but does not ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET



Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.

5.1.30 Airspace Option PE3k

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but is unlikely to contain SID and Transition procedures in CAS. More detailed design work will be carried out at the next stage, to understand whether this option can be implemented alongside new SID and Transition procedures. Although this option has been included following stakeholder feedback, the concern regarding the proximity of Class D airspace to other airfields in the local area still exists. Stakeholders considered that having airspace overhead local airfields was unacceptable. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: PE3I
Option Name: Airspace Option PE3I	ACCEPT

Description of Option: Layered airspace, lower airspace a circular zone, radius 5 nm. Stubs 4 nm wide extended to include protection of the IFPs. Upper airspace northern boundary in line with northern edge of stubs. Southern boundary extended to contain aircraft leaving airway structure to the south of the airport to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR, RMZ for the stubs and Class E+RMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. SIDs and Transition procedures are unlikely to be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ/RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment This option meets the known requirements of the AMS.					
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: Class D and Class E+RMZ/RMZ airspace would create a known traffic environment. This option would protect the final approach paths and procedures to the south of the airport but does not provide protection for departure or transition procedures to the north.					
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET		



Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E+RMZ/RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ/RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'.

Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. The stubs extend over Farway Common airfield and the upper airspace extends over Branscombe airfield. ATC clearance will be required to enter Class D or Class					

airspace users in the local area. The stubs extend over Farway Common airfield and the upper airspace extends over Branscombe airfield. ATC clearance will be required to enter Class D or Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ/RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.

Design Principle 6: The size and categorisation of any new	NOT MET	PARTIAL	MET
controlled airspace should be proportionate to the requirement.			

Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths but is unlikely to contain the procedures.

Design Principle 7: Airspace should connect to the airways	NOT MET	PARTIAL	MET
structure to ensure Commercial Air Transport remain inside			
Controlled Airspace when arriving or departing from Exeter			
Airport.			

Summary of Qualitative Assessment: This option provides connectivity to the airways structure but does not ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.

Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			
		1	

Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.



5.1.31 Airspace Option PE3I

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but is unlikely to contain SID and Transition procedures in CAS. More detailed design work will be carried out at the next stage, to understand whether this option can be implemented alongside new SID and Transition procedures. Although this option has been included following stakeholder feedback, the concern regarding the proximity of Class D airspace to other airfields in the local area still exists. Stakeholders considered that having airspace overhead local airfields was unacceptable. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: PE3m
Option Name: Airspace Option PE3m	REJECT
Description of Option: Layered airspace, lower airspace a	

Description of Option: Layered airspace, lower airspace a circular zone, radius 5 nm. Stubs 4 nm wide extended to include protection of the IFPs. Upper airspace northern boundary in line with northern edge of stubs. Southern boundary extended to contain aircraft leaving airway structure to the south of the airport to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR and RMZ for the stubs and upper zone.



Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. SIDs and Transition procedures would not be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment This option meets the known requirements of the AMS.				
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Class D and RMZ airspace would create a known traffic environment. This option would protect the final approach paths and procedures to the south of the airport but does not provide protection for departure or transition procedures to the north.				
Design Principle 4: Any new airspace should facilitate fair	NOT MET	PARTIAL	MET	

access to all airspace users.



Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory in RMZ airspace. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'.

Design Principle 5: Airspace designs should, where possible,	NOT MET	PARTIAL	MET
minimise the impact on non-Exeter Airport aviation in the			
local area.			

Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. The stubs extend over Farway Common airfield and the upper airspace extends over Branscombe airfield. ATC clearance will be required to enter Class D airspace. Aircraft operating VFR will require two-way communications prior to entering RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.

Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.

NOT MET

PARTIAL

MET

Summary of Qualitative Assessment: This option does not contain the procedures and the amount of CAS is excessive for the protection of the final approach and initial climb out paths.

Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.

NOT MET

PARTIAL

MET

Summary of Qualitative Assessment: This option provides connectivity to the airways structure but Commercial Air Transport would not remain inside Controlled Airspace when arriving or departing from Exeter Airport.

Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.

NOT MET

PARTIAL

MET

Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.

5.1.32 Airspace Option PE3m

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to



the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but does not contain SID and Transition procedures in CAS. Although this option has been included following stakeholder feedback, the concern regarding the proximity of Class D airspace to other airfields in the local area still exists. Stakeholders considered that having airspace overhead local airfields was unacceptable. Since this option does not contain the procedures, Exeter Airport considers that the amount of CAS proposed with this option is excessive for the requirement to protect the final approach and climb out paths; hence this option is rejected.



6 The Design Technical Criteria Evaluation of Design Options

6.1 Technical Criteria Evaluation

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