IAUTIAL OPT	HONE ADDDA	NCA!											
INITIAL OPT	TONS APPRA	AISAL Summary of Analys	Issue 2 sis This option has minimal noise impact and represents the shortest track	This option has minimal noise impact but represents further	This option has minimal noise impact and represents the shortest track miles for	This option would only be available outside of the operating hours of the EG D012	Runway 25 departure options will have a significantly worse noise impact than the Do	Runway 26 departure options will have a significantly worse noise impact than the Do	This option would only be available outside of the operating hours of the EG D012	Runway 26 departure options will have a significantly worse noise impact than the	Do Runway 26 departure options will have a significantly worse noise impact than the D		Designed to be flown at optimum aircraft performance in a
			miles for aircraft routing to the north. This route passes close to North Hill and Dunkeswell airfields.	track miles than the previous option. However, this route is further from North Hill and Dunkeswell airfields. The alignment of the northern track with the en-route airways structure above	aircraft routing to the south.	Lyme Bay North and EG D033 Lyme Bay Danger Areas and represents a good option for aircraft routing to the south-east. This is not the most direct route to NOTRO. However, the initial part of the route is aligned with the southern departure route	Nothing option due to the design requirements. There will also be an increase in trac miles and therefore emissions. This option will be taken forward so that a full environmental impact assessment can be made at Stage 3. Exister Airport will not look	Nothing option due to the design requirements. There will also be an increase in trad miles and therefore emissions. This option will be taken forward so that a full environmental impact assessment can be made at Stage 3. Exister Airport will not loo	k Lyme Bay North and EG D03 Lyme Bay Danger Areas and represents a good option for aircraft routing to the south-eact. Rumway 26 departure options will have a k significantly worse noise impact than the Do Nothing option due to the design	Nothing option due to the design requirements. There will also be an increase in timiles and therefore emissions. This option will be taken forward so that a full environmental impact assessment can be made at Stage 3. Exiter Airport will not	ack Nothing option due to the design requirements. There will also be an increase in tra miles and therefore emissions. This option will be taken forward so that a full ook environmental impact assessment can be made at Stage 3. Exeter Airport will not lo	ix Lyme Bay North and EG D013 Lyme Bay Danger Areas and represents a good option for aircraft routing to the south-east. Runway 26 departure options will have a sk, significantly worse noise impact than the Do Nothing option due to the design	continuous descent and minimal track miles. This option has minimal noise impact.
				will make integration with the new airspace structure easier to achieve. The position of the track can be moved laterally to lift in with the new airways structure above. This is the preferred option.		until over the see, and will have minimal noise impact.	to introduce procedures at any cost, and if it is considered that the impact of this option is too great, the option will be removed.	to introduce procedures at any cost, and if it is considered that the impact of this option is too great, the option will be removed.	requirements. There will also be an increase in track milks and therefore emission. This option will be taken forward to that a full emissionmental impact assessment or be made at Stage 3. Exeter Airport will not look to introduce procedures at any cost and if it is considered that the impact of this option is too great, the option will be removed.	to introduce procedures at any cost, and if it is considered that the impact of this	to introduce procedures at any cost, and if it is considered that the impact of this option is too great, the option will be removed.	requirements. There will also be an increase in track miles and therefore emissions. This option will be taken forwards to that a full eminormental impact assessment ca- be made at Stage 3. Exister Airport will not look to introduce procedures at any cost, and if it is considered that the impact of this option is too great, the option will be removed.	n n
Storm	two to	tous of Austria	Numway 08 SID (north – direct)	Runway 08 SID (north – dogleg)	Nurway 08 SID (pouth - direct)	Numway 03 SID (south dogley)	Runway 25 SID (north-east)	Rumwy 35 SID (south)	Numwy 25 SID (south-east)	Burneye 25 Extended SID Inorth-east I	Runway 26 Extended SID (south)	Runway 26 Extended SID (south-east)	Runway 08 Transition (north)
			Option S1	Option S2	Option 56	Option 57	Option S10	Option S12	Option S13	Option S17	Option \$19	Option S20	Option T1
Communities	Noise impact on healt and quality of life	th Initial Options Appraisal:	This option will be designed to be flown at optimum aircraft performance and with continuous climb profile to minimise noise. The procedure design	This option will be designed to be flown at optimum aircraft performance and with continuous climb profile to minimise	continuous climb profile to minimise poise. The procedure design would still adhere	continuous climb nonfile to minimise noise. The procedure design would still afflects	This option will be designed to be flown at optimum aircraft performance and with continuous climb profile to minimise noise. The procedure design would still adhere	continuous rlimb norfile to minimise noise. The procedure design would still adhere	continuous rlimb profile to minimise poise. The procedure design would still adher	This option will be designed to be flown at optimum aircraft performance and with continuous climb profile to minimise noise. The procedure design would still adhe	e mortinuous climb noofile to minimise noise. The properture design would still adhere	continuous climb norfile to minimise noise. The procedure design would still adhere	This option will be designed to be flown at optimum aircral performance with a continuous descent profile to minimise
			would still adhere to the extant noise abatement procedures, where aircraft would climb to 1,500 feet (ft) above aerodrome level (aal) before turning.	t noise. The procedure design would still adhere to the extant noise abatement procedures, where aircraft would climb to 1,50	to the extant noise abatement procedures, where aircraft would climb to 1,500 feet (ft) above aerodrome level (aal) before turning. Due to the design constraints, this	to the extant noise abatement procedures, where aircraft would climb to 1,500 feet (ft) above aerodrome level (aal) before turning. Due to the design constraints, this	to the extant noise abatement procedures, where aircraft would climb to 1,000 ft aal before turning. Due to the design constraints, this would mean that aircraft would be	to the extant noise abatement procedures, where aircraft would dimb to 1,000 ft aal before turning. Due to the design constraints, this would mean that aircraft would be	to the extant noise abatement procedures, where aircraft would climb to 1,000 ft as before turning. Due to the design constraints, this would mean that aircraft would	to the extant noise abatement procedures, where aircraft would climb to 1,000 ft a be before turning. Due to the design constraints, this would mean that aircraft would	al to the extant noise abatement procedures, where aircraft would climb to 1,000 ft aa be before turning. Due to the design constraints, this would mean that aircraft would be	to the extant noise abatement procedures, where aircraft would climb to 1,000 ft aal e before turning. Due to the design constraints, this would mean that aircraft would be	I noise. This route avoids large built-up areas and is over a see rural area of Devon with numerous small villages and
			Due to the design constraints, this would mean that the ground track of aircraft would be different to that flown today, resulting in the possible		would mean that the ground track of aircraft would be different to that flown today, resulting in the possible overflight of new locations. This route avoids large built-up						to over built-up areas of the City of Exeter before any turns were permitted. In order to other mitigate any increase in noise raised by aircraft turning this notion continues straig	over built-up areas of the City of Exeter before any turns were permitted. In order to the mitigate any increase in noise caused by aircraft turning, this option continues straigh	 hamlets, so some overflight of these locations may occur. ht Aircraft should be above 3,000 ft descending with lower
			overflight of new locations. This route avoids large built-up areas and is over a rural area of Devon with numerous small villages and hamlets, so some overflight of these locations may occur. This is likely to be a similar	track of aircraft would be different to that flown today, resulting in the possible overflight of new locations. This route avoids large built-up areas and is over a rural area of Devon with			the route is over a rural area of Devon with numerous small villages and hamlets, so some overflight of these locations may occur. The noise impact of this option is likely to be significantly worse than the Do Nothing option.	the route is over a rural area of Devon with a small number of small villages and hamlets, so some overflight of these locations may occur. The noise impact of this option is likely to be significantly worse than the Do Nothing option.	the route is over a rural area of Devon with a small number of small villages and hamlets, so some overflight of these locations may occur. The noise impact of this ootion is likely to be significantly worse than the Do Nothins ootion.	Exeter. This would result in the overflight of residential locations within the city an	ahead on runway heading until beyond the western edge of the built-up area of Exeter. This would result in the overflight of residential locations within the city and would take aircraft close to the Royal Devon & Exeter Hospital in the city. Once clear	ahead on runway heading until beyond the western edge of the built-up area of Exeter. This would result in the overflight of residential locations within the city and	power settings so the impact of noise should be minimal. The improved descent profile and predictable routing should represent an improvement in the impact of noise to
			some overlight of these locations may occur. This is likely to be a similar impact to the Do Nothing option, although different locations are likely to be officient	numerous small villages and hamlets, so some overflight of thes	could be introduced to try and avoid these larger locations. However, there are numerous smaller villages and hamlets that could be overflown. It is likely that the larger is clightly exporter than the Do Nothing parties with different locations (likely to the Do Nothing parties with different locations).	could be introduced to try and avoid these larger locations. However, there are numerous smaller villages and hamlets that could be overflown. It is likely that the learner is clieble another beauting of the could be overflown. It is likely that the				of the city, the route is over a rural area of Devon with numerous small villages and	would take aircraft close to the Royal Devon & Exeter Hospital in the city. Once close of the city, the route is over a rural area of Devon with numerous small villages and hamlest, so some overflight of these locations may occur. The noise impact of this	of the city, the route is over a rural area of Devon with numerous small villages and	r should represent an improvement in the impact of noise to the Do Nothing option.
			This option avoids National Parks and Areas of Outstanding Natural Beauty	Nothing option, although different locations are likely to be affected.	be affected.	be affected.	is expected to have no change on the impact on tranquility compared to the Do Nothing Option.	is expected to have no change on the impact on tranquility compared to the Do Nothing Option.	is expected to have no change on the impact on tranquility compared to the Do Nothing Option.	option is likely to be significantly worse than the Do Nothing option.	option is likely to be significantly worse than the Do Nothing option.	option is likely to be significantly worse than the Do Nothing option.	This option avoids National Parks and Areas of Outstanding Natural Beauty (AONB) so is expected to have no change on
			(AONB) so is expected to have no change on the impact on tranquility compared to the Do Nothing Option.	This option avoids National Parks and AONB so is expected to	This option avoids National Parks but overfiles the western extremes of the East Devon AONB. Aircraft will be above 2,000 ft and continuing to climb at this point. This is likely to have an increased impact on tranquility compared to the Do Nothing	This option avoids National Parks but overflies the western extremes of the East Devon AONB. Aircraft will be above 2,000 ft and continuing to climb at this point. Thi	The introduction of CAS to contain the procedure may result in the redistribution of	The introduction of CAS to contain the procedure may result in the redistribution of	The introduction of CAS to contain the procedure may result in the redistribution of	This option avoids National Parks and Areas of Outstanding Natural Beauty (AONB is expected to have no change on the impact on tranquility compared to the Do	This option avoids National Parks and Areas of Outstanding Natural Beauty (AONB) is expected to have no change on the impact on tranquility compared to the Do	 This option avoids National Parks and Areas of Outstanding Natural Beauty (AONB) s is expected to have no change on the impact on tranquillity compared to the Do 	the impact on tranquility compared to the Do Nothing Option.
			The introduction of CAS to contain the procedure may result in the redistribution of GA aircraft avoiding the airspace which may result in the	have no change on the impact on tranquility compared to the D Nothing Option.	 is likely to have an increased impact on tranquility compared to the Do Nothing Option. 	is likely to have an increased impact on tranquility compared to the Do Nothing Option.	GA aircraft avoiding the airspace which may result in the overflight of different areas, including areas of tranquility. This will have more of an impact compared to the Do Nothing option.	GA aircraft avoiding the airspace which may result in the overflight of different areas, including areas of tranquility. This will have more of an impact compared to the Do Nothing option.	GA aircraft avoiding the airspace which may result in the overflight of different area including areas of tranquility. This will have more of an impact compared to the Do Nothing option.		Nothing Option. The introduction of CAS to contain the procedure may result in the redistribution of	Nothing Option. The introduction of CAS to contain the procedure may result in the redistribution of	The introduction of CAS to contain the procedure may result in the redistribution of GA aircraft auxiding the
			overflight of different areas, including areas of tranquility. This will have more of an impact compared to the Do Nothing option.	The introduction of CAS to contain the procedure may result in the redistribution of GA aircraft avoiding the airspace which may	The introduction of CAS to contain the procedure may result in the redistribution of gA aircraft avoiding the airspace which may result in the overflight of different areas,	The introduction of CAS to contain the procedure may result in the redistribution of GA aircraft avoiding the airspace which may result in the overflight of different areas,				GA aircraft avoiding the airspace which may result in the overflight of different are including areas of tranquillity. This will have more of an impact compared to the D	is, GA aircraft avoiding the airspace which may result in the overflight of different areas including areas of tranquility. This will have more of an impact compared to the Do	, GA aircraft avoiding the airspace which may result in the overflight of different areas including areas of tranquility. This will have more of an impact compared to the Do	airspace which may result in the overflight of different areas, including areas of tranquility. This will have more of
				tranquillity. This will have more of an impact compared to the D	including areas of tranquility. This will have more of an impact compared to the Do Nothing option.	including areas of tranquility. This will have more of an impact compared to the Do Nothing option.				Nothing option.	Nothing option.	Nothing option.	an impact compared to the Do Nothing option.
				Nothing option.									
Communities	Air Quality	Initial Options Appraisal: Qualitative	Due to the effects of mixing and dispersion, emissions from aircraft above 1,000 ft above mean sea level (amst) are unlikely to have a significant impac	Due to the effects of mixing and dispersion, emissions from t aircraft above 1,000 ft above mean sea level (amsl) are unlikely t	Due to the effects of mixing and dispersion, emissions from aircraft above 1,000 ft to amsl are unlikely to have a significant impact on local air quality. Departing aircraft	Due to the effects of mixing and dispersion, emissions from aircraft above 1,000 ft amd are unlikely to have a significant impact on local air quality. Departing aircraft	Due to the effects of mixing and dispersion, emissions from aircraft above 1,000 ft amd are unlikely to have a significant impact on local air quality. The design	Due to the effects of mixing and dispersion, emissions from aircraft above 1,000 ft amsl are unlikely to have a significant impact on local air quality. The design	Due to the effects of mixing and dispersion, emissions from aircraft above 1,000 ft amsl are unlikely to have a significant impact on local air quality. The design	Due to the effects of mixing and dispersion, emissions from aircraft above 1,000 ft amd are unlikely to have a significant impact on local air quality. The design	Due to the effects of mixing and dispersion, emissions from aircraft above 1,000 ft amsl are unlikely to have a significant impact on local air quality. The design	Due to the effects of mixing and dispersion, emissions from aircraft above 1,000 ft amsl are unlikely to have a significant impact on local air quality. The design	Aircraft will be above 1,000 ft at all times on this procedure, hence there will be no impact on local air quality. This
			on local air quality. Departing aircraft would still need to conform to the extant noise abatement procedures when fiving this departure route, which	have a significant impact on local air quality. Departing aircraft would still need to conform to the extant noise abatement	would still need to conform to the extant noise abatement procedures when flying this departure route, which requires them to climb at the maximum rate compatible with	s would still need to conform to the extant noise abatement procedures when flying the departure route, which requires them to climb at the maximum rate compatible with	is constraints for this procedure would mean that aircraft could remain below 1,000 ft until over the City of Exeter, which could have an impact on the local air quality.	constraints for this procedure would mean that aircraft could remain below 1,000 ft until over the City of Exeter, which could have an impact on the local air quality.	constraints for this procedure would mean that aircraft could remain below 1,000 ff until over the City of Exster, which could have an impact on the local air quality.	constraints for this procedure would mean that aircraft could remain below 1,000 until over the City of Exeter, which could have an impact on the local air quality.	t constraints for this procedure would mean that aircraft could remain below 1,000 ft until over the City of Exeter, which could have an impact on the local air quality.	constraints for this procedure would mean that aircraft could remain below 1,000 ft until over the City of Exeter, which could have an impact on the local air quality.	represents no change to the Do Nothing option.
			requires them to climb at the maximum rate compatible with safety to 1,500 ft aal before turning. There is expected to be no change to local air quality to the Do Nothins option.	them to dimb at the maximum rate compatible with safety to	safety to 1,500 ft aal before turning. There is expected to be no change to local air quality to the Do Nothing option.	safety to 1,500 ft aal before turning. There is expected to be no change to local air quality to the Do Nothing option.	However, the design heights are a worst-case scenario and in the majority of cases, aircraft would be able to follow a similar height profile to current procedures and hence would be above 1.000 ft orior to overfine the built-ou areas. As a result, it is	However, the design heights are a worst-case scenario and in the majority of cases, aircraft would be able to follow a similar height profite to current procedures and hence would be above 1,000 ft prior to overfiring the built-up areas. As a result, it is	However, the design heights are a worst-case scenario and in the majority of cases, aircraft would be able to follow a similar height profile to current procedures and hence would be above 1,000 ft prior to overflying the built-up areas. As a result, it is	However, the design heights are a worst-case scenario and in the majority of cases aircraft would be able to follow a similar height profile to current procedures and hence would be above 1,000 ft orito to overflining the built-up areas. As a result, it.	However, the design heights are a worst-case scenario and in the majority of cases, aircraft would be able to follow a similar height profile to current procedures and hence would be above 1,000 ft prior to overflining the built-up areas. As a result, it is	However, the design heights are a worst-case scenario and in the majority of cases, aircraft would be able to follow a similar height profile to current procedures and hercraft would be above 1.000 ft prior to overflyine the built-to a resea. As a result, it is	There will be no change in the Exeter, Crediton or Cullompton AQMAs as a result of implementing this option.
			to the Do Nothing option. There will be no change in the Exeter, Crediton or Cullompton AQMAs as a	1,500 ft aal before turning. There is expected to be no change to local air quality to the Do Nothing option.	There will be no change in the Exeter, Crediton or Cullompton AQMAs as a result of implementing this option.	There will be no change in the Exeter, Crediton or Culliompton AQMAs as a result of implementing this option.	hence would be above 1,000 ft prior to overflying the built-up areas. As a result, it is anticipated that there would be no significant, change to local air quality to the Do Nothing option.	haince would be above 1,000 ft prior to overtiging the built-up areas. As a rissoft, it is anticipated that there would be no significant. change to local air quality to the Do Nothing notion.	hince would be above 1,000 ft prior to overflying the built-up areas. As a result, it is anticipated that there would be no significant change to local air quality to the Do Northing cention.	 hence would be above 1,000 ft prior to overflying the buil-up areas. As a result, it anticipated that there would be no significant change to local air quality to the Do Nothing option. 	 thence would be above 1,000 ft prior to overflying the built-up areas. As a result, it is anticipated that there would be no significant change to local air quality to the Do Nothing option. 	hence would be above 1,000 it prior to overflying the built-up areas. As a result, it is anticipated that there would be no significant, change to local air quality to the Do Nothing option.	This option is not expected to result in any changes to biodiversity given that the implementation will not require
			result of implementing this option.	There will be no change in the Exeter, Crediton or Cullompton AQMAs as a result of implementing this option.	This option is not expected to result in any changes to biodiversity given that the	This option is not expected to result in any changes to biodiversity given that the	The Exeter AQMA covers a network of major roads in Exeter. The nominal route for	The Exeter AQMA covers a network of major roads in Exeter. The nominal route for	The Exeter AQMA covers a network of major roads in Exeter. The nominal route for	The Exeter AQMA covers a network of major roads in Exeter. The nominal route for	The Exeter AQMA covers a network of major roads in Exeter. The nominal route for	The Exeter AQMA covers a network of major roads in Exeter. The nominal route for	any ground works to support implementation.
			This option is not expected to result in any changes to biodiversity given tha the implementation will not require any ground works to support	t This option is not expected to result in any changes to	implementation will not require any ground works to support implementation.	implementation will not require any ground works to support implementation.	this procedure does not directly overfly any of the roads within the AQMA below 1,00 ft. However, the nominal point at which aircraft reach 1,000 ft is approximately 200	this procedure does not directly overfly any of the roads within the AQMA below 1,00 ft. However, the nominal point at which aircraft reach 1,000 ft is approximately 200	6 this procedure does not directly overfly any of the roads within the AQMA below 1, ft. However, the nominal point at which aircraft reach 1,000 ft is approximately 200.	this procedure does not directly overfly any of the roads within the AQMA below 1 ft. However, the nominal point at which aircraft reach 1,000 ft is approximately 20	000 this procedure does not directly overfly any of the roads within the AQMA below 1,6 ft. However, the nominal point at which aircraft reach 1,000 ft is approximately 200	this procedure does not directly overfly any of the roads within the AQMA below 1,0 ft. However, the nominal point at which aircraft reach 1,000 ft is approximately 200	000
			impiementation.	biodiversity given that the implementation will not require any ground works to support implementation.			metres from the boundary of the AQMA, so there may be a small impact on local air quality. As previously mentioned, this is the worst-case scenario and aircraft, are likel to achieve 1,000 ft before this point so there is unlikely to be any impact on the ADMA	quality. As previously mentioned, this is the worst-case scenario and aircraft are likely	ly quality. As previously mentioned, this is the worst-case scenario and aircraft are li	sely quality. As previously mentioned, this is the worst-case scenario and aircraft are li	r metres from the boundary of the AQMA, so there may be a small impact on local air kely quality. As previously mentioned, this is the worst-case scenario and aircraft are like MA. to achieve 1,000 ft before this point so there is unlikely to be any impact on the AQM	ily quality. As previously mentioned, this is the worst-case scenario and aircraft are like	sely 6A.
							This represents no change from the Do Nothing option.	This represents no change from the Do Nothing option.	This represents no change from the Do Nothing option.	This represents no change from the Do Nothing option.	This represents no change from the Do Nothing option.	This represents no change from the Do Nothing option.	
							There will be no change in the Crediton or Cullompton AQMAs as a result of implementing this option.	There will be no change in the Crediton or Cullompton AQMAs as a result of implementing this option.	There will be no change in the Crediton or Cullompton AQMAs as a result of implementing this option.	There will be no change in the Crediton or Cullompton AQMAs as a result of implementing this option.	There will be no change in the Crediton or Culiompton AQMAs as a result of implementing this option.	There will be no change in the Crediton or Cullompton AQMAs as a result of implementing this option.	
							This option is not expected to result in any changes to biodiversity given that the implementation will not require any ground works to support implementation.	This option is not expected to result in any changes to biodiversity given that the implementation will not require any ground works to support implementation.	This option is not expected to result in any changes to biodiversity given that the implementation will not require any ground works to support implementation.	This option is not expected to result in any changes to biodiversity given that the implementation will not require any ground works to support implementation.	This option is not expected to result in any changes to biodiversity given that the implementation will not require any ground works to support implementation.	This option is not expected to result in any changes to biodiversity given that the implementation will not require any ground works to support implementation.	
							The state of the s	Tany ground would topport emplementation.	any ground was as to support implementation.	www.avy growne would to support impairmentiation.	and any ground would to support implementation.	any ground works to support implementation.	
Wider Society	Greenhouse Gas impa	act Initial Options Appraisal:	Procedure design requirements will mean that aircraft will continue on	Procedure design requirements will mean that aircraft will	Procedure design requirements will mean that aircraft will continue on runway	Procedure design requirements will mean that aircraft will continue on runway	Procedure design requirements will mean that aircraft will continue on runway	Procedure design requirements will mean that aircraft will continue on nunway	Procedure design requirements will mean that aircraft will continue on runway	Procedure design requirements will mean that aircraft will continue on runway	Procedure design requirements will mean that aircraft will continue on runway	Procedure design requirements will mean that aircraft will continue on runway	This procedure incorporates a continuous descent profile at
		Quantative	is likely to slightly increase the number of track miles flown over current procedures. However, improved climb profiles and integration into the en-	turning to the north. This is likely to increase the number of trac miles flown over current procedures. The inclusion of a dog-leg	Procedure design requirements will mean that aircraft will continue on runway heading for longer than currently, before turning to the south. This is likely to increase kit he number of track miles from over current procedures. Any amendments to the proposed track to avoid small towns or larger villages may also increase track mileage.	 Ineading for longer than currently, detore curring to the south. In a seasy to increase the number of track miles flown over current procedures. Any amendments to the proposed track to avoid small towns or larger villages may also increase track mileage 	w making for longer than currently, selecte tuming to the north. Into a likely to increase the number of track miles flown over current procedures. Improved climb profiles L and integration into the en-route network should lessen the increased impact caused	heading for longer than currently, before turning to the south. This is likely to slightly increase the number of track miles flown over current procedures. However, improved climb profiles and integration into the en-route network should result in less	making for longer than corrently, before turning to this solutio. Init is likely to increate the number of track miles flown over current procedures. Improved climb profiles is and integration into the en-route network should lessen the increased impact cause.	number of track miles flown over current procedures. Improved climb profiles and integration into the en-route network should lessen the increased impact caused by the profiles and integration into the en-route network should lessen the increased impact caused by the profiles are the processed impact caused by the profiles are the profiles and the profiles are the profiles are the profiles and the profiles are the profiles are the profiles and the profiles are	heading for longer than currently, before turning to the south. This will increase the number of track miles flown over current procedures. Improved climb profiles and integration into the en-route network should lessen the increased impact caused by	number of track miles flown over current procedures. Improved climb profiles and integration into the en-route network should lessen the increased impact caused by	the minimum track miles for aircraft arriving from the north. More efficient profile that minimises emissions so
			route network should result in less impact overall.	will also increase the number of track miles flown over current procedures. Improved climb profiles and integration into the en	Improved dimb profiles and integration into the en-route network should lessen the increased impact caused by the greater number of track miles flown.	Improved climb profiles and integration into the en-route network should lessen the increased impact caused by the greater number of track miles flown.	by the greater number of track miles flown.	impact overall.	by the greater number of track miles flown	the greater number of track miles flown but the overall impact is likely to be greate than the Do Nothing option.	the greater number of track miles flown but the overall impact is likely to be greater than the Do Nothing option.	the greater number of track miles flown but the overall impact is likely to be greater than the Do Nothing option.	should result in less impact than the Do Nothing option.
				route network should lessen the increased impact caused by the greater number of track miles flown.									
Wider Society	Capacity and resilieno	oe Initial Options Appraisal:	This option does support the management of capacity and resilience and	This option does support the management of capacity and	This option does support the management of capacity and resilience and was	This option does support the management of capacity and resilience and was	This option does support the management of capacity and resilience and was	This option does support the management of capacity and resilience and was	This option does support the management of capacity and resilience and was	This option does support the management of capacity and resilience and was	This option does support the management of capacity and resilience and was	This option does support the management of capacity and resilience and was	This option does support the management of capacity and resilience and was developed in coordination with NATS as
		Quantative	was developed in coordination with NATS as part of FASI-S in accordance with the UK Airspace Modernisation Strategy. The procedure has been designed to integrate with the en-route structure and should improve	resilience and was developed in coordination with NATS as part of FASI-S in accordance with the UK Airspace Modernisation Strategy. The reconstitute has been decisioned to integrate with the	developed in coordination with NATS as part of PAS-5 in accordance with the UK. Airspace Modernisation Strategy. The procedure has been designed to integrate with the en.route structure and chould improve recilience over the Dn Nothing notion.	developed in coordination with NATS as part of FASTS in accordance with the UK. Airspace Modernisation Strategy. The procedure has been designed to integrate with the encrete structure and should improve reciliance must the Dr. Northing notion.	developed in coordination with NATS as part of PASI-5 in accordance with the UK. As impace Modernization Strategy. The procedure has been designed to integrate with the en must ethnizate and chinidi immune resilience near the Dn Nothing notion.	developed in coordination with NAIS as part of FASI-5 in accordance with the UK. Airspace Modernisation Strategy. The procedure has been designed to integrate with the en-unite chrustwa and should improve acciliance may the Dr. Methias notion.	developed in coordination with NATS is part of PASI-5 in accordance with the UK. Airspace Modernisation Strategy. The procedure has been designed to integrate with the enument chrustness and chould improve recilience near the Do Nothine antion.	developed in coordination with NATS as part of PASI-5 in accordance with the UK. Airspace Modernisation Strategy. The procedure has been designed to integrate with the enuments discretize and should improve recilience over the Ibn Nothing notion.	developed in coordination with NATS as part of FASI-S in accordance with the UK ith Airspace Modernisation Strategy. The procedure has been designed to integrate wit the en-route structure and should improve resilience over the Do Nothing option.	developed in coordination with NATS as part of PASTS in accordance with the UK. Airspace Modernisation Strategy. The procedure has been designed to integrate with the encryste structure and should inverse reciliance need the Dn Nothing notion.	resilience and was developed in coordination with NATS as th part of FASI-S in accordance with the UK Airspace Modernisation Strategy. The procedure has been designed
			resilience over the Do Nothing option.	en-route structure and should improve resilience over the Do Nothing option.	•					,		, , , , , , , , , , , , , , , , , , , ,	to integrate with the en-route structure and should improve resilience over the Do Nothing option.
Goneral Assistian	Acres	Initial Ontions Appraisals	The introduction of CAS to contrib the accordings is likely to know as improve	The introduction of CAS to contain the accordance in Sinks to	The introduction of CSS to contrib the accordance in Black to have an inspect on accordance	The introduction of CSS to contrib the accordance in Block to have an inspect on	The introduction of CSC to countrie the accordance in Black to have an inspect on accordance	The introduction of CSC to countrie the accordance in High to be an accordance	The introduction of CES to contrib the accordings in Sinds to have an inscret on some	The introduction of CSC to contain the procedure is blob to have an input on a	The introduction of CAS to contrib the approducer is Block to have an import on a	The introduction of CAS to contrib the procedurer is blok to have as impact on according	ass. The introduction of CAS to contain the procedures is likely
General Availabil	ALLESS .	Qualitative	on access to GA. Access to airspace for GA will be in accordance with the airspace classification; GA aircraft not able or willing to access the airspace	have an impact on access to GA. Access to airspace for GA will b in accordance with the airspace classification; GA aircraft not ab	to GA. Access to airspace for GA will be in accordance with the airspace classification; lie GA aircraft not able or willing to access the airspace will be required to avoid. This	to GA. Access to airspace for GA will be in accordance with the airspace classification; GA aircraft not able or willing to access the airspace will be required to avoid. This	to GA. Access to airspace for GA will be in accordance with the airspace classification; GA aircraft not able or willing to access the airspace will be required to avoid. This	to GA. Access to airspace for GA will be in accordance with the airspace classification; GA aircraft not able or willing to access the airspace will be required to avoid. This	to GA. Access to airspace for GA will be in accordance with the airspace classification. GA aircraft not able or willing to access the airspace will be required to avoid. This	n: to GA. Access to airspace for GA will be in accordance with the airspace classification. GA aircraft not able or willing to access the airspace will be required to avoid. This	ass The introduction of CAS to contain the procedures is likely to have an impact on accordance. To GA. Access to airspace for GA will be in accordance with the airspace discillication GA aircraft not able or willing to access the airspace will be required to avoid. This represents a greater impact than the Do Nothing option.	to GA. Access to airspace for GA will be in accordance with the airspace classification GA aircraft not able or willing to access the airspace will be required to avoid. This	to have an impact on access to GA. Access to airspace for GA will be in accordance with the airspace classification; GA
			will be required to avoid. This represents a greater impact than the Do Nothing option.	or willing to access the airspace will be required to avoid. This represents a greater impact than the Do Nothing option.	represents a greater impact than the Do Nothing option.	represents a greater impact than the Do Nothing option.	represents a greater impact than the Do Nothing option.	represents a greater impact than the Do Nothing option.	represents a greater impact than the Do Nothing option.	represents a greater impact than the Do Nothing option.	represents a greater impact than the Do Nothing option.	represents a greater impact than the Do Nothing option.	required to avoid. This represents a greater impact than
													the Do Nothing option.
General Aviation /	Economic impact from	m Initial Options Appraisal:	The introduction of PBN procedures coordinated as part of the FASI-S	The introduction of PBN procedures coordinated as part of the	The introduction of PBN procedures coordinated as part of the FASI-S programme will	The introduction of PBN procedures coordinated as part of the FASI-S programme will	The introduction of PBN procedures coordinated as part of the FASI-S programme will	The introduction of PBN procedures coordinated as part of the FASI-S programme will	The introduction of PBN procedures coordinated as part of the FASI-S programme v	ill The introduction of PBN procedures coordinated as part of the FASI-S programme	will The introduction of PBN procedures coordinated as part of the FASI-S programme w	The introduction of PBN procedures coordinated as part of the FASI-S programme wi	ill The introduction of PBN procedures coordinated as part of
commercial airlines	increased effective capacity	Qualitative	programme will contribute to the delivery of associated benefits including increased effective capacity which is predicted to have direct and indirect	FASI-S programme will contribute to the delivery of associated benefits including increased effective capacity which is predicted	contribute to the delivery of associated benefits including increased effective capacity is which is predicted to have direct and indirect economic benefits associated with an increase in both air transport and GA movements. The predictable routing and	contribute to the delivery of associated benefits including increased effective capacity which is predicted to have direct and indirect economic benefits associated with an	contribute to the delivery of associated benefits including increased effective capacity which is predicted to have direct and indirect economic benefits associated with an	contribute to the delivery of associated benefits including increased effective capacity which is predicted to have direct and indirect economic benefits associated with an	contribute to the delivery of associated benefits including increased effective capaci which is predicted to have direct and indirect economic benefits associated with an	ty contribute to the delivery of associated benefits including increased effective capa- which is predicted to have direct and indirect economic benefits associated with an	ity contribute to the delivery of associated benefits including increased effective capacit which is predicted to have direct and indirect economic benefits associated with an increase in both air transport and GA movements. The predictable routing and	y contribute to the delivery of associated benefits including increased effective capacit which is predicted to have direct and indirect economic benefits associated with an	ty the FASI-S programme will contribute to the delivery of associated benefits including increased effective capacity
			movements. The predictable routing and integration with the en-route network should increase the ability of the controller to safely handle traffic	increase in both air transport and GA movements. The	integration with the en-oute network should increase the ability of the controller to safely handle traffic thus reducing the likelihood of vectoring and the need for	integration with the en-route network should increase the ability of the controller to safely handle traffic thus reducing the likelihood of vectoring and the need for	integration with the enroute network should increase the ability of the controller to safely handle traffic thus reducing the likelihood of vectoring and the need for	integration with the en-route network should increase the ability of the controller to safely handle traffic thus reducing the likelihood of vectoring and the need for	integration with the en-route network should increase the ability of the controller to safely handle traffic thus reducing the likelihood of vectoring and the need for	integration with the en-route network should increase the ability of the controller safely handle traffic thus reducing the likelihood of vectoring and the need for	o integration with the en-route network should increase the ability of the controller to safely handle traffic thus reducing the likelihood of vectoring and the need for	integration with the en-route network should increase the ability of the controller to safely handle traffic thus reducing the likelihood of vectoring and the need for	benefits associated with an increase in both air transport and GA movements. The predictable routing and
			thus reducing the likelihood of vectoring and the need for avoiding action. This would represent an improvement over the Do Nothing option.	should increase the ability of the controller to safely handle traffic thus reducing the likelihood of vectoring and the need for	avoiding action. This would represent an improvement over the Do Nothing option.	avoiding action. This would represent an improvement over the Do Nothing option.	avoiding action. This would represent an improvement over the Do Nothing option.	avoiding action. This would represent an improvement over the Do Nothing option.	avoiding action. This would represent an improvement over the Do Nothing option	avoiding action. This would represent an improvement over the Do Nothing option	. avoiding action. This would represent an improvement over the Do Nothing option.	avoiding action. This would represent an improvement over the Do Nothing option.	integration with the en-route network should increase the ability of the controller to safely handle traffic thus reducing
			Additional equipment requirements to access CAS, or increased track miles to avoid airspace, would have more of an economic impact on GA than the	avoiding action. This would represent an improvement over the Do Nothing option.	 Additional equipment requirements to access CAS, or increased track miles to avoid airspace, would have more of an economic impact on GA than the Do Nothing option. 	Additional equipment requirements to access CAS, or increased track miles to avoid airspace, would have more of an economic impact on GA than the Do Nothing option.	Additional equipment requirements to access CAS, or increased track miles to avoid airspace, would have more of an economic impact on GA than the Do Nothing option.	Additional equipment requirements to access CAS, or increased track miles to avoid airspace, would have more of an economic impact on GA than the Do Nothing option.	Additional equipment requirements to access CAS, or increased track miles to avoid airspace, would have more of an economic impact on GA than the Do Nothing optic	Additional equipment requirements to access CAS, or increased track miles to avoit airspace, would have more of an economic impact on GA than the Do Nothing opti	Additional equipment requirements to access CAS, or increased track miles to avoid air. airspace, would have more of an economic impact on GA than the Do Nothing optio	Additional equipment requirements to access CAS, or increased track miles to avoid airspace, would have more of an economic impact on GA than the Do Nothing option	the likelihood of vectoring and the need for avoiding action. This would represent an improvement over the Do Nothing
			to avoid an space, would have more or an economic impact on GA than the Do Nothing option.	Additional equipment requirements to access CAS, or increased track miles to avoid airspace, would have more of an economic									Additional equipment requirements to access CAS, or
				impact on GA than the Do Nothing option.									increased track miles to avoid airspace, would have more of an economic impact on GA than the Do Nothing option.
General Aviation / commercial airlines	Fuel burn	Initial Options Appraisal: Qualitative	This option slightly increases track miles flown over the Do Nothing option as a result of extending on runway heading before turning. However,	This option increases track miles flown over the Do Nothing and previous options as a result of extending on runway heading	This option increases track miles flown over the Do Nothing option as a result of extending on runway heading before turning and any adjustments to avoid population	This option increases track miles flown over the Do Nothing option as a result of a cetending on runway heading before turning and any adjustments to avoid population	This option increases track miles flown over the Do Nothing option as a result of nl extending on runway heading before turning. However, improved network integration	This option slightly increases track miles flown over the Do Nothing option as a result of extending on numeric heading before tyrnine. However, innovated a franch	This option increases track miles flown over the Do Nothing option as a result of extending on runway heading before turning. However, immenual artmark inner	This option increases track miles flown over the Do Nothing option as a result of ion extending on runway heading until beyond the City of Feater hadron running	This option increases track miles flown over the Do Nothing option as a result of extending on runway heading until beyond the City of Exeter before turning.	This option increases track miles flown over the Do Nothing option as a result of extending on runway heading until beyond the City of Exeter before turning.	Most practical and expeditious route, continuous descent and optimum aircraft performance minimises fuel burn for
			as a result or extending on runway maching extone turning. However, improved network integration and a continuous climb profile should minimise fuel burn and represent an improvement over the Do Nothing	before turning and the inclusion of a dog-leg. However, improved network integration and a continuous climb profile	centres. However, improved network integration and a continuous climb profile should minimise fuel burn and may still represent an improvement over the Do	centres. However, improved network integration and a continuous climb profile should minimise fuel burn and may still represent an improvement over the Do	 stranding on rollway nazional perfore turning, indusever, improved network integration and a continuous climb profile should minimize fuel burn and may still represent an improvement over the Do Nothing option. 	or interrolling on runway making before turning, indiaever, improved network integration and a continuous climb profile should minimise fuel burn and represent a improvement over the Do Nothing option.	extending on rumsey neading before turning. However, improved network integral in and a continuous climb profile should minimise fuel burn and may still represent an improvement over the Do Nothing option.	one extentioning on runnway making until beyond the Uny or Exterer better termine. Improved network integration and a continuous climb profile should minimise fuel burn but the overall impact is likely to be greater than the Do Nothing option.	entering on runway heading unto depoint one City of Exercit Derive Uniting, Improved network integration and a continuous climb profile should minimise fuel burn but the overall impact is likely to be greater than the Do Nothing option.	extending on runway neading until beyond the City of Detect Benefic outning. Improved network integration and a continuous dimb profile should minimise fuel burn but the overall impact is likely to be greater than the Do Nothing option.	this procedure. This should represent an improvement over the Do Nothing option.
			option.	should minimise fuel burn and may still represent an improvement over the Do Nothing option.	Nothing aption.	Nothing option.	Increased track mileage and fuel burn for GA aircraft to avoid any new airspace would	Increased track mileage and fuel burn for GA aircraft to avoid any new airspace would	Increased track mileage and fuel burn for GA aircraft to avoid any new airspace wo	uld Increased track mileage and fuel burn for GA aircraft to avoid any new airspace wo	uld Increased track mileage and fuel burn for GA aircraft to avoid any new airspace wou	d Increased track mileage and fuel burn for GA aircraft to avoid any new airspace wou	ild Increased track mileage and fuel burn for GA aircraft to
			Increased track mileage and fuel burn for GA aircraft to avoid any new airspace would represent an increase over the Do Nothing option.	Increased track mileage and fuel burn for GA aircraft to avoid an new airspace would represent an increase over the Do Nothing	Increased track mileage and fuel burn for GA aircraft to avoid any new airspace would by represent an increase over the Do Nothing option.	Increased track mileage and fuel burn for GA aircraft to avoid any new airspace would represent an increase over the Do Nothing option.	d represent an increase over the Do Nothing option.	represent an increase over the Do Nothing option.	represent an increase over the Do Nothing option.	represent an increase over the Do Nothing option.	represent an increase over the Do Nothing option.	represent an increase over the Do Nothing option.	avoid any new airspace would represent an increase over the Do Nothing option.
				option.			1						
Commercial airlines	Training costs	Initial Options Appraisal: Qualitative	This proposal is not anticipated to require additional training costs for airlines, representing no change from the Do Nothing option.	This proposal is not anticipated to require additional training costs for airlines, representing no change from the Do Nothing	This proposal is not anticipated to require additional training costs for airlines, representing no change from the Do Nothing option.	This proposal is not anticipated to require additional training costs for airlines, representing no change from the Do Nothing option.	This proposal is not anticipated to require additional training costs for airlines, representing no change from the Do Nothing option.	This proposal is not anticipated to require additional training costs for airlines, representing no change from the Do Nothing option.	This proposal is not anticipated to require additional training costs for airlines, representing no change from the Do Nothing option.	This proposal is not anticipated to require additional training costs for airlines, representing no change from the Do Nothing option.	This proposal is not anticipated to require additional training costs for airlines, representing no change from the Do Nothing option.	This proposal is not anticipated to require additional training costs for airlines, representing no change from the Do Nothing option.	This proposal is not anticipated to require additional training costs for airlines, representing no change from the Do Nothing option.
Commercial airlines	Other costs	Initial Options Appraisal:	This proposal is not anticipated to require any other additional costs for	This proposal is not anticipated to require any other additional	This proposal is not anticipated to require any other additional costs for airlines,	This proposal is not anticipated to require any other additional costs for airlines, representing no change from the Do Nothing option.	This proposal is not anticipated to require any other additional costs for airlines,	This proposal is not anticipated to require any other additional costs for airlines.	This proposal is not anticipated to require any other additional costs for airlines.	This proposal is not anticipated to require any other additional costs for airlines, representing no change from the Do Nothing option.	This proposal is not anticipated to require any other additional costs for airlines.	This proposal is not anticipated to require any other additional costs for airlines.	This proposal is not anticipated to require any other
		Qualitative	airlines, representing no change from the Do Nothing option.	This proposal is not anticipated to require any other additional costs for airlines, representing no change from the Do Nothing option.	representing no change from the Do Nothing option.	representing no change from the Do Nothing option.	representing no change from the Do Nothing option.	This proposal is not anticipated to require any other additional costs for airlines, representing no change from the Do Nothing option.	This proposal is not anticipated to require any other additional costs for airlines, representing no change from the Do Nothing option.	representing no change from the Do Nothing option.	This proposal is not articipated to require any other additional costs for airlines, representing no change from the Do Nothing option.	This proposal is not anticipated to require any other additional costs for airlines, representing no change from the Do Nothing option.	additional costs for airlines, representing no change from the Do Nothing option.
Airport / Air	Infrastructure costs	Initial Options Appraisal:	There will be no additional infrastructure costs associated with the introduction of PBN routes or procedures. No change from the Do Nothing	There will be no additional infrastructure costs associated with the introduction of PRN mutas or monodures. No change from	There will be no additional infrastructure costs associated with the introduction of PBI mutos or renovings. No change from the Dn Northing notion	There will be no additional infrastructure costs associated with the introduction of PBN routes or procedures. No change from the Do Nothing option.	There will be no additional infrastructure costs associated with the introduction of PBI routes or procedures. No change from the Do Nothing option.	There will be no additional infrastructure costs associated with the introduction of PB routes or procedures. No change from the Do Nothing option.	There will be no additional infrastructure costs associated with the introduction of i routes or procedures. No change from the Do Nothing option.	PBN There will be no additional infrastructure costs associated with the introduction of routes or procedures. No change from the Do Nothing option.	PBN There will be no additional infrastructure costs associated with the introduction of P routes or procedures. No change from the Do Nothing option.	There will be no additional infrastructure costs associated with the introduction of Pt routes or procedures. No change from the Do Nothing option.	BN There will be no additional infrastructure costs associated with the introduction of PBN routes or procedures. No
navigation service provider			option.	the introduction of PBN routes or procedures. No change from the Do Nothing option.	and the second of the second o		ge num me so rountig opcor.	ge now we so recording option.	ange nom one so receiving opposit.		and the second s	and the same of th	with the introduction of PBN routes or procedures. No change from the Do Nothing option.
Airport / Air	Operational costs	Initial Options Appraisal:	The operational costs associated with implementing PBN procedures relate	The operational costs associated with implementing PBN	The operational costs associated with implementing PBN procedures relate to IFP	The operational costs associated with implementing PBN procedures relate to IFP	The operational costs associated with implementing PBN procedures relate to IFP	The operational costs associated with implementing PBN procedures relate to IFP	The operational costs associated with implementing PBN procedures relate to IFP	The operational costs associated with implementing PBN procedures relate to IFP	The operational costs associated with implementing PBN procedures relate to IFP	The operational costs associated with implementing PBN procedures relate to IFP	The operational costs associated with implementing PBN
navigation service provider		quantative	to IFP design, validation (ground and airborne), safety assessment, airspace change and consultation, certification and publication. Once implemented, the costs of ownership of PBN procedures is very low, requiring	procedures relate to IPP design, validation (ground and airborne safety assessment, airspace change and consultation, certification and publication. Once implemented the cort of	II. persign, vendation (ground and airborne), safety assessment, airspace change and consultation, certification and publication. Once implemented, the costs of ownership of PBN propedures is very low, requiring maintenance of the noncolumn as a financial	ownigm, venulation (ground and amborner), safety accessment, airspace change and consultation, certification and publication. Once implemented, the costs of ownership of PBN opcoedures is very low, requiring maintenance of the annual or a fine or PBN opcoedures is very low. requiring maintenance of the annual or a fine or PBN opcoedures is very low.	owngm, wendation (ground and airborne), safety assessment, airspace change and p consultation, certification and publication. Once implemented, the costs of ownership of PBN procedures is very low, requiring maintenance of the annual use on a financial limit.	owngm, windation (ground and airborne), safety assessment, airspace change and consultation, certification and publication. Once implemented, the costs of ownership of PBN procedures is very low, requiring maintenance of the annualises on a final section.	ownigm, vendation (ground and airborne), safety assessment, airspace change and consultation, certification and publication. Once implemented, the costs of owners by of PBN procedures is very low, requiring maintenance of the procedure on a name of the procedure.	improved a service of the control of the control of the consultation, certification and publication. Once implemented, the costs of owner or of PRN procedures is very low, requiring maintenance of the procedure is the control of PRN procedure.	design, validation (ground and airborne), safety assessment, airspace change and hip or consultation, certification and publication. Once implemented, the costs of ownersharp of PBN procedures is very low, requiring maintenance of the procedure on a five year	proxygn, varidation (ground and airborne), safety assessment, airspace change and pronsultation, certification and publication. Once implemented, the costs of ownershifty of PBN procedures is very low, requiring maintenance of the necessary of the procedures is very low.	procedures relate to IFP design, validation (ground and nip airborne), safety assessment, airspace change and orly consultation, certification and publication. Once
			maintenance of the procedure on a five yearly basis. This represents a smal increase from the Do Nothing option.	ownership of PBN procedures is very low, requiring maintenance of the procedure on a five yearly basis. This represents a small	or iron procedures is very low, requiring maintenance or the procedure on a tive years e basis. This represents a small increase from the Do Nothing option.	yearly basis. This represents a small increase from the Do Nothing option.	basis. This represents a small increase from the Do Nothing option.	basis. This represents a small increase from the Do Nothing option.	y or you procedures a very low, requiring maintenance or the procedure on a new yell- basis. This represents a small increase from the Do Nothing option.	basis. This represents a small increase from the Do Nothing option.	basis. This represents a small increase from the Do Nothing option.	basis. This represents a small increase from the Do Nothing option.	implemented, the costs of ownership of PBN procedures is very low, requiring maintenance of the procedure on a five
				increase from the Do Nothing option.									yearly basis. This represents a small increase from the Do Nothing option.
Airport / Air navigation service	Deployment costs	Initial Options Appraisal: Qualitative	This option may require training for air traffic controllers and assistants at Exter Airport. There may be occasions where the reduced availability of	This option may require training for air traffic controllers and assistants at Exeter Airport. There may be occasions where the	This option may require training for air traffic controllers and assistants at Exeter Airport. There may be occasions where the reduced availability of operational controllers during their conversion training could mean operational rostering become:	This option may require training for air traffic controllers and assistants at Exeter Airport. There may be occasions where the reduced availability of operational	This option may require training for air traffic controllers and assistants at Exeter Airport. There may be occasions where the reduced availability of operational	This option may require training for air traffic controllers and assistants at Exeter Airport. There may be occasions where the reduced availability of operational	This option may require training for air traffic controllers and assistants at Exeter Airport. There may be occasions where the reduced availability of operational	This option may require training for air traffic controllers and assistants at Exeter Airport. There may be occasions where the reduced availability of one-rational	This option may require training for air traffic controllers and assistants at Exeter Airport. There may be occasions where the reduced availability of operational mes controllers during their conversion training could mean operational rostering become	This option may require training for air traffic controllers and assistants at Exeter Airport. There may be occasions where the reduced availability of operational	This option may require training for air traffic controllers and assistants at Exeter Airport. There may be occasions
provider				reduced availability of operational controllers during their e conversion training could mean operational rostering becomes a	controllers during their conversion training could mean operational rostering becomes a factor when considering continuous service delivery. Internal documentation will	s controllers during their conversion training could mean operational rostering become a factor when considering continuous service delivery. Internal documentation will	ss controllers during their conversion training could mean operational rostering become a factor when considering continuous service delivery. Internal documentation will	controllers during their conversion training could mean operational rostering become a factor when considering continuous service delivery. Internal documentation will	s controllers during their conversion training could mean operational rostering become a factor when considering continuous service delivery. Internal documentation will	nes controllers during their conversion training could mean operational rostering beco a factor when considering continuous service delivery. Internal documentation will	Amport. There may be occasions where the reduced availability of operational experience controllers during their conversion training could mean operational rostering become a factor when considering continuous service delivery. Internal documentation will also require updating. This represents an initial increase from the Do Nothing option.	es controllers during their conversion training could mean operational rostering becom a factor when considering continuous service delivery. Internal documentation will	ses where the reduced availability of operational controllers
			delivery. Internal documentation will also require updating. This represents an initial increase from the Do Nothing option.	documentation will also require updating. This represents an	also require updating. This represents an initial increase from the Do Nothing option.	also require updating. This represents an initial increase from the Do Nothing option.	also require updating. This represents an initial increase from the Do Nothing option.	also require updating. This represents an initial increase from the Do Nothing option.	also require updating. This represents an initial increase from the Do Nothing optic	n. also require updating. This represents an initial increase from the Do Nothing opti	m. lalso require updating. This represents an initial increase from the Do Nothing option	also require updating. This represents an initial increase from the Do Nothing option	service delivery. Internal documentation will also require
				initial increase from the Do Nothing option.									updating. This represents an initial increase from the Do Nothing option.
Safety Assessment	Safety Assessment	Initial Options Appraisal:	Possible conflict with aircraft in the NDB Hold managed by ATC intervention.	. Possible conflict with aircraft in the NDB Hold managed by ATC	No significant safety implications were identified during the safety assessment.	This option would only be available outside of the operating hours of the EG D012	Possible conflict with gliders operating from North Hill Airfield. Letter of Agreement to	No significant safety implications were identified during the safety assessment.	This option would only be available outside of the operating hours of the EG D012	Possible conflict with gliders operating from North Hill Airfield. Letter of Agreemen	to No significant safety implications were identified during the safety assessment.	This option would only be available outside of the operating hours of the EG D012	No significant safety implications were identified during the
		Qualitative	Possible conflict with gliders operating from North Hill Airfield. Letter of	intervention.	Possible conflict with aircraft arriving from the south. Conflict managed by vertical separation to be designed into the departure and arrival procedures or by ATC tactical	This option would only be available outside of the operating hours of the EG 0012 tyme Bay North and EG 0013 tyme Bay Danger Areas. Coordination would be required with Plymouth Military Radar Air Navigation Service Provider (ANSP).	ensure coordination between North Hill and Exeter Airport aircraft. The requirement to introduce CAS would be a mitigation to this hazard.		Lyme Bay North and EG D013 Lyme Bay Danger Areas. Coordination would be required with Plymouth Military Radar ANSP.	ensure coordination between North Hill and Exster Airport aircraft. The requirem to introduce CAS would be a mitigation to this hazard.	nt	Lyme Bay North and EG D013 Lyme Bay Danger Areas. Coordination would be required with Plymouth Military Radar ANSP.	safety assessment. Possible conflict with aircraft departing to the north. Network design and integration as part of the
			Agreement to ensure coordination between North Hill and Exeter Airport aircraft. The requirement to introduce Controlled Airspace (CAS) would be mitigation to this hazard.	Possible conflict with gliders operating from North Hill Airfield. a However, the risk associated with this hazard is reduced compared to the consister option due to the inclusion of a dec	intervention. Issue similar to current operations at Exeter Airport which is managed effectively and safely by ATC.		Possible conflict with GA and parachuting operations at Dunksowell Airfield. The			Possible conflict with GA and parachuting operations at Dunkeswell Airfield. The			FASI-S programme should mitigate this conflict. Procedure design would also include vertical separation to be design.
			mitigation to this hazard. Possible conflict with GA and parachuting operations at Dunkeswell Airfield.	compared to the previous option due to the inclusion of a dog- leg in the design. Letter of Agreement to ensure coordination between North Hill and Exeter Airport aircraft. The requirement			requirement to introduce CAS would be a mitigation to this hazard.			requirement to introduce cAS would be a mitigation to this hazard.			into the departure and arrival procedures. If required, ATC tactical intervention would be used to ensure safe separation. Issue similar to current operations at Exeter
			The requirement to introduce CAS would be a mitigation to this hazard.	to introduce CAS would be a mitigation to this hazard.									Airport which is managed effectively and safely by ATC.
				Possible conflict with GA and parachuting operations at Dunkeswell Airfield. However, the risk associated with this									
				hazard is reduced compared to the previous option due to the inclusion of a dog-leg in the design. The requirement to									
				introduce CAS would be a mitigation to this hazard.									
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INITIAL OPTIONS APPRAISAL		ISAI								
INTIAL OF	ONS APPRA	Summary of Analysis	Oragend to be These at options a second, performance in a continuous descent and minimal back miles. This applies has molecul riside impact.	Congrad to the Steen or spiritum street of preferences in a performance for comment to the control to the contr	d could provide connectivity to the airways structure, it would not contain the full departure and transition procedures and Commercial Air Transport would not	airport, ensuring that Commercial Air Transport would remain inside Controlled Airspace when arriving or departing from the Airport. This option will be taken forward but is not the preferred	This agrice protects the flow appears and extension than during the common protects the section of the section	In a grain particul field for department and of their date is an incident production connection, but in many or instances. It was clear that the grain of the second of the support exemuting that Commercial Air Tescapet would remain inside Contributal Airsquare Mentality or disperting them Airsquare Mentality or disperting extended to contribute Airsquare Mentality or disperting extended to perform the Airsquare Mentality or dispersion of the Airsquare Mentality or dispersion with ord in the Mentality Airsquare Mentality or dispersion with ord in the Mentality of the Airsquare Mentality or dispersion with ord in the Mentality of the Airsquare Mentality or dispersion with ord in the Mentality of the Airsquare Mentality or dispersion of the Mentality o	In a gifting protects the first appears and milled offers the plant in all provides connections to the many or trustness. The section flowards are set inconsisting procedures for the security of the Commercial for Transport record or main invoice Controlled Arispase where appearing or disparing these Arispass Commercial for Transport record or main invoice Controlled Arispase where where you do not be a Arispass Commercial for the Commercial Arispass where where you do not be a Arispass Commercial for the Commercial Arispass where where the Commercial Arispass will not be taken forward.	Allowing simplifying considered mindside has to the impact this option would have in host deficient, was considered that this option useful day provide protection for from the little profession of letter that the contract profession for the little sequences for the little sequences and the little sequences are set to be a sequence assistantly operating procedure within any rew arrapset. This option protects the first algebrash and install unlike an extensive the little sequences are sequences and any any sequences are sequences and any any sequences are sequences and the sequences are sequences as the sequences a
Group	mpact	Level of Analysis	Runway 08 Transition (south)	Runway 26 Transition (north)	Airspace Option 5	Airspace Option 10	Airspace Option 11	Airspace Option 12	Airspace Option 13	Airspace Option 14
			Oction T4	Option T6	Option A5 sub-options a, b and c	Option A10 sub-options a, b, c, e, f, h, i, k and i	Option A11 sub-options a, b, c, e, f, h, i, k and i	Option A12 sub-options a. b. c. e. f. h. l. k and l	Option A13 sub-options a, b, c, e, f, h, l, k and l	Option A14 sub-options a, b, c, e, f, h, t, k and l
Communities	loise impact on health	Initial Options Appraisal:		This option will be designed to be flown at optimum aircraft performance with a continuous	There is unlikely to be a significant change in the noise impact on health and		There is unlikely to be a significant change in the noise impact on health and quality of life as a	There is unlikely to be a significant change in the noise impact on health and quality of life as a		There is unlikely to be a significant change in the noise impact on health and quality of life as a result of implementing this airspace
	ind quality of life	Qualitative	performance with a continuous descent profile to minimise noise. The route as proposed overflies the built-up region of the coast between Paignton and Torquay. Aircraft will be at approximately 7,000 ft at this	descent profile to minimise noise. This route avoids large built-up areas and is over a rural area of Devon with numerous small villages and hamilets, so some overflight of these locations may occu Aircraft should be above 3,000 ft descending with lower power settings so the impact of noise about the profile of the setting of the setting of the setting so the impact of noise areas of the setting of the setting of the setting of the setting setting so the impact of noise areas of the setting of the setting of the setting of the setting sett	If quality of life as a result of implementing this airspace option. The routes flown by commercial aircraft arriving at or departing from Exeter Airport are unlikely to change from the Do Nothing option. Less avoiding action needed should reduce the notice immart in come areas. Eventy-based 6th aircraft are unlikely to change.	result of implementing this airspace option. The routes flown by commercial aircraft arriving at of departing from Exeter Airport are unlikely to change from the Do Nothing option. Less avoiding action needed should reduce the noise impact in some areas. Exeter-based GA aircraft are unlikely to rhange their route endises as a receit of implementing aircraft. Although arross to an instead to rhange their route endises as a receit of implementing aircraft. Although arross to an	r result of implementing this airspace option. The routes flown by commercial aircraft arriving at o departing from Exeler Airport are unifiely to change from the Do Nothing option. Less avoiding action needed should reduce the noise impact in some areas. Exeter-based GA aircraft are unifiely for rhance their route enrifies as a receil of implementing aircraft. Although arross to an unifiely the rhance their route enrifies as a receil of implementing aircraft. Although arross to an	or result of implementing this airspace option. The routes flown by commercial aircraft arriving at departing from Exetre Airport are unlikely to change from the Do Nothing option. Less avoiding action needed should reduce the noise impact in some areas. Exetre-based GA aircraft are no unlikely to change their route monitors as a route of implementing aircraft. Althorush arross to a	or result of implementing this airspace option. The routes flown by commercial aircraft arriving at or departing from Exters Airport are unlikely to change from the Do Nothing option. Less avoiding action needed should reduce the noise impact in some areas. The increased size in the airspace my may lead to Fester Joseph Galaircraft moving their flight press further away from the airspace to may lead to Fester Joseph Galaircraft moving their flight press further away from the airspace.	option. The routes flown by commercial aircraft arriving at or departing from Exeter Airport are unfalled for change from the Do Nothing option. Less avoiding action needed should redoct the noise impacts in some areas. The increased size in the airpose may lead to Exeter-Dassed GA aircraft moving their flight areas further away from the airport but this is untilitied by have a significant noise inward on health and equality of IEs. Althoush ascess to an or new airspace, rearries, so of the ciscolitation, would be facilitated by
			the route to avoid this location. This is a rural area of Devon with a large number of villages and hamlers, so some overflight of these locations may occur. Aircraft should be above 3,000 ft decending with lower power settings so the impact of noise should be minimal. The	This option overfiles the eastern edge of Exmoor National Park, although aircraft will be above 7,000 ft at this point. This option also overfiles the Blackdown Hills AONB prior to joining the approach procedure. Aircraft will be approximately 3,000 ft at this point so there is likely to be a	some GA aircraft may chose to fly around the airspace rather than through it, resulting in a redistribution of noise around the local area. This may be exacerbated in areas considered to be choke points where GA aircraft could be	around the local area. This may be exacerbated in areas considered to be choke points where Gi- aircraft could be funnelled. However, these areas are rural areas so the impact should not be significant. Implementing this option should not see a significant change in the impact of noise	around the local area. This may be exacerbated in areas considered to be choke points where GA aircraft could be funnelled. However, these areas are rural areas so the impact should not be significant. Implementing this option should not see a significant change in the impact of noise	aircraft could be funnelled. However, these areas are rural areas so the impact should not be significant. Implementing this option should not see a significant change in the impact of noise	A aircraft may chose to fly around the airspace rather than through it, resulting in a redistribution of noise around the local area. This may be exacerbated in areas considered to be choke points where GA aircraft could be funnelled. However, these areas are rural areas so the impact should	Easier ACC, some GA alreadt may donout to fly around the signature state than through it, resulting in a relationshoot on frozia around the local area. This may be examelated in sense considered to be choice points where GA aircraft could be framelled. However, these aireas are rural areas so the impact should not be significant. Implementing this option should not see a significant change in the impact of noise from the Do Nothing option.
			improved discent prome and predictable routing should represent an improvement in the impact of noise to the Do Nothing option.	impact on tranquility in this area. However, aircraft arriving at the airport currently overfly this area so the impact is unlikely to be worse than the Do Nothing Option. Improvements in flight profiles may result in an improvement over the Do Nothing option.	funnelled. However, these areas are rural areas so the impact should not be significant. Implementing this option should not see a significant change in the impact of noise from the Do Nothing option.	from the Do Nothing option. The redistribution of GA aircraft avoiding any new airspace may increase overflight of areas of	from the Do Nothing option. The redistribution of GA aircraft avoiding any new airspace may increase overflight of areas of	from the Do Nothing option. The redistribution of GA aircraft avoiding any new airspace may increase overflight of areas of	not be significant. Implementing this option should not see a significant change in the impact of noise from the Do Nothing option.	The redistribution of GA aircraft avoiding any new airspace may increase overflight of areas of tranquility and have more of an impact compared to the Do Nothing option.
			This option avoids National Parks and Areas of Outstanding Natural Beauty (AONB) so is expected to have no change on the impact on	The introduction of CAS to contain the occupant was received to the redistribution of GA sinvaft.	The redistribution of GA aircraft avoiding any new airspace may increase	tranquility and have more of an impact compared to the Do Nothing option.	tranquility and have more of an impact compared to the Do Nothing option.	tranquility and have more of an impact compared to the Do Nothing option.	The redistribution of GA aircraft avoiding any new airspace may increase overflight of areas of tranquillity and have more of an impact compared to the Do Nothing option.	
			natury (Lives) to a sepected to fisher for drainge on the impact on the tranquility compared to the Do Molting Option. The introduction of CAS to contain the procedure may result in the redistribution of GA aircraft avoiding the airspace which may result in the coverfight of different areas, including areas of tranquility. This will have more of an impact compared to the Do Mothing option.	risk intercution of IA-Si is classes my protection left yet in the representation to IA-Si is a description of the representation of the results of the overlight of different areas, including seaso of to expuditly. This will have more of an impact compared to the Do Nothing option.	the february of the action and the action ac				Variety and have more of an impact companies to one of recently opposit.	
Communities	Air Quality	Initial Options Appraisal:		Aircraft will be above 1,000 ft at all times on this procedure, hence there will be no impact on local	I Implementing this option would result in no change to the position of Exeter-	Implementing this option would result in no change to the position of Exeter-based aircraft below 1,000 ft so there will be no change in local air quality from the Do Nothing option. Some GA	Implementing this option would result in no change to the position of Exeter-based aircraft below 1,000 ft so there will be no change in local air quality from the Do Nothing option. Some GA	Implementing this option would result in no change to the position of Exiter-based aircraft below 1,000 ft so there will be no change in local air quality from the Do Nothing option. Some GA	Implementing this option would result in no change to the position of Exeter-based aircraft below	Implementing this option would result in no change to the position of Exeter-based aircraft below 1,000 ft so there will be no change in local air quality from the Do Nothing option. Some GA aircraft operating below 1,000 ft in the local area may decide to
		Qualitative	will be no impact on local air quality. This represents no change to the Do Nothing option.	air quality. This represents no change to the Do Nothing option.	based aircraft below 1,000 ft so there will be no change in local air quality from the Do Nothing option. Some GA aircraft operating below 1,000 ft in the local	aircraft operating below 1,000 ft in the local area may decide to route around the airspace, which	aircraft operating below 1,000 ft in the local area may decide to route around the airspace, which	aircraft operating below 1,000 ft in the local area may decide to route around the airspace, which	1,000 ft so there will be no change in local air quality from the Do Nothing option. Some GA aircraft operating below 1,000 ft in the local area may decide to route around the airspace, which	change in local air quality from the Do Nothing option. Some GA aircraft operating below 1,000 ft in the local area may decide to route around the airspace, which may result in a change in local air quality. However, this is expected to be a small and insignificant
			There will be no change in the Exeter, Crediton or Cullompton AQMAs	There will be no change in the Exeter, Crediton or Cullompton AQMAs as a result of implementing this option.	g area may decide to route around the airspace, which may result in a change in local air quality. However, this is expected to be a small and insignificant change		may result in a change in local air quality. However, this is expected to be a small and insignifican change.	t may result in a change in local air quality. However, this is expected to be a small and insignifican change.	t may result in a change in local air quality. However, this is expected to be a small and insignificant change.	change.
			as a result of implementing this option.	This option is not expected to result in any changes to biodiversity given that the implementation	There will be no change in the Exeter, Crediton or Cullompton AQMAs as a result	There will be no change in the Exeter, Crediton or Cullompton AQMAs as a result of implementing	There will be no change in the Exeter, Crediton or Cullompton AQMAs as a result of implementing	There will be no change in the Exeter, Crediton or Cullompton AQMAs as a result of implementin	g There will be no change in the Exeter, Crediton or Cullompton AQMAs as a result of implementing	There will be no change in the Exeter, Crediton or Cullompton AQMAs as a result of implementing this option.
			This option is not expected to result in any changes to biodiversity given that the implementation will not require any ground works to support	will not require any ground works to support implementation.	of implementing this option.	this option.	this option.	this option.	this option.	This option is not expected to result in any changes to biodiversity given that the implementation will not require any ground works to support implementation.
			implementation.		This option is not expected to result in any changes to biodiversity given that the implementation will not require any ground works to support implementation.	This option is not expected to result in any changes to biodiversity given that the implementation will not require any ground works to support implementation.	This option is not expected to result in any changes to biodiversity given that the implementation will not require any ground works to support implementation.	This option is not expected to result in any changes to biodiversity given that the implementation will not require any ground works to support implementation.	This option is not expected to result in any changes to biodiversity given that the implementation will not require any ground works to support implementation.	
					impamentation will not require any ground works to support implementation.	will not require any ground works to support implementation.	will not require any ground works to support implementation.	will not require any ground works to support implementation.	will not require any ground works to support implementation.	
Wider Society	Greenhouse Gas impai	t Initial Options Appraisal:	This procedure incorporates a continuous descent profile at optimum	This procedure incorporates a continuous descent profile at optimum aircraft performance. This	By implementing an airspace solution that evolute the final annexacts and disab	By implementing an airspace solution that protects the final approach and climb out paths at	By implementing an airspace solution that protects the final approach and climb out paths at	By implementing an airspace solution that protects the final approach and climb out paths at	By implementing an airspace solution that creates the known traffic environment to protect the	By implementing an airspace solution that creates the known traffic environment to protect the final approach and climb out paths
Wider Society	areennouse oas impai	Qualitative	aircraft performance. This procedure represents the minimum practical	Into procedure incorporates a constitution describe profits at operation account materials performance. Into procedure represents the minimum practical track males for aircraft artificing from the south. The route is planned to intercept the approach procedure via the fair eastern initial Approach Fix (IAF)	out paths at Exeter Airport, the need for ATC to provide avoiding action to	Exeter Airport, the need for ATC to provide avoiding action to commercial air traffic will	by implementing an anspace columns that provides are final appreciant and citizen our paints at Elester Airport, the need for ATC to provide avoiding action to commercial air traffic will significantly reduce. This will reduce the number of additional track miles flown and also reduce	Exeter Airport, the need for ATC to provide avoiding action to commercial air traffic will	final approach and climb out paths at Exeter Airport, the need for ATC to provide avoiding action	by implementing an airspace source for the creates the known trains; enveronment to procure the final approach and came out part at Existed Piero, the need for ATC provide a verificing action to commercial air traffic will significantly reduce. This wife reduce the number of additional track miles flown and also reduce emissions and the greenhouse gas impact. It will also contribute to more
			track miles for aircraft arriving from the south. More efficient profile that minimises emissions so should result in less impact than the Do	to increase lateral separation from Dunkeswell Airfield, resulting in slightly extended track mileag	 additional track miles flown and also reduce emissions and the greenhouse gas 	significantly reduce. This will reduce the number of additional track miles flown and also reduce emissions and the greenhouse gas impact. It will also contribute to more efficient departure and	emissions and the greenhouse gas impact. It will also contribute to more efficient departure and	significantly reduce. This will reduce the number of additional track miles flown and also reduce emissions and the greenhouse gas impact. It will also contribute to more efficient departure and	to commercial air traffic will significantly reduce. This will reduce the number of additional track miles flown and also reduce emissions and the greenhouse gas impact. It will also contribute to	number of additional track miles flown and also reduce emissions and the greenhouse gas impact. It will also contribute to more efficient departure and arrival profiles, further reducing the impact. This should result in an positive benefit over the Do Nothing
			Nothing option.	More efficient profile that minimises emissions so should result in less impact than the Do Nothir option.	g impact. It will also contribute to more efficient departure and arrival profiles, further reducing the impact. This should result in an positive benefit over the Do	arrival profiles, further reducing the impact. This should result in a positive benefit over the Do Nothing option.	arrival profiles, further reducing the impact. This should result in a positive benefit over the Do Nothine option.	arrival profiles, further reducing the impact. This should result in a positive benefit over the Do Nothine option.	more efficient departure and arrival profiles, further reducing the impact. This should result in a positive benefit over the Do Nothing option.	option.
					Nothing option.	There may be an increase in track miles, and therefore fuel burn, for some GA aircraft avoiding	There may be an increase in track miles, and therefore fuel burn, for some GA aircraft avoiding	There may be an increase in track miles, and therefore fuel burn, for some GA aircraft avoiding	There may be an increase in track miles, and therefore fuel burn, for some GA aircraft avoiding	There may be an increase in track miles, and therefore fuel burn, for some GA aircraft avoiding any new airspace, which would represent an increase over the Do Nothing option.
					There may be an increase in track miles, and therefore fuel burn, for some GA	any new airspace, which would represent an increase over the Do Nothing option.	any new airspace, which would represent an increase over the Do Nothing option.	any new airspace, which would represent an increase over the Do Nothing option.	any new airspace, which would represent an increase over the Do Nothing option.	represent an increase over the Do Nothing Option.
					aircraft avoiding any new airspace, which would represent an increase over the Do Nothing option.					
Wider Society	apacity and resilience	Initial Ontions Appraisal:	This option does support the management of capacity and resilience	This option does support the management of capacity and resilience and was developed in	This option should reduce operational delays, allowing efficiency of operations	This option should reduce operational delays, allowing efficiency of operations thereby supporting	This action should reduce operational delays, allowing efficiency of operations thereby supporting	This notion should reduce onerational delays: allowing efficiency of onerations thereby connection	This option should reduce operational delays, allowing efficiency of operations thereby supporting	This option should reduce operational delays, allowing efficiency of operations thereby supporting the management of capacity and
		Qualitative	and was developed in coordination with NATS as part of FASI-S in	coordination with NATS as part of FASI-S in accordance with the UK Airspace Modernisation Strategy. The procedure has been designed to integrate with the en-route structure and should	thereby supporting the management of capacity and resilience of both the airport and the overall national infrastructure. This would represent an	the management of capacity and resilience of both the airport and the overall national	the management of capacity and resilience of both the airport and the overall national	the management of capacity and resilience of both the airport and the overall national	the management of capacity and resilience of both the airport and the overall national	resilience of both the airport and the overall national infrastructure. This would represent an improvement over the Do Nothing
			accordance with the UK Airspace Modernisation Strategy. The procedure has been designed to integrate with the en-route structure	Strategy. The procedure has been designed to integrate with the en-route structure and should improve resilience over the Do Nothing option.	airport and the overall national infrastructure. This would represent an improvement over the Do Nothing option.	infrastructure. This would represent an improvement over the Do Nothing option.	infrastructure. This would represent an improvement over the Do Nothing option.	Infrastructure. This would represent an improvement over the Do Nothing option.	infrastructure. This would represent an improvement over the Do Nothing option.	option.
			and should improve resilience over the Do Nothing option.							
General Aviation	Access	Initial Options Appraisal:	The introduction of CAS to contain the procedures is likely to have an impact on across to GA. Across to airspace for GA will be in accordance	The introduction of CAS to contain the procedures is likely to have an impact on access to GA. Access to airspace for GA will be in accordance with the airspace classification; GA aircraft not ab or willing to access the airspace will be required to avoid. This represents a greater impact than	Exeter ATC will facilitate access to airspace for all users, regardless of the	Ewere ATC will facilitate access to airspace for all users, regardless of the airspace classification, unless for overriding operational safety issues. However, some airspace users may choose or be unable to operate in some classes of airspace. Access will not routinely be denied but some	Exists ATC will facilitate access to airspace for all users, regardless of the airspace classification, unless for overriding operational safety issues. However, some airspace users may choose or be unable to operate in some classes of airspace. Access will not routinely be derired but some	Exeter ATC will facilitate access to airspace for all user, regardless of the airspace disoffication, unless for overriding operational safety issues. However, some airspace users may choose or be unable to operate in some classes of airspace. Access will not routinely be denied but some	Exeter ATC will Tacilitate access to airspace for all users, regardless of the airspace classification, unless for overriding operational safety issues. However, some airspace users may choose or be unable to operate in some classes of airspace. Access will not routinely be denied but some	Exeter ATC will facilitate access to airspace for all users, regardless of the airspace classification, unless for overriding operational safety issues. However, some airspace users may choose or be unable to operate in some classes of airspace. Access will not
			with the airspace classification; GA aircraft not able or willing to access the airspace will be required to avoid. This represents a greater impact	or willing to access the airspace will be required to avoid. This represents a greater impact than	some airspace users may be unable or choose not to operate in some classes of airspace. Access will not routinely be denied but some airspace users may be	unable to operate in some classes of airspace. Access will not routinely be denied but some airspace users may be prevented from operating in the airspace due to the lack of the necessary	unable to operate in some classes of airspace. Access will not routinely be denied but some airspace users may be prevented from operating in the airspace due to the lack of the necessary	unable to operate in some classes of airspace. Access will not routinely be denied but some airspace users may be prevented from operating in the airspace due to the lack of the necessary	unable to operate in some classes of airspace. Access will not routinely be denied but some airspace users may be prevented from operating in the airspace due to the lack of the necessary	routinely be denied but some airspace users may be prevented from operating in the airspace due to the lack of the necessary equipment (radio or transponder). The use of Letters of Agreement and local operating procedures will be utilised to facilitate
			the airspace will be required to avoid. This represents a greater impact than the Do Nothing option.	the Do Nothing option.	prevented from operating in the airspace due to the lack of the necessary	equipment (radio or transponder). The use of Letters of Agreement and local operating	equipment (radio or transponder). The use of Letters of Agreement and local operating	equipment (radio or transponder). The use of Letters of Agreement and local operating	equipment (radio or transponder). The use of Letters of Agreement and local operating	access to all users. Splitting the airspace vertically would allow the use of different airspace classifications, mitigating access issues
					equipment (radio or transponder). The use of Letters of Agreement and local operating procedures will be utilised to facilitate access to all users. There is	procedures will be utilised to facilitate access to all users. Splitting the airspace vertically would allow the use of different airspace classifications, mitigating access issues for those airspace users	procedures will be utilised to facilitate access to all users. Splitting the airspace vertically would allow the use of different airspace classifications, mitigating access issues for those airspace users	procedures will be utilised to facilitate access to all users. Splitting the airspace vertically would allow the use of different airspace classifications, mitigating access issues for those airspace user	procedures will be utilised to facilitate access to all users. Splitting the airspace vertically would allow the use of different airspace classifications, mitigating access issues for those airspace users	for those airspace users that cannot access more restrictive airspace classifications. Agreements will allow unhindered access to some upper areas of the airspace to operators from North Hill and Dunkeswell Airfields. There is expected to be more of an impact
					expected to be more of an impact than the Do Nothing option.	that cannot access more restrictive airspace classifications. There is expected to be more of an impact than the Do Nothing option.	that cannot access more restrictive airspace classifications. There is expected to be more of an impact than the Do Nothing option.	that cannot access more restrictive airspace classifications. There is expected to be more of an impact than the Do Nothing option.	that cannot access more restrictive airspace classifications. There is expected to be more of an impact than the Do Nothing option.	than the Do Nothing option.
commercial airlines	conomic impact from ncreased effective	Oualitative	The introduction of PBN procedures coordinated as part of the FASI-S programme will contribute to the delivery of associated benefits	The introduction of PBN procedures coordinated as part of the FASI-S programme will contribute the delivery of associated benefits including increased effective capacity which is predicted to have	to Introducing this option should improve operational efficiency and reduce delays This will contribute to the delivery of associated benefits including increased	Introducing this option should improve operational efficiency and reduce delays. This will contribute to the delivery of associated benefits including increased effective capacity which is	Introducing this option should improve operational efficiency and reduce delays. This will contribute to the delivery of associated benefits including increased effective capacity which is predicted to have direct and indirect economic benefits associated with an increase in both air	Introducing this option should improve operational efficiency and reduce delays. This will contribute to the delivery of associated benefits including increased effective capacity which is predicted to have direct and indirect economic benefits associated with an increase in both air	Introducing this option should improve operational efficiency and reduce delays. This will contribute to the delivery of associated benefits including increased effective capacity which is	Introducing this option should improve operational efficiency and reduce delays. This will contribute to the delivery of associated benefits including increased effective capacity which is predicted to have direct and indirect economic benefits associated with an
	apacity		including increased effective capacity which is predicted to have direct and indirect economic benefits associated with an increase in both air	the delivery of associated benefits including increased effective capacity which is predicted to had direct and indirect economic benefits associated with an increase in both air transport and GA movements. The predictable routing and integration with the en-route network should increase	effective capacity which is predicted to have direct and indirect economic benefits associated with an increase in both air transport and GA movements.	predicted to have direct and indirect economic benefits associated with an increase in both air transport and GA movements. This would represent an improvement over the Do Nothing option	predicted to have direct and indirect economic benefits associated with an increase in both air transport and GA movements. This would represent an improvement over the Do Nothing option	predicted to have direct and indirect economic benefits associated with an increase in both air n. transport and GA movements. This would represent an improvement over the Do Nothing optio	predicted to have direct and indirect economic benefits associated with an increase in both air in. transport and GA movements. This would represent an improvement over the Do Nothing option.	increase in both air transport and GA movements. This would represent an improvement over the Do Nothing option.
			transport and GA movements. The predictable routing and integration	the ability of the controller to safely handle traffic thus reducing the likelihood of vectoring and the need for avoiding action. This would represent an improvement over the Do Nothing option.	This would represent an improvement over the Do Nothing option.	Additional equipment requirements to access CAS, or increased track miles to avoid airspace,	Additional equipment requirements to access CAS, or increased track miles to avoid airspace,	Additional equipment requirements to access CAS, or increased track miles to avoid airspace,	Additional equipment convicements to account CAS, or increased trade miles to avoid aircrass	Additional equipment requirements to access CAS, or increased track miles to avoid airspace, would have more of an economic impact on GA than the Do Nothing option.
			to safely handle traffic thus reducing the likelihood of vectoring and the need for avoiding action. This would represent an improvement over	Additional equipment requirements to access CAS, or increased track miles to avoid airspace.	Additional equipment requirements to access CAS, or increased track miles to avoid airspace, would have more of an economic impact on GA than the Do	would have more of an economic impact on GA than the Do Nothing option.	would have more of an economic impact on GA than the Do Nothing option.	would have more of an economic impact on GA than the Do Nothing option.	Additional equipment requirements to access CAS, or increased track miles to avoid airspace, would have more of an economic impact on GA than the Do Nothing option.	
			the Do Nothing option.	would have more of an economic impact on GA than the Do Nothing option.	Nothing option.					
			Additional equipment requirements to access CAS, or increased track							
			miles to avoid airspace, would have more of an economic impact on GA than the Do Nothing option.							
General Aviation / commercial airlines	Fuel burn	Initial Options Appraisal: Qualitative	Most practical and expeditious route, continuous descent and optimum aircraft performance minimises fuel burn for this procedure. This	Most practical and expeditious route, continuous descent and optimum aircraft performance minimises fuel burn for this procedure. This should represent an improvement over the Do	The reduction in avoiding action and re-routing to avoid unknown traffic, especially for commercial aircraft arriving at the airport at lower altitudes, will	The reduction in avoiding action and re-routing to avoid unknown traffic, especially for commerci aircraft arriving at the airport at lower altitudes, will reduce fuel burn. It will also contribute to	If The reduction in avoiding action and re-routing to avoid unknown traffic, especially for commercial arriving at the airport at lower altitudes, will reduce fuel burn. It will also contribute to	all The reduction in avoiding action and re-routing to avoid unknown traffic, especially for commercial aircraft arriving at the airport at lower altitudes, will reduce fuel burn. It will also contribute to	ial The reduction in avoiding action and re-routing to avoid unknown traffic, especially for commercial aircraft arriving at the airport at lower abitudes, will reduce fuel burn. It will also contribute to more efficient departure and arrival profiles, further reducing the impact. This should result in a	The reduction in avoiding action and re-routing to avoid unknown traffic, especially for commercial aircraft arriving at the airport at lower altitudes, will reduce fuel burn. It will also contribute to more efficient departure and arrival profiles, further reducing the
			should represent an improvement over the Do Nothing option.	Nothing option.	reduce fuel burn. It will also contribute to more efficient departure and arrival	more efficient departure and arrival profiles, further reducing the impact. This should result in a	more efficient departure and arrival profiles, further reducing the impact. This should result in a	more efficient departure and arrival profiles, further reducing the impact. This should result in a	more efficient departure and arrival profiles, further reducing the impact. This should result in a	impact. This should result in a positive benefit over the Do Nothing option.
			Increased track mileage and fuel burn for GA aircraft to avoid any new airspace would represent an increase over the Do Nothing option.	Increased track mileage and fuel burn for GA aircraft to avoid any new airspace would represent	profiles, further reducing the impact. This should result in a positive benefit over the Do Nothing option.	positive benefit over the Do Nothing option. There may be an increase in track miles, and therefore fuel burn, for some GA aircraft avoiding	positive benefit over the Do Nothing option. There may be an increase in track miles, and therefore fuel burn, for some GA aircraft avoiding	positive benefit over the Do Nothing option. There may be an increase in track miles, and therefore fuel burn, for some GA aircraft avoiding	positive benefit over the Do Nothing option. There may be an increase in track miles, and therefore fuel burn, for some GA aircraft avoiding	There may be an increase in track miles, and therefore fuel burn, for some GA aircraft avoiding any new airspace, which would
				an increase over the Do Nothing option.	There may be an increase in track miles, and therefore fuel burn, for some GA	There may be an increase in track mises, and therefore feet burn, for some GA arcraft avoiding any new airspace, which would represent an increase over the Do Nothing option.	There may be an increase in track miles, and therefore foet burn, for some GA ancraft avoiding any new airspace, which would represent an increase over the Do Nothing option.	There may be an increase in track miles, and therefore foot burn, for some GA aircraft avoiding any new airspace, which would represent an increase over the Do Nothing option.	There may be an increase in track miles, and therefore fuel burn, for some GA arcraft avoiding any new airspace, which would represent an increase over the Do Nothing option.	represent an increase over the Do Nothing option.
					aircraft avoiding any new airspace, which would represent an increase over the Do Nothing option.					
Carrent	(existence	Initial Options Appraisal:	This proposal is not anticipated to require additional training costs for	This proposal is not anticipated to require additional training costs for airlines, representing no	This proposal is not anticipated to require additional training costs for airlines.	This acceptable and patricipated to provide a second	This proposal is not anticipated to require additional training costs for airlines, representing no	This proposal is not anticipated to require additional training costs for airlines, representing no	This proposal is not anticipated to require additional training costs for airlines, representing no	This proposal is not anticipated to require additional training costs for airlines, representing no change from the Do Nothing option.
Commercial airlines	g costs	Qualitative	This proposal is not anticipated to require additional training costs for airlines, representing no change from the Do Nothing option.	This proposal is not anticipated to require additional training costs for airlines, representing no change from the Do Nothing option.	This proposal is not anticipated to require additional training costs for airlines, representing no change from the Do Nothing option.	This proposal is not anticipated to require additional training costs for airlines, representing no change from the Do Nothing option.	This proposal is not anticipated to require additional training costs for airlines, representing no change from the Do Nothing option.	This proposal is not anticipated to require additional training costs for airlines, representing no change from the Do Nothing option.	This proposal is not articipated to require additional training costs for airlines, representing no change from the Do Nothing option.	
Commercial airlines	Other costs	Initial Options Appraisal: Qualitative	This proposal is not anticipated to require any other additional costs for airlines, representing no change from the Do Nothing option.	This proposal is not anticipated to require any other additional costs for airlines, representing no change from the Do Nothing option.	This proposal is not anticipated to require any other additional costs for airlines, representing no change from the Do Nothing option.	This proposal is not anticipated to require any other additional costs for airlines, representing no change from the Do Nothing option.	This proposal is not anticipated to require any other additional costs for airlines, representing no change from the Do Nothing option.	This proposal is not anticipated to require any other additional costs for airlines, representing no change from the Do Nothing option.	This proposal is not anticipated to require any other additional costs for airlines, representing no change from the Do Nothing option.	This proposal is not anticipated to require any other additional costs for airlines, representing no change from the Do Nothing option.
Airport / Air	nfrastructure costs	Initial Options Appraisal:	There will be no additional infrastructure costs associated with the introduction of PBN routes or procedures. No change from the Do	There will be no additional infrastructure costs associated with the introduction of PBN routes or procedures. No change from the Do Nothing option.	This option is not expected to change airport or ANSP infrastructure, beyond the initial declorment chase which would require some internal ATC system	This option is not expected to change airport or ANSP infrastructure, beyond the initial deployment chase which would require some internal ATC ovstem adaptation. This would	This option is not expected to change airport or ANSP infrastructure, beyond the initial deployment phase which would require some internal ATC system adaptation. This would	This option is not expected to change airport or ANSP infrastructure, beyond the initial deployment phase which would require some internal ATC system adaptation. This would	This option is not expected to change airport or ANSP infrastructure, beyond the initial deployment phase which would require some internal ATC system adaptation. This would	This option is not expected to change airport or ANSP infrastructure, beyond the initial deployment phase which would require some internal ATC system adaptation. This would represent a minor change from the Do Nothine option.
provider			Nothing option.	- Jumpe nun we so nunng uption.	enthal deployment phase which would require some internal ATC system adaptation. This would represent a minor change from the Do Nothing option.	deployment phase which would require some internal ATC System adaptation. This would represent a minor change from the Do Nothing option.	deployment phase which would require some internal ATC system adaptation. This would represent a minor change from the Do Nothing option.	displayment phase which would require some internal ATC system adaptation. This would represent a minor change from the Do Nothing option.	disployment phase which would require some internal ATC system adaptation. This would represent a minor change from the Do Nothing option.	and charge from the Lo Nothing option.
Airport / Air	Operational costs	Initial Options Appraisal:	The operational costs associated with implementing PBN procedures	The operational costs associated with implementing PBN procedures relate to IFP design, validation	on This option is not expected to change operational costs. No change from the Do	This option is not expected to change operational costs. No change from the Do Nothing option.	This option is not expected to change operational costs. No change from the Do Nothing option.	This option is not expected to change operational costs. No change from the Do Nothing option.	This option is not expected to change operational costs. No change from the Do Nothing option.	This option is not expected to change operational costs. No change from the Do Nothing option.
navigation service provider		Qualitative	relate to IFP design, validation (ground and airborne), safety assessment, airspace change and consultation, certification and	(ground and airborne), safety assessment, airspace change and consultation, certification and publication. Once implemented, the costs of ownership of PBN procedures is very low, requiring	Nothing option.					
			publication. Once implemented, the costs of ownership of PBN procedures is very low, requiring maintenance of the procedure on a	Nothing option.	0					
			procedures is very low, requiring maintenance of the procedure on a five yearly basis. This represents a small increase from the Do Nothing	was great						
			Spinon.							
Airport / Air	Deployment costs	Initial Options Appraisal:	This option may require training for air traffic controllers and assistants	This option may require training for air traffic controllers and assistants at Exeter Airport. There	This option may require training for air traffic controllers and assistants at Exeter	This option may require training for air traffic controllers and assistants at Exeter Airport. There	This option may require training for air traffic controllers and assistants at Exeter Airport. There	This option may require training for air traffic controllers and assistants at Exeter Airport. There	This option may require training for air traffic controllers and assistants at Exeter Airport. There	This option may require training for air traffic controllers and assistants at Exeter Airport. There may be occasions where the reduced availability of operational controllers during their conversion training could mean operational rostering becomes a factor
navigation service provider		quantative	availability of operational controllers during their conversion training	may be occasions where the reduced availability of operational controllers during their conversion training could mean operational rostering becomes a factor when considering continuous service	controllers during their conversion training could mean operational rostering	training could mean operational rostering becomes a factor when considering continuous service	training could mean operational rostering becomes a factor when considering continuous service	training could mean operational rostering becomes a factor when considering continuous service	training could mean operational rostering becomes a factor when considering continuous service	
			could mean operational rostering becomes a factor when considering continuous service delivery. Internal documentation will also require	delivery. Internal documentation will also require updating. This represents an initial increase from the Do Nothing option.	becomes a factor when considering continuous service delivery. Internal documentation will also require updating. This represents an initial increase	delivery. Internal documentation will also require updating. This represents an initial increase from the Do Nothing option.	delivery. Internal documentation will also require updating. This represents an initial increase from the Do Nothing option.	delivery. Internal documentation will also require updating. This represents an initial increase from the Do Nothing option.	delivery. Internal documentation will also require updating. This represents an initial increase from the Do Nothing option.	from the Do Nothing option.
			updating. This represents an initial increase from the Do Nothing option.		from the Do Nothing option.					
Safety Assessment	iafety Assessment	Initial Options Appraisal: Qualitative	No significant safety implications were identified during the safety assessment. Possible conflict with aircraft departing to the south.	Possible conflict with aircraft departing to the north. Network design and integration as part of ti FASI-S programme should mitigate this conflict. Procedure design would also include vertical	one of limited protection currently afforded to commercial aircraft, including	The principal area of concern regarding current operations at Exeter Airport is one of limited protection currently afforded to commercial aircraft, including passenger-carrying airliners.	The principal area of concern regarding current operations at Exeter Airport is one of limited protection currently afforded to commercial aircraft, including passenger-carrying airliners,	The principal area of concern regarding current operations at Exeter Airport is one of limited protection currently afflorded to commercial aircraft, including passenger-carrying airliners,	The principal area of concern regarding current operations at Exeter Airport is one of limited protection currently afforded to commercial aircraft, including passenger-carrying airliners,	The principal area of concern regarding current operations at Exeter Airport is one of limited protection currently afforded to commercial aircraft, including passenger-carrying airliners, operating near the airport. The introduction of new airspace at Exeter
			assessment. Possible conflict with aircraft departing to the south. Network design and integration as part of the FASI-S programme should mitigate this conflict. Procedure design would also include vertical	FASI-S programme should mitigate this conflict. Procedure design would also include vertical separation to be designed into the departure and arrival procedures. If required, ATC tactical intervention would be used to ensure safe separation. Issue similar to current operations at Exel	passenger-carrying airliners, operating near the airport. The introduction of new	operating near the airport. The introduction of new airspace at Exeter Airport is expected to	protection currently afforded to commercial aircraft, including passenger-carrying airliners, operating mair the airport. The introduction of new airspace at Exster Airport is expected to provide enhanced levels of safety and information to aircraft operating in and out of Exster	protection currently afforded to commercial aircraft, including passenger-carrying airliners, operating near the airport. The introduction of new airspace at Exister Airport is expected to provide manaced levels of safety and information to aircraft operating in and out of Exister	protection currently afforded to commercial aircraft, including passenger-carrying airliners, operating near the airport. The introduction of new airspace at Easter Airport is expected to provide enhanced levels of safety and information to aircraft operating in and out of Exster	commercial aircraft, including passenger-carrying airliners, operating near the airport. The introduction of new airspace at Exeter Airport is expected to provide enhanced levels of safety and information to aircraft operating in and out of Exeter Airport and to aircraft operating in the local area.
			separation to be designed into the departure and arrival procedures. If	intervention would be used to ensure sale separation. Issue similar to current operations at Exel Airport which is managed effectively and safely by ATC.	information to aircraft operating in and out of Exeter Airport and to aircraft	provide enhanced levels of safety and information to aircraft operating in and out of Exeter Airport and to aircraft operating in the local area.	provide enhanced levels of safety and information to arcraft operating in and out of Exeter Airport and to aircraft operating in the local area.	provide enhanced levels of safety and information to aircraft operating in and out of Exeter Airport and to aircraft operating in the local area.	provide enhanced levels of safety and information to aircraft operating in and out of Exeter Airport and to aircraft operating in the local area.	
			required, ATC tactical intervention would be used to ensure safe separation. Issue similar to current operations at Exeter Airport which	Possible conflict with gliders operating from North Hill Airfield. Letter of Agreement to ensure	operating in the local area.	The implementation of this option may lead to unauthorised entry into the airspace, depending o	The implementation of this option may lead to unauthorised entry into the airspace, depending o	on The implementation of this option may lead to unauthorised entry into the airspace, depending o	on The implementation of this option may lead to unauthorised entry into the airspace, depending on	The implementation of this option may lead to unauthorised entry into the airspace, depending on the airspace classification introduced. This would require ATC tactical intervention to ensure safe separation between traffic was maintained.
			is managed effectively and safely by ATC.	coordination between North Hill and Exeter Airport aircraft. The option to introduce Controlled Airspace (CAS) would be a mitigation to this hazard.	The implementation of this option may lead to unauthorised entry into the airspace, depending on the airspace classification introduced. This would	the airspace classification introduced. This would require ATC tactical intervention to ensure safe separation between traffic is maintained.	the airspace classification introduced. This would require ATC tactical intervention to ensure safe separation between traffic is maintained.	the airspace classification introduced. This would require ATC tactical intervention to ensure safe separation between traffic is maintained.	the airspace classification introduced. This would require ATC tactical intervention to ensure safe separation between traffic is maintained.	By allowing freedom of movement for airspace users from North Hill and Dunkeswell Airfields through Letters of Agreement, this
			Possible conflict with GA traffic transiting along the coast at low level		airspace, depending on the airspace classification introduced. This would require ATC tactical intervention to ensure safe separation between traffic is					op allowing investors or impower for an space coars from north risk and burnower Arminist stricting between Agreement, this option could have a positive impact on safety of operations by providing protection from other airspace users.
			(below 3,000 ft). Aircraft on the transition procedure are likely to be much higher in the vicinity of the coast, and ATC tactical intervention	Possible conflict with GA and parachuting operations at Dunkeswell Airfield. The option to introduce CAS would be a mitigation to this hazard.	maintained.	The design of the airspace could cause the displacement of GA aircraft outside of the airspace, introducing choke points and funnelling, which could increase the safety risk to those aircraft.	The design of the airspace could cause the displacement of GA aircraft outside of the airspace, introducing choke points and funnelling, which could increase the safety risk to those aircraft.	The design of the airspace could cause the displacement of GA aircraft outside of the airspace, introducing choke points and funnelling, which could increase the safety risk to those aircraft.	The design of the airspace could cause the displacement of GA aircraft outside of the airspace, introducing choke points and funnelling, which could increase the safety risk to those aircraft.	The design of the airspace could cause the displacement of GA aircraft outside of the airspace, introducing choke points and
			would be used to ensure safe separation. The requirement to introduce CAS would be a mitigation to this hazard.	Possible conflict with RNAS Yeavilton Instrument Flight Procedures (IFP). Coordination would be	The design of the airspace could cause the displacement of GA aircraft outside or the airspace introducing which could increase the	introducing choke points and funnelling, which could increase the safety risk to those aircraft. Utilising services provided by Ewster ATC, together with robust Letters of Agreement with local aircraft users world on onne was to militerative this local. The design of the aircraft chould be	introducing choke points and funnelling, which could increase the safety risk to those aircraft. Utilising services provided by Ewster ATC, together with robust tetters of Agreement with local aircraft occurs would on come use to militarist this local. The decien of the aircraft ochrist he	introducing choke points and funnelling, which could increase the safety risk to those aircraft. Utilising services provided by Exeter ATC, together with robust Letters of Agreement with local aircraft acress would an one work on infesting this issue. The risk of min of the aircraft chould he	introducing choke points and funnelling, which could increase the safety risk to those aircraft. Utilising services provided by Exter ATC, together with robust Letters of Agreement with local airspace users, would go some way to mitigating this issue. The design of the airspace should be	The design of the airspace could cause the displacement of GA aircraft outside of the airspace, introducing choke points and funnelling, which could increase the safety risk to those aircraft. Utilising services provided by Exeter ATC, together with robust Letters of Agreement with local airspace users, would go some way to mitigating this issue. The design of the airspace should be
			A STATE OF THE STA	Positive confect with news receition instrument right Procedures (IPP). Coordination would be required between Exeter Airport ATC and RNAS Yeovilton ATC. The option to introduce CAS would be a miligation to this hazard.	the airspace, introducing choke points and funnelling, which could increase the d safety risk to those aircraft. Utilising services provided by Exeter ATC, together with robust Letters of Agreement with local airspace users, would go some way	airspace users, would go some way to mitigating this issue. The design of the airspace should be sympathetic to other airspace users, which includes the careful consideration of lower aititudes o airspace to facilitate access below. Further design work will be done to minimise the impact on	airspace users, would go some way to mitigating this issue. The design of the airspace should be sympathetic to other airspace users, which includes the careful consideration of lower altitudes o airspace to facilitate access below.	airspace users, would go some way to mitigating this issue. The design of the airspace should be if sympathetic to other airspace users, which includes the careful consideration of lower altitudes of airspace to facilitate access below.	attripance courts, we could go some way to margering riss bases. The design of the ampace should be sympathetic to other alreader users, which includes the careful consideration of lower altitudes of airspace to facilitate access below. Further design work will be done to minimise the impact on	Letters or Agreement with occal aimpace users, woods go some way to minguing into issue. The banger of the aimpace and occasion includes the careful consideration of lower abitudes of airspace to facilitate access below. Further design work will be done to minimise the impact on other airspace users.
					to mitigating this issue. The design of the airspace should be sympathetic to	arrigace to facilitate access below. Further design work will be done to minimise the impact on other airispace users.			arripace to facilitate access below. Further design work will be done to minimise the impact on other airspace users.	
				Possible conflict with GA at Watchford Farm airstrip. If required, ATC tactical intervention would be used to ensure safe separation. Issue similar to current operations at Exeter Airport which is	other airspace users, which includes the careful consideration of lower altitudes of airspace to facilitate access below. Further design work will be done to	The design of the upper zone could result in most of the airport's traffic being condensed to the	The design of the upper zone could result in most of the airport's traffic being condensed to the south of the airport. ATC tactical intervention could be required to ensure safe separation is	The design of the upper zone could result in most of the airport's traffic being condensed to the south of the airport. ATC tactical intervention could be required to ensure safe separation is	The design of the upper zone could result in most of the airport's traffic being condensed to the	The design of the upper zone could result in most of the airport's traffic being condensed to the south of the airport. ATC tactical intervention could be required to ensure safe separation is maintained, which could lead to high ATC workload.
				managed effectively and safely by ATC. The requirement to introduce CAS would be a mitigation this hazard.	to minimise the impact on other airspace users.	south of the airport. ATC tactical intervention could be required to ensure safe separation is maintained, which could lead to high ATC workload.	maintained, which could lead to high ATC workload.	maintained, which could lead to high ATC workload.	south of the airport. ATC tactical intervention could be required to ensure safe separation is maintained, which could lead to high ATC workload.	This option protects the full Instrument Approach Procedures and would contain the departure and transition procedures to the
					This option protects the final approach path but does not provide protection for the full departure or transition procedures.	This option protects the final approach and initial climb out paths and would contain the	This option protects the final approach and initial climb out paths and would contain the departure and transition procedures to the south of the airport.	This option protects the final approach and initial climb out paths and would contain the departure and transition procedures to the south of the airport.	This option protects the final approach and initial climb out paths and would contain the	south of the airport.
					one run separture or transition procedures.	This option protects the final approach and initial climb out paths and would contain the departure and transition procedures to the south of the airport.	weyer some amount of the procedures to one south of the airport.	wyw use and transition procedures to the south of the airport.	This option protects the final approach and initial climb out paths and would contain the departure and transition procedures to the south of the airport.	
					1	I .	1			

INITIAL OF	PTIONS APPRA	Summary of Analysi	This against effers more projection for the approach procedures and departure roots and provides connectivity to the airways. Whater, it result contain departures and transition procedures to the could of the airway that Connect and the could be a could remain instead in charged a containing the airways become could be a framework of the airways become and the country of the airpus becomes and the country of the airpus becomes and the airways around of Dunksewell and North Hill airfelds may lead to unsubtonised incursions and create challe points. This option will not be table forevery.	This option offers more protection for the approach protections and departure routes and provides connectivity to an always structure. It model contain departure and transition procedure to the scottle of the always conscribed to the contained that commercial after frampost tread formations discretified approach when arriving or departing from the Algorith. The complexity of the airspace boundary and ways around of Dundseavell and North Hill saffelds may lead to unsubstrated incomercia and or containing and con	Transport would remain inside Controlled Airspace when arriving or departing from the Airport. The complexity of the airspace boundary and wrap-around of Dunisaswell and North Hill airfields may lead to unauthorised incursions and create choice points. The lower airspace portion of this oction can be armeded to be the same as Oction can are controlled to the controlled of the controll	This option offers more protection for the approach procedures and departure routes and provides connectivity to the airways structure. It would contain the departure procedures but set all of the sociolog procedures, Comme Air Transport would not remain inside Controlled Angiages when mining at the Alignat. The completing of the airport and provides and provides and provides and airport and provides and provides and provides and provides are not all provides and provi	cial provides connectivity to the airways structure. It would contain the departure and transition procedures, ensuring that Commercial Air Transport would remain inside Controlled Airspace when arriving or departing from the Airport. Although the design may be considered comple and may lead to unauthorised incursions, the multiple areas are designed to minimise the	Whilst this option protects the final approach and initial climb out paths and could provide connectivity to the airways structure, it would not contain the fall departure and transition procedures and Commercial for Transport would not remain initial controlled integrate when arriving or departing from the Airport. This option is considered to be the minimum acceptable solution but is not clear from the airport point of view. This option is upon with the table more and to it.	This option offers more protection for the approach procedures and departure routes and provides connectivity to the airways structure. It would contain the departure and transition procedures, restrictly that Commercial Air Transport would remain inside Controlled Airspace when arriving or departing from the Airport. This option will be taken forward but it not the preferred option.	This option protects the final approach and initial dish out paths and provides connectivity to the arrows sources. It record contain departure and transition procedures to the confin of the airport, ensuring that Commercial Air Transport would remain indice controlled Airports when arriving or departing from the Airport. This option will be taken forward bud is not the preferred option.
					notes that underlying the sociality arrangements required with from MII and Dunklewell airfelds to ensure solfactors operating procedures within the new airspace. With this amendment to the design, this option will be taken forward.		amount of CAS required to ensure traffic remains inside CAS. This option will be taken forward but is not the preferred option.	not the preferred option and would only be implemented without SID or Transition procedures.		
Group	Impact	Level of Analysis	Airspace Option 15	Airspace Option 16	Airspace Option 17	Airspace Option 18	Airspace Option 19	Airspace Option PE1	Airspace Option PE2	Airspace Option PE3
			Option A15 sub-options a, b, c, e, f, h, I, k and I	Option A16 sub-options a, b, c, e, f, h, I, k and I	Option A17 sub-options a, b, c, e, f, h, I, k and I	Option A18 sub-options a, b, c, e, f, h, l, k and l	Option A19	Option PE1 sub-options a, b and c	Option PE2 sub-options a, b, c, e, f, h, I, k and I	Option PE3 sub-options a, b, c, e, f, h, I, k and I
Communities	Noise impact on health	h Initial Options Appraisal:	There is unlikely to be a significant change in the noise impact on health and quality of life as a result of implementing this airspace	There is unlikely to be a significant change in the noise impact on health and quality of life as a result of	There is unlikely to be a significant change in the noise impact on health and quality of life as a result of	There is unlikely to be a significant change in the noise impact on health and quality of life as a result of implement	ing There is unlikely to be a significant change in the noise impact on health and quality of life as	There is unlikely to be a significant change in the noise impact on health and quality of life as a	There is unlikely to be a significant change in the noise impact on health and	There is unlikely to be a significant change in the noise impact on health and quality of life as a result of
	and quality of life	Qualitative	option. The routes flown by commercial aircraft arriving at or departing from Exater Airport are unlikely to change from the Do Nothing option. Less avoiding action needed should reduce the noise impact in some areas. The increased size in the airspace may	implementing this airspace option. The routes flown by commercial aircraft arriving at or departing from Exeter Airport are unlikely to change from the Do Nothing option. Less avoiding action needed should reduce the noise	implementing this airspace option. The routes flown by commercial aircraft arriving at or departing from Exeter Airport are unlikely to change from the Do Nothing option. Less avoiding action needed should reduce the noise	this airspace option. The routes flown by commercial aircraft arriving at or departing from Exeter Airport are unliked to change from the Do Nothing option. Less avoiding action needed should reduce the noise impact in some areas	s. at or departing from Exeter Airport are unlikely to change from the Do Nothing option. Less	departing from Exeter Airport are unlikely to change from the Do Nothing option. Less avoiding	or quality of life as a result of implementing this airspace option. The routes flown by commercial aircraft arriving at or departing from Exeter Airport are unlikely to	implementing this airspace option. The routes flown by commercial aircraft arriving at or departing from Exeter Airport are unlikely to change from the Do Nothing option. Less avoiding action needed should
			lead to Eveter-based GA aircraft moving their flight areas further away from the airport but this is unlikely to have a significant noise impact on health and quality of life. Although access to any new airspace, regardless of the classification, would be facilitated by	impact in some areas. The increased size in the airspace may lead to Exeter-based GA aircraft moving their flight areas further away from the airport but this is unlikely to have a significant noise impact on health and quality of	impact in some areas. The increased size in the airspace may lead to Exeter-based GA aircraft moving their flight areas further away from the airmort but this is unlikely to have a significant noise impact on health and mulibs of life	The increased size in the airspace may lead to Exeter-based GA aircraft moving their flight areas further away from the airport but this is unlikely to have a significant noise impact on health and quality of life. Although access to an	avoiding action needed should reduce the noise impact in some areas. The increased size in the pironare may lead to Fester-hased 6A pironals moving their flight areas further away from	action needed should reduce the noise impact in some areas. Exeter-based GA aircraft are unitially to change their coute profiles as a requit of implementing aircraft. Although arress to an		reduce the noise impact in some areas. The increased size in the airspace may lead to Exeter-based GA aircraft moving their flight areas further away from the airport but this is unlikely to have a significant noise
			Exeter ATC, some GA aircraft may choose to fly around the airspace rather than through it, resulting in a redistribution of noise around the local area. This may be exacerbated in areas considered to be choke points where GA aircraft could be funnelled.	life. Although access to any new airspace, regardless of the classification, would be facilitated by Exeter ATC, some GA aircraft may choose to fly around the airspace rather than through it, resulting in a redistribution of noise	Although access to any new airispace, regardless of the classification, would be facilitated by Exeter ATC, some GA aircraft may choose to fly around the airspace rather than through it, resulting in a redistribution of noise around the	new airspace, regardless of the classification, would be facilitated by Exster ATC, some GA aircraft may choose to file around the airspace rather than through it, resulting in a redistribution of noise around the local area. This may be	by the airport but this is unlikely to have a significant noise impact on health and quality of life.	new airspace, regardless of the classification, would be facilitated by Exeter ATC, some GA aircraft	Exeter-based GA aircraft moving their flight areas further away from the airport	impact on health and quality of life. Although access to any new airspace, regardless of the classification, would be facilitated by Exeter ATC, some GA aircraft may choose to fly around the airspace rather than
			However, these areas are rural areas so the impact should not be significant. Implementing this option should not see a significant	around the local area. This may be exacerbated in areas considered to be choke points where GA aircraft could be	local area. This may be exacerbated in areas considered to be choke points where GA aircraft could be funnelled.	exacerbated in areas considered to be choke points where GA aircraft could be funnelled. However, these areas a	re Exeter ATC, some GA aircraft may choose to fly around the airspace rather than through it,	around the local area. This may be exacerbated in areas considered to be choke points where GA	Although access to any new airspace, regardless of the classification, would be	through it, resulting in a redistribution of noise around the local area. This may be exacerbated in areas
			change in the impact of noise from the Do Nothing option.	flunnelled. However, these areas are rural areas so the impact should not be significant. Implementing this option should not see a significant change in the impact of noise from the Do Nothing option.	However, these areas are rural areas so the impact should not be significant. Implementing this option should not see a significant change in the impact of noise from the Do Nothing option.	rural areas so the impact should not be significant. Implementing this option should not see a significant change in the impact of noise from the Do Nothing option.	resulting in a redistribution of noise around the local area. This may be exacerbated in areas considered to be choke points where GA aircraft could be funnelled. However, these areas ar	arcraft could be funnelsed. However, thisse areas are rural areas so the impact should not be significant. Implementing this option should not see a significant change in the impact of noise from the Do Nothing option.	rather than through it, resulting in a redistribution of noise around the local area.	considered to be choke points where GA aircraft could be funnelled. However, these areas are rural areas so the impact should not be significant. Implementing this option should not see a significant change in the
			The redistribution of GA aircraft avoiding any new airspace may increase overflight of areas of tranquility and have more of an impact compared to the Do Nothing option.	The redistribution of GA aircraft avoiding any new airspace may increase overflight of areas of tranquility and have	The redistribution of GA aircraft avoiding any new airspace may increase overflight of areas of tranquility and have	The redistribution of GA aircraft avoiding any new airspace may increase overflight of areas of tranquility and have	rural areas so the impact should not be significant. Implementing this option should not see significant change in the impact of noise from the Do Nothing option.	from the Do Nothing option.	This may be exacerbated in areas considered to be choke points where GA aircraft could be funnelled. However, these areas are rural areas so the impact should not	7
				more of an impact compared to the Do Nothing option.	more of an impact compared to the Do Nothing option.	more of an impact compared to the Do Nothing option.	The redistribution of GA aircraft avoiding any new airspace may increase overflight of areas of	The redistribution of GA aircraft avoiding any new airspace may increase overflight of areas of tranquillity and have more of an impact compared to the Do Nothine option.	be significant. Implementing this option should not see a significant change in the impact of noise from the Do Nothing option.	The redistribution of GA aircraft avoiding any new airspace may increase overflight of areas of tranquility and have more of an impact compared to the Do Nothine option.
							tranquility and have more of an impact compared to the Do Nothing option.		The redistribution of GA aircraft avoiding any new airspace may increase overflight	
									of areas of tranquility and have more of an impact compared to the Do Nothing	
Communities	Air Quality	Initial Options Appraisal: Qualitative	Implementing this option would result in no change to the position of Exeter-based aircraft below 1,000 ft so there will be no change in local air quality from the Do Nothing option. Some GA aircraft operating below 1,000 ft in the local area may decide to route	Implementing this option would result in no change to the position of Exeter-based aircraft below 1,000 ft so there will be no change in local air quality from the Do Nothing option. Some GA aircraft operating below 1,000 ft in the	Implementing this option would result in no change to the position of Exister-based aircraft below 1,000 fits or there will be no change in local air quality from the Do Nothing option. Some GA aircraft operating below 1,000 fit in the local area may decide to route around the airspace, which may result in a change in local air quality. However, this is	Implementing this option would result in no change to the position of Exeter-based aircraft below 1,000 ft so there will be no change in local air quality from the Do Nothing option. Some GA aircraft operating below 1,000 ft in the	Implementing this option would result in no change to the position of Exeter-based aircraft below 1,000 ft so there will be no change in local air quality from the Do Nothine option. Som	Implementing this option would result in no change to the position of Exeter-based aircraft below 1,000 ft so there will be no change in local air quality from the Do Nothing option. Some GA	Implementing this option would result in no change to the position of Exeter- based aircraft below 1,000 ft so there will be no change in local air quality from the	Implementing this option would result in no change to the position of Exeter-based aircraft below 1,000 ft so there will be no change in local air quality from the Do Nothing option. Some GA aircraft operating below
			around the airspace, which may result in a change in local air quality. However, this is expected to be a small and insignificant	local area may decide to route around the airspace, which may result in a change in local air quality. However, this is expected to be a small and incignificant change.	local area may decide to route around the airspace, which may result in a change in local air quality. However, this is experted to be a small and inclanificant rhance	s local area may decide to route around the airspace, which may result in a change in local air quality. However, this expected to be a small and insignificant change.	is GA aircraft operating below 1,000 ft in the local area may decide to route around the airspace which may result in a change in local air quality. However, this is expected to be a small and	aircraft operating below 1,000 ft in the local area may decide to route around the airspace, which may result in a change in local air quality. However, this is expected to be a small and insignifican	Do Nothing option. Some GA aircraft operating below 1,000 ft in the local area	1,000 ft in the local area may decide to route around the airspace, which may result in a change in local air quality. However, this is expected to be a small and insignificant change.
			things.				insignificant change.	change.	quality. However, this is expected to be a small and insignificant change.	
			There will be no change in the Exeter, Crediton or Cullompton AQMAs as a result of implementing this option.	There will be no change in the Exeter, Crediton or Cullompton AQMAs as a result of implementing this option.	There will be no change in the Exeter, Crediton or Cullompton AQMAs as a result of implementing this option.	There will be no change in the Exeter, Crediton or Culiompton AQMAs as a result of implementing this option.	There will be no change in the Exeter, Crediton or Cullompton AQMAs as a result of	There will be no change in the Exeter, Crediton or Cullompton AQMAs as a result of implementing		There will be no change in the Exeter, Crediton or Cullompton AQMAs as a result of implementing this option.
			This option is not expected to result in any changes to biodiversity given that the implementation will not require any ground works to support implementation.	This option is not expected to result in any changes to biodiversity given that the implementation will not require any ground works to support implementation.	This option is not expected to result in any changes to biodiversity given that the implementation will not require an ground works to support implementation.	y This option is not expected to result in any changes to biodiversity given that the implementation will not require a ground works to support implementation.	implementing this option.	this option.	of implementing this option.	This option is not expected to result in any changes to biodiversity given that the implementation will not
							This option is not expected to result in any changes to biodiversity given that the implementation will not require any ground works to support implementation.	This option is not expected to result in any changes to biodiversity given that the implementation will not require any ground works to support implementation.	This option is not expected to result in any changes to biodiversity given that the implementation will not require any ground works to support implementation.	require any ground works to support implementation.
Wider Society	Greenhouse Gas impac	ct Initial Options Appraisal:	By implementing an airspace solution that creates the known traffic environment to protect the final approach and dimb out paths at South a finance the coop for ATC to conside auxiliary prince to composite the final approach and comb out paths.	By implementing an airspace solution that creates the known traffic environment to protect the final approach and	By implementing an airspace solution that creates the known traffic environment to protect the final approach and displayed as table as Facility of Supposed by the Book of the Supposed by the Book of the Book o	By implementing an airspace solution that creates the known traffic environment to protect the final approach and climb out a other of Sustan Monager the people for ATC to populate variable variable to commercial size tr	By implementing an airspace solution that creates the known traffic environment to protect the final passwork and distributed and the protect the final passwork and distributed and the protect the final passwork and distributed and the protect the passwork and distributed and the protect the passwork and distributed and the protect the passwork and the pass	By implementing an airspace solution that creates the known traffic environment to protect the	By implementing an airspace solution that creates the known traffic environment	By implementing an airspace solution that creates the known traffic environment to protect the final
		quantative	at Exister Airport, the need for ATC to provide avoiding action to commercial air traffic will significantly reduce. This will reduce the number of additional track miles flows and also reduce emissions and the green-house gas impact. It will also contribute to more efficient departure and arrival profiles, further reducing the impact. This should result in a positive benefit over the Do Nothing	climb out paths at Exeter Airport, the need for ATC to provide avoiding action to commercial air traffic will significantly reduce. This will reduce the number of additional track miles flown and also reduce emissions and the	by impairmenting, an anapplic notation are chealfarths with self-time out paths at Easter Airport, the need for ATC to provide avoiding action to commercial air traffic will ignificantly reduct. It is will reduce the number of additional track miss from and also notation emissions and the generation emissions and the generation of the provide avoiding action to the provide avoid the self-time of time	climb out paths at Exeter Airport, the need for ATC to provide avoiding action to commercial air traffic will significantly reduce. This will reduce the number of additional track mist fittens and also reduce emissions and the greenhouse gas impact. It will also contribute to more efficient departure and arrival profiles, further reducing the	one mail approach and climb out paths at Exeter Airport, the need for ATC to provide avoiding action to commercial air traffic will significantly reduce. This will reduce the number of	final approach and climb out paths at Exeter Airport, the need for ATC to provide avoiding action to commercial air traffic will significantly reduce. This will reduce the number of additional track miles flown and also reduce emissions and the greenhouse gas impact. It will also contribute to	to provide the final approach and climb out paths at Exeter Airport, the need for ATC to provide avoiding action to commercial air traffic will significantly reduce.	approach and climb out paths at Exeter Airport, the need for ATC to provide avoiding action to commercial air traffic will significantly reduce. This will reduce the number of additional track miles flown and also
			efficient departure and arrival profiles, further reducing the impact. This should result in an positive benefit over the Do Nothing option.	greenhouse gas impact. It will also contribute to more efficient departure and arrival profiles, further reducing the impact. This should result in an positive benefit over the Do Nothing option.	greenhouse gas impact. It will also contribute to more efficient departure and arrival profiles, further reducing the impact. This should result in an positive benefit over the Do Nothing option.	greenhouse gas impact. It will also contribute to more efficient departure and arrival profiles, further reducing the impact. This should result in an positive benefit over the Do Nothing option.	also contribute to more efficient departure and arrival profiles, further reducing the impact.	more efficient departure and arrival profiles, further reducing the impact. This should result in an		reduce emissions and the greenhouse gas impact. It will also contribute to more efficient departure and arrival profiles, further reducing the impact. This should result in an positive benefit over the Do Nothing
			There may be an increase in track miles, and therefore fuel burn, for some GA aircraft avoiding any new airspace, which would	There may be an increase in track miles, and therefore fuel burn, for some GA aircraft avoiding any new airspace,	There may be an increase in track miles, and therefore fuel burn, for some GA aircraft avoiding any new airspace,	There may be an increase in track miles, and therefore fuel burn, for some GA aircraft avoiding any new airspace,	This should result in an positive benefit over the Do Nothing option.	positive benefit over the Do Nothing option.	departure and arrival profiles, further reducing the impact. This should result in an positive benefit over the Do Nothing option.	option.
			represent an increase over the Do Nothing option.	which would represent an increase over the Do Nothing option.	which would represent an increase over the Do Nothing option.	which would represent an increase over the Do Nothing option.	There may be an increase in track miles, and therefore fuel burn, for some GA aircraft avoidin any new airspace, which would represent an increase over the Do Nothing option.	g There may be an increase in track miles, and therefore fuel burn, for some GA aircraft avoiding any new airspace, which would represent an increase over the Do Nothing option.	There may be an increase in track miles, and therefore fuel burn, for some GA	There may be an increase in track miles, and therefore fuel burn, for some GA aircraft avoiding any new airspace, which would represent an increase over the Do Nothing option.
							any new ampace, which would represent an increase over the Lio Nothing option.	any new arspace, which would represent an increase over the Do Nothing option.	aircraft avoiding any new airspace, which would represent an increase over the Do	ampace, which would represent an increase over the Do Nothing option.
									Nothing option.	
Wider Society	Capacity and resilience	Initial Options Appraisal: Qualitative	This option should reduce operational delays, allowing efficiency of operations thereby supporting the management of capacity and resilience of both the airport and the overall national infrastructure. This would represent an improvement over the Do Nothing	This option should reduce operational delays, allowing efficiency of operations thereby supporting the management of capacity and resilience of both the airport and the overall national infrastructure. This would	This option should reduce operational delays, allowing efficiency of operations thereby supporting the management of capacity and resilience of both the airport and the overall national infrastructure. This would represent an	This option should reduce operational delays, allowing efficiency of operations thereby supporting the manageme of capacity and resilience of both the airport and the overall national infrastructure. This would represent an	This option should reduce operational delays, allowing efficiency of operations thereby supporting the management of capacity and resilience of both the airport and the overall	This option should reduce operational delays, allowing efficiency of operations thereby supporting the management of capacity and resilience of both the airport and the overall national	g This option should reduce operational delays, allowing efficiency of operations thereby supporting the management of capacity and resilience of both the airport	This option should reduce operational delays, allowing efficiency of operations thereby supporting the management of capacity and resilience of both the airport and the overall national infrastructure. This
			option.	represent an improvement over the Do Nothing option.	improvement over the Do Nothing option.	improvement over the Do Nothing option.	national infrastructure. This would represent an improvement over the Do Nothing option.	infrastructure. This would represent an improvement over the Do Nothing option.	and the overall national infrastructure. This would represent an improvement over the Do Nothing option.	management of capacity and resilience of both the airport and the overall national infrastructure. This would represent an improvement over the Do Nothing option.
									see the so receiving option.	
General Aviation	Access	Initial Options Appraisal:	Exeter ATC will facilitate access to airspace for all users, regardless of the airspace classification, unless for overriding operational safety issues. However, some airspace users may choose or be unable to operate in some classes of airspace. Access will not	Exeter ATC will facilitate access to airspace for all users, regardless of the airspace classification, unless for overriding operational safety issues. However, some airspace users may choose or be unable to operate in some	Eveter ATC will facilitate access to airspace for all users, regardless of the airspace classification, unless for overriding operational safety issues. However, some airspace users may choose or be unable to operate in some classes of	g Exeter ATC will facilitate access to airspace for all users, regardless of the airspace classification, unless for overridid operational safety issues. However, some airspace users may choose or be unable to operate in some classes of	ng Exeter ATC will facilitate access to airspace for all users, regardless of the airspace classification, unless for overriding operational safety issues. However, some airspace users	Exeter ATC will facilitate access to airspace for all users, regardless of the airspace classification, unless for overriding operational safety issues. However, some airspace users may choose or be	Exeter ATC will facilitate access to airspace for all users, regardless of the airspace classification, unless for overriding operational safety issues. However, some	Exeter ATC will facilitate access to airspace for all users, regardless of the airspace classification, unless for overriding operational safety issues. However, some airspace users may choose or be unable to operate in
			routinely be denied but some airspace users may be prevented from operating in the airspace due to the lack of the necessary equipment (radio or transponder). The use of Letters of Agreement and local operating procedures will be utilised to facilitate	classes of airspace. Access will not routinely be denied but some airspace users may be prevented from operating	arspace. Access will not routinely be denied but some airspace users may be prevented from operating in the airspace due to the lark of the necessary equipment (radio or transponder). The use of Letters of Agreement and	airspace. Access will not routinely be denied but some airspace users may be prevented from operating in the aircnare rhip to the lark of the nerescary environment (rarkin or transponder). The use of Letters of Aereement and	may choose or be unable to operate in some classes of airspace. Access will not routinely be idented but come aircoare incorr may be presented from operating in the aircoare due to the	unable to operate in some classes of airspace. Access will not routinely be denied but some airspace users may be prevented from operating in the airspace due to the lark of the peressary.	airspace users may choose or be unable to operate in some classes of airspace. Access will not routinely be denied but some airspace users may be prevented	some classes of airspace. Access will not routinely be denied but some airspace users may be prevented from operating in the airspace due to the lack of the necessary equipment (radio or transponder). The use of
			access to all users. These agreements will allow unhindered access to some areas of the airspace to operators from North Hill and	and local operating procedures will be utilised to facilitate access to all users. Splitting the airspace vertically would		local operating procedures will be utilised to facilitate access to all users. Splitting the airspace vertically would allo	ow lack of the necessary equipment (radio or transponder). The use of Letters of Agreement and	equipment (radio or transponder). The use of Letters of Agreement and local operating	from operating in the airspace due to the lack of the necessary equipment (radio	that a special procedure with the utilised to facilitate access to all users. Splitting the airspace vertically would allow the use of different airspace classifications, mitigating access issues for
			Dunkeswell Airfields, whilst offering them some protection from incursions from other airspace users. Splitting the airspace vertically would allow the use of different airspace classifications, mitigating access issues for those airspace users that cannot access	allow the use of different airspace classifications, mitigating access issues for those airspace users that cannot access more restrictive airspace classifications. There is expected to be more of an impact than the Do Nothing	restrictive airspace classifications. Agreements will allow unhindered access to some upper areas of the airspace to	restrictive airspace classifications. Agreements will allow unhindered access to some upper areas of the airspace to	 classifications would be used across different zones, particularly at higher levels to mitigate 	procedures will be utilised to facilitate access to all users. There is expected to be more of an impact than the Do Nothing option.	will be utilised to facilitate access to all users. Splitting the airspace vertically	those airspace users that cannot access more restrictive airspace classifications. Agreements will allow
			more restrictive airspace classifications. There is expected to be more of an impact than the Do Nothing option.	option.	operators from North Hill and Dunkeswell Airfields. There is expected to be more of an impact than the Do Nothing option.	operators from North Hill and Dunkeswell Airfields. There is expected to be more of an impact than the Do Nothin option.	classifications. Agreements will allow unhindered access to some upper areas of the airspace		would allow the use of different airspace classifications, mitigating access issues for those airspace users that cannot access more restrictive airspace	unhindered access to some upper areas of the airspace to operators from North Hill and Dunkeswell Airfields. There is expected to be more of an impact than the Do Nothing option.
							to operators from North Hill and Dunkeswell Airfields. There is expected to be more of an impact than the Do Nothing option.		classifications. Agreements will allow unhindered access to some upper areas of the airspace to operators from North Hill and Dunkeswell Airfields. There is	
									expected to be more of an impact than the Do Nothing option.	
General Aviation /	Economic impact from increased effective	n Initial Options Appraisal:	Introducing this option should improve operational efficiency and reduce delays. This will contribute to the delivery of associated	Introducing this option should improve operational efficiency and reduce delays. This will contribute to the deliver	y Introducing this option should improve operational efficiency and reduce delays. This will contribute to the delivery c of associated benefits including increased effective capacity which is predicted to have direct and indirect economic.	Introducing this option should improve operational efficiency and reduce delays. This will contribute to the deliver	ry Introducing this option should improve operational efficiency and reduce delays. This will	Introducing this option should improve operational efficiency and reduce delays. This will	Introducing this option should improve operational efficiency and reduce delays.	Introducing this option should improve operational efficiency and reduce delays. This will contribute to the delivery of associated benefits including increased effective capacity which is predicted to have direct and
commercial airline	capacity	Qualitative	benefits including increased effective capacity which is predicted to have direct and indirect economic benefits associated with an increase in both air transport and GA movements. This would represent an improvement over the Do Nothing option.	benefits associated with an increase in both air transport and GA movements. This would represent an	benefits associated with an increase in both air transport and GA movements. This would represent an	benefits associated with an increase in both air transport and GA movements. This would represent an improvem	contribute to the delivery of associated benefits including increased effective capacity which is ent predicted to have direct and indirect economic benefits associated with an increase in both air	contribute to the delivery of associated benefits including increased effective capacity which is predicted to have direct and indirect economic benefits associated with an increase in both air transport and GA movements. This would represent an improvement over the Do Nothing option	effective rangeity which is predicted to have direct and indirect economic hopefits	indirect arranger hanafits accordated with an increase in both air transport and GA movements. This would
			Additional equipment requirements to access CAS, or increased track miles to avoid airspace, would have more of an economic	improvement over the Do Nothing option.	improvement over the Do Nothing option.	over the Do Nothing option.	transport and GA movements. This would represent an improvement over the Do Nothing option.		 associated with an increase in both air transport and GA movements. This would represent an improvement over the Do Nothing option. 	
			impact on GA than the Do Nothing option.	Additional equipment requirements to access CAS, or increased track miles to avoid airspace, would have more of an economic impact on GA than the Do Nothing option.	Additional equipment requirements to access CAS, or increased track miles to avoid airspace, would have more of an economic impact on GA than the Do Nothing option.	Additional equipment requirements to access CAS, or increased track miles to avoid airspace, would have more of economic impact on GA than the Do Nothing option.	an Additional equipment requirements to access CAS, or increased track miles to avoid airspace,	Additional equipment requirements to access CAS, or increased track miles to avoid airspace, would have more of an economic impact on GA than the Do Nothing option.	Additional equipment requirements to access CAS, or increased track miles to	Additional equipment requirements to access CAS, or increased track miles to avoid airspace, would have more of an economic impact on GA than the Do Nothing option.
							would have more of an economic impact on GA than the Do Nothing option.		avoid airspace, would have more of an economic impact on GA than the Do Nothing option.	
General Aviation / commercial airline	Fuel burn	Initial Options Appraisal: Qualitative	The reduction in avoiding action and re-routing to avoid unknown traffic, especially for commercial aircraft arriving at the airport at lower althodes, will reduce fuel burn. It will also contribute to more efficient departure and arriving profiles, further reducing the impact. This should result in a positive benefit over the Do Nothing option.	The reduction in avoiding action and re-routing to avoid unknown traffic, especially for commercial aircraft arriving at the airport at lower altitudes, will reduce fuel burn. It will also contribute to more efficient departure and arrivial	The reduction in avoiding action and re-routing to avoid unknown traffic, especially for commercial aircraft arriving a the airport at lower altitudes, will reduce fuel burn. It will also contribute to more efficient departure and arrival	t The reduction in avoiding action and re-routing to avoid unknown traffic, especially for commercial aircraft arriving the airport at lower altitudes, will reduce fuel burn. It will also contribute to more efficient departure and arrival	g at The reduction in avoiding action and re-routing to avoid unknown traffic, especially for commercial aircraft arriving at the airport at lower altitudes, will reduce fuel burn. It will also	The reduction in avoiding action and re-routing to avoid unknown traffic, especially for commercial aircraft arriving at the airport at lower altitudes, will reduce fuel burn. It will also contribute to	al The reduction in avoiding action and re-routing to avoid unknown traffic, especially for commercial aircraft arriving at the airport at lower attitudes. will	The reduction in avoiding action and re-routing to avoid unknown traffic, especially for commercial aircraft arriving at the airport at lower altitudes, will reduce fuel burn. It will also contribute to more efficient
					I .		contribute to more efficient departure and arrival profiles, further reducing the impact. This should result in a positive benefit over the Do Nothing option.	more efficient departure and arrival profiles, further reducing the impact. This should result in a positive benefit over the Do Nothing option.	reduce fuel burn. It will also contribute to more efficient departure and arrival profiles, further reducing the impact. This should result in a positive benefit over	departure and arrival profiles, further reducing the impact. This should result in a positive benefit over the
			There may be an increase in track miles, and therefore fuel burn, for some GA aircraft avoiding any new airspace, which would represent an increase over the Do Nothing option.	There may be an increase in track miles, and therefore fuel burn, for some GA aircraft avoiding any new airspace, which would represent an increase over the Do Nothing option.	There may be an increase in track miles, and therefore fuel burn, for some GA aircraft avoiding any new airspace, which would represent an increase over the Do Nothing option.	There may be an increase in track miles, and therefore fuel burn, for some GA aircraft avoiding any new airspace, which would represent an increase over the Do Nothing option.	There may be an increase in track miles, and therefore fuel burn, for some GA aircraft avoiding	g There may be an increase in track miles, and therefore fuel burn, for some GA aircraft avoiding	the Do Nothing option.	There may be an increase in track miles, and therefore fuel burn, for some GA aircraft avoiding any new
							any new airspace, which would represent an increase over the Do Nothing option.	any new airspace, which would represent an increase over the Do Nothing option.	There may be an increase in track miles, and therefore fuel burn, for some GA aircraft avoiding any new airspace, which would represent an increase over the Do	airspace, which would represent an increase over the Do Nothing option.
									arcraft avoiding any new arripace, which would represent an increase over the Do Nothing option.	
Commercial airling	raining costs	Initial Options Anneais vi-	This proposal is not anticipated to require additional training costs for airlines representing on change from the Po Northine nation	This proposal is not anticipated to require additional training mosts for airlings representing no whom from the Po	This proposal is not anticipated to require additional training most few sinface representing on other from the Po	This proposal is not anticipated to require additional training rocks for airlings representing on change from the Pu	This proposal is not anticipated to require artificinal training note for airling recovering	This proposal is not anticipated to require additional training roots for airlines representation on	This proposal is not anticipated to require additional training rock for nichon	This proposal is not anticipated to require additional training most for airlings representing to change from
		Qualitative	g amount of the second of the	Nothing option.	I has proposal is not anocquated to require adolbonal training costs for arranes, representing no change from the Lo Nothing option.	Ins proposal is not anocpased to require additional training costs for arranes, representing no change from the or Nothing option.	this proposals not anothered to require additional training costs for arrives, representing a change from the Do Nothing option.	change from the Do Nothing option.	representing no change from the Do Nothing option.	this proposal is not amounted to require additional training costs not amines, representing no change from the Do Nothing option.
Commence	v Other	Initial Options Appraisal:	This proposal is not anticipated to require any other additional costs for airlines, representing no change from the Do Nothing	This proposal is not anticipated to require any other additional costs for airlines, representing no change from the	This appears is not subjected to comiss	Thir assessed in our subjected to coming	Do. This assessed is not sufficiented	This appears is not perfected to a	This acceptal is not applicant of	This proposal is not anticipated to require any other additional costs for airlines, representing no change
commercial airline	or other costs	Qualitative	option.	This proposal is not anticipated to require any other additional costs for airlines, representing no change from the Do Nothing option.	This proposal is not anticipated to require any other additional costs for airlines, representing no change from the Di Nothing option.	 This proposal is not anticipated to require any other additional costs for airlines, representing no change from the Nothing option. 	Do This proposal is not anticipated to require any other additional costs for airlines, representing no change from the Do Nothing option.	This proposal is not anticipated to require any other additional costs for airlines, representing no change from the Do Nothing option.	This proposal is not anticipated to require any other additional costs for airlines, representing no change from the Do Nothing option.	This proposal is not anticipated to require any other additional costs for airlines, representing no change from the Do Nothing option.
Airport / Air navigation service	Infrastructure costs	Initial Options Appraisal: Qualitative	This option is not expected to change airport or ANSP infrastructure, beyond the initial deployment phase which would require some internal ATC system adaptation. This would represent a minor change from the Do Nothing option.	This option is not expected to change airport or ANSP infrastructure, beyond the initial deployment phase which would require some internal ATC system adaptation. This would represent a minor change from the Do Nothing	This option is not expected to change airport or ANSP infrastructure, beyond the initial deployment phase which would require some internal ATC system adaptation. This would represent a minor change from the Do Nothing	This option is not expected to change airport or ANSP infrastructure, beyond the initial deployment phase which would require some internal ATC system adaptation. This would represent a minor change from the Do Nothing	This option is not expected to change airport or ANSP infrastructure, beyond the initial deployment phase which would require some internal ATC system adaptation. This would	This option is not expected to change airport or ANSP infrastructure, beyond the initial deployment phase which would require some internal ATC system adaptation. This would	initial deployment phase which would require some internal ATC system	This option is not expected to change airport or ANSP infrastructure, beyond the initial deployment phase which would require some internal ATC system adaptation. This would represent a minor change from the
provider				option.	aption.	option.	represent a minor change from the Do Nothing option.	represent a minor change from the Do Nothing option.	adaptation. This would represent a minor change from the Do Nothing option.	Do Nothing option.
Airport / Air	Operational costs	Initial Options Appraisal:	This option is not expected to change operational costs. No change from the Do Nothing option.	This option is not expected to change operational costs. No change from the Do Nothing option.	This option is not expected to change operational costs. No change from the Do Nothing option.	This option is not expected to change operational costs. No change from the Do Nothing option.	This option is not expected to change operational costs. No change from the Do Nothing	This option is not expected to change operational costs. No change from the Do Nothing option.	This option is not expected to change operational costs. No change from the Do	This option is not expected to change operational costs. No change from the Do Nothing option.
navigation service provider		Qualitative					option.	and the second of the second o	Nothing option.	
provider										
Airport / Air	Deployment costs	Initial Options Appraisal:	This option may require training for air traffic controllers and assistants at Exeter Airport. There may be occasions where the	This option may require training for air traffic controllers and assistants at Exeter Airport. There may be occasions	This option may require training for air traffic controllers and assistants at Exeter Airport. There may be occasions	This option may require training for air traffic controllers and assistants at Exeter Airport. There may be occasions	This option may require training for air traffic controllers and assistants at Exeter Airport. There may be occasions where the reduced availability of operational controllers during their	This option may require training for air traffic controllers and assistants at Exeter Airport. There	This option may require training for air traffic controllers and assistants at Exeter	This option may require training for air traffic controllers and assistants at Exeter Airport. There may be
navigation service provider		Qualitative	when considering continuous service delivery. Internal documentation will also require updating. This represents an initial increase	rostering becomes a factor when considering continuous service delivery. Internal documentation will also require	where the reduced availability of operational controllers during their conversion training could mean operational rostering becomes a factor when considering continuous service delivery. Internal documentation will also require	where the reduced availability of operational controllers during their conversion training could mean operational rostering becomes a factor when considering continuous service delivery. Internal documentation will also require	There may be occasions where the reduced availability of operational controllers during their conversion training could mean operational rostering becomes a factor when considering	may be occasions where the reduced availability of operational controllers during their conversion training could mean operational rostering becomes a factor when considering continuous service delivery. Internal documentation will also require updating. This represents an initial increase	 Airport. There may be occasions where the reduced availability of operational controllers during their conversion training could mean operational rostering 	occasions where the reduced availability of operational controllers during their conversion training could mean operational rostering becomes a factor when considering continuous service delivery. Internal
			from the Do Nothing option.	updating. This represents an initial increase from the Do Nothing option.	updating. This represents an initial increase from the Do Nothing option.	updating. This represents an initial increase from the Do Nothing option.	continuous service delivery. Internal documentation will also require updating. This represents an initial increase from the Do Nothing option.	delivery. Internal documentation will also require updating. This represents an initial increase from the Do Nothing option.	becomes a factor when considering continuous service delivery. Internal documentation will also require updating. This represents an initial increase from	documentation will also require updating. This represents an initial increase from the Do Nothing option.
									the Do Nothing option.	
Safatu Jerosow	Safety Acronomer	Initial Options Appraisal:	The principal area of concern regarding current operations at Exeter Airport is one of limited protection currently afforded to	The principal area of concern regarding current operations at Exeter Airport is one of limited protection currently	The principal area of concern regarding current operations at Exater Airport is one of limited protection currently	The principal area of concern regarding current operations at Exeter Airport is one of limited protection currently	The minrinal area of concern recording suggest associations of Suntan Aircont (** ** ** ** ** ** ** ** ** ** ** ** **	The principal area of concern regarding current operations at Exeter Airport is one of limited	The principal area of concern recording overest econotions of Funts 4111111	The principal area of concern regarding current progrations of Super-Aircost is one of limited a
Assessment	A STREET PARTITIONS	Qualitative	The principal area of concern regarding current operations at taxter Airport is one of limited protection currently althorded to commercial laterals, including assenger-carrying airliners, operating near the airport. The introduction of new airport as Airport is expected to provide enhanced levels of safety and information to aircraft operating in and out of Exster Airport and to	The principal area of concern regarding current operations at Exeler Arport is one of limited protection currently afforded to commercial aircraft, including passenger-carrying airliners, operating near the airport. The introduction of our pictorios of Exelect Arport is consisted to execute the exelect and based funds and information to aircraft.	The principal area of concin religiting current operations at Exister Amport is one of timited protection circinsty all-forded to commercial already, including passinger-carrying airliners, operating near the airliner. The introduction of new airspace at Exeter Airport is expected to provide enhanced levels of safety and information to aircraft.	The principal area of concern regarding current operations at Exeter Auport is one of limited protection currently allforded to commercial aircraft, including passenger-carrying airlinent, operating near the airport. The introductio of new airspace at Exeter Airport is expected to provide enhanced levels of safety and information to aircraft.	The principal area of concern regarding current operations at Easter Auport is one of limited protection currently afforded to commercial aircraft, including passenger-carrying airliners, operating near the airport. The introduction of new airspace at Exeter Airport is expected to	The principal area of concern regarding current operations at Exister Autport is one of aimsted protection currently afforded to commercial aircraft, including passenger-carrying airliners, operating near the airport. The introduction of new airspace at Exeter Airport is expected to	of limited protection currently afforded to commercial aircraft, including passenger	The principal area of concern regarding current operations at Exiter Airport is one of limited protection currently afforded to commercial aircraft, including passenger-carrying airliners, operating near the airport. The introduction of new airspace at Exeter Airport is expected to provide enhanced levels of safety and
			Airport is expected to provide enhanced levels of safety and information to aircraft operating in and out of Exeter Airport and to aircraft operating in the local area.	of new airspace at Exeter Airport is expected to provide enhanced levels of safety and information to aircraft operating in and out of Exeter Airport and to aircraft operating in the local area.	of new airspace at Exeter Airport is expected to provide enhanced levels of safety and information to aircraft operating in and out of Exeter Airport and to aircraft operating in the local area.	of new airspace at Exeter Airport is expected to provide enhanced levels of safety and information to aircraft operating in and out of Exeter Airport and to aircraft operating in the local area.	provide enhanced levels of safety and information to aircraft operating in and out of Exeter	provide enhanced levels of safety and information to aircraft operating in and out of Exeter	Exeter Airport is expected to provide enhanced levels of safety and information to	The introduction of new airspace at Exeter Airport is expected to provide enhanced levels of safety and information to aircraft operating in and out of Exeter Airport and to aircraft operating in the local area.
			The implementation of this option may lead to unauthorised entry into the airspace, depending on the airspace classification	The implementation of this option may lead to unauthorised entry into the airspace, depending on the airspace	The implementation of this option may lead to unauthorised entry into the airspace, depending on the airspace	The implementation of this option may lead to unauthorised entry into the airspace, depending on the airspace	Airport and to aircraft operating in the local area.	Airport and to aircraft operating in the local area.	aircraft operating in and out of Exeter Airport and to aircraft operating in the local area.	The implementation of this option may lead to unauthorised entry into the airspace, depending on the
			introduced. This would require ATC tactical intervention to ensure safe separation between traffic was maintained. The complexity of the airspace boundary may also lead to unauthorised entry into the airspace requiring ATC tactical intervention to ensure safe			classification introduced. This would require ATC tactical intervention to ensure safe separation between traffic is	The implementation of this option may lead to unauthorised entry into the airspace. This would conside aTC tartical intervention to encure cafe constration between traffic is	The implementation of this option may lead to unauthorised entry into the airspace, depending of the airspace classification introduced. This would require ATC tactical intervention to ensure safe.	th	airspace classification introduced. This would require ATC tactical intervention to ensure safe separation between traffic is maintained.
			of the arrigace boundary may also lead to unauthorised entry into the airspace requiring ATC tactical intervention to ensure sale separation between traffic was maintained.	maintained. The complikitly of the airspace boundary may also lead to unauthorised entry into the airspace requiring ATC tactical intervention to ensure safe separation between traffic was maintained.	maintained. The complexity of the airspace boundary may also lead to unauthorised entry into the airspace requiring ATC tactical intervention to ensure safe separation between traffic was maintained.	maintained. The complexity of the airspace boundary, creating a 'cul-de-sac' in the airspace around North Hill and Dunksewell, may also lead to unauthorised entry into the airspace requiring ATC tactical intervention to ensure sal	would require ATC tactical intervention to ensure sale separation between traffic is fee maintained. The complexity of the airspace boundary and multiple areas may also lead to an authorized outs into the signature consider ATC tactical intervention to account of	the arrapace classification introduced. This would require ATC tactical intervention to ensure safe separation between traffic is maintained.	airspace, depending on the airspace classification introduced. This would require	between traffic is maintained. The design of the airispace could cause the displacement of GA aircraft outside of the airispace, introducing
			The design of the airspace could cause the displacement of GA aircraft outside of the airspace, introducing choke points and	The design of the airspace could cause the displacement of GA aircraft outside of the airspace, introducing choke	The design of the airspace could cause the displacement of GA aircraft outside of the airspace, introducing choke	separation between traffic was maintained.	unauthorised entry into the airspace requiring ATC tactical intervention to ensure safe separation between traffic was maintained.	The design of the airspace could cause the displacement of GA aircraft outside of the airspace,	ATC tactical intervention to ensure safe separation between traffic is maintained.	choke points and funnelling, which could increase the safety risk to those aircraft. Utilising services provided
			furnelling, which could increase the safety risk to those aircraft. Utilising services provided by Exster ATC, topic points Letters of Agreement with local airspace users, would go some way to mitigating this issue. The design of the airspace should be	points and funnelling, which could increase the safety risk to those aircraft. Utilising services provided by Exeter ATC, together with robust Letters of Agreement with local airspace users, would go some way to mitigating this	points and funnelling, which could increase the safety risk to those aircraft. Utilising services provided by Exeter ATC together with robust Letters of Agreement with local airspace users, would go some way to mitigating this issue. The	. The design of the airspace could cause the displacement of GA aircraft outside of the airspace, introducing choice points and funnelling, which could increase the safety risk to those aircraft. Utilisine services provided her Evener at	TC, The design of the airspace could cause the displacement of GA aircraft outside of the airspace	introducing choke points and funnelling, which could increase the safety risk to those aircraft. Utilising services provided by Exeter ATC, together with robust Letters of Agreement with local	The design of the airspace could cause the displacement of GA aircraft outside of the airspace, introducing choke points and funnelling, which could increase the	by Exeter ATC, together with robust Letters of Agreement with local airspace users, would go some way to mitigating this issue. The design of the airspace should be sympathetic to other airspace users, which
			sympathetic to other airspace users, which includes the careful consideration of lower altitudes of airspace to facilitate access below. Further design work will be done to minimise the impact on other airspace users.	issue. The design of the airspace should be sympathetic to other airspace users, which includes the careful consideration of lower altitudes of airspace to facilitate access below. Further design work will be done to minimis	design of the airspace should be sympathetic to other airspace users, which includes the careful consideration of e lower altitudes of airspace to facilitate access below. Further design work will be done to minimise the impact on	together with robust Letters of Agreement with local airspace users, would go some way to mitigating this issue. To design of the airspace should be sympathetic to other airspace users, which includes the careful consideration of lower although of airspace to Excitate access boline. Further design work will be done to minimize the impact on	he introducing choke points and funnelling, which could increase the safety risk to those aircraft. Utilising services provided by Eyeler ATC theather with palent Letters of Amount of A	airspace users, would go some way to mitigating this issue. The design of the airspace should be sympathetic to other airspace users, which includes the careful consideration of lower altitudes of	safety risk to those aircraft. Utilising services provided by Exeter ATC, together f with robust Letters of Agreement with local aircraft.	includes the careful consideration of lower altitudes of airspace to facilitate access below. Further design work will be done to minimise the impact on other airspace users.
			The design of the upper zone could result in most of the airport's traffic being condensed to the south of the airport. ATC tactical	the impact on other airspace users.	e lower annuous or anspace to racintate access below. Further design work will be done to minimise the impact on other airspace users.	being or the any poor should be sympathetic to other arrigate durin, which includes the careful consideration or lower altitudes of airspace to facilitate access below. Further design work will be done to minimise the impact on other airspace users.	unising services provided by Exercit Art., rogiciner with roduct Letters or Agreement with local airspace users, would go some way to mitigating this issue. The design of the airspace should be sympathetic to other airspace users, which includes the careful consideration of lower	sympathetic to other anspect them, which includes the careful consideration or lower attributes or airspace to facilitate access below. Further design work will be done to minimise the impact on other airspace users.	 with robust citizens or agreement with local airspace chart, would go some way to mitigating this issue. The design of the airspace should be sympathetic to other airspace users, which includes the careful consideration of lower altitudes of 	The design of the upper zone could result in most of the airport's traffic being condensed to the south of the
			The design of the upper zone could result in most of the airport's traffic being condensed to the south of the airport. ATC tactical intervention could be required to ensure safe separation is maintained, which could lead to high ATC workload.	The design of the upper zone could result in most of the airport's traffic being condensed to the south of the	This option protects the full Instrument Approach Procedures and would contain the departure and transition		be sympathetic to other airspace users, which includes the careful consideration of lower altitudes of airspace to facilitate access below. Further design work will be done to minimise		airspace to facilitate access below. Further design work will be done to minimise	airport. ATC tactical intervention could be required to ensure safe separation is maintained, which could lead
			This option protects the full Instrument Approach Procedures and would contain the departure and transition procedures to the	airport. ATC tactical intervention could be required to ensure safe separation is maintained, which could lead to high ATC workload.	procedures.	I ms opeom projects the full instrument Approach Procedures and would contain the departure and transition procedures.	the impact on other airspace users.	This option protects the final approach path but does not provide protection for the full departure or transition procedures.	e the impact on other airspace users.	to high ATC workload.
			south of the airport.	This option protects the full instrument Approach Procedures and would contain the departure and transition			This option protects the full instrument Approach Procedures and would contain the departure and transition procedures.		This option protects the full Instrument Approach Procedures and would contain the departure and transition procedures.	This option protects the full Instrument Approach Procedures and would contain the departure and transition procedures.
				procedures to the south of the airport.						
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