





INITIAL OPTIONS APPRAISAL			
Scope	Impact	Level of Analysis	
<p><b>Summary of Analysis:</b> This option offers more protection for the approach procedures and departure routes and provides connectivity to the airways structure. It would contain departure and transition procedures to the south of the airport, ensuring that Commercial Air Transport would remain inside Controlled Airspace when arriving or departing from the Airport. The complexity of the airspace boundary and wrap-around of Dunwoody and North Hill airfields may lead to unauthorised intrusions and create choke points. This option will not be taken forward.</p>			
<p><b>Option 15</b></p>			
<p><b>Option 16</b></p>			
<p><b>Option 17</b></p>			
<p><b>Option 18</b></p>			
<p><b>Option 19</b></p>			
<p><b>Option PE1</b></p>			
<p><b>Option PE2</b></p>			
<p><b>Option PE3</b></p>			
Communities	Noise impact on health and quality of life	Initial Options Appraisal: Qualitative	<p>There is unlikely to be a significant change in the noise impact on health and quality of life as a result of implementing this airspace option. The routes flown by commercial aircraft arriving at or departing from the 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 of the airspace may lead to Easter 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 Easter ATC, some GA aircraft may choose to fly around the airport but this is unlikely to have a significant noise impact on health and quality of life. However, these areas are rural areas to 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.</p> <p>The redistribution of GA aircraft avoiding any new airspace may increase overhead of areas of tranquility and have more of an impact compared to the Do Nothing option.</p>
Communities	Air Quality	Initial Options Appraisal: Qualitative	<p>Implementing this option would result in no change to the position of Easter based aircraft below 1,000ft so there will be no change in local air quality from the Do Nothing option. Some GA aircraft operating below 1,000ft 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.</p> <p>There will be no change in the Easter, Crediton or Culterton ADMA as a result of implementing this option.</p> <p>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.</p>
Wider Society	Greenhouse Gas Impact	Initial Options Appraisal: Qualitative	<p>By implementing an airspace solution that creates the known traffic environment to protect the final approach and climb out paths of Easter Airport, the need for ATC to provide avoiding action to commercial air traffic will significantly reduce. This will reduce the number of additional track miles flown and also reduce emissions and the greenhouse gas impact. It will also contribute to more efficient departure and arrival profiles, further reducing the impact. This should result in a positive benefit over the Do Nothing option.</p> <p>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.</p>
Wider Society	Capacity and resilience	Initial Options Appraisal: Qualitative	<p>This option should reduce operational delays, allowing efficiency of operations thereby supporting the management of capacity and resilience of both the airport and the overall national infrastructure. This would represent an improvement over the Do Nothing option.</p>
General Aviation	Access	Initial Options Appraisal: Qualitative	<p>Easter ATC will facilitate access to airspace for all users, regardless of the airspace classification, unless for overriding operational safety issues. However, some airspace users may choose or be unable to operate in some classes of airspace. Access will not routinely be denied but some airspace users may be prevented from operating in the airspace due to the lack of the necessary equipment (radio or transponder). The use of letters of Agreement and local operating procedures will be utilised to facilitate access to all users. Splitting the airspace vertically will 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 option.</p>
General Aviation	Economic impact from increased effective capacity	Initial Options Appraisal: Qualitative	<p>Involving this option should improve operational efficiency and reduce delays. This will contribute to the delivery of associated benefits including increased effective capacity which is predicted to have direct and indirect economic benefits associated with an increase in both air transport and GA movements. This would represent an improvement over the Do Nothing option.</p> <p>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.</p>
General Aviation	Fuel burn	Initial Options Appraisal: Qualitative	<p>The reduction in avoiding action and re-routing to avoid unknown traffic, especially for commercial aircraft arriving at the airport at lower altitudes, will reduce fuel burn. It will also contribute to more efficient departure and arrival profiles, further reducing the impact. This should result in a positive benefit over the Do Nothing option.</p> <p>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.</p>
Commercial aviation	Training costs	Initial Options Appraisal: Qualitative	<p>This proposal is not anticipated to require additional training costs for airlines, representing no change from the Do Nothing option.</p>
Commercial aviation	Other costs	Initial Options Appraisal: Qualitative	<p>This proposal is not anticipated to require any other additional costs for airlines, representing no change from the Do Nothing option.</p>
Air navigation service provider	Infrastructure costs	Initial Options Appraisal: Qualitative	<p>This option is not expected to change airport or ASDP 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.</p>
Air navigation service provider	Operational costs	Initial Options Appraisal: Qualitative	<p>This option is not expected to change operational costs. No change from the Do Nothing option.</p>
Air navigation service provider	Deployment costs	Initial Options Appraisal: Qualitative	<p>This option may require training for air traffic controllers and assistants at Easter Airport. There may be occasions where the reduced availability of operational controllers during that conversion training could mean operational costing becomes a factor when considering continuous service delivery. Internal documentation will also require updating. This represents an initial increase from the Do Nothing option.</p>
Safety Assessment	Safety Assessment	Initial Options Appraisal: Qualitative	<p>The principal area of concern regarding current operations at Easter Airport is one of limited protection currently afforded to commercial aircraft, including passenger carrying aircraft, 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 Easter Airport and to aircraft operating in the local area.</p> <p>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 is 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 is maintained.</p> <p>The design of the airspace could cause the displacement of GA aircraft outside of the airspace, introducing choke points and funneling, which could increase the safety risk to those aircraft. Mitigating services provided by Easter ATC, together with robust Letters of Agreement with local airspace users, would go some way to mitigating this issue. The design of the airspace should be sympathetic to other airspace users, which includes the careful consideration of lower altitudes of airspace to facilitate access to users. Further design work will be done to minimise the impact on other airspace users.</p> <p>The design of the option could result in most of the airport's traffic being conducted 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.</p> <p>This option protects the full Instrument Approach Procedures and would contain the departure and transition procedures to the south of the airport.</p>