



Exeter Airport Airspace Change Proposal

Design Principles Evaluation

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Glossary

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



Acronym	Meaning
VFR	Visual Flight Rules



1 Introduction

1.1 Background

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

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

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

1.2 Prioritised List of Design Principles

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

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



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

Table 1 - Prioritised Design Principles

1.3 Step 2B – Options Appraisal

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

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

At the end of Step 2B, Exeter Airport will submit details of the options developed and the Initial Options Appraisal to the CAA for assessment at the Stage 2 Develop and Assess Gateway, currently programmed for 31st March 2023.



2 Design Principles Evaluation

2.1 Evaluation of the Do Nothing Option against the Design Principles

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

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

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

The assessment criteria in Table 3 below have been used to determine whether each design option has Met, Partially Met or Not Met each of the Design Principles. If a design option does not meet any of Design Principles, it will be rejected and not taken forward to Step 2B, Initial Options Appraisal.

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



Design Principle	Assessment Criteria			
	Not Met	Met		
HARMONISATION – Airspace design must accord with the CAA's published Airspace Modernisation Strategy (AMS) and any future plans associated with it.	This option does not meet the known outcomes of the AMS.	With minor modification, this option would meet the known outcomes of the AMS This option does not meet some of the known requirements of the AMS but will have low impact.	This option meets the known outcomes of the AMS.	
PROTECTION – New airspace should create a known traffic environment to protect the final approach and climb-out paths at Exeter Airport.	This option does not create a known traffic environment or protect the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.	This option creates a known traffic environment for some operations only that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.	This option creates a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.	
ACCESS – Any new airspace should facilitate fair access to all airspace users.	Other airspace users will be denied access to any new airspace.	This option may require additional requirements, such as ATC permission, radio or transponder, to access any new airspace.	Access to any new airspace is permitted without any additional requirements.	



Design Principle	Assessment Criteria			
	Not Met	Partially Met	Met	
MINIMISE IMPACT – Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	This option will impose restrictions on other airspace users that will have no suitable mitigation and will have an impact on their operations.	This option does not impose any restrictions on other airspace users but may have an impact on their operations. Exeter Airport is committed to introducing suitable mitigation to minimise any impact.	This option will have little or no impact on other airspace users.	
DIMENSIONS – The size and categorisation of any new controlled airspace should be proportionate to the requirement.	This option does not fully protect the final approach and climb out paths or contain procedures. The procedures are not all contained and the amount of Controlled Airspace is considered excessive to protect the final approach and initial climb out paths. The SIDs can be contained but the amount of Controlled Airspace to do so would be large.	This option protects the final approach and initial climb out paths but does not contain procedures.	This option protects the final approach and climb out paths and contains procedures. The procedure can be contained in a small amount of airspace.	



Design Principle	Assessment Criteria			
	Not Met	Partially Met	Met	
CONNECTIVITY – Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	This option does not connect to the airways structure.	This option provides connectivity to the airways structure but not by recognised Controlled Airspace (Class D or Class E). This option provides connectivity to the airways structure but does not ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	This option provides connectivity to the airways structure. Commercial Air Transport can remain inside Controlled Airspace when arriving or departing from Exeter Airport.	
ENVIRONMENT — Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	This option is anticipated to significantly increase the adverse impact of both noise and emissions compared to current operations.	This option is anticipated to increase any adverse impact of either noise or aircraft emissions compared to current operations. The level of any increase in the impact is unsure at this stage. Further detailed analysis will be conducted at Stage 3 to determine whether the impact would be acceptable.	This option is anticipated to maintain or reduce any adverse environmental impact compared to current operations.	

Table 2 – Design Principles Assessment Criteria

The minimum requirement for protection of aircraft on the final approach would be for protection from the Intermediate Fix (IF) or on the ILS approach where they are lined up in the direction of the runway, prior to commencing the descent.



The minimum requirement for protection of aircraft on the initial climb out path would be for protection until 2,000 ft above the aerodrome level, at which point the transition from take-off to en-route configuration is completed.



2.2 Do Nothing (Procedures) Evaluation

Design Principle Evaluation		OPTION NO: Do Nothing (Procedures)		
Option Name: Do Nothing (Procedures)		ACCEPT		
Description of Option: The Do Nothing (Procedures) option represents the current operating procedures for aircraft arriving at, and departing from, Exeter Airport. The airport has an Aerodrome Traffic Zone (ATZ), 2.5 nm radius from surface to 2,000 ft above aerodrome level (aal). Departing aircraft follow the Noise Abatement Procedures before routing direct as flight planned to join the en-route airways network. Aircraft arriving at the airport will follow ATC instructions for vectoring to the required approach procedure. Instrument Approach Procedures, including ILS and RNP, are available for both runway directions.				
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT ME	T PARTIAL	MET	
Summary of Qualitative Assessment: ATC monitoring would continue to be required to provide safe separation from known or unknown traffic. Although Exeter ATC handles the current operational issues safely and effectively on a tactical basis, the busy air traffic environment may result in overload situations as controllers try to control aircraft in a limited volume of airspace. Evidence suggests that robust safety mitigations in the form of new airspace (this ACP) may be necessary to provide protection for aircraft operating in the vicinity of Exeter Airport.				
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT ME	T PARTIAL	MET	
Summary of Qualitative Assessment: Some key outcomes of Airspace Modernisation (enabling integration and avoiding flight delays by better managing the airspace network) may not be met. However, the impact is expected to be low. Exeter Airport's location means that there will be few, if any, interactions with other airports that require resolving and improvements to the airspace above 7,000 ft should facilitate better access to the network, improving integration and reducing the chance of flight delays.				
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climb-out paths at Exeter Airport.	NOT ME	T PARTIAL	MET	
Summary of Qualitative Assessment: This option creates a known traffic environment for some operations only. ATC monitoring would be required to provide protection for aircraft on the final approach or initial climb-out paths.				
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT ME	T PARTIAL	MET	



Summary of Qualitative Assessment: There are no current restrictions to access of the airspace around Exeter Airport, other than the requirements of the ATZ.					
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: This option will have	no impact on	other airspa	ice users.		
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: This option does not recontainment requirement.	equire Contr	olled Airspac	e as there is no		
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport (CAT) remain inside Controlled Airspace (CAS) when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: This option relates only to the current arrival and departure procedures in place at Exeter Airport and not the airspace Therefore, this Design Principle has not been assessed for this option.					
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: This option will maintain the current environmental impacts.					

2.2.1 Do Nothing (Procedures) Option

The Do Nothing (Procedures) option represents the current situation where there are no published arrival or departure procedures. Aircraft will leave the en-route network and receive ATC vectors to transit through Class G airspace. ATC monitoring is required to provide safe separation from known or unknown traffic. Departing aircraft follow the Noise Abatement Procedures before routing direct as flight planned to join the en-route airways network. Aircraft arriving at the airport will follow ATC instructions for vectoring to the required approach procedure.



2.3 Do Nothing (Airspace) Evaluation

Design Principle Evaluation		OPTION NO: Do Nothin (Airspace)			
Option Name: Do Nothing (Airspace)		REJECT			
Description of Option: The Do Nothing (Airspace) option represents the airspace that is currently in operation at Exeter Airport. The airport has an Aerodrome Traffic Zone (ATZ), 2.5 nm radius from surface to 2,000 ft above aerodrome level (aal).					
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT ME	T PARTIAL	MET		
Summary of Qualitative Assessment: ATC monitoring would continue to be required to provide safe separation from known or unknown traffic. Although Exeter ATC handles the current operational issues safely and effectively on a tactical basis, the busy air traffic environment may result in overload situations as controllers try to control aircraft in a limited volume of airspace. This option does not address the potential operational safety risks associated with the lack of protection currently afforded to aircraft flying final approach and initial departure routes outside the ATZ.					
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT ME	T PARTIAL	MET		
Summary of Qualitative Assessment: A key outcome of Airspace Modernisation, specifically maintaining and enhancing high aviation safety standards, will not be met. Other outcomes of Airspace Modernisation (efficient use of airspace and enabling integration, avoiding flight delays by better managing the airspace network and improving environmental performance by reducing emissions) are also unlikely to be met.					
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climb-out paths at Exeter Airport.	NOT ME	T PARTIAL	MET		
Summary of Qualitative Assessment: This option creates a known traffic environment for some operations only. ATC monitoring would be required to provide protection for aircraft on the final approach or initial climb-out paths.					
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT ME	T PARTIAL	MET		
Summary of Qualitative Assessment: There are no current restrictions to access of the airspace around Exeter Airport, other than the requirements of the ATZ.					



Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: This option will have no impact on other airspace users.					
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: This option does not f climb out paths.	ully protect t	he final appro	oach and initial		
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport (CAT) remain inside Controlled Airspace (CAS) when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: This option does not connect to the airways structure.					
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: This option will main	tain the curre	nt environm	ental impacts.		

2.3.1 Do Nothing (Airspace) Option

The Do Nothing option represents the current situation where the only form of airspace established to give protection to aerodrome traffic around the airport is an Air Traffic Zone (ATZ). The Exeter Airport ATZ is the airspace extending from the surface to a height of 2,000 ft above the level of the aerodrome within the area bounded by a circle centred on the mid-point of the runway and having a radius of 2.5 nm. Outside of this circle, the airspace is Class G airspace which means anyone can fly there without talking to Exeter Airport ATC. This means that when an airliner is coming in to land, another aircraft could (and indeed there are recorded instances) cut straight across the Final Approach requiring ATC to intervene to ensure safety margins are maintained. This option does not address the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ and is therefore rejected.



3 Design Principles Evaluation - Procedures

3.1 Evaluation of the Options against the Design Principles

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

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

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

The assessment criteria shown in Table 2 in Section 2 above have been used to determine whether each design option has met, partially met or not met each of the Design Principles. If a design option does not meet any of Design Principles, it will be rejected and not taken forward to Step 2B, Initial Options Appraisal.



Design Principle Evaluation		OPTION NO: S1		
Option Name: Runway 08 SID (north – direct)		ACCEPT		
Description of Option: On reaching 1,500 ft aal to comply with noise abatement procedures, aircraft turn left onto a north-north-westerly heading, climbing to 7,000 ft to join the enroute airways network. The actual track heading and joining point will depend on the new airways configuration above 7,000 ft.				
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MI	ET PARTIAL	MET	
Summary of Qualitative Assessment: The procedure will be designed to meet acceptable levels of flight safety. The procedure will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. It is a UK requirement that all SIDs must be wholly contained within CAS in accordance with CAP 778 and the Controlled Airspace Containment Policy. Implementation of this procedure will require the necessary CAS to ensure lateral and vertical containment. Possible conflict with General Aviation (GA) aircraft to the north of the airport is mitigated by the introduction of CAS.				
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MI	ET PARTIAL	MET	
Summary of Qualitative Assessment: This option meets the known outcomes of the AMS.				

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

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

NOT MET

PARTIAL

MET

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

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

PARTIAL MET

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



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

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

3.1.1 Runway 08 SID (north – direct)

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



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

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

access to all airspace users.



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

3.1.2 Runway 08 SID (north – dogleg)

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



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

access to all airspace users.



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

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

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

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

PARTIAL

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

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

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

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

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

3.1.3 Runway 08 SID (north-west)

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

MET



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



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

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

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

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

NOT MET

PARTIAL

MET

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

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

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

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

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

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

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



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

access to all airspace users.



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

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

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

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

NOT MET

PARTIAL

MET

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

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

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

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

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

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

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



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

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



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

NOT MET | PARTIAL

MET

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

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

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

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

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

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



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

3.1.6 Runway 08 SID (south – direct)

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



Design Principle Evaluation	OPTION NO: S7
Option Name: Runway 08 SID (south – dogleg)	ACCEPT

Description of Option: On reaching 1,500 ft aal to comply with noise abatement procedures, aircraft turn right onto a south-south-easterly heading initially before turning further right onto a south-south-westerly heading to route towards BERRY HEAD before turning left onto a south-easterly heading to route towards NOTRO to join the en-route airways network. The actual track positions and joining point will depend on the new airways configuration above 7,000 ft. This option will only be available on a weekend when D012 and D013 Danger Areas are inactive.



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

NOT MET | PARTIAL

MET

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

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

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

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

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

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



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

3.1.7 Runway 08 SID (south – dogleg)

environmental impact compared to current operations.

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



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

access to all airspace users.



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

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

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

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

NOT MET

PARTIAL

MET

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

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

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

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

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

3.1.8 Runway 08 SID (east)

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



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



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

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

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

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

PARTIAL MET

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

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

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

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

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

3.1.9 Runway 26 SID (north-west)

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



Design Principle Evaluation	OPTION NO: S10
Option Name: Runway 26 SID (north-east)	ACCEPT
Description of Option: On reaching 1,000 ft aal to comply with noise abatement procedures, aircraft turn right onto a north-north-westerly heading initially before turning further	

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



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

NOT MET PARTIAL

MET

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

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

out paths at Exeter Airport.

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

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

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

environment for IFR operations only.



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

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

3.1.10 Runway 26 SID (north-east)

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



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

access to all airspace users.



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

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

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

NOT MET

PARTIAL

MET

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

NOT MET	PARTIAL	MET
	NOT MET	NOT MET PARTIAL

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

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

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

3.1.11 Runway 26 SID (south-west)

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



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

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



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

out paths at Exeter Airport.

NOT MET | PARTIAL

MET

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

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option meets the kn	nown outcom	es of the AM	S.
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climb-	NOT MET	PARTIAL	MET

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

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

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



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

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

3.1.12 Runway 26 SID (south)

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



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

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

PARTIAL

MET

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

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

PARTIAL

MET

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



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

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

3.1.13 Runway 26 SID (south-east)

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



Design Principle Evaluation		OPTION NO): S14
Option Name: Runway 26 SID (east, left turn)		REJECT	
Description of Option: On reaching 1,000 ft aal to comply with noise abatement procedures, aircraft turn left onto a southerly heading initially before turning left onto an east-north-easterly heading to route towards GIBSO to join the enroute airways network. The actual track positions and joining point will depend on the new airways configuration above 7,000 ft.			
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: The procedure will be d flight safety. The procedure will be compliant with the reconsistent and compatible with the appropriate regulatory rethat all SIDs must be wholly contained within CAS in accordance Airspace Containment Policy. Implementation of this procedure ensure lateral and vertical containment. Possible conflict with the airport and with military and GA aircraft to the east of the Activity would be mitigated by the introduction of CAS.	quired techn equirements. nce with CAP ure will requi military rota	ical criteria It is a UK ro 778 and the ire the neces ary traffic to t	and will be equirement Controlled sary CAS to the south of
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Key outcomes of Airspairspace and enabling integration and avoiding flight delay network) are unlikely to be met.		=	
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: The introduction of procedure will create a known traffic environment, although Cl environment for IFR operations only.		•	

NOT MET

PARTIAL

Design Principle 4: Any new airspace should facilitate fair

access to all airspace users.

MET



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

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

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

NOT MET

PARTIAL

MET

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

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

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

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

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

3.1.14 Runway 26 SID (east, left turn)

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



Design Principle Evaluation		OPTION NO): S15	
Option Name: Runway 26 SID (east, right turn)		REJECT		
Description of Option: On reaching 1,000 ft aal to comply with noise abatement procedures, aircraft turn right onto a north-north-westerly heading initially before turning right onto an east-north-easterly heading initially then further right to route towards GIBSO to join the en-route airways network. The actual track positions and joining point will depend on the new airways configuration above 7,000 ft.				
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: The procedure will be d flight safety. The procedure will be compliant with the reconsistent and compatible with the appropriate regulatory rethat all SIDs must be wholly contained within CAS in accordan Airspace Containment Policy. Implementation of this procedure ensure lateral and vertical containment. Possible conflict with and with military and GA aircraft to the east of the airport in the mitigated by the introduction of CAS.	quired techn equirements. nce with CAP ure will requi GA aircraft to	ical criteria in the second it is a UK rown 778 and the ineces of the north of	and will be equirement Controlled sary CAS to the airport	
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Key outcomes of Airspairspace and enabling integration and avoiding flight delay network) are unlikely to be met.				
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: The introduction of procedure will create a known traffic environment, although Cl environment for IFR operations only.		•		
Design Principle 4: Any new airspace should facilitate fair	NOT MET	PARTIAL	MET	

access to all airspace users.



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

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

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

NOT MET

PARTIAL

MET

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

NOT MET	PARTIAL	MET
N	OT MET	OT MET PARTIAL

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

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

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

3.1.15 Runway 26 SID (east, right turn)

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



Design Principle Evaluation		OPTION NO	: S16	
Option Name: Runway 26 Extended SID (north-west)		REJECT		
Description of Option: After take-off, aircraft continue straight ahead until west of the built-up area of Exeter, before turning right onto a north-north-westerly heading initially before turning left onto a north-westerly heading. Aircraft will continue on this heading, routing towards STRUMBLE to join the en-route airways network. The actual track positions and joining point will depend on the new airways configuration above 7,000 ft.				
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	OT MET	PARTIAL	MET	
Summary of Qualitative Assessment: The procedure will be designed to meet acceptable levels of flight safety. The procedure will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. It is a UK requirement that all SIDs must be wholly contained within CAS in accordance with CAP 778 and the Controlled Airspace Containment Policy. Implementation of this procedure will require the necessary CAS to ensure lateral and vertical containment. There is no evidence to suggest that this option would be unsafe.				
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	OT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Key outcomes of Airspace Modernisation (efficient use of airspace and enabling integration and avoiding flight delays by better managing the airspace network) are unlikely to be met.				
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	OT MET	PARTIAL	MET	
Summary of Qualitative Assessment: The introduction of controlled airspace to contain this procedure will create a known traffic environment, although Class E airspace would provide a known environment for IFR operations only.				
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	OT MET	PARTIAL	MET	



NOT MET	PARTIAL	MET
1		
	NOT MET	NOT MET PARTIAL

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

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

NOT MET

PARTIAL

MET

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

NOT MET	PARTIAL	MET
	NOT MET	NOT MET PARTIAL

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

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

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

3.1.16 Runway 26 Extended SID (north-west)

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



Design Principle Evaluation		OPTION NO): S17
Option Name: Runway 26 Extended SID (north-east)		ACCEP ⁻	Γ
Description of Option: After take-off, aircraft continue straight ahead until west of the built-up area of Exeter, before turning right onto a north-north-westerly heading initially before turning further right onto a north-easterly heading, climbing to 7,000 ft to join the en-route airways network. The actual track heading and joining point will depend on the new airways configuration above 7,000 ft.			
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: The procedure will be d flight safety. The procedure will be compliant with the reconsistent and compatible with the appropriate regulatory rethat all SIDs must be wholly contained within CAS in accordance Airspace Containment Policy. Implementation of this procedure ensure lateral and vertical containment. Possible conflict with is mitigated by the introduction of CAS.	quired technequirements. nce with CAP ure will requ	ical criteria It is a UK ro 778 and the ire the neces	and will be equirement Controlled sary CAS to
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option meets the kn	own outcom	nes of the AM	IS.
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: The introduction of procedure will create a known traffic environment, although Cl environment for IFR operations only.		•	
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET



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

Summary of Qualitative Assessment: This option is anticipated to increase the adverse impact of both noise and emissions compared to current operations due to the likely impact on the City of Exeter and increase in track miles due to extending the flight path west. Further detailed analysis will be completed at Stage 3 to compare the impact to other departure options.

3.1.17 Runway 26 Extended SID (north-east)

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



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



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

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

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

NOT MET

PARTIAL

MET

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

NOT MET	PARTIAL	MET
	NOT MET	NOT MET PARTIAL

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

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

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

3.1.18 Runway 26 Extended SID (south-west)

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



•		OPTION NO): S19
Option Name: Runway 26 Extended SID (south)		ACCEPT	
Description of Option: After take-off, aircraft continue straight ahead until west of the built-up area of Exeter, before turning left onto a southerly heading to route towards BERRY HEAD to join the en-route airways network. The actual track positions and joining point will depend on the new airways configuration above 7,000 ft.			
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: The procedure will be diflight safety. The procedure will be compliant with the reconsistent and compatible with the appropriate regulatory rethat all SIDs must be wholly contained within CAS in accordance Airspace Containment Policy. Implementation of this procedure ensure lateral and vertical containment. There is no evidence	quired techn equirements. nce with CAP ure will requi	ical criteria a It is a UK ro 778 and the ire the neces	and will be equirement
unsafe.		hat this optio	sary CAS to
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	sary CAS to
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any		PARTIAL	sary CAS to on would be MET
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.		PARTIAL	sary CAS to on would be MET
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it. Summary of Qualitative Assessment: This option meets the kr Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climb-	NOT MET	PARTIAL PARTIAL partial partial	MET MET Ontain this

access to all airspace users.



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

Summary of Qualitative Assessment: This option is anticipated to increase the adverse impact of both noise and emissions compared to current operations due to the likely impact on the City of Exeter and increase in track miles due to extending the flight path west. Further detailed analysis will be completed at Stage 3 to compare the impact to other departure options.

3.1.19 Runway 26 Extended SID (south)

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



Design Principle Evaluation		OPTION NO: S20	
Option Name: Runway 26 Extended SID (south-east)		ACCEP	Т
Description of Option: After take-off, aircraft continue straight ahead until west of the built-up area of Exeter, before turning left onto a southerly heading initially before turning left onto a south-easterly heading to route towards NOTRO to join the en-route airways network. The actual track positions and joining point will depend on the new airways configuration above 7,000 ft. This option will only be available on a weekend when D012 and D013 Danger Areas are inactive.			
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: The procedure will be deflight safety. The procedure will be compliant with the reconsistent and compatible with the appropriate regulatory rethat all SIDs must be wholly contained within CAS in accordance.	quired techn equirements.	ical criteria It is a UK r	and will be
Airspace Containment Policy. Implementation of this procedu ensure lateral and vertical containment. There is no evidence unsafe.	ure will requ	ire the neces	Controlled sary CAS to
Airspace Containment Policy. Implementation of this procedu ensure lateral and vertical containment. There is no evidence	ure will requ	ire the neces	Controlled sary CAS to
Airspace Containment Policy. Implementation of this procedule ensure lateral and vertical containment. There is no evidence unsafe. Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any	ure will requ to suggest t NOT MET	ire the neces hat this option	e Controlled sary CAS to on would be MET
Airspace Containment Policy. Implementation of this procedule ensure lateral and vertical containment. There is no evidence unsafe. Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	ure will requ to suggest t NOT MET	ire the neces hat this option	e Controlled sary CAS to on would be MET
Airspace Containment Policy. Implementation of this procedule ensure lateral and vertical containment. There is no evidence unsafe. Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it. Summary of Qualitative Assessment: This option meets the known traffic environment to protect the final approach and climb-	NOT MET NOT MET NOT MET Controlled a	PARTIAL PARTIAL PARTIAL PARTIAL	MET Sontain this



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

Summary of Qualitative Assessment: This option is anticipated to increase any adverse impact of noise compared to current operations due to the likely impact on the City of Exeter and increase in track miles due to extending the flight path west. Further detailed analysis will be completed at Stage 3 to compare the impact to other departure options.

3.1.20 Runway 26 Extended SID (south-east)

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



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



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

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

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

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

NOT MET

PARTIAL

MET

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

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

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

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

Summary of Qualitative Assessment: This option is anticipated to increase any adverse impact of noise compared to current operations due to the likely impact on the City of Exeter and increase in track miles due to extending the flight path west. Further detailed analysis would be completed at Stage 3 to compare the impact to other departure options.

3.1.21 Runway 26 Extended SID (east, left turn)

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



Design Principle Evaluation		OPTION NO	: S22	
Option Name: Runway 26 Extended SID (east, right turn)		REJECT		
Description of Option: After take-off, aircraft continue straight ahead until west of the built-up area of Exeter, before turning right onto a north-north-westerly heading initially before turning right onto an east-north-easterly heading initially then further right to route towards GIBSO to join the en-route airways network. The actual track positions and joining point will depend on the new airways configuration above 7,000 ft.				
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: The procedure will be designed to meet acceptable levels of flight safety. The procedure will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. It is a UK requirement that all SIDs must be wholly contained within CAS in accordance with CAP 778 and the Controlled Airspace Containment Policy. Implementation of this procedure will require the necessary CAS to ensure lateral and vertical containment. Possible conflict with GA aircraft to the north of the airport and with military and GA aircraft to the east of the airport in an Area of Intense Air Activity would be mitigated by the introduction of CAS.				
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Key outcomes of Airsp airspace and enabling integration and avoiding flight delay network) are unlikely to be met.		•		
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: The introduction of controlled airspace to contain this procedure will create a known traffic environment, although Class E airspace would provide a known environment for IFR operations only.				
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET	



ARTIAL	MET

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

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

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

NOT MET	PARTIAL	MET
	NOT MET	

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

NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: This option is anticipated to increase any adverse impact of noise compared to current operations due to the likely impact on the City of Exeter and increase in track miles due to extending the flight path west. Further detailed analysis would be completed at Stage 3 to compare the impact to other departure options.

3.1.22 Runway 26 Extended SID (east, right turn)

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



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



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

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

Summary of Qualitative Assessment: This option will need CAS to contain the procedure but this will be the minimum necessary to contain the procedure.

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

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

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

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

3.1.23 Runway 08 Transition (north)

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



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



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

3.1.24 Runway 08 Transition (north-west)

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



Design Principle Evaluation		OPTION NO: T3		
Option Name: Runway 08 Transition (west)		REJECT		
Description of Option: Aircraft will leave the en-route airways structure at LANDS END, heading east-north-east to route direct to join the approach procedure.				
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: The procedure will be deflight safety. The procedure will need to be compliant with the be consistent and compatible with the appropriate regulatory procedures should be contained in CAS in accordance with the Policy. Implementation of this procedure will require the new vertical containment. There is no evidence to suggest that this	ne required to requirement the Controlle necessary CA	echnical crite nts. Approach d Airspace Co AS to ensure	eria and will n Transition ontainment lateral and	
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Key outcomes of Airsp airspace and enabling integration) are unlikely to be met.	oace Moderi	nisation (effic	cient use of	
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: The introduction of procedure will create a known traffic environment, although Claenvironment for IFR operations only.		-		
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option may require a permission, radio or transponder, to access any new airsparoutinely be denied.		•		



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

3.1.25 Runway 08 Transition (west)

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



Design Principle Evaluation		OPTION NO	D: T4
Option Name: Runway 08 Transition (south)		ACCEPT	
Description of Option: Aircraft will leave the en-route airways structure at BERRY HEAD, heading north-west to route direct to join the approach procedure.			
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: The procedure will be d flight safety. The procedure will need to be compliant with the consistent and compatible with the appropriate regulatory procedures should be contained in CAS in accordance with t Policy. Implementation of this procedure will require the revertical containment. Possible conflict with GA aircraft transmitigated by the introduction of CAS.	ne required to requirement to the Controlle necessary CA	echnical crite nts. Approach d Airspace Co AS to ensure	eria and will n Transition ontainment lateral and
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option meets the kn	own outcon	nes of the AM	IS.
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: The introduction of procedure will create a known traffic environment, although Cl environment for IFR operations only.		•	
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option may require permission, radio or transponder, to access any new airsp		•	

routinely be denied.



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

3.1.26 Runway 08 Transition (south)

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



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

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

routinely be denied.



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

3.1.27 Runway 08 Transition (east)

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



Design Principle Evaluation		OPTION NO: T6		
Option Name: Runway 26 Transition (north)		ACCEPT		
Description of Option: Aircraft will leave the en-route airways structure in the vicinity of the current reporting point EXMOR, heading south-east to route direct to join the approach procedure.				
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: The procedure will be deflight safety. The procedure will need to be compliant with the consistent and compatible with the appropriate regulatory procedures should be contained in CAS in accordance with the Policy. Implementation of this procedure will require the needs to contain ment. Possible conflict with GA aircraft to the the introduction of.	ne required to requirement he Controlle necessary CA	echnical crite ts. Approach d Airspace Co S to ensure	eria and will n Transition ontainment lateral and	
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET	
Commonweat Overlitation Associated This autient associated by I	own outcom	es of the AM		
Summary of Qualitative Assessment: This option meets the kn	1		IS.	
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET	
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climb-	controlled a	irspace to c	MET	

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

routinely be denied.



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

3.1.28 Runway 26 Transition (north)

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



Design Principle Evaluation		OPTION NO: T7			
Option Name: Runway 26 Transition (west)		REJECT			
Description of Option: Aircraft will leave the en-route airways structure at LANDS END, heading east-north-east to route direct to join the approach procedure.					
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: The procedure will be designed to meet acceptable levels of flight safety. The procedure will need to be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Approach Transition procedures should be contained in CAS in accordance with the Controlled Airspace Containment Policy. Implementation of this procedure will require the necessary CAS to ensure lateral and vertical containment. There is no evidence to suggest that this option would be unsafe.					
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: Key outcomes of Airsp airspace and enabling integration) are unlikely to be met.	oace Moderr	nisation (effic	ient use of		
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: The introduction of controlled airspace to contain this procedure will create a known traffic environment, although Class E airspace would provide a known environment for IFR operations only.					
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: This option may require a permission, radio or transponder, to access any new airsponder.		-			

routinely be denied.



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

3.1.29 Runway 26 Transition (west)

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



Design Principle Evaluation	ОРТІО	N NO: T8
Option Name: Runway 26 Transition (east)	RE	EJECT

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



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

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

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

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

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

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

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

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



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

3.1.30 Runway 26 Transition (east)

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



4 Design Principles Evaluation - Airspace

4.1 Evaluation of the Options against the Design Principles

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

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

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

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

4.2 Individual Aspects of Options That Do Not Meet Design Principles

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

4.2.1 Airspace Vertical Extent – Design Principle 7

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



4.2.2 Transponder Mandatory Zone – Design Principle 3

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

4.2.3 Radio Mandatory Zone – Design Principle 6

The Controlled Airspace Containment Policy covers the requirements for airspace design and the containment of SIDs. Current UK policy is that a SID provides a specified Instrument Flight Rules (IFR) departure procedure that remains wholly within CAS and permits connectivity with the en-route Air Traffic Service (ATS) route system. For this reason, a SID must originate at an aerodrome that is also within CAS. In addition, the Containment Policy also states that an RNAV Transitions to Final Approach procedure should also be contained in CAS. The creation of a Radio Mandatory Zone (RMZ) allows for enhanced situational awareness for all users and for ATC but allows the airspace to retain its original airspace classification. Therefore, designs that include an RMZ for the upper airspace option that connects to the airways structure would not allow for the introduction of SIDs or Transition procedures, as these would not be contained in CAS. Design Principle 6 states that the size and categorisation of any new controlled airspace should be proportionate to the requirement. Since these options do not contain the procedures, Exeter Airport considers that the amount of airspace proposed with these options is excessive for the requirement to protect the final approach and initial climb out paths. For this reason, implementation of an RMZ only for the upper airspace of the layered design options is not viable as Design Principle 6 would be Not Met; therefore, these options are rejected and are not considered further in the Design Principles Evaluation.



Design Principle Evaluation		OPTION NO	D: A1		
Option Name: Airspace Option 1 REJECT			-		
Description of Option: A circular zone, radius 5 nm, extending from the surface. Top height would be FL65. Airspace classification could be Class D, Class E, Class E + RMZ or TMZ, or RMZ.	100 100 100 100 100 100 100 100 100 100	Total Control	O'COLUMB BEAUTY OF THE PARTY OF		
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. This option does not address the operational safety risks associated with the lack of protection currently afforded to aircraft flying final approach and initial departure routes outside the ATZ.					
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: Key outcomes of Airspa enhancing high aviation safety standards) are unlikely to be me		isation (main	taining and		
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: This option creates a known traffic environment for some operations only. ATC monitoring would be required to provide protection for aircraft on the final approach or initial climb-out					
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: This option may require additional requirements, such as ATC permission, radio or transponder, to access any new airspace but access to airspace will not routinely be denied.					
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET		



Design Principle 6: The size and categorisation of any new					NOT N		
controlled	airspace	should	be	proportionate	to	the	
requiremen	nt.						

NOT MET	PARTIAL	MET

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

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

NOT MET PARTIAL MET

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

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

NOT MET PARTIAL MET

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

4.2.4 Airspace Option 1

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



Design Principle Evaluation		OPTION NO	D: A2	
Option Name: Airspace Option 2		REJECT	-	
Description of Option: A circular zone, radius 7 nm, extending from the surface. Top height would be FL65. Airspace classification could be Class D, Class E, Class E + RMZ or TMZ, or RMZ.	100 160 160 160 160 160 160 160 160 160	The state of the s	OCHUZAS BEAUTOSTATION OF THE PROPERTY OF THE P	
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. This option does not address the operational safety risks associated with the lack of protection currently afforded to aircraft flying final approach and initial departure routes outside the ATZ.				
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Key outcomes of Airspa enhancing high aviation safety standards) are unlikely to be me		isation (main	taining and	
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option creates a known traffic environment for some operations only. ATC monitoring would be required to provide protection for aircraft on the final approach or initial climb-out				
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option may require additional requirements, such as ATC permission, radio or transponder, to access any new airspace but access to airspace will not routinely be denied.				
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET	



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

NOT MET	PARTIAL	MET

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

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

NOT MET PARTIAL MET

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

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

NOT MET PARTIAL MET

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

4.2.5 Airspace Option 2

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



Design Principle Evaluation		OPTION NO	D: A3	
Option Name: Airspace Option 3		REJECT	-	
Description of Option: A circular zone, radius 5 nm with 4 nm-wide stubs extending 5nm beyond the circular zone. Top height would be FL65. Base height of the stubs nominally 1,500 ft. Airspace classification could be Class D, Class E, Class E + RMZ or TMZ, or RMZ.	100 mm m m m m m m m m m m m m m m m m m	19 157 157 157 157 157 157 157 157 157 157	OCHURAS BEAUTY OCHURA	
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT ME	T PARTIAL	MET	
Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. This option does not address the operational safety risks associated with the lack of protection currently afforded to aircraft flying final approach and initial departure routes outside the ATZ.				
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT ME	T PARTIAL	MET	
Summary of Qualitative Assessment: Key outcomes of Airsparent enhancing high aviation safety standards) are unlikely to be me		rnisation (main	taining and	
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT ME	PARTIAL	MET	
Summary of Qualitative Assessment: This option creates a known traffic environment for some operations only. ATC monitoring would be required to provide protection for aircraft on the final approach or initial climb-out.				
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT ME	T PARTIAL	MET	
Summary of Qualitative Assessment: This option may require additional requirements, such as ATC permission, radio or transponder, to access any new airspace but access to airspace will not routinely be denied.				
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT ME	T PARTIAL	MET	



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

NOT MET	PARTIAL	MET

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

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

NOT MET PARTIAL MET

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

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

NOT MET PARTIAL MET

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

4.2.6 Airspace Option 3

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



Design Principle Evaluation		OPTION NO	D: A4	
Option Name: Airspace Option 4		REJECT	7	
Description of Option: A circular zone, radius 5 nm with 5 nm-wide stubs extending 5nm beyond the circular zone. Top height would be FL65. Base height of the stubs nominally 1,500 ft. Airspace classification could be Class D, Class E, Class E + RMZ or TMZ, or RMZ.	Single Color	Done Comment of the C	TATOCINES OCIULAS	
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. This option does not address the operational safety risks associated with the lack of protection currently afforded to aircraft flying final approach and initial departure routes outside the ATZ.				
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Key outcomes of Airspa enhancing high aviation safety standards) are unlikely to be me		nisation (main	taining and	
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option creates a known traffic environment for some operations only. ATC monitoring would be required to provide protection for aircraft on the final approach or initial climb-out				
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option may require additional requirements, such as ATC permission, radio or transponder, to access any new airspace but access to airspace will not routinely be denied.				
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET	

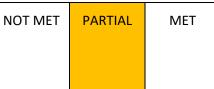


Design Principle 6: The size and categorisation of any new					N		
controlled	airspace	should	be	proportionate	to	the	
requiremer	nt.						

NOT MET	PARTIAL	MET

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

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



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

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

NOT MET	PARTIAL	MET

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

4.2.7 Airspace Option 4

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



Design Principle Evaluation		OPTION NO: A5a			
Option Name: Airspace Option 5a		ACCEPT			
Description of Option: Lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Stubs 5 nm wide extended to include protection of the IFPs. Top height would be FL65. Base height of the stubs nominally 1,500 ft. Airspace classification would be Class D for this sub-option.	164 September 16	Total Control of the	COUNTY DE LEY		
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. However, SIDs and Transition procedures would not be contained with this option. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.					
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: This option meets the kn	own outcom	es of the AM	IS.		
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: Class D airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.					
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: This option will requir airspace but access to airspace will not routinely be denied.	e ATC clear	ance to acce	ss the new		
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET		



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

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

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

NOT MET	PARTIAL	MET
	NOT MET	NOT MET PARTIAL

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

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

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

4.2.8 Airspace Option 5a

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. Although this option connects to the airways structure, the lateral dimensions would not allow containment of the SIDs or Transition procedures, hence this option could only be implemented without SID or Transition procedures. More detailed design work will be carried out at the next stage, to understand whether this option can be implemented alongside new SID and Transition procedures. Some stakeholders considered that this option would be feasible with some amendments. Other stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the stubs. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation		OPTION NO	: A5b
Option Name: Airspace Option 5b		REJECT	
Description of Option: Lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Stubs 5 nm wide extended to include protection of the IFPs. Top height would be FL65. Base height of the stubs nominally 1,500 ft. Airspace classification for this suboption would be Class D for the CTR and Class E or Class E+TMZ for the stubs.	The state of the s	The state of the s	O months of the control of the contr
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. However, SIDs and Transition procedures would not be contained with this option. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.			
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option meets the know	wn outcom	es of the AM	S.
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Class D airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport. Class E/Class E+TMZ airspace would create a known traffic environment that protects the critical stages of flight for IFR operations only.			

NOT MET

PARTIAL

Design Principle 4: Any new airspace should facilitate fair

access to all airspace users.

MET



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

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

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

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

NOT MET PARTIAL MET

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

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

NOT MET

PARTIAL

MET

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

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

NOT MET

PARTIAL

MET

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

4.2.9 Airspace Option 5b

This option does not address the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ; there is the potential for conflict from aircraft operating VFR in Class E/Class E+TMZ airspace, where ATC separation is not provided. Although this option connects to the airways structure, the lateral



dimensions would not allow containment of the SIDs or Transition procedures, hence this option would only be implemented without SID or Transition procedures. Some stakeholders considered that this option would be feasible with some amendments. Other stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area. As this option does not fully protect the final approach and initial climb out paths, this option is rejected.



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



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

	Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on ot airspace users in the local area. ATC clearance will be required to enter Class D or Class E+RM2 operating under IFR) airspace. Aircraft operating VFR will require two-way communications prio entering Class E+RMZ/RMZ airspace. The stubs extend over Farway Common airfield. Exeter Airp is committed to introducing suitable mitigation to minimise any impact that the introduction of nairspace may have.				s E+RMZ (if ons prior to eter Airport
	Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET

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

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

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

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

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

4.2.10 Airspace Option 5c

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



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



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



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

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

NOT MET	PARTIAL	MET

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

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

NOT MET PARTIAL MET

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

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

NOT MET PARTIAL MET

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

4.2.11 Airspace Option 6a

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



Design Principle Evaluation		OPTION NO: A6b		
Option Name: Airspace Option 6b		REJECT		
Description of Option: Lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Stubs extended to 10 nm wide to the lateral extent of the zone and including protection of the IFs. Top height would be FL65. Base height of the stubs nominally 1,500 ft. Airspace classification for this sub-option would be Class D for the CTR and Class E or Class E+TMZ for the outer zone.	Manual Ma	A STATE OF THE STA	COUNTY OF THE PROPERTY OF THE	
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. However, SIDs and Transition procedures would not be contained with this option. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.				
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option meets the kn	own outcom	nes of the AM	S.	
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Class D airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport. Class E/Class E+TMZ airspace would create a known traffic environment that protects the critical stages of flight for IFR operations only.				
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET	



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

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

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

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

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

Design Principle 7: Airspace should connect to the airways	NOT MET	PARTIAL	MET
structure to ensure Commercial Air Transport remain inside			
Controlled Airspace when arriving or departing from Exeter			
Airport.			
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Summary of Qualitative Assessment: This option provides connectivity to the airways structure but is unlikely to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.

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

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

4.2.12 Airspace Option 6b

This option does not address the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ; there is the potential for



conflict from aircraft operating VFR in Class E/Class E+TMZ airspace, where ATC separation is not provided. Although this option connects to the airways structure, the lateral dimensions would not allow containment of the SIDs or Transition procedures, hence this option could only be implemented without SID or Transition procedures. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfields was unacceptable. As this option does not fully protect the final approach and initial climb out paths, this option is rejected.



Design Principle Evaluation		ОРТІО	N NO): A6c	
Option Name: Airspace Option 6c		REJECT			
Description of Option: Lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Stubs extended to 10 nm wide to the lateral extent of the zone and including protection of the IFs. Top height would be FL65. Base height of the stubs nominally 1,500 ft. Airspace classification for this sub-option would be Class D for the CTR and Class E+RMZ or RMZ for the outer zone.	A CONTROL OF THE CONT		Supply Su	THE PERSON OF TH	
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT M	ET PART	TAL	MET	
Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. However, SIDs and Transition procedures would not be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ/RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.					
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT M	ET PART	TAL	MET	
Summary of Qualitative Assessment: This option meets the kn	own out	comes of th	ne AM	S.	
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT M	ET PART	TAL	MET	
Summary of Qualitative Assessment: Class D and Class E+RMZ/RMZ airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.					
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT M	ET PART	TAL	MET	



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

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

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

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

NOT MET	PARTIAL	MET

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

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

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

Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			
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Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.



4.2.13 Airspace Option 6c

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



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

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



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

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

Summary of Qualitative Assessment: Class D airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.

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

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



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

airspace.

4.2.14 Airspace Option 7a

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



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



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

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

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

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

NOT MET	PARTIAL	MET

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

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

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

Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			
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Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.

4.2.15 Airspace Option 7b

This option does not address the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ; there is the potential for conflict from aircraft operating VFR in Class E/Class E+TMZ airspace, where ATC separation



is not provided. Although this option connects to the airways structure, the lateral dimensions would not allow containment of the SIDs or Transition procedures, hence this option could only be implemented without SID or Transition procedures. This option is designed to avoid airspace that is overhead local airfields, although the proximity of the airspace, specifically Class D, to these airfields caused stakeholder concern. As this option does not fully protect the final approach and initial climb out paths, this option is rejected.



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



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

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

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

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

NOT MET

PARTIAL

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

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

NOT MET

PARTIAL

MET

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

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

NOT MET

PARTIAL

MET

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

4.2.16 Airspace Option 7c

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

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



Design Principle Evaluation		OPTION NO: A8a		
Option Name: Airspace Option 8a		REJECT		
Description of Option: Lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs. Top height would be FL65. Base height of the stubs nominally 1,500 ft. Airspace classification would be Class D for this sub-option.	353 - THE COLUMN TO SERVICE AND SERVICE AN		SENOTE STATE OF STATE	
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. However, SIDs and Transition procedures would not be contained with this option. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.				
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option meets the know	own outcom	nes of the AM	IS.	
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Class D airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.				
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option will require airspace but access to airspace will not routinely be denied.	e ATC clear	ance to acce	ss the new	
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET	



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

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

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

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

NOT MET PARTIAL MET

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

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

NOT MET PARTIAL MET

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

4.2.17 Airspace Option 8a

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



Design Principle Evaluation		OPTION NO	: A8b	
Option Name: Airspace Option 8b		REJECT		
Description of Option: Lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs. Top height would be FL65. Base height of the stubs nominally 1,500 ft. Airspace classification for this sub-option would be Class D for the CTR and Class E or Class E+TMZ for the outer zone.			O TOTAL STATE OF THE STATE OF T	
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. However, SIDs and Transition procedures would not be contained with this option. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.				
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option meets the kn	own outcom	nes of the AM	IS.	
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Class D airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport. Class E/Class E+TMZ airspace would create a known traffic environment that protects the critical stages of flight for IFR operations only.				
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET	



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

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

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

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

NOT MET	PARTIAL	MET

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

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

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

Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			
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Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.



4.2.18 Airspace Option 8b

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



Design Principle Evaluation		OPTION NO	: A8c		
Option Name: Airspace Option 8c		REJECT			
Description of Option: Lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs. Top height would be FL65. Base height of the stubs nominally 1,500 ft. Airspace classification for this sub-option would be Class D for the CTR and Class E+RMZ or RMZ for the outer zone.	The state of the s		PRODUCTION OF THE PRODUCTION O		
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. However, SIDs and Transition procedures would not be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ/RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.					
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: This option meets the kno	own outcom	es of the AM	S.		
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: Class D and Class E+RMZ/RMZ airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.					
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET		



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

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

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

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

N	OT MET	PARTIAL	MET

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

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

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

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

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



4.2.19 Airspace Option 8c

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



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



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

Design Principle 6: The size and categorisation of any new						1	
controlled	airspace	should	be	proportionate	to	the	
requiremen	ıt.						

NOT MET	PARTIAL	MET

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

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

NOT MET PARTIAL MET

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

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

NOT MET PARTIAL MET

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

4.2.20 Airspace Option 9a

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



Design Principle Evaluation		OPTION NO	: A9b			
Option Name: Airspace Option 9b		REJECT				
Description of Option: Lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Top height would be FL65. Base height of the stubs nominally 1,500 ft. Airspace classification for this sub-option would be Class D for the CTR and Class E or Class E+TMZ for the outer zone.			CONCRETE BY THE PROPERTY OF TH			
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET			
Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. However, SIDs and Transition procedures would not be contained with this option. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.						
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET			
Summary of Qualitative Assessment: This option meets the kr	nown outcom	nes of the AM	IS.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET			
0 4						
Summary of Qualitative Assessment: Class D airspace would that protects the critical stages of flight, the final approach a Airport. Class E/Class E+TMZ airspace would create a known to critical stages of flight for IFR operations only.	and initial cli	imb-out path	s, at Exete			

access to all airspace users.



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

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

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

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

NOT MET	PARTIAL	MET

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

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

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

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

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

4.2.21 Airspace Option 9b

This option does not address the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ; there is the potential for conflict from aircraft operating VFR in Class E/Class E+TMZ airspace, where ATC separation



is not provided. Although this option connects to the airways structure, the lateral dimensions would not allow containment of the SIDs or Transition procedures, hence this option could only be implemented without SID or Transition procedures. This option is designed to avoid airspace that is overhead local airfields, although the proximity of the airspace, specifically Class D, to these airfields caused stakeholder concern. However, some stakeholders also expressed concern over airspace that is excessively complex; the non-linear northern boundary of this option may be considered too complicated. As this option does not fully protect the final approach and initial climb out paths, this option is rejected.



Design Principle Evaluation		OPTION NO	: A9c		
Option Name: Airspace Option 9c		REJECT			
Description of Option: Lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Top height would be FL65. Base height of the stubs nominally 1,500 ft. Airspace classification for this sub-option would be Class D for the CTR and Class E+RMZ or RMZ for the outer zone.	The state of the s		THE COURT OF THE C		
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. However, SIDs and Transition procedures would not be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ/RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.					
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: This option meets the kr	nown outcom	es of the AM	i.		
Design Principle 3: New airspace should create a known	NOT MET	PARTIAL	15.		
·			MET		
traffic environment to protect the final approach and climbout paths at Exeter Airport. Summary of Qualitative Assessment: Class D and Class E+RMZ traffic environment that protects the critical stages of flight, the paths, at Exeter Airport.	-		MET		

access to all airspace users.



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

NOT MET	PARTIAL	MET
N	OT MET	OT MET PARTIAL

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

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

NOT MET

PARTIAL

MET

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

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

NOT MET

PARTIAL

MET

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

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

NOT MET

PARTIAL

MET

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

4.2.22 Airspace Option 9c

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



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



Design Principle Evaluation	OPTION NO: A10a
Option Name: Airspace Option 10a	ACCEPT

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



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

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment This option meets the kno	own outcome	s of the AMS	i.	
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Class D airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.				
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET	



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

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

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

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

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

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

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

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

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

4.2.23 Airspace Option 10a

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



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



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

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



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

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

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

Summary of Qualitative Assessment: Class D airspace for the CTR and stubs would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.



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



4.2.24 Airspace Option 10b

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



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

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



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

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

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

Summary of Qualitative Assessment: Class D airspace for the CTR and stubs would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.



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



4.2.25 Airspace Option 10c

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



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

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



NOT MET	PARTIAL	MET
	NOT MET	NOT MET PARTIAL

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

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

Summary of Qualitative Assessment: Class D airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport. Class E/Class E+TMZ airspace would create a known traffic environment that protects the critical stages of flight for IFR operations only.



Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E/Class E+TMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR.				
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Any additional airspace is airspace users in the local area. Lower airspace extends over Fa airspace extends over Branscombe airfield. ATC clearance will E/Class E+TMZ airspace (if operating under IFR). Exeter Airport mitigation to minimise any impact that the introduction of n include the use of alternative forms of electronic conspicuity v	arway Commo be required is committe ew airspace	on airfield an to enter Clas d to introduc may have, w	d the upper s D or Class ing suitable	
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option does not fully climb out paths.	protect the	final approac	h and initial	
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.				
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option is anticipate environmental impact by aircraft operating to or from Exeter increase in noise caused by the funnelling of aircraft displaced airspace.	Airport. Ho	wever, there	may be an	



4.2.26 Airspace Option 10d

This option does not address the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ; there is the potential for conflict from aircraft operating VFR in Class E/Class E+TMZ airspace, where ATC separation is not provided. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but only SID and Transition procedures to the south of the airport will be contained in CAS. The proximity of the airspace, specifically Class D, to local airfields caused stakeholder concern. Some stakeholders considered that this option would be feasible with some amendments. As this option does not fully protect the final approach and initial climb out paths, this option is rejected.



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

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



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

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

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



Summary of Qualitative Assessment: Class D airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport. Class E/Class E+TMZ airspace would create a known traffic environment that protects the critical stages of flight for IFR operations only.

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

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

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

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

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

NOT MET

PARTIAL

MET

Summary of Qualitative Assessment: This option does not fully protect the final approach and initial climb out paths.

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

NOT MET

PARTIAL

MET

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



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

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

4.2.27 Airspace Option 10e

This option does not address the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ; there is the potential for conflict from aircraft operating VFR in Class E/Class E+TMZ airspace, where ATC separation is not provided. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but only SID and Transition procedures to the south of the airport will be contained in CAS. The proximity of the airspace, specifically Class D, to local airfields caused stakeholder concern. Some stakeholders considered that this option would be feasible with some amendments. As this option does not fully protect the final approach and initial climb out paths, this option is rejected.



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

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



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

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

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

Summary of Qualitative Assessment: Class D and Class E+RMZ airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.



Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E/Class E+TMZ/Class E+RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR			
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. Lower airspace extends over Farway Common airfield and the upper airspace extends over Branscombe airfield. ATC clearance will be required to enter Class D or Class E/Class E+TMZ/Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.			
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths and would contain the departure and transition procedures to the south of the airport.			
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET



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

4.2.28 Airspace Option 10f

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



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

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



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

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

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

Summary of Qualitative Assessment: Class D and Class E+RMZ airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.



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



4.2.29 Airspace Option 10g

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



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

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



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

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

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

Summary of Qualitative Assessment: Class D airspace and RMZ airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.



Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E/Class E+TMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR			
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. Lower airspace extends over Farway Common airfield and the upper airspace extends over Branscombe airfield. ATC clearance will be required to enter Class D or Class E/Class E+TMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.			
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option protects the paths but is unlikely to contain the procedures.	e final appro	ach and initia	al climb out
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides connectivity to the airways structure but not by recognised Controlled Airspace. This option does not ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET



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

4.2.30 Airspace Option 10h

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



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

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



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

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

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

Summary of Qualitative Assessment: Class D airspace and RMZ airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.



Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option will require ATC clearance to access Class E airspace or Class E+RMZ/RMZ airspace (if operating under IFR) but access to airspace will no routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ/RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason Communications with pilots will be established as soon as possible after having instructed them to 'stand by'.				
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Any additional airspace is airspace users in the local area. Lower airspace extends over Fa airspace extends over Branscombe airfield. ATC clearance will E+RMZ airspace (if operating under IFR). Aircraft oper communications prior to entering Class E+RMZ/RMZ airspace introducing suitable mitigation to minimise any impact that the have.	arway Commonder to the required erating VFR ace. Exeter	on airfield an to enter Clas will require Airport is con	d the upper s D or Class e two-way mmitted to	
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option protects the paths but is unlikely to contain the procedures.	e final appro	ach and initia	al climb out	
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option provides connectivity to the airways structure but not by recognised Controlled Airspace. This option does not ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.				
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option is anticipate environmental impact by aircraft operating to or from Exeter increase in noise caused by the funnelling of aircraft displaced	Airport. Ho	wever, there	may be an	

airspace.



4.2.31 Airspace Option 10i

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



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

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



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

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the kno	wn outcome	s of the AMS	.
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Class D airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.			
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET



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

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

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

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

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

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

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

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

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

4.2.32 Airspace Option 11a

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



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



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

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



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

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

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

Summary of Qualitative Assessment: Class D airspace for the CTR and stubs would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.



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



4.2.33 Airspace Option 11b

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



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

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



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

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

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

Summary of Qualitative Assessment: Class D airspace for the CTR and stubs would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.



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



4.2.34 Airspace Option 11c

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



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

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



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

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

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

Summary of Qualitative Assessment: Class D airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport. Class E/Class E+TMZ airspace would create a known traffic environment that protects the critical stages of flight for IFR operations only.



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



4.2.35 Airspace Option 11d

This option does not address the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ; there is the potential for conflict from aircraft operating VFR in Class E/Class E+TMZ airspace, where ATC separation is not provided. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but only SID and Transition procedures to the south of the airport will be contained in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. As this option does not fully protect the final approach and initial climb out paths, this option is rejected.



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

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



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

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

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



Summary of Qualitative Assessment: Class D airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport. Class E/Class E+TMZ airspace would create a known traffic environment that protects the critical stages of flight for IFR operations only.

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

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

NOT MET	PARTIAL	MET
	NOT MET	NOT MET PARTIAL

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

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

Summary of Qualitative Assessment: This option does not fully protect the final approach and initial climb out paths.

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

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



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

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

4.2.36 Airspace Option 11e

This option does not address the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ; there is the potential for conflict from aircraft operating VFR in Class E/Class E+TMZ airspace, where ATC separation is not provided. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but only SID and Transition procedures to the south of the airport will be contained in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. As this option does not fully protect the final approach and initial climb out paths, this option is rejected.



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

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



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

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

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



Summary of Qualitative Assessment: Class D and Class E+RMZ airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.

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

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

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

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

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

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

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

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



Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			
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Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.

4.2.37 Airspace Option 11f

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



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

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



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

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

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

Summary of Qualitative Assessment: Class D and Class E+RMZ airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.



airspace.

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



4.2.38 Airspace Option 11g

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



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

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



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

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

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



Summary of Qualitative Assessment: Class D airspace and RMZ airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.

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

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

NOT MET	PARTIAL	MET
	NOT MET	NOT MET PARTIAL

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

Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option protects the	final approx	ach and initis	al climb out

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

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

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



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

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

4.2.39 Airspace Option 11h

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



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

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



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			
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Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. SIDs and Transition procedures are unlikely to be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ/RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

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

Summary of Qualitative Assessment: Class D airspace and RMZ airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.



Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option will require ATC clearance to access Class I airspace or Class E+RMZ/RMZ airspace (if operating under IFR) but access to airspace will no routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ/RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason Communications with pilots will be established as soon as possible after having instructed them to 'stand by'.				
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. This option extends over Farway Common and Branscombe airfields and partly extends into the airspace around Dunkeswell and North Hill Airfields. ATC clearance will be required to enter Class D or Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ/RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.				
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths but is unlikely to contain the procedures.			al climb out	
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option provides connectivity to the airways structure but not by recognised Controlled Airspace. This option does not ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.				
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any advers environmental impact by aircraft operating to or from Exeter Airport. However, there may be a increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new			may be an	

airspace.



4.2.40 Airspace Option 11i

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



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

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



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

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

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

Summary of Qualitative Assessment: Class D airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.



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

4.2.41 Airspace Option 12a

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



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



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

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



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

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

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



Summary of Qualitative Assessment: Class D airspace for the CTR and stubs would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.

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

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

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

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

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

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

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

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

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



4.2.42 Airspace Option 12b

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



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

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



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

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

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



Summary of Qualitative Assessment: Class D airspace for the CTR and stubs would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.

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

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

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

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

controlled airspace should be proportionate to the requirement.	Design Principle 6: The size and categorisation of any new	NOT MET	PARTIAL	MET
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Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths and would contain the departure and transition procedures to the south of the airport.

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

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

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



4.2.43 Airspace Option 12c

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



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

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



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

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



Summary of Qualitative Assessment: Class D airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport. Class E/Class E+TMZ airspace would create a known traffic environment that protects the critical stages of flight for IFR operations only.

Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will require ATC clearance to access Class E airspace or Class E/Class E+TMZ airspace (if operating under IFR) but access to airspace will not			

routinely be denied. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR.

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

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

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

Summary of Qualitative Assessment: This option does not fully protect the final approach and initial climb out paths.

Design Principle 7: Airspace should con	nnect to the airways	NOT MET	PARTIAL	MET
structure to ensure Commercial Air Trai	nsport remain inside			
Controlled Airspace when arriving or de	parting from Exeter			
Airport.				

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

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



4.2.44 Airspace Option 12d

This option does not address the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ; there is the potential for conflict from aircraft operating VFR in Class E/Class E+TMZ airspace, where ATC separation is not provided. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but only SID and Transition procedures to the south of the airport will be contained in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. As this option does not fully protect the final approach and initial climb out paths, this option is rejected.



Design Principle Evaluation	OPTION NO: A12e
Option Name: Airspace Option 12e	REJECT

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



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

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

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



Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Class D airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport. Class E/Class E+TMZ airspace would create a known traffic environment that protects the critical stages of flight for IFR operations only.				
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E/Class E+TMZ/Class E+RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR.				
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. This option extends over Farway Common and Branscombe airfields. Although the lower section of airspace has been amended to avoid Dunkeswell and North Hill airfields, the upper section of airspace partly extends over these airfields. ATC clearance will be required to enter Class D or Class E/Class E+TMZ/Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.				
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option does not fully climb out paths.	protect the	final approac	h and initial	
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET	



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

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Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			
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Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.

4.2.45 Airspace Option 12e

This option does not address the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ; there is the potential for conflict from aircraft operating VFR in Class E/Class E+TMZ airspace, where ATC separation is not provided. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but only SID and Transition procedures to the south of the airport will be contained in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. As this option does not fully protect the final approach and initial climb out paths, this option is rejected.



Design Principle Evaluation	OPTION NO: A12f
Option Name: Airspace Option 12f	ACCEPT

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



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

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

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.		PARTIAL	MET
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Summary of Qualitative Assessment This option meets the known outcomes of the AMS.



Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Class D and Class E+RMZ airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.				
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E/Class E+TMZ/Class E+RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR				
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. This option extends over Farway Common and Branscombe airfields. Although the lower section of airspace has been amended to avoid Dunkeswell and North Hill airfields, the upper section of airspace partly extends over these airfields. ATC clearance will be required to enter Class D or Class E/Class E+TMZ/Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.				
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths and would contain the departure and transition procedures to the south of the airport.				
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET	



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

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Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			
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Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.

4.2.46 Airspace Option 12f

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



Design Principle Evaluation	OPTION NO: A12g
Option Name: Airspace Option 12g	ACCEPT

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



NOT MET	PARTIAL	MET
	NOT MET	NOT MET PARTIAL

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

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



Summary of Qualitative Assessment: Class D and Class E+RMZ airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.

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

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

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

NOT MET

PARTIAL

MET

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

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

NOT MET

PARTIAL

MET

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

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

NOT MET

PARTIAL

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

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

NOT MET

PARTIAL

MET



4.2.47 Airspace Option 12g

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



Design Principle Evaluation	OPTION NO: A12h
Option Name: Airspace Option 12h	ACCEPT

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



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

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

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



Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Class D airspace and F traffic environment that protects the critical stages of flight, the paths, at Exeter Airport.	-		
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E/Class E+TMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR			
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. ATC clearance will be required to enter Class D or Class E/Class E+TMZ airspace (if operating under IFR). This option extends over Farway Common and Branscombe airfields. Although the lower section of airspace has been amended to avoid Dunkeswell and North Hill airfields, the upper section of airspace partly extends over these airfields. Aircraft operating VFR will require two-way communications prior to entering RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.			
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option protects the paths but is unlikely to contain the procedures.	e final appro	ach and initia	al climb out
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides con not by recognised Controlled Airspace. This option does no		•	

remain inside Controlled Airspace when arriving or departing from Exeter Airport.



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

4.2.48 Airspace Option 12h

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



Design Principle Evaluation	OPTION NO: A12i
Option Name: Airspace Option 12i	ACCEPT

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



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

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

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



Summary of Qualitative Assessment: Class D airspace and RMZ airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport. **Design Principle 4:** Any new airspace should facilitate fair **NOT MET** PARTIAL MET access to all airspace users. Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E+RMZ/RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ/RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'. **Design Principle 5:** Airspace designs should, where possible, NOT MET PARTIAL MET minimise the impact on non-Exeter Airport aviation in the local area. Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. This option extends over Farway Common and Branscombe airfields. Although the lower section of airspace has been amended to avoid Dunkeswell and North Hill airfields, the upper section of airspace partly extends over these airfields. ATC clearance will be required to enter Class D or Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ/RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have. NOT MET **PARTIAL Design Principle 6:** The size and categorisation of any new MET controlled airspace should be proportionate to the requirement. Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths but is unlikely to contain the procedures. **Design Principle 7:** Airspace should connect to the airways NOT MET PARTIAL MET structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport. Summary of Qualitative Assessment: This option provides connectivity to the airways structure but not by recognised Controlled Airspace. This option does not ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport. **Design Principle 8:** Airspace should be designed to minimise **NOT MET PARTIAL** MET the adverse impact of aircraft noise and emissions, including

any consequential impacts caused by the displacement of

other air traffic outside of the Controlled Airspace.



4.2.49 Airspace Option 12i

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



Design Principle Evaluation	OPTION NO: A13a
Option Name: Airspace Option 13a	ACCEPT

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



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

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

CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MEI
Summary of Qualitative Assessment This option meets the kno	own outcome	s of the AMS	
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climb-	NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: Class D airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.

out paths at Exeter Airport.



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

4.2.50 Airspace Option 13a

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but only SID and Transition procedures to the south of the airport will be contained in CAS.



Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfields was unacceptable. Some stakeholders also expressed concern over airspace that is excessively complex; the non-linear northern boundary of this option may be considered too complicated. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A13b
Option Name: Airspace Option 13b	ACCEPT

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



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

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

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



Summary of Qualitative Assessment: Class D airspace for the CTR and stubs would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport. **Design Principle 4:** Any new airspace should facilitate fair **NOT MET** PARTIAL MET access to all airspace users. Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E/Class E+TMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR. Design Principle 5: Airspace designs should, where possible, NOT MET PARTIAL MET minimise the impact on non-Exeter Airport aviation in the local area. Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. This option extends over Farway Common and Branscombe airfields. ATC clearance will be required to enter Class D or Class E/Class E+TMZ airspace (if operating under IFR). Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ. **Design Principle 6:** The size and categorisation of any new **NOT MET** PARTIAL MET controlled airspace should be proportionate to the requirement. Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths and would contain the departure and transition procedures to the south of the airport. **NOT MET** PARTIAL **Design Principle 7:** Airspace should connect to the airways MET structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport. Summary of Qualitative Assessment: This option provides connectivity to the airways structure.

Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or

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Design Principle 8: Airspace should be designed to minimise

the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of

other air traffic outside of the Controlled Airspace.

departing from Exeter Airport.

MET

PARTIAL

NOT MET



4.2.51 Airspace Option 13b

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



Design Principle Evaluation	OPTION NO: A13c
Option Name: Airspace Option 13c	ACCEPT

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



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

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

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



Summary of Qualitative Assessment: Class D airspace for the CTR and stubs would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport. **Design Principle 4:** Any new airspace should facilitate fair **NOT MET** PARTIAL MET access to all airspace users. Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E+RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'. **Design Principle 5:** Airspace designs should, where possible, **NOT MET** PARTIAL MET minimise the impact on non-Exeter Airport aviation in the local area. Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. This option extends over Farway Common and Branscombe airfields. ATC clearance will be required to enter Class D or Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have. **Design Principle 6:** The size and categorisation of any new NOT MET PARTIAL MET controlled airspace should be proportionate to the requirement. Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths and would contain the departure and transition procedures to the south of the airport. **Design Principle 7:** Airspace should connect to the airways | NOT MET PARTIAL MET

structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.			
Summary of Qualitative Assessment: This option provides co	onnectivity to	the airway	s structure.

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

Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			
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4.2.52 Airspace Option 13c

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



Design Principle Evaluation	OPTION NO: A13d
Option Name: Airspace Option 13d	REJECT

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



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

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



Summary of Qualitative Assessment: Class D airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport. Class E/Class E+TMZ airspace would create a known traffic environment that protects the critical stages of flight for IFR operations only.

Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will requi	re ATC clear	rance to acc	ess Class D

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

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

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

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

Summary of Qualitative Assessment: This option does not fully protect the final approach and initial climb out paths.

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

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

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



4.2.53 Airspace Option 13d

This option does not address the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ; there is the potential for conflict from aircraft operating VFR in Class E/Class E+TMZ airspace, where ATC separation is not provided. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but only SID and Transition procedures to the south of the airport will be contained in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Some stakeholders also expressed concern over airspace that is excessively complex; the non-linear northern boundary of this option may be considered too complicated. As this option does not fully protect the final approach and initial climb out paths, this option is rejected.



Design Principle Evaluation	OPTION NO: A13e
Option Name: Airspace Option 13e	REJECT

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



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

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

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.		PARTIAL	MET
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Summary of Qualitative Assessment This option meets the known outcomes of the AMS.



Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Class D airspace would that protects the critical stages of flight, the final approach a Airport. Class E/Class E+TMZ airspace would create a known to critical stages of flight for IFR operations only.	and initial cli	mb-out path	s, at Exeter	
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option will require airspace or Class E/Class E+TMZ/Class E+RMZ airspace (if operation of the carriage and operation of E+RMZ airspace for aircraft operating VFR. Exeter ATC would transmissions by requesting pilots to 'standby', unless Communications with pilots will be established as soon as post 'stand by'. Carriage and operation of pressure-altitude reporting E+TMZ airspace. There will be no restrictions to access of Class	ating under IF radio equipn not unneces for urgen sible after hang transponder	R) but access nent is mand sarily delay in nt operation aving instruct ers is mandat	to airspace latory Class nformation al reason. ted them to tory in Class	
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. This option extends over Farway Common and Branscombe airfields. ATC clearance will be required to enter Class D or Class E/Class E+TMZ/Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.				
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option does not fully protect the final approach and initial climb out paths.				
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET	
Cummary of Qualitative Assessment. This entire provides of				

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



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

4.2.54 Airspace Option 13e

This option does not address the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ; there is the potential for conflict from aircraft operating VFR in Class E/Class E+TMZ airspace, where ATC separation is not provided. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but only SID and Transition procedures to the south of the airport will be contained in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Some stakeholders also expressed concern over airspace that is excessively complex; the non-linear northern boundary of this option may be considered too complicated. As this option does not fully protect the final approach and initial climb out paths, this option is rejected.



Design Principle Evaluation	OPTION NO: A13f
Option Name: Airspace Option 13f	ACCEPT

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



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

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

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



Design Principle 3: New airspace should create a known	NOT MET	PARTIAL	MET
traffic environment to protect the final approach and climbout paths at Exeter Airport.			
Summary of Qualitative Assessment: Class D and Class E+RMZ environment that protects the critical stages of flight, the final at Exeter Airport.	•		
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will require airspace or Class E/Class E+TMZ /Class E+RMZ airspace (if operation will not routinely be denied. The carriage and operation of E+RMZ airspace for aircraft operating VFR. Exeter ATC would transmissions by requesting pilots to 'standby', unless Communications with pilots will be established as soon as post 'stand by'. Carriage and operation of pressure-altitude reporting E+TMZ airspace. There will be no restrictions to access of Class	ating under IF radio equipn not unneces for urger ssible after hang ng transpond	R) but access nent is mand sarily delay in nt operation aving instruct ers is mandat	to airspace latory Class nformation al reason. ted them to tory in Class
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Any additional airspace is airspace users in the local area. This option extends over Farwa ATC clearance will be required to enter Class D or Class E/Cloperating under IFR). Aircraft operating VFR will require two-well Class E+RMZ airspace. Exeter Airport is committed to introduce any impact that the introduction of new airspace may have alternative forms of electronic conspicuity within the TMZ.	y Common a lass E+TMZ/0 vay communi ucing suitable	nd Branscom Class E+RMZ cations prior e mitigation t	be airfields. airspace (if to entering to minimise
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option protects the paths and would contain the departure and transition procedu			
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides confidence of Commercial Air Transport would be able to remain inside Comparting from Exeter Airport.		-	



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

4.2.55 Airspace Option 13f

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



Design Principle Evaluation	OPTION NO: A13g
Option Name: Airspace Option 13g	ACCEPT

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



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

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

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



Summary of Qualitative Assessment: Class D and Class E+RMZ airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport. **Design Principle 4:** Any new airspace should facilitate fair **NOT MET** PARTIAL MET access to all airspace users. Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E+RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'. **Design Principle 5:** Airspace designs should, where possible, **NOT MET** PARTIAL MET minimise the impact on non-Exeter Airport aviation in the local area. Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. This option extends over Farway Common and Branscombe airfields. ATC clearance will be required to enter Class D or Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have. **Design Principle 6:** The size and categorisation of any new NOT MET PARTIAL MET controlled airspace should be proportionate to the requirement. Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths and would contain the departure and transition procedures to the south of the airport. **Design Principle 7:** Airspace should connect to the airways **NOT MET** PARTIAL MET structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport. Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.

NOT MET

PARTIAL

Design Principle 8: Airspace should be designed to minimise

the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of

other air traffic outside of the Controlled Airspace.

MET



4.2.56 Airspace Option 13g

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



Design Principle Evaluation	OPTION NO: A13h
Option Name: Airspace Option 13h	ACCEPT

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



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

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

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



Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Class D airspace and RMZ airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-capaths, at Exeter Airport.			
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will require airspace or Class E/Class E+TMZ airspace (if operating under routinely be denied. The carriage and operation of radio equipaircraft operating VFR. Exeter ATC would not unnecessarily requesting pilots to 'standby', unless for urgent operational will be established as soon as possible after having instruction of pressure-altitude reporting transponders is mand will be no restrictions to access of Class E airspace for aircraft of	TIFR) but accoment is man delay informates comment to factory in Class	eess to airspandatory RMZ anation transistems in the contractions stand by'. Cas E+TMZ airs	ace will not airspace for missions by with pilots arriage and
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on othe airspace users in the local area. This option extends over Farway Common and Branscombe airfields ATC clearance will be required to enter Class D or Class E/Class E+TMZ airspace (if operating unde IFR). Aircraft operating VFR will require two-way communications prior to entering RMZ airspace Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.			be airfields. ating under 1Z airspace. act that the
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option protects the paths but is unlikely to contain the procedures.	e final appro	ach and inition	al climb out
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides connectivity to the airways structure but not by recognised Controlled Airspace. This option does not ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.			



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

4.2.57 Airspace Option 13h

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



Design Principle Evaluation	OPTION NO: A13i
Option Name: Airspace Option 13i	ACCEPT

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



Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET
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Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. SIDs and Transition procedures are unlikely to be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ/RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

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



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

any consequential impacts caused by the displacement of

other air traffic outside of the Controlled Airspace.



4.2.58 Airspace Option 13i

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



Design Principle Evaluation		OPTION NO	D: A14a
Option Name: Airspace Option 14a		ACCE	PT
Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs. Upper airspace northern boundary in line with the northern edge of the lower airspace. Southern boundary extended to contain aircraft leaving airway structure to the south of the airport to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification would be Class D for this sub-option.	ted irea the the lary the ach the ase .65.		TOTAL STATE OF THE
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT M	ET PARTIAL	MET
Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flig safety. The design will be compliant with the required technical criteria and will be consistent a compatible with the appropriate regulatory requirements. Only the SID and transition options the south of the airport would be contained with this option. Although this option should enhant the safety of aircraft operating to and from Exeter Airport due to the increased level of protectic it has the potential to create choke points resulting in the funnelling of aircraft displaced by a operating outside of any new airspace.			onsistent and on options to ould enhance of protection,
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT M	ET PARTIAL	MET
Summary of Qualitative Assessment This option meets the kno	own outco	omes of the AM	IS.
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT M	ET PARTIAL	MET
Summary of Qualitative Assessment: Class D airspace would that protects the critical stages of flight, the final approach a Airport.			

NOT MET

PARTIAL

Design Principle 4: Any new airspace should facilitate fair

access to all airspace users.

MET



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

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

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

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

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

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

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

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

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

4.2.59 Airspace Option 14a

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure,



but only SID and Transition procedures to the south of the airport will be contained in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfields was unacceptable. Exeter Airport considers that with suitable mitigation in place allowing freedom of movement for airspace users from these locations, this option may have a positive impact on operations by providing protection from other airspace users. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A14b
Option Name: Airspace Option 14b	ACCEPT

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



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

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

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

Summary of Qualitative Assessment: Class D airspace for the CTR and stubs would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.



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



4.2.60 Airspace Option 14b

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



Design Principle Evaluation	OPTION NO: A14c
Option Name: Airspace Option 14c	ACCEPT

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



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

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

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

Summary of Qualitative Assessment: Class D airspace for the CTR and stubs would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.



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



4.2.61 Airspace Option 14c

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



Design Principle Evaluation	OPTION NO: A14d
Option Name: Airspace Option 14d	REJECT

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



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

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

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

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

Summary of Qualitative Assessment: Class D airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport. Class E/Class E+TMZ airspace would create a known traffic environment that protects the critical stages of flight for IFR operations only.



Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E/Class E+TMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR.			
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area, specifically Dunkeswell and North Hill Airfields. This option will have an impact on their operations but with suitable mitigation in place allowing freedom of movement for airspace users from these locations, this option may have a positive impact on operations by providing protection from other airspace users. This option also extends over Farway Common and Branscombe airfields. ATC clearance will be required to enter Class D or Class E/Class E+TMZ airspace (if operating under IFR). Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.			
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option does not fully climb out paths.	protect the	final approac	h and initial
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides confidence of Commercial Air Transport would be able to remain inside Confidence of Commercial Air Transport.	-	-	
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.			



4.2.62 Airspace Option 14d

This option does not address the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ; there is the potential for conflict from aircraft operating VFR in Class E/Class E+TMZ airspace, where ATC separation is not provided. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but only SID and Transition procedures to the south of the airport will be contained in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Exeter Airport considers that with suitable mitigation in place allowing freedom of movement for airspace users from these locations, this option may have a positive impact on operations by providing protection from other airspace users. As this option does not fully protect the final approach and initial climb out paths, this option is rejected.



Design Principle Evaluation	OPTION NO: A14e
Option Name: Airspace Option 14e	REJECT

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



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

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

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



Summary of Qualitative Assessment: Class D airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport. Class E/Class E+TMZ airspace would create a known traffic environment that protects the critical stages of flight for IFR operations only.

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

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

NOT MET	PARTIAL	MET
	NOT MET	NOT MET PARTIAL

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

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

Summary of Qualitative Assessment: This option does not fully protect the final approach and initial climb out paths.

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

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



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

4.2.63 Airspace Option 14e

This option does not address the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ; there is the potential for conflict from aircraft operating VFR in Class E/Class E+TMZ airspace, where ATC separation is not provided. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but only SID and Transition procedures to the south of the airport will be contained in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Exeter Airport considers that with suitable mitigation in place allowing freedom of movement for airspace users from these locations, this option may have a positive impact on operations by providing protection from other airspace users. As this option does not fully protect the final approach and initial climb out paths, this option is rejected.



Design Principle Evaluation	OPTION NO: A14f
Option Name: Airspace Option 14f	ACCEPT

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



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

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

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



Summary of Qualitative Assessment: Class D and Class E+RMZ airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.

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

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

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

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

Design Principle 6: The size and categorisation of any new	NOT MET	PARTIAL	MET
controlled airspace should be proportionate to the requirement.			
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Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths and would contain the departure and transition procedures to the south of the airport.

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

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



Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			
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4.2.64 Airspace Option 14f

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



Design Principle Evaluation	OPTION NO: A14g
Option Name: Airspace Option 14g	ACCEPT

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



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

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

Summary of Qualitative Assessment: Class D and Class E+RMZ airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.



Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will requiairspace or Class E+RMZ airspace (if operating under IFR) but addenied. The carriage and operation of radio equipment is raircraft operating VFR. Exeter ATC would not unnecessarily requesting pilots to 'standby', unless for urgent operational rawill be established as soon as possible after having instructed to	ccess to airsp mandatory Cl delay inforn reason. Com	pace will not relass E+RMZ anation transions	routinely be airspace for missions by
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area, specifically Dunkeswell and North Hill Airfields. This option will have an impact on their operations but with suitable mitigation in place allowing freedom of movement for airspace users from these locations, this option may have a positive impact on operations by providing protection from other airspace users. This option also extends over Farway Common and Branscombe airfields. ATC clearance will be required to enter Class D or Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.			
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths and would contain the departure and transition procedures to the south of the airport.			
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides confidence of Commercial Air Transport would be able to remain inside Confidence of Co	-	-	
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET



4.2.65 Airspace Option 14g

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



Design Principle Evaluation	OPTION NO: A14h
Option Name: Airspace Option 14h	ACCEPT

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



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

NOT MET

PARTIAL

MET

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

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



Summary of Qualitative Assessment: Class D airspace and RMZ airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.

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

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

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

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

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

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

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

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



4.2.66 Airspace Option 14h

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



Design Principle Evaluation	OPTION NO: A14i
Option Name: Airspace Option 14i	ACCEPT

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



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

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

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

Summary of Qualitative Assessment: Class D airspace and RMZ airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.



Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option will require ATC clearance to access Class airspace or Class E+RMZ/RMZ airspace (if operating under IFR) but access to airspace will no routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ/RM airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reaso Communications with pilots will be established as soon as possible after having instructed them stand by'.				
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area, specifically Dunkeswell and North Hill Airfields. This option will have an impact on their operations but with suitable mitigation in place allowing freedom of movement for airspace users from these locations, this option may have a positive impact on operations by providing protection from other airspace users. This option also extends over Farway Common and Branscombe airfields. ATC clearance will be required to enter Class D or Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ/RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have. Design Principle 6: The size and categorisation of any new NOT MET PARTIAL MET			on will have movement erations by ommon and airspace (if to entering itigation to	
controlled airspace should be proportionate to the requirement.				
Summary of Qualitative Assessment: This option protects the paths but is unlikely to contain the procedures.	e final appro	ach and initia	al climb out	
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.				
Summary of Qualitative Assessment: This option provides connectivity to the airways structure but not by recognised Controlled Airspace. This option does not ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.				
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET	



4.2.67 Airspace Option 14i

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



Design Principle Evaluation		OPTION NO	: A15a	
Option Name: Airspace Option 15a		ACCEPT		
ription of Option: Layered airspace, lower airspace ge shaped zone, circular portion 6 nm radius, truncated laterally parallel to the runway centreline. Outer area nded to lozenge shape that includes protection of the but adjusted to the north to avoid Dunkeswell and North irfields. Upper airspace northern boundary in line with orthern edge of the western part of the lower airspace. Hern boundary extended to contain aircraft leaving by structure to southern IAFs for approach procedures. Hone around the airport nominally from the surface to oft with the stubs nominally 1,500 ft base height to 3,000 e upper airspace top height FL65. Airspace classification dibe Class D for this sub-option.				
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.			MET	
Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of f safety. The design will be compliant with the required technical criteria and will be consistent compatible with the appropriate regulatory requirements. Only the SID and transition option the south of the airport would be contained with this option. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection in the potential to create choke points resulting in the funnelling of aircraft displaced by operating outside of any new airspace.			nsistent and n options to ald enhance protection,	
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment This option meets the kno	own outcome	es of the AMS).	
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climb-	NOT MET	PARTIAL	MET	

Summary of Qualitative Assessment: Class D airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter

NOT MET

PARTIAL

Design Principle 4: Any new airspace should facilitate fair

out paths at Exeter Airport.

access to all airspace users.

Airport.

MET



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

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

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

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

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

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

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

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

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

4.2.68 Airspace Option 15a

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure,

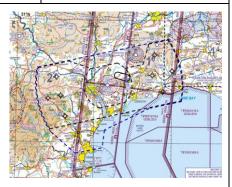


but only SID and Transition procedures to the south of the airport will be contained in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfields was unacceptable. Exeter Airport considers that with suitable mitigation in place allowing freedom of movement for airspace users from these locations, this option may have a positive impact on operations by providing protection from other airspace users. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A15b
Option Name: Airspace Option 15b	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace northern boundary in line with the northern edge of the western part of the lower airspace. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR and stubs and Class E or Class E+TMZ for the upper zone.



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

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

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

Summary of Qualitative Assessment: Class D airspace for the CTR and stubs would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.



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



4.2.69 Airspace Option 15b

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



Design Principle Evaluation	OPTION NO: A15c
Option Name: Airspace Option 15c	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace northern boundary in line with the northern edge of the western part of the lower airspace. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR and stubs and Class E+RMZ for the upper zone.



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

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

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

Summary of Qualitative Assessment: Class D airspace for the CTR and stubs would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.



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



4.2.70 Airspace Option 15c

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



Design Principle Evaluation	OPTION NO: A15d
Option Name: Airspace Option 15d	REJECT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace northern boundary in line with the northern edge of the western part of the lower airspace. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR and Class E or Class E+TMZ for the stubs and upper zone.



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

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

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

Summary of Qualitative Assessment: Class D airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport. Class E/Class E+TMZ airspace would create a known traffic environment that protects the critical stages of flight for IFR operations only.



Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E/Class E+TMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR.				
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area, specifically Dunkeswell and North Hill Airfields. This option will have an impact on their operations but with suitable mitigation in place allowing freedom of movement for airspace users from these locations, this option may have a positive impact on operations by providing protection from other airspace users. This option also extends over Farway Common and Branscombe airfields. ATC clearance will be required to enter Class D or Class E/Class E+TMZ airspace (if operating under IFR). Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.			on will have movement erations by ommon and MZ airspace to minimise	
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement. NOT MET PARTIAL Mit				
Summary of Qualitative Assessment: This option does not fully climb out paths.	protect the	final approac	h and initial	
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.				
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.				
Summary of Qualitative Assessment: This option is anticipate environmental impact by aircraft operating to or from Exeter increase in noise caused by the funnelling of aircraft displaced	Airport. Ho	wever, there	may be an	

airspace.



4.2.71 Airspace Option 15d

This option does not address the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ; there is the potential for conflict from aircraft operating VFR in Class E/Class E+TMZ airspace, where ATC separation is not provided. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but only SID and Transition procedures to the south of the airport will be contained in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Exeter Airport considers that with suitable mitigation in place allowing freedom of movement for airspace users from these locations, this option may have a positive impact on operations by providing protection from other airspace users. As this option does not fully protect the final approach and initial climb out paths, this option is rejected.



Design Principle Evaluation	OPTION NO: A15e
Option Name: Airspace Option 15e	REJECT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace northern boundary in line with the northern edge of the western part of the lower airspace. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR, Class E/Class E+TMZ for the stubs and Class E+RMZ for the upper zone.



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

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

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



Summary of Qualitative Assessment: Class D airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport. Class E/Class E+TMZ airspace would create a known traffic environment that protects the critical stages of flight for IFR operations only.

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

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

NOT MET	PARTIAL	MET
	NOT MET	NOT MET PARTIAL

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

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

Summary of Qualitative Assessment: This option does not fully protect the final approach and initial climb out paths.

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

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



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

4.2.72 Airspace Option 15e

This option does not address the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ; there is the potential for conflict from aircraft operating VFR in Class E/Class E+TMZ airspace, where ATC separation is not provided. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but only SID and Transition procedures to the south of the airport will be contained in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Exeter Airport considers that with suitable mitigation in place allowing freedom of movement for airspace users from these locations, this option may have a positive impact on operations by providing protection from other airspace users. As this option does not fully protect the final approach and initial climb out paths, this option is rejected.



Design Principle Evaluation	OPTION NO: A15f
Option Name: Airspace Option 15f	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace northern boundary in line with the northern edge of the western part of the lower airspace. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR, Class E+RMZ for the stubs and Class E/Class E+TMZ for the upper zone.



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

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

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



Summary of Qualitative Assessment: Class D and Class E+RMZ airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.

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

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

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

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

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

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

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

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



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

4.2.73 Airspace Option 15f

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



Design Principle Evaluation	OPTION NO: A15g
Option Name: Airspace Option 15g	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace northern boundary in line with the northern edge of the western part of the lower airspace. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR and Class E+RMZ for the stubs and upper zone.



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

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

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

Summary of Qualitative Assessment: Class D and Class E+RMZ airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.



Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E+RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'.				
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area, specifically Dunkeswell and North Hill Airfields. This option will have an impact on their operations but with suitable mitigation in place allowing freedom of movement for airspace users from these locations, this option may have a positive impact on operations by providing protection from other airspace users. This option also extends over Farway Common and Branscombe airfields. ATC clearance will be required to enter Class D or Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.				
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option protects the paths and would contain the departure and transition procedu				
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.				
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET	



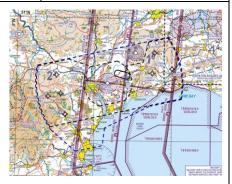
4.2.74 Airspace Option 15g

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but only SID and Transition procedures to the south of the airport will be contained in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Exeter Airport considers that with suitable mitigation in place allowing freedom of movement for airspace users from these locations, this option may have a positive impact on operations by providing protection from other airspace users. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A15h
Option Name: Airspace Option 15h	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace northern boundary in line with the northern edge of the western part of the lower airspace. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR, RMZ for the stubs and Class E/Class E+TMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. SIDs and Transition procedures are unlikely to be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the kno	wn outcome	s of the AMS	
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET



Summary of Qualitative Assessment: Class D airspace and RMZ airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.

Design Principle 4: Any new airspace should facilitate fair	NOT MET	PARTIAL	MET
access to all airspace users.			

Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E/Class E+TMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR

Design Principle 5: Airspace designs should, where possible,	NOT MET	PARTIAL	MET
minimise the impact on non-Exeter Airport aviation in the			
local area.			

Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area, specifically Dunkeswell and North Hill Airfields. This option will have an impact on their operations but with suitable mitigation in place allowing freedom of movement for airspace users from these locations, this option may have a positive impact on operations by providing protection from other airspace users. This option also extends over Farway Common and Branscombe airfields. ATC clearance will be required to enter Class D or Class E/Class E+TMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.

Design Principle 6: The size and categorisation of any new	NOT MET	PARTIAL	MET
controlled airspace should be proportionate to the			
requirement.			

Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths but is unlikely to contain the procedures.

Design Principle 7: Airspace should connect to the airways	NOT MET	PARTIAL	MET
structure to ensure Commercial Air Transport remain inside			
Controlled Airspace when arriving or departing from Exeter			
Airport.			
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Summary of Qualitative Assessment: This option provides connectivity to the airways structure but not by recognised Controlled Airspace. This option does not ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.



Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of	NOT MET	PARTIAL	MET
other air traffic outside of the Controlled Airspace.			

4.2.75 Airspace Option 15h

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but is unlikely to contain SID and Transition procedures in CAS. More detailed design work will be carried out at the next stage, to understand whether this option can be implemented alongside new SID and Transition procedures. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Exeter Airport considers that with suitable mitigation in place allowing freedom of movement for airspace users from these locations, this option may have a positive impact on operations by providing protection from other airspace users. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A15i		
Option Name: Airspace Option 15i	ACCEPT		

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace northern boundary in line with the northern edge of the western part of the lower airspace. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR, RMZ for the stubs and Class E+RMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. SIDs and Transition procedures are unlikely to be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ/RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the known outcomes of the AMS.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: Class D airspace and RMZ airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.



Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E+RMZ/RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ/RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'.			
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area, specifically Dunkeswell and North Hill Airfields. This option will have an impact on their operations but with suitable mitigation in place allowing freedom of movement for airspace users from these locations, this option may have a positive impact on operations by providing protection from other airspace users. This option also extends over Farway Common and Branscombe airfields. ATC clearance will be required to enter Class D or Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ/RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.			
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths but is unlikely to contain the procedures.			
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides connectivity to the airways structure but not by recognised Controlled Airspace. This option does not ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET



Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.

4.2.76 Airspace Option 15i

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but is unlikely to contain SID and Transition procedures in CAS. More detailed design work will be carried out at the next stage, to understand whether this option can be implemented alongside new SID and Transition procedures. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Exeter Airport considers that with suitable mitigation in place allowing freedom of movement for airspace users from these locations, this option may have a positive impact on operations by providing protection from other airspace users. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A16a
Option Name: Airspace Option 16a	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace northern boundary in line with the northern edge of the lower airspace, also avoiding Dunkeswell and North Hill airfields. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification would be Class D for this sub-option.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Only the SID and transition options to the south of the airport would be contained with this option. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment This option meets the kno	own outcome	s of the AMS			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: Class D airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.					
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET		



Summary of Qualitative Assessment:	This option will require ATC clearance to access the new
airspace but access to airspace will not	routinely be denied.

Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the	PARTIAL	MET
local area.		

Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. This option extends over Farway Common and Branscombe airfields. ATC clearance will be required to enter the airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.

Design Principle 6: The size and categorisation of any new	NOT MET	PARTIAL	MET
controlled airspace should be proportionate to the			
requirement.			

Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths and would contain the departure and transition procedures to the south of the airport.

Design Principle 7: Airspace should connect to the airways	NOT MET	PARTIAL	MET
structure to ensure Commercial Air Transport remain inside			
Controlled Airspace when arriving or departing from Exeter			
Airport.			

Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.

Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			

Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.

4.2.77 Airspace Option 16a

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but only SID and Transition procedures to the south of the airport will be contained in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfields was unacceptable. Some stakeholders also expressed concern over airspace that is excessively



complex; the non-linear northern boundary of this option may be considered too complicated. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A16b
Option Name: Airspace Option 16b	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace northern boundary in line with the northern edge of the lower airspace, also avoiding Dunkeswell and North Hill airfields. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR and stubs and Class E or Class E+TMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Only the SID and transition options to the south of the airport would be contained with this option. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the known outcomes of the AMS.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: Class D airspace for the CTR and stubs would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.



Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E/Class E+TMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR.				
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET	
airspace users in the local area. This option extends over Farwa ATC clearance will be required to enter Class D or Class E/Clas IFR). Exeter Airport is committed to introducing suitable mitigation.	Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. This option extends over Farway Common and Branscombe airfields. ATC clearance will be required to enter Class D or Class E/Class E+TMZ airspace (if operating under IFR). Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.			
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option protects the paths and would contain the departure and transition procedu				
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.				
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.				



4.2.78 Airspace Option 16b

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but only SID and Transition procedures to the south of the airport will be contained in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfields was unacceptable. Some stakeholders also expressed concern over airspace that is excessively complex; the non-linear northern boundary of this option may be considered too complicated. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A16c
Option Name: Airspace Option 16c	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace northern boundary in line with the northern edge of the lower airspace, also avoiding Dunkeswell and North Hill airfields. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR and stubs and Class E+RMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in	NOT MET	PARTIAL	MET
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Only the SID and transition options to the south of the airport would be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the known outcomes of the AMS.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: Class D airspace for the CTR and stubs would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.



Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E+RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'.			
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. This option extends over Farway Common and Branscombe airfields. ATC clearance will be required to enter Class D or Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.			
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths and would contain the departure and transition procedures to the south of the airport.			
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.			



4.2.79 Airspace Option 16c

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but only SID and Transition procedures to the south of the airport will be contained in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Some stakeholders also expressed concern over airspace that is excessively complex; the non-linear northern boundary of this option may be considered too complicated. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A16d
Option Name: Airspace Option 16d	REJECT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace northern boundary in line with the northern edge of the lower airspace, also avoiding Dunkeswell and North Hill airfields. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR and Class E or Class E+TMZ for the stubs and upper zone.



VIET PARTIAL	MET
	VIET PARTIAL

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Only the SID and transition options to the south of the airport would be contained with this option. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the known outcomes of the AMS.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET



Summary of Qualitative Assessment: Class D airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport. Class E/Class E+TMZ airspace would create a known traffic environment that protects the critical stages of flight for IFR operations only.

Airport. Class E/Class E+TMZ airspace would create a known traffic environment that protects the critical stages of flight for IFR operations only.			
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E/Class E+TMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR.			
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. This option extends over Farway Common and Branscombe airfields. ATC clearance will be required to enter Class D or Class E/Class E+TMZ airspace (if operating under IFR). Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.			
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option does not fully climb out paths.	protect the	final approac	h and initial
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET



Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.

4.2.80 Airspace Option 16d

This option does not address the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ; there is the potential for conflict from aircraft operating VFR in Class E/Class E+TMZ airspace, where ATC separation is not provided. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but only SID and Transition procedures to the south of the airport will be contained in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Some stakeholders also expressed concern over airspace that is excessively complex; the non-linear northern boundary of this option may be considered too complicated. As this option does not fully protect the final approach and initial climb out paths, this option is rejected.



Design Principle Evaluation	OPTION NO: A16e
Option Name: Airspace Option 16e	REJECT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace northern boundary in line with the northern edge of the lower airspace, also avoiding Dunkeswell and North Hill airfields. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR, Class E/Class E+TMZ for the stubs and Class E+RMZ for the upper zone.



VIET PARTIAL	MET
	VIET PARTIAL

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Only the SID and transition options to the south of the airport would be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the known outcomes of the AMS.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET



Summary of Qualitative Assessment: Class D airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport. Class E/Class E+TMZ airspace would create a known traffic environment that protects the critical stages of flight for IFR operations only.

Design Principle 4: Any new airspace should facilitate fair	NOT MET	PARTIAL	MET
access to all airspace users.			İ

Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E/Class E+TMZ/Class E+RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR.

Design Principle 5: Airspace designs should, where possible,	NOT MET	PARTIAL	MET
minimise the impact on non-Exeter Airport aviation in the			
local area.			

Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. This option extends over Farway Common and Branscombe airfields. ATC clearance will be required to enter Class D or Class E/Class E+TMZ/Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.

Design Prin	ciple 6: T	he size a	nd ca	ategorisation of	any	new	NOT MET	PARTIAL	MET
controlled	airspace	should	be	proportionate	to	the			
requiremen	ıt.								

Summary of Qualitative Assessment: This option does not fully protect the final approach and initial climb out paths.

Design Principle 7: Airspace should connect to the airways	NOT MET	PARTIAL	MET
structure to ensure Commercial Air Transport remain inside			
Controlled Airspace when arriving or departing from Exeter			
Airport.			

Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.



Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			

Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.

4.2.81 Airspace Option 16e

This option does not address the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ; there is the potential for conflict from aircraft operating VFR in Class E/Class E+TMZ airspace, where ATC separation is not provided. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but only SID and Transition procedures to the south of the airport will be contained in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Some stakeholders also expressed concern over airspace that is excessively complex; the non-linear northern boundary of this option may be considered too complicated. As this option does not fully protect the final approach and initial climb out paths, this option is rejected.



Design Principle Evaluation	OPTION NO: A16f
Option Name: Airspace Option 16f	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace northern boundary in line with the northern edge of the lower airspace, also avoiding Dunkeswell and North Hill airfields. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR, Class E+RMZ for the stubs and Class E/Class E+TMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.		PARTIAL	MET
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Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Only the SID and transition options to the south of the airport would be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment This option meets the known outcomes of the AMS.				
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET	



Summary of Qualitative Assessment: Class D and Class E+RMZ airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.

Design Principle 4: Any new airspace should facilitate fair	NOT MET	PARTIAL	MET
access to all airspace users.			

Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E/Class E+TMZ/Class E+RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR

Design Principle 5: Airspace designs should, where possible,	NOT MET	PARTIAL	MET
minimise the impact on non-Exeter Airport aviation in the			
local area.			

Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. This option extends over Farway Common and Branscombe airfields. ATC clearance will be required to enter Class D or Class E/Class E+TMZ/Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.

Design Principle 6: The size and categorisation of any new	NOT MET	PARTIAL	MET
controlled airspace should be proportionate to the requirement.			
requirement.			

Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths and would contain the departure and transition procedures to the south of the airport.

Design Principle 7: Airspace should connect to the airways	NOT MET	PARTIAL	MET
structure to ensure Commercial Air Transport remain inside			
Controlled Airspace when arriving or departing from Exeter			
Airport.			

Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.

Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			ı
any consequential impacts caused by the displacement of			ı
other air traffic outside of the Controlled Airspace.			
	I		



Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.

4.2.82 Airspace Option 16f

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but only SID and Transition procedures to the south of the airport will be contained in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Some stakeholders also expressed concern over airspace that is excessively complex; the non-linear northern boundary of this option may be considered too complicated. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A16g
Option Name: Airspace Option 16g	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace northern boundary in line with the northern edge of the lower airspace, also avoiding Dunkeswell and North Hill airfields. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR and Class E+RMZ for the stubs and upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Only the SID and transition options to the south of the airport would be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the known outcomes of the AMS.			i
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: Class D and Class E+RMZ airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.



Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will require ATC clearance to accessirspace or Class E+RMZ airspace (if operating under IFR) but access to airspace will not redenied. The carriage and operation of radio equipment is mandatory Class E+RMZ are aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmarequesting pilots to 'standby', unless for urgent operational reason. Communications will be established as soon as possible after having instructed them to 'stand by'.			outinely be airspace for missions by
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact airspace users in the local area. This option extends over Farway Common and Branscombe ATC clearance will be required to enter Class D or Class E+RMZ airspace (if operating u Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ Exeter Airport is committed to introducing suitable mitigation to minimise any impact introduction of new airspace may have.			be airfields. under IFR). 1Z airspace.
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option protects the paths and would contain the departure and transition procedu			
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides connectivity to the airways structu Commercial Air Transport would be able to remain inside Controlled Airspace when arriving departing from Exeter Airport.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	PARTIAL	MET	
Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adver environmental impact by aircraft operating to or from Exeter Airport. However, there may be increase in noise caused by the funnelling of aircraft displaced by and operating outside of any near airspace.			may be an



4.2.83 Airspace Option 16g

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but only SID and Transition procedures to the south of the airport will be contained in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Some stakeholders also expressed concern over airspace that is excessively complex; the non-linear northern boundary of this option may be considered too complicated. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A16h
Option Name: Airspace Option 16h	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace northern boundary in line with the northern edge of the lower airspace, also avoiding Dunkeswell and North Hill airfields. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR, RMZ for the stubs and Class E/Class E+TMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in	NOT MET	PARTIAL	MET
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. SIDs and Transition procedures are unlikely to be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment This option meets the kno	Summary of Qualitative Assessment This option meets the known outcomes of the AMS.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET	



Summary of Qualitative Assessment: Class D airspace and RMZ airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport. **Design Principle 4:** Any new airspace should facilitate fair **NOT MET** PARTIAL MET access to all airspace users. Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E/Class E+TMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR PARTIAL **Design Principle 5:** Airspace designs should, where possible, NOT MET MET minimise the impact on non-Exeter Airport aviation in the local area. Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. This option extends over Farway Common and Branscombe airfields. ATC clearance will be required to enter Class D or Class E/Class E+TMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.

Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option protects the paths but is unlikely to contain the procedures.	ach and initia	al climb out	
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: This option provides connectivity to the airways structure but not by recognised Controlled Airspace. This option does not ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.

Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			



Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.

4.2.84 Airspace Option 16h

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but is unlikely to contain SID and Transition procedures in CAS. More detailed design work will be carried out at the next stage, to understand whether this option can be implemented alongside new SID and Transition procedures. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Some stakeholders also expressed concern over airspace that is excessively complex; the nonlinear northern boundary of this option may be considered too complicated. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A16i
Option Name: Airspace Option 16i	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace northern boundary in line with the northern edge of the lower airspace, also avoiding Dunkeswell and North Hill airfields. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR, RMZ for the stubs and Class E+RMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. SIDs and Transition procedures are unlikely to be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ/RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the known outcomes of the AMS.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: Class D airspace and RMZ airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.



Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E+RMZ/RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ/RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'.			
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Any additional airspace is airspace users in the local area. This option extends over Farwa ATC clearance will be required to enter Class D or Class E+RI Aircraft operating VFR will require two-way communications airspace. Exeter Airport is committed to introducing suitable me the introduction of new airspace may have.	y Common a MZ airspace prior to ent	nd Branscom (if operating ering Class E	be airfields. under IFR). +RMZ/RMZ
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option protects the paths but is unlikely to contain the procedures.	e final appro	ach and initia	al climb out
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides connot by recognised Controlled Airspace. This option does not remain inside Controlled Airspace when arriving or departing for	ot ensure Co	mmercial Ai	
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option is anticipate environmental impact by aircraft operating to or from Exeter increase in noise caused by the funnelling of aircraft displaced airspace.	Airport. Ho	wever, there	may be an



4.2.85 Airspace Option 16i

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but is unlikely to contain SID and Transition procedures in CAS. More detailed design work will be carried out at the next stage, to understand whether this option can be implemented alongside new SID and Transition procedures. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Some stakeholders also expressed concern over airspace that is excessively complex; the nonlinear northern boundary of this option may be considered too complicated. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation		OPTION NO	: A17a
Option Name: Airspace Option 17a		ACCEPT	
Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace extended to the north to contain aircraft leaving airways structure to northern IAFs. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification would be Class D for this sub-option.		THE STATE OF THE S	THE COLUMN TO TH
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will be design safety. The design will be compliant with the required technic compatible with the appropriate regulatory requirements. Although a safety of aircraft operating to and from Exeter Airport due to has the potential to create choke points resulting in the full operating outside of any new airspace.	cal criteria ar hough this op the increas	nd will be cor ntion should e ed level of pi	nsistent and enhance the rotection, it
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the kno	own outcome	es of the AMS).
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Class D airspace would that protects the critical stages of flight, the final approach a Airport.			
Design Principle 4: Any new airspace should facilitate fair	NOT MET	PARTIAL	MET

access to all airspace users.



Summary of Qualitative Assessment: This option will require ATC clearance to access the new airspace but access to airspace will not routinely be denied.

Design Principle 5: Airspace designs should, where possible,	NOT MET	PARTIAL	MET
minimise the impact on non-Exeter Airport aviation in the			
local area.			
	l		I

Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. Lower airspace extends over Farway Common and Branscombe airfields and the upper airspace extends over Dunkeswell and North Hill airfields. ATC clearance will be required to enter the airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.

Design Principle 6: The size and categorisation of any new	NOT MET	PARTIAL	MET
controlled airspace should be proportionate to the			
requirement.			

Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths and contains procedures.

Design Principle 7: Airspace should connect to the airways	NOT MET	PARTIAL	MET
structure to ensure Commercial Air Transport remain inside			
Controlled Airspace when arriving or departing from Exeter			
Airport.			

Summary of Qualitative Assessment: This option provides connectivity to the airways structure and would ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.

Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			

Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.

4.2.86 Airspace Option 17a

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option extends new airspace to the north of the airport into Class G airspace, which was a cause of concern to stakeholders. This option connects to the airways structure and contains the procedures in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfields was unacceptable. Some stakeholders also expressed concern over airspace that is excessively



complex; the non-linear northern boundary of this option may be considered too complicated. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A17b
Option Name: Airspace Option 17	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace extended to the north to contain aircraft leaving airways structure to northern IAFs. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR and stubs and Class E or Class E+TMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the kno	own outcome	es of the AMS	
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: Class D airspace for the CTR and stubs would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.



Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E/Class E+TMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR.			
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. Lower airspace extends over Farway Common and Branscombe airfields and the upper airspace extends over Dunkeswell and North Hill airfields. ATC clearance will be required to enter Class D or Class E/Class E+TMZ airspace (if operating under IFR). Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.			
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option protects the paths and contains procedures.	e final appro	ach and inition	al climb out
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides conwould ensure Commercial Air Transport remain inside Codeparting from Exeter Airport.	•	•	
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.			



4.2.87 Airspace Option 17b

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option extends new airspace to the north of the airport into Class G airspace, which was a cause of concern to stakeholders. This option connects to the airways structure and contains the procedures in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfields was unacceptable. Some stakeholders also expressed concern over airspace that is excessively complex; the non-linear northern boundary of this option may be considered too complicated. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A17c
Option Name: Airspace Option 17c	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace extended to the north to contain aircraft leaving airways structure to northern IAFs. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR and stubs and Class E+RMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment This option meets the known outcomes of the AMS.					
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET		

Summary of Qualitative Assessment: Class D airspace for the CTR and stubs would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.



airspace.

Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E+RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'.					
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. Lower airspace extends over Farway Common and Branscombe airfields and the upper airspace extends over Dunkeswell and North Hill airfields. ATC clearance will be required to enter Class D or Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.					
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths and contains procedures.					
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: This option provides connectivity to the airways structure and would ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.					
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new					



4.2.88 Airspace Option 17c

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option extends new airspace to the north of the airport into Class G airspace, which was a cause of concern to stakeholders. This option connects to the airways structure and contains the procedures in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Some stakeholders also expressed concern over airspace that is excessively complex; the non-linear northern boundary of this option may be considered too complicated. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A17d
Option Name: Airspace Option 17d	REJECT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace extended to the north to contain aircraft leaving airways structure to northern IAFs. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR and Class E or Class E+TMZ for the stubs and upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment This option meets the known outcomes of the AMS.				
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET	

Summary of Qualitative Assessment: Class D airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport. Class E/Class E+TMZ airspace would create a known traffic environment that protects the critical stages of flight for IFR operations only.



Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E/Class E+TMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR.			
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Any additional airspace is airspace users in the local area. Lower airspace extends over airfields and the upper airspace extends over Dunkeswell and be required to enter Class D or Class E/Class E+TMZ airspace (i is committed to introducing suitable mitigation to minimise an airspace may have, which would include the use of alternative the TMZ.	r Farway Co North Hill air f operating u y impact that	mmon and E fields. ATC clo nder IFR). Ex the introduc	Branscombe earance will eter Airport etion of new
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option does not fully climb out path.	protect the	final approac	h and initial
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides connectivity to the airways structure and would ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.			



4.2.89 Airspace Option 17d

This option does not address the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ; there is the potential for conflict from aircraft operating VFR in Class E/Class E+TMZ airspace, where ATC separation is not provided. This option extends new airspace to the north of the airport into Class G airspace, which was a cause of concern to stakeholders. This option connects to the airways structure and contains the procedures in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Some stakeholders also expressed concern over airspace that is excessively complex; the non-linear northern boundary of this option may be considered too complicated. As this option does not fully protect the final approach and initial climb out paths, this option is rejected.



Design Principle Evaluation	OPTION NO: A17e
Option Name: Airspace Option 17e	REJECT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace extended to the north to contain aircraft leaving airways structure to northern IAFs. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR, Class E/Class E+TMZ for the stubs and Class E+RMZ for the upper zone.



OT MET	PARTIAL	MET
0	T MET	T MET PARTIAL

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment This option meets the known outcomes of the AMS.				
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET	



Summary of Qualitative Assessment: Class D airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport. Class E/Class E+TMZ airspace would create a known traffic environment that protects the critical stages of flight for IFR operations only.

Design Principle 4: Any new airspace should facilita	te fair NOT MET	PARTIAL	MET
access to all airspace users.			

Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E/Class E+TMZ/Class E+RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR.

NOT MET	PARTIAL	MET
	NOT MET	NOT MET PARTIAL

Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. Lower airspace extends over Farway Common and Branscombe airfields and the upper airspace extends over Dunkeswell and North Hill airfields. ATC clearance will be required to enter Class D or Class E/Class E+TMZ/Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.

Design Principle 6: The size and categorisation of any new	NOT MET	PARTIAL	MET
controlled airspace should be proportionate to the			
requirement.			

Summary of Qualitative Assessment: This option does not fully protect the final approach and initial climb out path.

Design Principle 7: Airspace should connect to the airways	NOT MET	PARTIAL	MET
structure to ensure Commercial Air Transport remain inside			
Controlled Airspace when arriving or departing from Exeter			
Airport.			

Summary of Qualitative Assessment: This option provides connectivity to the airways structure and would ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.



Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			

Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.

4.2.90 Airspace Option 17e

This option does not address the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ; there is the potential for conflict from aircraft operating VFR in Class E/Class E+TMZ airspace, where ATC separation is not provided. This option extends new airspace to the north of the airport into Class G airspace, which was a cause of concern to stakeholders. This option connects to the airways structure and contains the procedures in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Some stakeholders also expressed concern over airspace that is excessively complex; the non-linear northern boundary of this option may be considered too complicated. As this option does not fully protect the final approach and initial climb out paths, this option is rejected.



Design Principle Evaluation	OPTION NO: A17f
Option Name: Airspace Option 17f	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace extended to the north to contain aircraft leaving airways structure to northern IAFs. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR, Class E+RMZ for the stubs and Class E/Class E+TMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the known outcomes of the AMS.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: Class D and Class E+RMZ airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.



Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E/Class E+TMZ/Class E+RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR.				
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. Lower airspace extends over Farway Common and Branscombe airfields and the upper airspace extends over Dunkeswell and North Hill airfields. ATC clearance will be required to enter Class D or Class E/Class E+TMZ/Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.				
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option protects the paths and contains procedures.	e final approa	ach and initia	al climb out	
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option provides connectivity to the airways structure and would ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.				
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET	



Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.

4.2.91 Airspace Option 17f

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option extends new airspace to the north of the airport into Class G airspace, which was a cause of concern to stakeholders. This option connects to the airways structure and contains the procedures in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Some stakeholders also expressed concern over airspace that is excessively complex; the non-linear northern boundary of this option may be considered too complicated. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A17g
Option Name: Airspace Option 17g	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace extended to the north to contain aircraft leaving airways structure to northern IAFs. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR and Class E+RMZ for the stubs and upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the kno	own outcome	s of the AMS	
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: Class D and Class E+RMZ airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.



airspace.

Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E+RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'.			
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. Lower airspace extends over Farway Common and Branscombe airfields and the upper airspace extends over Dunkeswell and North Hill airfields. ATC clearance will be required to enter Class D or Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.			
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option protects the paths and contains procedures.	e final appro	ach and initia	al climb out
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides connectivity to the airways structure and would ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new			



4.2.92 Airspace Option 17g

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option extends new airspace to the north of the airport into Class G airspace, which was a cause of concern to stakeholders. This option connects to the airways structure and contains the procedures in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Some stakeholders also expressed concern over airspace that is excessively complex; the non-linear northern boundary of this option may be considered too complicated. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A17h
Option Name: Airspace Option 17h	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace extended to the north to contain aircraft leaving airways structure to northern IAFs. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR, RMZ for the stubs and Class E/Class E+TMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. SIDs and Transition procedures are unlikely to be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the kno	wn outcome	s of the AMS	. ·
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET



Summary of Qualitative Assessment: Class D airspace and RMZ airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.

Design Principle 4: Any new airspace should facilitate fair	NOT MET	PARTIAL	MET
access to all airspace users.			

Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E/Class E+TMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR

Design Principle 5: Airspace designs should, where possible,	NOT MET	PARTIAL	MET
minimise the impact on non-Exeter Airport aviation in the			
local area.			

Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. Lower airspace extends over Farway Common and Branscombe airfields and the upper airspace extends over Dunkeswell and North Hill airfields. ATC clearance will be required to enter Class D or Class E/Class E+TMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.

Design Principle 6: The size and categorisation of any new	NOT MET	PARTIAL	MET
controlled airspace should be proportionate to the			
requirement.			

Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths but is unlikely to contain the procedures.

Design Principle 7: Airspace should connect to the airways	NOT MET	PARTIAL	MET
structure to ensure Commercial Air Transport remain inside			
Controlled Airspace when arriving or departing from Exeter			
Airport.			

Summary of Qualitative Assessment: This option provides connectivity to the airways structure but not by recognised Controlled Airspace. This option does not ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.



Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			
'			

Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.

4.2.93 Airspace Option 17h

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option extends new airspace to the north of the airport into Class G airspace, which was a cause of concern to stakeholders. This option connects to the airways structure, but is unlikely to contain SID and Transition procedures in CAS. More detailed design work will be carried out at the next stage, to understand whether this option can be implemented alongside new SID and Transition procedures. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Some stakeholders also expressed concern over airspace that is excessively complex; the non-linear northern boundary of this option may be considered too complicated. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation		OPTION NO: A17i
Option Name:	Airspace Option 17i	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace extended to the north to contain aircraft leaving airways structure to northern IAFs. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR, RMZ for the stubs and Class E+RMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. SIDs and Transition procedures are unlikely to be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ/RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the kno	own outcome	s of the AMS	
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: Class D airspace and RMZ airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.



Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will require airspace or Class E+RMZ/RMZ airspace (if operating under routinely be denied. The carriage and operation of radio equipairspace for aircraft operating VFR. Exeter ATC would not transmissions by requesting pilots to 'standby', unless Communications with pilots will be established as soon as positions by'.	IFR) but accoment is mand of unnecess of unnecess	ess to airspa datory Class E arily delay i nt operation	+RMZ/RMZ nformation al reason.
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. Lower airspace extends over Farway Common and Branscombe airfields and the upper airspace extends over Dunkeswell and North Hill airfields. ATC clearance will be required to enter Class D or Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ/RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.			
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option protects the paths but is unlikely to contain the procedures.	e final appro	ach and initio	al climb out
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides connectivity to the airways structure but not by recognised Controlled Airspace. This option does not ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new			

airspace.



4.2.94 Airspace Option 17i

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option extends new airspace to the north of the airport into Class G airspace, which was a cause of concern to stakeholders. This option connects to the airways structure, but is unlikely to contain SID and Transition procedures in CAS. More detailed design work will be carried out at the next stage, to understand whether this option can be implemented alongside new SID and Transition procedures. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Some stakeholders also expressed concern over airspace that is excessively complex; the non-linear northern boundary of this option may be considered too complicated. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A18a
Option Name: Airspace Option 18a	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace extended to the north to contain aircraft leaving airways structure to north western IAF but amended to the north east to avoid Dunkeswell and North Hill airfields. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification would be Class D for this sub-option.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. It is unlikely that all SID and transition options could be contained in CAS with this option. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the kno	own outcome	es of the AMS	5.
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Class D airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.			
Design Principle 4: Any new airspace should facilitate fair	NOT MET	PARTIAL	MET

access to all airspace users.



Summary of Qualitative Assessment:	This option will require ATC clearance to access the new
airspace but access to airspace will not	routinely be denied.

Design Principle 5: Airspace designs should, where possible,	NOT MET	PARTIAL	MET
minimise the impact on non-Exeter Airport aviation in the			
local area.			
	l		I

Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. Lower airspace extends over Farway Common and Branscombe airfields. Although the upper airspace is not over Dunkeswell and North Hill airfields, it does cover airspace around the airfields. ATC clearance will be required to enter the airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.

Design Principle 6: The size and categorisation of any new	NOT MET	PARTIAL	MET
controlled airspace should be proportionate to the requirement.			

Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths and would contain procedures to the south of the airport but is unlikely to contain all procedures to the north.

Design Principle 7: Airspace should connect to the airways	NOT MET	PARTIAL	MET	
structure to ensure Commercial Air Transport remain inside				
Controlled Airspace when arriving or departing from Exeter				
Airport.				

Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.

Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			

Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.

4.2.95 Airspace Option 18a

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option extends new airspace to the north of the airport into Class G airspace, which was a cause of concern to stakeholders. This option connects to the airways structure, but it is unlikely that all SID and Transition procedures would be contained in CAS. Some stakeholders expressed concern regarding



the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfields was unacceptable. Some stakeholders also expressed concern over airspace that is excessively complex; the non-linear northern boundary of this option may be considered too complicated. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A18b
Option Name: Airspace Option 18b	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace extended to the north to contain aircraft leaving airways structure to north western IAF but amended to the north east to avoid Dunkeswell and North Hill airfields. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR and stubs and Class E or Class E+TMZ for the upper zone.



ı	Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
á	and ideally enhance, aviation safety for all airspace users in			
t	the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. It is unlikely that all SID and transition options could be contained in CAS with this option. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the known outcomes of the AMS.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET



Summary of Qualitative Assessment: Class D airspace for the CTR and stubs would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.

Design Principle 4: Any new airspace should facilitate fair access to all airspace users.

PARTIAL

MET

Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E/Class E+TMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR.

Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.

NOT MET

PARTIAL

MET

Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. Lower airspace extends over Farway Common and Branscombe airfields. Although the upper airspace is not over Dunkeswell and North Hill airfields, it does cover airspace around the airfields. ATC clearance will be required to enter Class D or Class E/Class E+TMZ airspace (if operating under IFR). Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.

Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.

NOT MET

PARTIAL

MET

Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths and would contain procedures to the south of the airport but is unlikely to contain all procedures to the north.

Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.

NOT MET

PARTIAL

MET

Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.

Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.

NOT MET

PARTIAL

MET



Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.

4.2.96 Airspace Option 18b

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option extends new airspace to the north of the airport into Class G airspace, which was a cause of concern to stakeholders. This option connects to the airways structure, but it is unlikely that all SID and Transition procedures would be contained in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfields was unacceptable. Some stakeholders also expressed concern over airspace that is excessively complex; the non-linear northern boundary of this option may be considered too complicated. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A18c
Option Name: Airspace Option 18c	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace extended to the north to contain aircraft leaving airways structure to north western IAF but amended to the north east to avoid Dunkeswell and North Hill airfields. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR and stubs and Class E+RMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in	NOT MET	PARTIAL	MET
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. It is unlikely that all SID and transition options could be contained in CAS with this option. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment This option meets the known outcomes of the AMS.				
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET	

Summary of Qualitative Assessment: Class D airspace for the CTR and stubs would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.



Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E+RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'.			
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. Lower airspace extends over Farway Common and Branscombe airfields. Although the upper airspace is not over Dunkeswell and North Hill airfields, it does cover airspace around the airfields. ATC clearance will be required to enter Class D or Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.			
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths and would contain procedures to the south of the airport but is unlikely to contain all procedures to the north.			
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.			



4.2.97 Airspace Option 18c

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option extends new airspace to the north of the airport into Class G airspace, which was a cause of concern to stakeholders. This option connects to the airways structure, but it is unlikely that all SID and Transition procedures would be contained in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Some stakeholders also expressed concern over airspace that is excessively complex; the non-linear northern boundary of this option may be considered too complicated. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A18d
Option Name: Airspace Option 18d	REJECT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace extended to the north to contain aircraft leaving airways structure to north western IAF but amended to the north east to avoid Dunkeswell and North Hill airfields. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR and Class E or Class E+TMZ for the stubs and upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. It is unlikely that all SID and transition options could be contained in CAS with this option. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the kno	wn outcome	s of the AMS	
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET



aircraft operating VFR.

Summary of Qualitative Assessment: Class D airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport. Class E/Class E+TMZ airspace would create a known traffic environment that protects the critical stages of flight for IFR operations only.

Design Principle 4: Any new airspace should facilitate fair	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E/Class E+TMZ airspace (if operating under IFR) but access to airspace will not					
routinely be denied. Carriage and operation of pressure	routinely be denied. Carriage and operation of pressure-altitude reporting transponders is				

mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for

local area.	Airspace designs should, where possible, act on non-Exeter Airport aviation in the
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Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. Lower airspace extends over Farway Common and Branscombe airfields. Although the upper airspace is not over Dunkeswell and North Hill airfields, it does cover airspace around the airfields. ATC clearance will be required to enter Class D or Class E/Class E+TMZ airspace (if operating under IFR). Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.

Design Principle 6: The size and categorisation of any new	NOT MET	PARTIAL	MET
controlled airspace should be proportionate to the requirement.			

Summary of Qualitative Assessment: This option does not fully protect the final approach and initial climb out paths.

Design Principle 7: Airspace should connect to the airways	NOT MET	PARTIAL	MET
structure to ensure Commercial Air Transport remain inside			
Controlled Airspace when arriving or departing from Exeter			
Airport.			

Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.

Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			



Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.

4.2.98 Airspace Option 18d

This option does not address the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ; there is the potential for conflict from aircraft operating VFR in Class E/Class E+TMZ airspace, where ATC separation is not provided. This option extends new airspace to the north of the airport into Class G airspace, which was a cause of concern to stakeholders. This option connects to the airways structure, but it is unlikely that all SID and Transition procedures would be contained in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Some stakeholders also expressed concern over airspace that is excessively complex; the non-linear northern boundary of this option may be considered too complicated. As this option does not fully protect the final approach and initial climb out paths, this option is rejected.



Design Principle Evaluation	OPTION NO: A18e
Option Name: Airspace Option 18e	REJECT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace extended to the north to contain aircraft leaving airways structure to north western IAF but amended to the north east to avoid Dunkeswell and North Hill airfields. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR, Class E/Class E+TMZ for the stubs and Class E+RMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. It is unlikely that all SID and transition options could be contained in CAS with this option. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the kno	own outcome	s of the AMS	•
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET



Summary of Qualitative Assessment: Class D airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport. Class E/Class E+TMZ airspace would create a known traffic environment that protects the critical stages of flight for IFR operations only.

Design Principle 4: Any new airspace should facilitate fair	NOT MET	PARTIAL	MET
access to all airspace users.			

Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E/Class E+TMZ/Class E+RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR.

NOT MET	PARTIAL	MET
	NOT MET	NOT MET PARTIAL

Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. Lower airspace extends over Farway Common and Branscombe airfields. Although the upper airspace is not over Dunkeswell and North Hill airfields, it does cover airspace around the airfields. ATC clearance will be required to enter Class D or Class E/Class E+TMZ/Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.

Design Principle 6: The size and categorisation of any new	NOT MET	PARTIAL	MET
controlled airspace should be proportionate to the			
requirement.			

Summary of Qualitative Assessment: This option does not fully protect the final approach and initial climb out paths.

Design Principle 7: Airspace should connect to the airways	NOT MET	PARTIAL	MET
structure to ensure Commercial Air Transport remain inside			
Controlled Airspace when arriving or departing from Exeter			
Airport.			

Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.



Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			

Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.

4.2.99 Airspace Option 18e

This option does not address the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ; there is the potential for conflict from aircraft operating VFR in Class E/Class E+TMZ airspace, where ATC separation is not provided. This option extends new airspace to the north of the airport into Class G airspace, which was a cause of concern to stakeholders. This option connects to the airways structure, but it is unlikely that all SID and Transition procedures would be contained in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Some stakeholders also expressed concern over airspace that is excessively complex; the non-linear northern boundary of this option may be considered too complicated. As this option does not fully protect the final approach and initial climb out paths, this option is rejected.



Design Principle Evaluation	OPTION NO: A18f
Option Name: Airspace Option 18f	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace extended to the north to contain aircraft leaving airways structure to north western IAF but amended to the north east to avoid Dunkeswell and North Hill airfields. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR, Class E+RMZ for the stubs and Class E/Class E+TMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. It is unlikely that all SID and transition options could be contained in CAS with this option. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment This option meets the known outcomes of the AMS.				
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET	



Summary of Qualitative Assessment: Class D and Class E+RMZ airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.

Design Principle 4: Any new airspace should facilitate fair	NOT MET	PARTIAL	MET
access to all airspace users.			

Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E/Class E+TMZ/Class E+RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR

Design Principle 5: Airspace designs should, where possible,	NOT MET	PARTIAL	MET
minimise the impact on non-Exeter Airport aviation in the			
local area.			

Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. Lower airspace extends over Farway Common and Branscombe airfields. Although the upper airspace is not over Dunkeswell and North Hill airfields, it does cover airspace around the airfields. ATC clearance will be required to enter Class D or Class E/Class E+TMZ/Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.

Design Principle 6: The size and categorisation of any new	NOT MET	PARTIAL	MET
controlled airspace should be proportionate to the requirement.			

Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths and would contain procedures to the south of the airport but is unlikely to contain all procedures to the north.

Design Principle 7: Airspace should connect to the airways	NOT MET	PARTIAL	MET
structure to ensure Commercial Air Transport remain inside			
Controlled Airspace when arriving or departing from Exeter			
Airport.			

Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.



Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.			

Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.

4.2.100 Airspace Option 18f

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option extends new airspace to the north of the airport into Class G airspace, which was a cause of concern to stakeholders. This option connects to the airways structure, but it is unlikely that all SID and Transition procedures would be contained in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Some stakeholders also expressed concern over airspace that is excessively complex; the non-linear northern boundary of this option may be considered too complicated. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A18g
Option Name: Airspace Option 18g	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace extended to the north to contain aircraft leaving airways structure to north western IAF but amended to the north east to avoid Dunkeswell and North Hill airfields. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR and Class E+RMZ for the stubs and upper zone.



Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in	NOT MET	PARTIAL	MET
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. It is unlikely that all SID and transition options could be contained in CAS with this option. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment This option meets the known outcomes of the AMS.				
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET	

Summary of Qualitative Assessment: Class D and Class E+RMZ airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.



Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E+RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'.					
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. Lower airspace extends over Farway Common and Branscombe airfields. Although the upper airspace is not over Dunkeswell and North Hill airfields, it does cover airspace around the airfields. ATC clearance will be required to enter Class D or Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.					
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: This option protects the paths and would contain procedures to the south of the aprocedures to the north.					
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.					
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.					



4.2.101 Airspace Option 18g

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option extends new airspace to the north of the airport into Class G airspace, which was a cause of concern to stakeholders. This option connects to the airways structure, but it is unlikely that all SID and Transition procedures would be contained in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Some stakeholders also expressed concern over airspace that is excessively complex; the non-linear northern boundary of this option may be considered too complicated. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A18h
Option Name: Airspace Option 18h	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace extended to the north to contain aircraft leaving airways structure to north western IAF but amended to the north east to avoid Dunkeswell and North Hill airfields. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR, RMZ for the stubs and Class E/Class E+TMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. SIDs and Transition procedures are unlikely to be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment This option meets the known outcomes of the AMS.				
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET	



Summary of Qualitative Assessment: Class D airspace and RMZ airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.

Design Principle 4: Any new airspace should facilitate fair	NOT MET	PARTIAL	MET
access to all airspace users.			

Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E/Class E+TMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR

Design Principle 5: Airspace designs should, where possible,	NOT MET	PARTIAL	MET
minimise the impact on non-Exeter Airport aviation in the			
local area.			

Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. Lower airspace extends over Farway Common and Branscombe airfields. Although the upper airspace is not over Dunkeswell and North Hill airfields, it does cover airspace around the airfields. ATC clearance will be required to enter Class D or Class E/Class E+TMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.

Design Principle 6: The size and categorisation of any new	NOT MET	PARTIAL	MET
controlled airspace should be proportionate to the			
requirement.			

Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths but is unlikely to contain the procedures in CAS.

Design Principle 7: Airspace should connect to the airways	NOT MET	PARTIAL	MET
structure to ensure Commercial Air Transport remain inside			
Controlled Airspace when arriving or departing from Exeter			
Airport.			

Summary of Qualitative Assessment: This option provides connectivity to the airways structure but not by recognised Controlled Airspace. This option does not ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.



Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			
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Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.

4.2.102 Airspace Option 18h

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option extends new airspace to the north of the airport into Class G airspace, which was a cause of concern to stakeholders. This option connects to the airways structure, but is unlikely to contain SID and Transition procedures in CAS. More detailed design work will be carried out at the next stage, to understand whether this option can be implemented alongside new SID and Transition procedures. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Some stakeholders also expressed concern over airspace that is excessively complex; the non-linear northern boundary of this option may be considered too complicated. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: A18i
Option Name: Airspace Option 18i	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Outer area expanded to lozenge shape that includes protection of the IAFs, but adjusted to the north to avoid Dunkeswell and North Hill airfields. Upper airspace extended to the north to contain aircraft leaving airways structure to north western IAF but amended to the north east to avoid Dunkeswell and North Hill airfields. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR, RMZ for the stubs and Class E+RMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. SIDs and Transition procedures are unlikely to be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ/RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment This option meets the known outcomes of the AMS.				
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET	



Summary of Qualitative Assessment: Class D airspace and RMZ airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport. **Design Principle 4:** Any new airspace should facilitate fair **NOT MET** PARTIAL MET access to all airspace users. Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E+RMZ/RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ/RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'. **Design Principle 5:** Airspace designs should, where possible, **NOT MET** PARTIAL MET minimise the impact on non-Exeter Airport aviation in the local area. Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. Lower airspace extends over Farway Common and Branscombe airfields. Although the upper airspace is not over Dunkeswell and North Hill airfields, it does cover airspace around the airfields. ATC clearance will be required to enter Class D or Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ/RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have. **Design Principle 6:** The size and categorisation of any new **NOT MET** PARTIAL MET controlled airspace should be proportionate to the requirement. Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths but is unlikely to contain the procedures in CAS. **Design Principle 7:** Airspace should connect to the airways **NOT MET** PARTIAL MET structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport. Summary of Qualitative Assessment: This option provides connectivity to the airways structure but not by recognised Controlled Airspace. This option does not ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport. **Design Principle 8:** Airspace should be designed to minimise **NOT MET** PARTIAL MET

the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of

other air traffic outside of the Controlled Airspace.



Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.

4.2.103 Airspace Option 18i

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option extends new airspace to the north of the airport into Class G airspace, which was a cause of concern to stakeholders. This option connects to the airways structure, but is unlikely to contain SID and Transition procedures in CAS. More detailed design work will be carried out at the next stage, to understand whether this option can be implemented alongside new SID and Transition procedures. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Some stakeholders also expressed concern over airspace that is excessively complex; the non-linear northern boundary of this option may be considered too complicated. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation		OPTION NO: A19			
Option Name: Airspace Option 19		ACCEPT			
Description of Option: Class D CTR and multiple Class D CTAs with varying lower and upper altitudes.		100 110 100 100 100 100 100 100 100 100	THE DATE OF THE PARTY OF THE PA		
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT ME	PARTIAL PARTIAL	MET		
Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.					
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT ME	T PARTIAL	MET		
Summary of Qualitative Assessment: This option meets the kn	own outc	omes of the AM	1S.		
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT ME	T PARTIAL	MET		
Summary of Qualitative Assessment: Class D airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.					
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT ME	PARTIAL	MET		
Summary of Qualitative Assessment: This option will require ATC clearance to access the new airspace but access to airspace will not routinely be denied.					



Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. Airspace extends over Farway Common, Branscombe, Dunkeswell and North Hill airfields. ATC clearance will be required to enter the airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.					
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: This option protects the paths and contains procedures.	e final appro	ach and initio	al climb out		
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: This option provides connectivity to the airways structure and would ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.					
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse					

Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.

4.2.104 Airspace Option 19

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option extends new airspace to the north of the airport into Class G airspace, which was a cause of concern to stakeholders. This option connects to the airways structure and contains the procedures in CAS. Some stakeholders expressed concern regarding the proximity of Class D airspace to other airfields in the local area and considered that having airspace overhead local airfield was unacceptable. Some stakeholders considered this option unacceptable due to the complexity of the design and associated safety concerns. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the



protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved. This option could only be implemented without SID or Transition procedures.



5 Updated Designs Following Engagement

5.1 Stakeholder Evaluation of Design Options

Following a review of the design options by the stakeholders that had contributed to the development of the Design Principles, 2 alternate Post-Engagement (PE) options have been developed and included in the Design Principle Evaluation.

5.1.1 Airspace Option PE1

Some stakeholders considered that the large, lozenge airspace around the airport was excessive and that a circle, radius 5 nm, was more acceptable. It was suggested that amendments to Option 3 which included extending the stubs so that they encompass the IFs could be viable and acceptable.

5.1.2 Airspace Option PE2

The size, position and complexity of some of the later options were considered by some stakeholders to be unviable. The options that included layered airspace that provided connectivity and containment were important to some stakeholders. This option reduces the size of the lower airspace structure to reduce the impact on other airspace users, whilst the upper airspace provides connectivity and containment for protection of commercial traffic.

5.1.3 Airspace Option PE3

The size, position and complexity of some of the later options were considered by some stakeholders to be unviable. The options that included layered airspace that provided connectivity and containment were important to some stakeholders. This option reduces the size of the lower airspace structure to reduce the impact on other airspace users and restricts the upper airspace to the south of the airport to provide connectivity and containment for protection of commercial traffic.



Design Principle Evaluation		OPTION NO: PE1a			
Option Name: Airspace Option PE1a		ACCEPT			
Description of Option: A circular zone, radius 5 nm. Stubs 4 nm wide extended to include protection of the IFPs. Top height would be FL65. Base height of the stubs nominally 1,500 ft. Airspace classification would be Class D for this suboption.	The state of the s		SCHOOLS IN THE STORY OF THE STO		
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. However, SIDs and Transition procedures would not be contained with this option. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.					
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: This option meets the kno	own outcom	es of the AM	IS.		
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: Class D airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.					
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET		
Summary of Qualitative Assessment: This option will require ATC clearance to access the new airspace but access to airspace will not routinely be denied.					
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET		



Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. The stubs extend over Farway Common airfield. ATC clearance will be required to enter the airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.

Design Principle 6: The size and categorisation of any new	NOT MET	PARTIAL	MET
controlled airspace should be proportionate to the			
requirement.			

Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths but does not contain procedures.

Design Principle 7: Airspace should connect to the airways	NOT MET	PARTIAL	MET
structure to ensure Commercial Air Transport remain inside			
Controlled Airspace when arriving or departing from Exeter			
Airport.			

Summary of Qualitative Assessment: This option provides connectivity to the airways structure but is unlikely to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.

Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			

Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.

5.1.4 Airspace Option PE1a

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. Although this option connects to the airways structure, it is unlikely that the lateral dimensions would allow containment of the SIDs or Transition procedures, hence this option could only be implemented without SID or Transition procedures. More detailed design work will be carried out at the next stage, to understand whether this option can be implemented alongside new SID and Transition procedures. Although this option has been included following stakeholder feedback, the concern regarding the proximity of Class D airspace to other airfields in the local area still exists. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the stubs. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation		OPTION NO: PE1b		
Option Name: Airspace Option PE1b		REJECT		
Description of Option: A circular zone, radius 5 nm. Stubs 4 nm wide extended to include protection of the IFPs. Top height would be FL65. Base height of the stubs nominally 1,500 ft. Airspace classification for this sub-option would be Class D for the CTR and Class E or Class E+TMZ for the stubs.	No. of the control of	AND THE STATE OF T		SCHOOL STATE OF STATE
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT M	IET	PARTIAL	MET
Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. However, SIDs and Transition procedures would not be contained with this option. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.				
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT M	IET	PARTIAL	MET
Summary of Qualitative Assessment: This option meets the kn	own out	com	es of the AM	S.
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT M	IET	PARTIAL	MET
Summary of Qualitative Assessment: Class D airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport. Class E/Class E+TMZ airspace would create a known traffic environment that protects the critical stages of flight for IFR operations only.				
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT M	IET	PARTIAL	MET



Summary of Qualitative Assessment: This option will require ATC clearance to access the CTR or Class E/Class E+TMZ (if operating under IFR) airspace but access to airspace will not routinely be denied. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR.

Design Principle 5: Airspace designs should, where possible,	NOT MET	PARTIAL	MET
minimise the impact on non-Exeter Airport aviation in the			
local area.			

Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. The stubs extend over Farway Common airfield. ATC clearance will be required to enter Class D or Class E/Class E+TMZ (if operating under IFR) airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.

Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.

NOT MET PARTIAL MET

Summary of Qualitative Assessment: This option does not fully protect the final approach and initial climb out paths or contain procedures.

Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.

NOT MET

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Summary of Qualitative Assessment: This option provides connectivity to the airways structure but is unlikely to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.

Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.

NOT MET

PARTIAL

MET

Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.

5.1.5 Airspace Option PE1b

This option does not address the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ; there is the potential for conflict from aircraft operating VFR in Class E/Class E+TMZ airspace, where ATC separation is not provided. This option connects to the airways structure, it is unlikely that the lateral



dimensions would allow containment of the SIDs or Transition procedures, hence this option could only be implemented without SID or Transition procedures. Although this option has been included following stakeholder feedback, the concern regarding the proximity of Class D airspace to other airfields in the local area still exists. More detailed design work will be carried out at the next stage, to understand whether this option can be implemented alongside new SID and Transition procedures. As this option does not fully protect the final approach and initial climb out paths, this option is rejected.



Design Principle Evaluation		OPTION NO	: PE1c
Option Name: Airspace Option PE1c		ACCEP ²	Т
Description of Option: A circular zone, radius 5 nm. Stubs 4 nm wide extended to include protection of the IFPs. Top height would be FL65. Base height of the stubs nominally 1,500 ft. Airspace classification for this sub-option would be Class D for the CTR and Class E+RMZ or RMZ for the stubs.	The state of the s	The state of the s	SECONDINA DE L'ANGE LE COM COMMENTANTE DE L'ANGE LE COM COMMENTANTE DE L'ANGE LE COM COMMENTANTE DE L'ANGE LE COM COMMENTANTE DE L'ANGE LE COMMENTANTE DE L'ANGE LE COMMENTANTE DE L'ANG
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will be design safety. The design will be compliant with the required technic compatible with the appropriate regulatory requirements. How would not be contained with this option. Although ATC separat operating VFR in Class E+RMZ/RMZ airspace, ATC would provi for maintaining separation would be the responsibility of the ashould enhance the safety of aircraft operating to and from Exe of protection, it has the potential to create choke points redisplaced by and operating outside of any new airspace.	cal criteria a vever, SIDs ion would i ide traffic in aircraft cap eter Airport	and will be cor and Transition not be provide nformation; re tain. Although due to the inc	procedures d to aircraft esponsibility this option reased level
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option meets the kn	own outco	mes of the AM	1S.
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Class D and Class E+RMZ, traffic environment that protects the critical stages of flight, th paths, at Exeter Airport.	•		
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET



Summary of Qualitative Assessment: This option will require ATC clearance to access the CTR or Class E (if operating under IFR) airspace but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ/RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'.

Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Any additional airspace is airspace users in the local area. The stubs extend over Farway be required to enter Class D or Class E+RMZ (if operating under will require two-way communications prior to entering Class E-committed to introducing suitable mitigation to minimise any airspace may have.	Common air IFR) airspace +RMZ/RMZ a	field. ATC cle e. Aircraft op irspace. Exet	earance will erating VFR er Airport is
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option protects the paths but does not contain procedures.	e final appro	ach and initia	al climb out

Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.

NOT MET

PARTIAL

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Summary of Qualitative Assessment: This option provides connectivity to the airways structure but does not ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.

Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.

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Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.

5.1.6 Airspace Option PE1c

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ, although there is the potential for

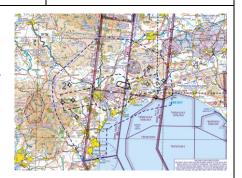


conflict from aircraft operating VFR in Class E+RMZ/RMZ airspace, where ATC separation is not provided. Traffic information from ATC should mitigate this issue. This option connects to the airways structure, it is unlikely that the lateral dimensions would allow containment of the SIDs or Transition procedures, hence this option could only be implemented without SID or Transition procedures. Although this option has been included following stakeholder feedback, the concern regarding the proximity of Class D airspace to other airfields in the local area still exists. More detailed design work will be carried out at the next stage, to understand whether this option can be implemented alongside new SID and Transition procedures. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the stubs. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: PE2a
Option Name: Airspace Option PE2a	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Stubs 5 nm wide extended to include protection of the IFPs. Upper airspace extended to the north to contain aircraft leaving airways structure to northern IAFs. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification would be Class D for this sub-option.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the kno	own outcome	s of the AMS	.
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Class D airspace would	create a kno	own traffic e	nvironment

Summary of Qualitative Assessment: Class D airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.

Design Principle 4: Any new airspace should facilitate fair access to all airspace users.

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Summary of Qualitative Assessment: This option will require ATC clearance to access the new airspace but access to airspace will not routinely be denied.



Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Any additional airspace is airspace users in the local area. The stubs extend over Farvairspace extends over Branscombe, Dunkeswell and North required to enter the airspace. Exeter Airport is committed minimise any impact that the introduction of new airspace may	way Commor Hill airfields to introducin	n airfield and . ATC cleara	I the upper nce will be	
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option protects the paths and contains procedures.	e final appro	ach and initio	al climb out	
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option provides connectivity to the airways structure and would ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.				
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option is anticipate	ed to maintai	n or reduce a	any adverse	

Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.

5.1.7 Airspace Option PE2a

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option extends new airspace to the north of the airport into Class G airspace, which was a cause of concern to stakeholders. This option connects to the airways structure and contains the procedures in CAS. Although this option has been included following stakeholder feedback, the concern regarding the proximity of Class D airspace to other airfields in the local area still exists. Stakeholders considered that having airspace overhead local airfields was unacceptable. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an



expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: PE2b
Option Name: Airspace Option PE2b	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Stubs 5 nm wide extended to include protection of the IFPs. Upper airspace extended to the north to contain aircraft leaving airways structure to northern IAFs. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR and stubs and Class E or Class E+TMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment This option meets the kno	own outcome	s of the AMS		
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Class D airspace for the CTR and stubs would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.				
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET	



Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E/Class E+TMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR.

Design Principle 5: Airspace designs should, where possible,	NOT MET	PARTIAL	MET
minimise the impact on non-Exeter Airport aviation in the			
local area.			

Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. The stubs extend over Farway Common airfield and the upper airspace extends over Branscombe, Dunkeswell and North Hill airfields. ATC clearance will be required to enter Class D or Class E/Class E+TMZ airspace (if operating under IFR). Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.

Design Principle 6: The size and categorisation of any new	NOT MET	PARTIAL	MET
controlled airspace should be proportionate to the			
requirement.			

Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths and contains procedures.

Summary of Qualitative Assessment: This option provides connectivity to the airways structure and would ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.

Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			
			İ

Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.

5.1.8 Airspace Option PE2b

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option extends new airspace to



the north of the airport into Class G airspace, which was a cause of concern to stakeholders. This option connects to the airways structure and contains the procedures in CAS. Although this option has been included following stakeholder feedback, the concern regarding the proximity of Class D airspace to other airfields in the local area still exists. Stakeholders considered that having airspace overhead local airfields was unacceptable. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: PE2c
Option Name: Airspace Option PE2c	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Stubs 5 nm wide extended to include protection of the IFPs. Upper airspace extended to the north to contain aircraft leaving airways structure to northern IAFs. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR and stubs and Class E+RMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in	NOT MET	PARTIAL	MET
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment This option meets the kno	own outcome	es of the AMS	.	
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Class D airspace for the CTR and stubs would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.				
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET	



Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E+RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'.

Design Principle 5: Airspace designs should, where possible,	NOT MET	PARTIAL	MET
minimise the impact on non-Exeter Airport aviation in the			
local area.			

Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. The stubs extend over Farway Common airfield and the upper airspace extends over Branscombe, Dunkeswell and North Hill airfields. ATC clearance will be required to enter Class D or Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.

Design Principle 6: The size and categorisation of any new	NOT MET	PARTIAL	MET
controlled airspace should be proportionate to the requirement.			

Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths and contains procedures.

Design Principle 7: Airspace should connect to the airways	NOT MET	PARTIAL	MET
structure to ensure Commercial Air Transport remain inside			
Controlled Airspace when arriving or departing from Exeter			
Airport.			

Summary of Qualitative Assessment: This option provides connectivity to the airways structure and would ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.

Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			
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Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.



5.1.9 Airspace Option PE2c

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option extends new airspace to the north of the airport into Class G airspace, which was a cause of concern to stakeholders. This option connects to the airways structure and contains the procedures in CAS. Although this option has been included following stakeholder feedback, the concern regarding the proximity of Class D airspace to other airfields in the local area still exists. Stakeholders considered that having airspace overhead local airfields was unacceptable. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved



Design Principle Evaluation	OPTION NO: PE2d
Option Name: Airspace Option PE2d	REJECT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Stubs 5 nm wide extended to include protection of the IFPs. Upper airspace extended to the north to contain aircraft leaving airways structure to northern IAFs. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR and Class E or Class E+TMZ for the stubs and upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the known outcomes of the AMS.).
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: Class D airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport. Class E/Class E+TMZ airspace would create a known traffic environment that protects the critical stages of flight for IFR operations only.



Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option will require ATC clearance to access Class airspace or Class E/Class E+TMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. Carriage and operation of pressure-altitude reporting transponders in mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR.				
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on airspace users in the local area. The stubs extend over Farway Common airfield and the dairspace extends over Branscombe, Dunkeswell and North Hill airfields. ATC clearance we required to enter Class D or Class E/Class E+TMZ airspace (if operating under IFR). Exeter Airp committed to introducing suitable mitigation to minimise any impact that the introduction of airspace may have, which would include the use of alternative forms of electronic conspicuity of the TMZ.			I the upper nce will be er Airport is tion of new	
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option does not fully climb out paths.	protect the	final approac	h and initial	
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option provides connectivity to the airways structure and would ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.				
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be a increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.				



5.1.10 Airspace Option PE2d

This option does not address the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ; there is the potential for conflict from aircraft operating VFR in Class E/Class E+TMZ airspace, where ATC separation is not provided. This option extends new airspace to the north of the airport into Class G airspace, which was a cause of concern to stakeholders. This option connects to the airways structure and contains the procedures in CAS. Although this option has been included following stakeholder feedback, the concern regarding the proximity of Class D airspace to other airfields in the local area still exists. Stakeholders considered that having airspace overhead local airfields was unacceptable. As this option does not fully protect the final approach and initial climb out paths, this option is rejected.



Design Principle Evaluation	OPTION NO: PE2e
Option Name: Airspace Option PE2e	REJECT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Stubs 5 nm wide extended to include protection of the IFPs. Upper airspace extended to the north to contain aircraft leaving airways structure to northern IAFs. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR, Class E/Class E+TMZ for the stubs and Class E+RMZ for the upper zone.



NOT MET	PARTIAL	MET
	NOT MET	NOT MET PARTIAL

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET			
ummary of Qualitative Assessment This option meets the known outcomes of the AMS.						
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET			

Summary of Qualitative Assessment: Class D airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport. Class E/Class E+TMZ airspace would create a known traffic environment that protects the critical stages of flight for IFR operations only.



Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET			
Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E/Class E+TMZ/Class E+RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to stand by'. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR.						
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET			
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. The stubs extend over Farway Common airfield and the upper airspace extends over Branscombe, Dunkeswell and North Hill airfields. ATC clearance will be required to enter Class D or Class E/Class E+TMZ/Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.						
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET			
Summary of Qualitative Assessment: This option does not fully protect the final approach and initial climb out paths.						
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET			
Summary of Qualitative Assessment: This option provides connectivity to the airways structure and would ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.						
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET			



5.1.11 Airspace Option PE2e

This option does not address the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ; there is the potential for conflict from aircraft operating VFR in Class E/Class E+TMZ airspace, where ATC separation is not provided. This option extends new airspace to the north of the airport into Class G airspace, which was a cause of concern to stakeholders. This option connects to the airways structure and contains the procedures in CAS. Although this option has been included following stakeholder feedback, the concern regarding the proximity of Class D airspace to other airfields in the local area still exists. Stakeholders considered that having airspace overhead local airfields was unacceptable. As this option does not fully protect the final approach and initial climb out paths, this option is rejected.



Design Principle Evaluation	OPTION NO: PE2f	
Option Name: Airspace Option PE2f	ACCEPT	

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Stubs 5 nm wide extended to include protection of the IFPs. Upper airspace extended to the north to contain aircraft leaving airways structure to northern IAFs. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR, Class E+RMZ for the stubs and Class E/Class E+TMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the kno	own outcome	s of the AMS	
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: Class D and Class E+RMZ airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.



Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will require ATC clearance to access Class airspace or Class E/Class E+TMZ/Class E+RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay informatio transmissions by requesting pilots to 'standby', unless for urgent operational reasor Communications with pilots will be established as soon as possible after having instructed them t 'stand by'. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFF			to airspace latory Class nformation al reason. ed them to cory in Class
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. The stubs extend over Farway Common airfield and the upper airspace extends over Branscombe, Dunkeswell and North Hill airfields. ATC clearance will be required to enter Class D or Class E/Class E+TMZ/Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.			
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option protects the paths and contains procedures.	e final appro	ach and initia	al climb out
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides connectivity to the airways structure and would ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET



5.1.12 Airspace Option PE2f

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option extends new airspace to the north of the airport into Class G airspace, which was a cause of concern to stakeholders. This option connects to the airways structure and contains the procedures in CAS. Although this option has been included following stakeholder feedback, the concern regarding the proximity of Class D airspace to other airfields in the local area still exists. Stakeholders considered that having airspace overhead local airfields was unacceptable. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: PE2g
Option Name: Airspace Option PE2g	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Stubs 5 nm wide extended to include protection of the IFPs. Upper airspace extended to the north to contain aircraft leaving airways structure to northern IAFs. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR and Class E+RMZ for the stubs and upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the kno	own outcome	es of the AMS	j.
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Class D and Class E+RMZ airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.			
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET



Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E+RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'.

Design Principle 5: Airspace designs should, where possible,	NOT MET	PARTIAL	MET
minimise the impact on non-Exeter Airport aviation in the			
local area.			

Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. The stubs extend over Farway Common airfield and the upper airspace extends over Branscombe, Dunkeswell and North Hill airfields. ATC clearance will be required to enter Class D or Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.

Design Principle 6: The size and categorisation of any new	NOT MET	PARTIAL	MET
controlled airspace should be proportionate to the requirement.			

Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths and contains procedures.

Design Principle 7: Airspace should connect to the airways	NOT MET	PARTIAL	MET
structure to ensure Commercial Air Transport remain inside			
Controlled Airspace when arriving or departing from Exeter			
Airport.			

Summary of Qualitative Assessment: This option provides connectivity to the airways structure and would ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.

Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			
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Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.



5.1.13 Airspace Option PE2g

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option extends new airspace to the north of the airport into Class G airspace, which was a cause of concern to stakeholders. This option connects to the airways structure and contains the procedures in CAS. Although this option has been included following stakeholder feedback, the concern regarding the proximity of Class D airspace to other airfields in the local area still exists. Stakeholders considered that having airspace overhead local airfields was unacceptable. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: PE2h
Option Name: Airspace Option PE2h	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Stubs 5 nm wide extended to include protection of the IFPs. Upper airspace extended to the north to contain aircraft leaving airways structure to northern IAFs. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR, RMZ for the stubs and Class E/Class E+TMZ for the upper zone.



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Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. SIDs and Transition procedures are unlikely to be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the kno	own outcome	es of the AMS).
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: Class D airspace and RMZ airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.



Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E/Class E+TMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR			
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. The stubs extend over Farway Common airfield and the upper airspace extends over Branscombe, Dunkeswell and North Hill airfields. ATC clearance will be required to enter Class D or Class E/Class E+TMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.			the upper nce will be ft operating Airport is tion of new
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option protects the paths but is unlikely to contain the procedures.	e final approa	ach and initia	al climb out
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides connectivity to the airways structure but not by recognised Controlled Airspace. This option does not ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET



5.1.14 Airspace Option PE2h

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option extends new airspace to the north of the airport into Class G airspace, which was a cause of concern to stakeholders. This option connects to the airways structure, but is unlikely to contain SID and Transition procedures in CAS. More detailed design work will be carried out at the next stage, to understand whether this option can be implemented alongside new SID and Transition procedures. Although this option has been included following stakeholder feedback, the concern regarding the proximity of Class D airspace to other airfields in the local area still exists. Stakeholders considered that having airspace overhead local airfields was unacceptable. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: PE2i
Option Name: Airspace Option PE2i	ACCEPT

Description of Option: Layered airspace, lower airspace lozenge shaped zone, circular portion 6 nm radius, truncated 5 nm laterally parallel to the runway centreline. Stubs 5 nm wide extended to include protection of the IFPs. Upper airspace extended to the north to contain aircraft leaving airways structure to northern IAFs. Southern boundary extended to contain aircraft leaving airway structure to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR, RMZ for the stubs and Class E+RMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. SIDs and Transition procedures are unlikely to be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ/RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the kno	own outcome	s of the AMS	j.
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: Class D airspace and RMZ airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.



airspace.

Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will require ATC clearance to access Class E airspace or Class E+RMZ/RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ/RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason Communications with pilots will be established as soon as possible after having instructed them to 'stand by'.			
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. The stubs extend over Farway Common airfield and the upper airspace extends over Branscombe, Dunkeswell and North Hill airfields. ATC clearance will be required to enter Class D or Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ/RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.			
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option protects the paths but is unlikely to contain the procedures.	e final appro	ach and initia	al climb out
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides connot by recognised Controlled Airspace. This option does not remain inside Controlled Airspace when arriving or departing for	ot ensure Co	mmercial Ai	
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new			



5.1.15 Airspace Option PE2i

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option extends new airspace to the north of the airport into Class G airspace, which was a cause of concern to stakeholders. This option connects to the airways structure, but is unlikely to contain SID and Transition procedures in CAS. More detailed design work will be carried out at the next stage, to understand whether this option can be implemented alongside new SID and Transition procedures. Although this option has been included following stakeholder feedback, the concern regarding the proximity of Class D airspace to other airfields in the local area still exists. Stakeholders considered that having airspace overhead local airfields was unacceptable. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation		OPTION	NO: PE3a	
Option Name: Airspace Option PE3a		ACCEPT		
Description of Option: Layered airspace, lower airspace a circular zone, radius 5 nm. Stubs 4 nm wide extended to include protection of the IFPs. Upper airspace northern boundary in line with northern edge of stubs. Southern boundary extended to contain aircraft leaving airway structure to the south of the airport to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification would be Class D for this sub-option.			SECURIOR STATE OF STA	
Design Principle 1: Airspace design must at least maintain, and ideally enhance, aviation safety for all airspace users in the local area.	NOT M	ET PARTIA	L MET	
Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Only the SID and transition options to the south of the airport would be contained with this option. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.				
Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT M	ET PARTIA	L MET	
Summary of Qualitative Assessment This option meets the kno	wn outc	omes of the A	MS.	
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT M	ET PARTIA	L MET	
Summary of Qualitative Assessment: Class D airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.				
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT M	ET PARTIA	L MET	

Summary of Qualitative Assessment: This option will require ATC clearance to access the new airspace but access to airspace will not routinely be denied.



Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. The stubs extend over Farway Common airfield and the upper airspace extends over Branscombe airfield. ATC clearance will be required to enter the airspace Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.			
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths and would contain the departure and transition procedures to the south of the airport.			
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option is anticipate	ed to maintai	n or reduce a	any adverse

5.1.16 Airspace Option PE3a

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but only SID and Transition procedures to the south of the airport will be contained in CAS. Although this option has been included following stakeholder feedback, the concern regarding the proximity of Class D airspace to other airfields in the local area still exists. Stakeholders considered that having airspace overhead local airfields was unacceptable. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height



of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: PE3b
Option Name: Airspace Option PE3b	ACCEPT

Description of Option: Layered airspace, lower airspace a circular zone, radius 5 nm. Stubs 4 nm wide extended to include protection of the IFPs. Upper airspace northern boundary in line with northern edge of stubs. Southern boundary extended to contain aircraft leaving airway structure to the south of the airport to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR and stubs and Class E or Class E+TMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Only the SID and transition options to the south of the airport would be contained with this option. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the kno	own outcome	s of the AMS	j.
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Class D airspace for the traffic environment that protects the critical stages of flight, the paths, at Exeter Airport.			
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET



Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E/Class E+TMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR.

Design Principle 5: Airspace designs should, where possible,	NOT MET	PARTIAL	MET
minimise the impact on non-Exeter Airport aviation in the			
local area.			

Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. The stubs extend over Farway Common airfield and the upper airspace extends over Branscombe airfield. ATC clearance will be required to enter Class D or Class E/Class E+TMZ airspace (if operating under IFR). Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.

Design Principle 6: The size and categorisation of any new	NOT MET	PARTIAL	MET
controlled airspace should be proportionate to the			
requirement.			

Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths and would contain the departure and transition procedures to the south of the airport.

Design Principle 7: Airspace should connect to the airways	NOT MET	PARTIAL	MET
structure to ensure Commercial Air Transport remain inside			
Controlled Airspace when arriving or departing from Exeter			
Airport.			

Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.

Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			

Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.

5.1.17 Airspace Option PE3b

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north,



which was supported by some stakeholders. This option connects to the airways structure, but only SID and Transition procedures to the south of the airport will be contained in CAS. Although this option has been included following stakeholder feedback, the concern regarding the proximity of Class D airspace to other airfields in the local area still exists. Stakeholders considered that having airspace overhead local airfields was unacceptable. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: PE3c
Option Name: Airspace Option PE3c	ACCEPT

Description of Option: Layered airspace, lower airspace a circular zone, radius 5 nm. Stubs 4 nm wide extended to include protection of the IFPs. Upper airspace northern boundary in line with northern edge of stubs. Southern boundary extended to contain aircraft leaving airway structure to the south of the airport to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR and stubs and Class E+RMZ for the upper zone.



NOT MET	PARTIAL	MET
	NOT MET	NOT MET PARTIAL

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Only the SID and transition options to the south of the airport would be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment This option meets the known outcomes of the AMS.				
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Class D airspace for the CTR and stubs would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.				
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET	



Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E+RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'.

Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the	PARTIAL	MET
local area.		

Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. The stubs extend over Farway Common airfield and the upper airspace extends over Branscombe airfield. ATC clearance will be required to enter Class D or Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.

Design Principle 6: The size and categorisation of any new	NOT MET	PARTIAL	MET
controlled airspace should be proportionate to the			
requirement.			

Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths and would contain the departure and transition procedures to the south of the airport.

Design Principle 7: Airspace should connect to the airways	NOT MET	PARTIAL	MET
structure to ensure Commercial Air Transport remain inside			
Controlled Airspace when arriving or departing from Exeter			
Airport.			

Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.

Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			

Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.

5.1.18 Airspace Option PE3c

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to



the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but only SID and Transition procedures to the south of the airport will be contained in CAS. Although this option has been included following stakeholder feedback, the concern regarding the proximity of Class D airspace to other airfields in the local area still exists. Stakeholders considered that having airspace overhead local airfields was unacceptable. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved



Design Principle Evaluation	OPTION NO: PE3d
Option Name: Airspace Option PE3d	REJECT

Description of Option: Layered airspace, lower airspace a circular zone, radius 5 nm. Stubs 4 nm wide extended to include protection of the IFPs. Upper airspace northern boundary in line with northern edge of stubs. Southern boundary extended to contain aircraft leaving airway structure to the south of the airport to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR and Class E or Class E+TMZ for the stubs and upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Only the SID and transition options to the south of the airport would be contained with this option. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the known outcomes of the AMS.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: Class D airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport. Class E/Class E+TMZ airspace would create a known traffic environment that protects the critical stages of flight for IFR operations only.



Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E/Class E+TMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR.			
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. The stubs extend over Farway Common airfield and the upper airspace extends over Branscombe airfield. ATC clearance will be required to enter Class D or Class E/Class E+TMZ airspace (if operating under IFR). Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.			
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option does not fully climb out paths.	protect the	final approac	h and initial
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.			



5.1.19 Airspace Option PE3d

This option does not address the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ; there is the potential for conflict from aircraft operating VFR in Class E/Class E+TMZ airspace, where ATC separation is not provided. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but only SID and Transition procedures to the south of the airport will be contained in CAS. Although this option has been included following stakeholder feedback, the concern regarding the proximity of Class D airspace to other airfields in the local area still exists. Stakeholders considered that having airspace overhead local airfields was unacceptable. As this option does not fully protect the final approach and initial climb out paths, this option is rejected.



Design Principle Evaluation	OPTION NO: PE3e
Option Name: Airspace Option PE3e	REJECT

Description of Option: Layered airspace, lower airspace a circular zone, radius 5 nm. Stubs 4 nm wide extended to include protection of the IFPs. Upper airspace northern boundary in line with northern edge of stubs. Southern boundary extended to contain aircraft leaving airway structure to the south of the airport to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR, Class E/Class E+TMZ for the stubs and Class E+RMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Only the SID and transition options to the south of the airport would be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the kno	own outcome	s of the AMS	
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: Class D airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport. Class E/Class E+TMZ airspace would create a known traffic environment that protects the critical stages of flight for IFR operations only.



Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option will require ATC clearance to access Class I airspace or Class E/Class E+TMZ/Class E+RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason Communications with pilots will be established as soon as possible after having instructed them to 'stand by'. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFF			to airspace latory Class information lal reason. led them to tory in Class	
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. The stubs extend over Farway Common airfield and the upper airspace extends over Branscombe airfield. ATC clearance will be required to enter Class D or Class E/Class E+TMZ/Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.			I the upper s D or Class will require mmitted to rspace may	
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement. NOT MET PARTIAL MET				
Summary of Qualitative Assessment: This option does not fully climb out paths.	Summary of Qualitative Assessment: This option does not fully protect the final approach and initial climb out paths.			
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.				
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.				



5.1.20 Airspace Option PE3e

This option does not address the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ; there is the potential for conflict from aircraft operating VFR in Class E/Class E+TMZ airspace, where ATC separation is not provided. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but only SID and Transition procedures to the south of the airport will be contained in CAS. Although this option has been included following stakeholder feedback, the concern regarding the proximity of Class D airspace to other airfields in the local area still exists. Stakeholders considered that having airspace overhead local airfields was unacceptable. As this option does not fully protect the final approach and initial climb out paths, this option is rejected.



Design Principle Evaluation	OPTION NO: PE3f
Option Name: Airspace Option PE3f	ACCEPT

Description of Option: Layered airspace, lower airspace a circular zone, radius 5 nm. Stubs 4 nm wide extended to include protection of the IFPs. Upper airspace northern boundary in line with northern edge of stubs. Southern boundary extended to contain aircraft leaving airway structure to the south of the airport to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR, Class E+RMZ for the stubs and Class E/Class E+TMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Only the SID and transition options to the south of the airport would be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the kno	own outcome	s of the AMS	.
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: Class D and Class E+RMZ airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.



Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E/Class E+TMZ/Class E+RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR.			
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. The stubs extend over Farway Common airfield and the upper airspace extends over Branscombe airfield. ATC clearance will be required to enter Class D or Class E/Class E+TMZ/Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.			
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option protects the paths and would contain the departure and transition procedu			
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.			
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET



5.1.21 Airspace Option PE3f

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but only SID and Transition procedures to the south of the airport will be contained in CAS. Although this option has been included following stakeholder feedback, the concern regarding the proximity of Class D airspace to other airfields in the local area still exists. Stakeholders considered that having airspace overhead local airfields was unacceptable. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: PE3g
Option Name: Airspace Option PE3g	ACCEPT

Description of Option: Layered airspace, lower airspace a circular zone, radius 5 nm. Stubs 4 nm wide extended to include protection of the IFPs. Upper airspace northern boundary in line with northern edge of stubs. Southern boundary extended to contain aircraft leaving airway structure to the south of the airport to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR and Class E+RMZ for the stubs and upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. Only the SID and transition options to the south of the airport would be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the kno	own outcome	s of the AMS	.
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Class D and Class E+RMZ environment that protects the critical stages of flight, the final at Exeter Airport.	•		
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET



Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E+RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'.

Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the	PARTIAL	MET
local area.		

Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. The stubs extend over Farway Common airfield and the upper airspace extends over Branscombe airfield. ATC clearance will be required to enter Class D or Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.

Design Principle 6: The size and categorisation of any new	NOT MET	PARTIAL	MET
controlled airspace should be proportionate to the			
requirement.			

Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths and would contain the departure and transition procedures to the south of the airport.

Design Principle 7: Airspace should connect to the airways	NOT MET	PARTIAL	MET
structure to ensure Commercial Air Transport remain inside			
Controlled Airspace when arriving or departing from Exeter			
Airport.			

Summary of Qualitative Assessment: This option provides connectivity to the airways structure. Commercial Air Transport would be able to remain inside Controlled Airspace when arriving or departing from Exeter Airport.

Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.			
other all traffic outside of the controlled All space.			

Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.

5.1.22 Airspace Option PE3g

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to



the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but only SID and Transition procedures to the south of the airport will be contained in CAS. Although this option has been included following stakeholder feedback, the concern regarding the proximity of Class D airspace to other airfields in the local area still exists. Stakeholders considered that having airspace overhead local airfields was unacceptable. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: PE3h
Option Name: Airspace Option PE3h	ACCEPT

Description of Option: Layered airspace, lower airspace a circular zone, radius 5 nm. Stubs 4 nm wide extended to include protection of the IFPs. Upper airspace northern boundary in line with northern edge of stubs. Southern boundary extended to contain aircraft leaving airway structure to the south of the airport to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR, RMZ for the stubs and Class E/Class E+TMZ for the upper zone.



Design Principle 1: Airspace design must at least maintain,	NOT MET	PARTIAL	MET
and ideally enhance, aviation safety for all airspace users in			
the local area.			

Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. SIDs and Transition procedures are unlikely to be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. ATC separation would not be provided to aircraft operating VFR in Class E/Class E+TMZ airspace; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the kno	own outcome	s of the AMS	
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET

Summary of Qualitative Assessment: Class D airspace and RMZ airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.



Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E/Class E+TMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'. Carriage and operation of pressure-altitude reporting transponders is mandatory in Class E+TMZ airspace. There will be no restrictions to access of Class E airspace for aircraft operating VFR				
Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. The stubs extend over Farway Common airfield and the upper airspace extends over Branscombe airfield. ATC clearance will be required to enter Class D or Class E/Class E+TMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have, which would include the use of alternative forms of electronic conspicuity within the TMZ.				
Design Principle 6: The size and categorisation of any new controlled airspace should be proportionate to the requirement.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths but is unlikely to contain the procedures.				
Design Principle 7: Airspace should connect to the airways structure to ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.	NOT MET	PARTIAL	MET	
Summary of Qualitative Assessment: This option provides connot by recognised Controlled Airspace. This option does not remain inside Controlled Airspace when arriving or departing f	ot ensure Co	mmercial Ai		
Design Principle 8: Airspace should be designed to minimise the adverse impact of aircraft noise and emissions, including any consequential impacts caused by the displacement of other air traffic outside of the Controlled Airspace.	NOT MET	PARTIAL	MET	



5.1.23 Airspace Option PE3h

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but is unlikely to contain SID and Transition procedures in CAS. More detailed design work will be carried out at the next stage, to understand whether this option can be implemented alongside new SID and Transition procedures. Although this option has been included following stakeholder feedback, the concern regarding the proximity of Class D airspace to other airfields in the local area still exists. Stakeholders considered that having airspace overhead local airfields was unacceptable. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



Design Principle Evaluation	OPTION NO: PE3i
Option Name: Airspace Option PE3i	ACCEPT

Description of Option: Layered airspace, lower airspace a circular zone, radius 5 nm. Stubs 4 nm wide extended to include protection of the IFPs. Upper airspace northern boundary in line with northern edge of stubs. Southern boundary extended to contain aircraft leaving airway structure to the south of the airport to southern IAFs for approach procedures. The zone around the airport nominally from the surface to 3,000 ft with the stubs nominally 1,500 ft base height to 3,000 ft. The upper airspace top height FL65. Airspace classification for this sub-option would be Class D for the CTR, RMZ for the stubs and Class E+RMZ for the upper zone.



and ideally enhance, aviation safety for all airspace users in the local area.	T MET	PARTIAL	MET
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Summary of Qualitative Assessment: This option will be designed to meet acceptable levels of flight safety. The design will be compliant with the required technical criteria and will be consistent and compatible with the appropriate regulatory requirements. SIDs and Transition procedures are unlikely to be contained with this option. Although ATC separation would not be provided to aircraft operating VFR in Class E+RMZ/RMZ airspace, ATC would provide traffic information; responsibility for maintaining separation would be the responsibility of the aircraft captain. Although this option should enhance the safety of aircraft operating to and from Exeter Airport due to the increased level of protection, it has the potential to create choke points resulting in the funnelling of aircraft displaced by and operating outside of any new airspace.

Design Principle 2: Airspace design must accord with the CAA's published Airspace Modernisation Strategy and any future plans associated with it.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment This option meets the known outcomes of the AMS.			
Design Principle 3: New airspace should create a known traffic environment to protect the final approach and climbout paths at Exeter Airport.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment: Class D airspace and RMZ airspace would create a known traffic environment that protects the critical stages of flight, the final approach and initial climb-out paths, at Exeter Airport.			
Design Principle 4: Any new airspace should facilitate fair access to all airspace users.	NOT MET	PARTIAL	MET



Summary of Qualitative Assessment: This option will require ATC clearance to access Class D airspace or Class E+RMZ/RMZ airspace (if operating under IFR) but access to airspace will not routinely be denied. The carriage and operation of radio equipment is mandatory Class E+RMZ/RMZ airspace for aircraft operating VFR. Exeter ATC would not unnecessarily delay information transmissions by requesting pilots to 'standby', unless for urgent operational reason. Communications with pilots will be established as soon as possible after having instructed them to 'stand by'.

Design Principle 5: Airspace designs should, where possible, minimise the impact on non-Exeter Airport aviation in the local area.	NOT MET	PARTIAL	MET
Summary of Qualitative Assessment. Any additional airsnace is likely to have some impact on other			

Summary of Qualitative Assessment: Any additional airspace is likely to have some impact on other airspace users in the local area. The stubs extend over Farway Common airfield and the upper airspace extends over Branscombe airfield. ATC clearance will be required to enter Class D or Class E+RMZ airspace (if operating under IFR). Aircraft operating VFR will require two-way communications prior to entering Class E+RMZ/RMZ airspace. Exeter Airport is committed to introducing suitable mitigation to minimise any impact that the introduction of new airspace may have.

Design Principle 6: The size and categorisation of any new	NOT MET	PARTIAL	MET
controlled airspace should be proportionate to the requirement.			

Summary of Qualitative Assessment: This option protects the final approach and initial climb out paths but is unlikely to contain the procedures.

NOT MET	PARTIAL	MET
N	OT MET	OT MET PARTIAL

Summary of Qualitative Assessment: This option provides connectivity to the airways structure but not by recognised Controlled Airspace. This option does not ensure Commercial Air Transport remain inside Controlled Airspace when arriving or departing from Exeter Airport.

Design Principle 8: Airspace should be designed to minimise	NOT MET	PARTIAL	MET
the adverse impact of aircraft noise and emissions, including			
any consequential impacts caused by the displacement of			
other air traffic outside of the Controlled Airspace.			

Summary of Qualitative Assessment: This option is anticipated to maintain or reduce any adverse environmental impact by aircraft operating to or from Exeter Airport. However, there may be an increase in noise caused by the funnelling of aircraft displaced by and operating outside of any new airspace.



5.1.24 Airspace Option PE3i

This option addresses the basic requirement of providing protection to aircraft flying final approach and initial departure routes outside the ATZ. This option biases new airspace to the south of the airport to alleviate stakeholder issues with Class G airspace to the north, which was supported by some stakeholders. This option connects to the airways structure, but is unlikely to contain SID and Transition procedures in CAS. More detailed design work will be carried out at the next stage, to understand whether this option can be implemented alongside new SID and Transition procedures. Although this option has been included following stakeholder feedback, the concern regarding the proximity of Class D airspace to other airfields in the local area still exists. Stakeholders considered that having airspace overhead local airfields was unacceptable. This option will be taken forward and further design work will be undertaken to potentially address some of the stakeholder concerns, specifically the size of the CTR and base height of the outer zone. To ensure the protection of commercial traffic on the final approach, the use of an expanded CTR may be required to allow higher base levels for the stubs. Exeter Airport will look to introduce solutions to mitigate the effects of introducing new airspace in order to optimise the outcome for parties involved.



6 The Design Technical Criteria Evaluation of Design Options

6.1 Technical Criteria Evaluation

The technical criteria detailed in Appendix F to CAP 1616 form the basic structure on which the change sponsor builds a formal airspace change proposal. The option that is eventually chosen must be compliant with these technical criteria. The options taken forward to Stage 3 will be assessed so that any operational, technical or training critical interdependencies are identified and plans will be established to resolve any identified issues that arise.