INITIAL O	OPTIONS APPRAI	Summary of Analysi	Issue 3 Sis This option has minimal noise impact and represents the shortest track	This option has minimal noise impact but represents further track miles that	an This option has minimal noise impact and represents the shortest track	This option would only be available outside of the operating hours of the EG D012	Runway 26 departure options will have a significantly worse noise impact than the Dr	Runway 26 departure options will have a significantly worse noise impact than the D	This option would only be available outside of the operating hours of the EG D012	Runway 26 departure options will have a significantly worse noise impact than the Do	Runway 26 departure options will have a significantly worse noise impact than the Do	This option would only be available outside of the operating hours of the EG DD12	Designed to be flown at optimum aircraft performance in a
			miles for aircraft routing to the north. This route passes close to North Hill and Dunkeswell airfields. This is an alternate option due to the proximity to	Dunkeswell airfields. The alignment of the northern track with the en-routs	miles for aircraft routing to the south. This is the preferred option for departures to the south.	byme Bay North and EG D013 Lyme Bay Danger Areas and represents a good option for aircraft routing to the south-east. This is not the most direct route to NOTRO.	Nothing option due to the design requirements. There will also be an increase in trac miles and therefore emissions. This option will be taken forward as an alternate	Nothing option due to the design requirements. There will also be an increase in tra miles and therefore emissions. This option will be taken forward as an alternate	k Lyme Bay North and EG D013 Lyme Bay Danger Areas and represents a good option for aircraft routing to the south-east. Runway 26 departure options will have a or significantly worse noise impact than the Do Nothing option due to the design	Nothing option due to the design requirements. There will also be an increase in trad miles and therefore emissions. This option will be taken forward as the preferred	Nothing option due to the design requirements. There will also be an increase in track miles and therefore emissions. This option will be taken forward as the preferred	Lyme Bay North and EG D013 Lyme Bay Danger Areas and represents a good option for aircraft routing to the south-east. Runway 26 departure options will have a	continuous descent and minimal track miles. This option has minimal noise impact. This option will be taken forward as the
			North Hill and Dunkeswell airfields.	airways structure above will make integration with the new airspace structure easier to achieve. The position of the track can be moved laterally	,	However, the initial part of the route is aligned with the southern departure route until over the sea, and will have minimal noise impact. This is the preferred option for	Airport will not look to introduce procedures at any cost, and if it is considered that	Airport will not look to introduce procedures at any cost, and if it is considered that	r significantly worse noise impact than the Do Nothing option due to the design requirements. There will also be an increase in track miles and therefore emissions.	option so that a full environmental impact assessment can be made at Stage 3. Exeter Airport will not look to introduce procedures at any cost, and if it is considered that	option so that a full environmental impact assessment can be made at Stage 3. Exeter Airport will not look to introduce procedures at any cost, and if it is considered that	significantly worse noise impact than the Do Nothing option due to the design requirements. There will also be an increase in track miles and therefore emissions.	preferred option.
				to fit in with the new airways structure above. This is the preferred option for departures to the north due to the increased separation from North Hill and Dunksowell airfields.		departures to the south east.	the impact of this option is too great, the option will be removed.	the impact of this option is too great, the option will be removed.	This option will be taken forward as an alternate option so that a full environmental impact assessment can be made at Stage 3. Exster Airport will not look to introduce procedures at any cost, and if it is considered that the impact of this option is too	the impact of this option is too great, the option will be removed.	the impact of this option is too great, the option will be removed.	This option will be taken forward as the preferred option so that a full environmental impact assessment can be made at Stage 3. Exeter Airport will not look to introduce procedures at any cost, and if it is considered that the impact of this option is too	
				and Duringsweit at Introd-					great, the option will be removed.			great, the option will be removed.	
Group	Impact	Level of Analysis	Runway 08 SID (north – direct)	Runway 08 SID (north – dogleg)	Runway 08 SID (south – direct)	Runway 08 SID (south - dogleg)	Runway 26 SID (north-east)	Runway 26 SID (south)	Runway 26 SID (south-east)	Runway 26 Extended SID (north-east)	Runway 26 Extended SID (south)	Runway 26 Extended SID (south-east)	Runway 08 Transition (north)
			Option S1	Option S2	Option S6	Option S7	Option S10	Option S12	Option S13	Option S17	Option S19	Option S20	Option T1
Communities	Noise impact on health and quality of life	Initial Options Appraisal: Qualitative	This option will be designed to be flown at optimum aircraft performance and with continuous climb profile to minimise noise. The procedure design	This option will be designed to be flown at optimum aircraft performance and with continuous climb profile to minimise noise. The procedure design	This option will be designed to be flown at optimum aircraft performance and with continuous climb profile to minimise noise. The procedure design	This option will be designed to be flown at optimum aircraft performance and with continuous climb profile to minimise noise. The procedure design would still adhere	This option will be designed to be flown at optimum aircraft performance and with continuous climb profile to minimise noise. The procedure design would still adhere	This option will be designed to be flown at optimum aircraft performance and with continuous climb profile to minimise noise. The procedure design would still adhers	This option will be designed to be flown at optimum aircraft performance and with continuous climb profile to minimise noise. The procedure design would still adhere	This option will be designed to be flown at optimum aircraft performance and with continuous climb profile to minimise noise. The procedure design would still adhere	This option will be designed to be flown at optimum aircraft performance and with continuous climb profile to minimise noise. The procedure design would still adhere	This option will be designed to be flown at optimum aircraft performance and with continuous climb profile to minimise noise. The procedure design would still adhere	This option will be designed to be flown at optimum aircraft performance with a continuous descent profile to minimise noise
			would still adhere to the extant noise abatement procedures, where aircraft would climb to 1,500 feet (ft) above aerodrome level (aal) before turning. Due to the design constraints, this would mean that the ground track of	would still adhere to the extant noise abatement procedures, where aircrait would climb to 1,500 feet (ft) above aerodrome level (aal) before turning. Due to the decine constraints and the industries of a deep less the around	and with continuous climb profile to minimise noise. The procedure design ft would still adhere to the extant noise abatement procedures, where aircra would climb to 1,500 feet (ft) above aerodrome level (aal) before turning. Due to the design constraints, this would mean that the ground track of	It to the extant noise abatement procedures, where aircraft would climb to 1,500 feet (It) above aerodrome level (Jail) before turning. Due to the design constraints, this would mean that the eround track of aircraft would be different to that flown today.	to the extant noise abutement procedures, where arrivant would climb to 1,000 ft asi before turning. Due to the design constraints, this would mean that aircraft would be and built up noise of the Chind System before the trees are commenced. This would	to the extant noise abatement procedures, where arrivalt would climb to 1,000 It all before turning. Due to the design constraints, this would mean that aircraft would be and half up above of the Church South before the time the commenced. This would				continuous climb profile to minimise noise. The procedure design would still adhere to the extant noise abatement procedures, where air craft would climb to 1,000 ft aal before turning. Due to the design constraints, this would mean that aircraft would be over built-up areas of the City of Exeter before any turns were permitted. In order to	
			aircraft would be different to that flown today, resulting in the possible overflight of new locations. This route avoids large built-up areas and is	track of aircraft would be different to that flown today, resulting in the possible overflight of new locations. This route avoids large built-up areas	aircraft would be different to that flown today, resulting in the possible overflight of new locations. This route avoids large built-up areas and is	resulting in the possible overflight of new locations. This route avoids large built-up areas and is over a rural area of Devon. There are a number of smaller towns and	result in the overflight of residential locations within the city. Once clear of the city, the route is over a rural area of Devon with numerous small villages and hamlets, so	result in the overflight of residential locations within the city. Once clear of the city, the route is over a rural area of Devon with a small number of small villages and	result in the overflight of residential locations within the city. Once clear of the city, the route is over a rural area of Devon with a small number of small villages and	mitigate any increase in noise caused by aircraft turning, this option continues straight ahead on runway heading until beyond the western edge of the built-up area of	mitigate any increase in noise caused by aircraft turning, this option continues straight ahead on runway heading until beyond the western edge of the built-up area of	mitigate any increase in noise caused by aircraft turning, this option continues straight ahead on runway heading until beyond the western edge of the built-up area of	3,000 ft descending with lower power settings so the impact of noise should be minimal. The improved descent profile and
			over a rural area of Devon with numerous small villages and hamlets, so some overflight of these locations may occur. This is likely to be a similar	and is over a rural area of Devon with numerous small villages and hamlets so some overflight of these locations may occur. This is likely to be a simila	s, over a rural area of Devon. There are a number of smaller towns and ir villages dose to or beneath the proposed route. Further modifications to	villages dose to or beneath the proposed route. Further modifications to the route could be introduced to try and avoid these larger locations. However, there are	some overflight of these locations may occur. The noise impact of this option is likely to be significantly worse than the Do Nothing option.	hamlets, so some overflight of these locations may occur. The noise impact of this option is likely to be significantly worse than the Do Nothing option.	hamlets, so some overflight of these locations may occur. The noise impact of this option is likely to be significantly worse than the Do Nothing option.	Exeter. This would result in the overflight of residential locations within the city and would take aircraft close to the Royal Devon & Exeter Hospital in the city. Once clear	Exeter. This would result in the overflight of residential locations within the city and would take aircraft close to the Royal Devon & Exeter Hospital in the city. Once clear	Exeter. This would result in the overflight of residential locations within the city and would take aircraft close to the Royal Devon & Exeter Hospital in the city. Once clear	predictable routing should represent an improvement in the impact of noise to the Do Nothing option.
			impact to the Do Nothing option, although different locations are likely to be affected.	impact to the Do Nothing option, although different locations are likely to b affected.	the route could be introduced to try and avoid these larger locations. However, there are numerous smaller villages and hamlets that could be	numerous smaller villages and hamlets that could be overflown. It is likely that the impact is slightly greater than the Do Nothing option, with different locations likely to	The introduction of CAS to contain the procedure may result in the redistribution of	The introduction of CAS to contain the procedure may result in the redistribution of	The introduction of CAS to contain the procedure may result in the redistribution of	of the city, the route is over a rural area of Devon with numerous small villages and hamlets, so some overflight of these locations may occur. The noise impact of this	of the city, the route is over a rural area of Devon with numerous small villages and hamlets, so some overflight of these locations may occur. The noise impact of this	of the city, the route is over a rural area of Devon with numerous small villages and hamlets, so some overflight of these locations may occur. The noise impact of this	The introduction of CAS to contain the procedure may result in th
			The introduction of CAS to contain the procedure may result in the redistribution of GA aircraft avoiding the airspace which may result in the	The introduction of CAS to contain the procedure may result in the	overflown. It is likely that the impact is slightly greater than the Do Nothin option, with different locations likely to be affected.	g be affected. The introduction of CAS to contain the procedure may result in the redistribution of	GA aircraft avoiding the airspace which may result in the overflight of different areas, including areas of tranquility. This will have more of an impact compared to the Do Nothing option.	GA aircraft avoiding the airspace which may result in the overflight of different areas including areas of tranquility. This will have more of an impact compared to the Do Nothine contion.	GA aircraft avoiding the airspace which may result in the overflight of different areas, including areas of tranquility. This will have more of an impact compared to the Do Nothing option.	option is likely to be significantly worse than the Do Nothing option. The introduction of CAS to contain the concedure way receit in the coding button of	option is likely to be significantly worse than the Do Nothing option. The introduction of CAS to contain the procedure may result in the redistribution of	option is likely to be significantly worse than the Do Nothing option. The introduction of CAS to contain the procedure may result in the redistribution of	redistribution of GA aircraft avoiding the airspace which may result in the overflight of different areas, including areas of transmiller. This will have seen of an invest company to the Do
			overflight of different areas, including areas of tranquility. This will have more of an impact compared to the Do Nothing option.	overlight of different areas, including areas of tranquility. This will have more of an impact compared to the Do Nothing option.	The introduction of CAS to contain the procedure may result in the redistribution of GA aircraft avoiding the airspace which may result in the	GA aircraft avoiding the airspace which may result in the overflight of different areas, including areas of tranquility. This will have more of an impact compared to the Do	mercing uponic.	moving upon.	maring upone.	GA aircraft avoiding the airspace which may result in the overflight of different areas, including areas of transmillity. This will have more of an impact numbered to the Do.	GA aircraft avoiding the airspace which may result in the overflight of different areas, including areas of tranquility. This will have more of an impact compared to the Do	GA aircraft avoiding the airspace which may result in the overflight of different areas, including areas of tranquility. This will have more of an impact compared to the Do	Nothing option.
					overflight of different areas, including areas of tranquillity. This will have more of an impact compared to the Do Nothing option.	Nothing option.				Nothing option.	Nothing option.	Nothing option.	
Communities	Air Quality	Initial Options Appraisal: Qualitative	Due to the effects of mixing and dispersion, emissions from aircraft above 1,000 ft above mean sea level (amsl) are unlikely to have a significant impact		Due to the effects of mixing and dispersion, emissions from aircraft above ct 1,000 ft amsl are unlikely to have a significant impact on local air quality.	Due to the effects of mixing and dispersion, emissions from aircraft above 1,000 ft amsl are unlikely to have a significant impact on local air quality. Departing aircraft	Due to the effects of mixing and dispersion, emissions from aircraft above 1,000 ft amsl are unlikely to have a significant impact on local air quality. The design	Due to the effects of mixing and dispersion, emissions from aircraft above 1,000 ft amsl are unlikely to have a significant impact on local air quality. The design	Due to the effects of mixing and dispersion, emissions from aircraft above 1,000 ft amsl are unlikely to have a significant impact on local air quality. The design	Due to the effects of mixing and dispersion, emissions from aircraft above 1,000 ft amsl are unlikely to have a significant impact on local air quality. The design	Due to the effects of mixing and dispersion, emissions from aircraft above 1,000 ft amsl are unlikely to have a significant impact on local air quality. The design	Due to the effects of mixing and dispersion, emissions from aircraft above 1,000 ft amsl are unlikely to have a significant impact on local air quality. The design	Aircraft will be above 1,000 ft at all times on this procedure, hen there will be no impact on local air quality. This represents no
			on local air quality. Departing aircraft would still need to conform to the extant on the statement procedures when flying this departure route, which continue them to slight at the maximum state compatible with cofor to 1.500	on local air quality. Departing aircraft would still need to conform to the extant noise abatement procedures when flying this departure route, which consider them to display the maximum cuts comparished with cofound 1.50	Departing aircraft would still need to conform to the extant noise h abatement procedures when flying this departure route, which requires them to climb at the maximum rate compatible with safety to 1,500 ft aal	would still need to conform to the extant noise abatement procedures when flying this departure route, which requires them to climb at the maximum rate compatible with safety to 1,500 ft sail before turning. There is expected to be no change to local air.	s constraints for this procedure would mean that aircraft could remain below 1,000 ft until over the City of Exeter, which could have an impact on the local air quality. However, the design heights are a worst-case scenario and in the majority of cases,	constraints for this procedure would mean that aircraft could remain below 1,000 ft until over the City of Exeter, which could have an impact on the local air quality. However, the design heights are a worst-case scenario and in the majority of cases,	constraints for this procedure would mean that aircraft could remain below 1,000 ft until over the City of Exeter, which could have an impact on the local air quality. However, the design heights are a worst-case scenario and in the majority of cases,	constraints for this procedure would mean that aircraft could remain below 1,000 ft until over the City of Exeter, which could have an impact on the local air quality. However, the design heights are a worst-case scenario and in the majority of cases,	constraints for this procedure would mean that aircraft could remain below 1,000 ft until over the City of Exeter, which could have an impact on the local air quality. However, the design heights are a worst-case scenario and in the majority of cases,	constraints for this procedure would mean that aircraft could remain below 1,000 ft until over the City of Exeter, which could have an impact on the local air quality. However, the design heights are a worst-case scenario and in the majority of cases,	change to the Do Nothing option. There will be no change in the Exeter, Crediton or Cullompton
			ft aal before turning. There is expected to be no change to local air quality to the Do Nothing option.	It aal before turning. There is expected to be no change to local air quality to the Do Nothing option.	before turning. There is expected to be no change to local air quality to the Do Nothing option.	e quality to the Do Nothing option.	aircraft would be able to follow a similar height profile to current procedures and hence would be above 1,000 ft prior to overflying the built-up areas. As a result, it is	aircraft would be able to follow a similar height profile to current procedures and hence would be above 1,000 ft prior to overflying the built-up areas. As a result, it is	aircraft would be able to follow a similar height profile to current procedures and hence would be above 1,000 ft prior to overflying the built-up areas. As a result, it is	aircraft would be able to follow a similar height profile to current procedures and hence would be above 1,000 ft prior to overflying the built-up areas. At a result, it is	aircraft would be able to follow a similar height profile to current procedures and	aircraft would be able to follow a similar height profile to current procedures and hence would be above 1,000 ft prior to overflying the built-up areas. As a result, it is	AQMAs as a result of implementing this option.
			There will be no change in the Exeter, Crediton or Cullompton AQMAs as a		There will be no change in the Exeter, Crediton or Cullompton AQMAs as a	There will be no change in the Exeter, Crediton or Cullompton AQMAs as a result of implementing this option.	anticipated that there would be no significant, change to local air quality to the Do Nothing option.	anticipated that there would be no significant, change to local air quality to the Do Nothing option.	anticipated that there would be no significant, change to local air quality to the Do Nothing option.	anticipated that there would be no significant, change to local air quality to the Do Nothing option.	anticipated that there would be no significant, change to local air quality to the Do Nothing option.	anticipated that there would be no significant change to local air quality to the Do Nothing option.	
			result of implementing this option.	result of implementing this option.	result of implementing this option.		The Exeter AQMA covers a network of major roads in Exeter. The nominal route for	The Exeter AQMA covers a network of major roads in Exeter. The nominal route for	The Exeter AQMA covers a network of major roads in Exeter. The nominal route for	The Exeter AQMA covers a network of major roads in Exeter. The nominal route for	The Exeter AQMA covers a network of major roads in Exeter. The nominal route for	The Exeter AQMA covers a network of major roads in Exeter. The nominal route for	
							this procedure does not directly overfly any of the roads within the AQMA below 1,00 ft. However, the nominal point at which aircraft reach 1,000 ft is approximately 200	b this procedure does not directly overfly any of the roads within the AQMA below 1,0 ft. However, the nominal point at which aircraft reach 1,000 ft is approximately 200	00 this procedure does not directly overfly any of the roads within the AQMA below 1,00 ft. However, the nominal point at which aircraft reach 1,000 ft is approximately 200	0 this procedure does not directly overfly any of the roads within the AQMA below 1,00 ft. However, the nominal point at which aircraft reach 1,000 ft is approximately 200	this procedure does not directly overfly any of the roads within the AQMA below 1,000 ft. However, the nominal point at which aircraft reach 1,000 ft is approximately 200	this procedure does not directly overfly any of the roads within the AQMA below 1,000 ft. However, the nominal point at which aircraft reach 1,000 ft is approximately 200	
							metres from the boundary of the AQMA, so there may be a small impact on local air quality. As previously mentioned, this is the worst-case scenario and aircraft are like to achieve 1,000 the before this point or those is sufficient to be one impact on the AQMA.	matters from the boundary of the AQMA, so there may be a small impact on local air quality. As previously mentioned, this is the worst-case scenario and aircraft are like to archive 1,000 the before this point or those is calling to be one impact on the 1,000 to archive 1,000 the before this point or those is calling to be one impact on the 1,000 to archive 1,000 the before this point or those is calling to be one impact on the 1,000 to a children to the call the calling the c	metries from the boundary of the AQMA, so there may be a small impact on local air by quality. As previously mentioned, this is the worst-case scenario and aircraft are like to solding at 1000 ft holders this position there is unlikely to be any impact on the ACMA.	metres from the boundary of the AQMA, so there may be a small impact on local air y quality. As previously mentioned, this is the worst-case scenario and aircraft are likely to achieve 1,000 ft before this point so there is unlikely to be any impact on the AQMA	metres from the boundary of the AQMA, so there may be a small impact on local air y quality. As previously mentioned, this is the worst-case scenario and aircraft are likely to achieve 1 000 ft before this point or those is unlikely to be previously too the AQMA.	matters from the boundary of the AQMA, so there may be a small impact on local air quality. As previously mentioned, this is the worst-case scenario and aircraft are likely to achieve 1,000 ft before this regist or there is unlikely to be any impact on the AQMA.	,
							to achieve 1,000 it derive this point so there is unitary to be any impact on the Acqui- This represents no change from the Do Nothing option.	This represents no change from the Do Nothing option.	This represents no change from the Do Nothing option.	This represents no change from the Do Nothing option.	This represents no change from the Do Nothing option.	This represents no change from the Do Nothing option.	
							There will be no change in the Crediton or Cullompton AQMAs as a result of implementing this option.	There will be no change in the Credition or Cullompton AQMAs as a result of implementing this option.	There will be no change in the Crediton or Cullompton AQMAs as a result of implementing this option.	There will be no change in the Crediton or Cullompton AQMAs as a result of implementing this option.	There will be no change in the Crediton or Cullompton AQMAs as a result of implementing this option.	There will be no change in the Crediton or Cullompton AQMAs as a result of implementing this option.	
Wider Society	Greenhouse Gas impac	t Initial Options Appraisal: Qualitative	Procedure design requirements will mean that aircraft will continue on runway heading for longer than currently, before turning to the north. This is likely to slightly increase the number of track miles flown over current	Procedure design requirements will mean that aircraft will continue on runway heading for longer than currently, before turning to the north. This is likely to increase the number of track miles flows once ourset.	Procedure design requirements will mean that aircraft will continue on sunway heading for longer than currently, before turning to the south. This is taken to proceed the quarket of track willow force our current.	Procedure design requirements will mean that aircraft will continue on runway is heading for longer than currently, before turning to the south. This is likely to increase the number of track mikes flown over current procedures. Any amendments to the	Procedure design requirements will mean that aircraft will continue on runway e heading for longer than currently, before turning to the north. This is likely to increase the number of track with flower overest except.	Procedure design requirements will mean that aircraft will continue on runway heading for longer than currently, before turning to the south. This is likely to slight increases the number of trade willer flows outh content accordance. Moreover,	Procedure design requirements will mean that aircraft will continue on runway heading for longer than currently, before turning to the south. This is likely to increase the number of trade will form our current necessary.	Procedure design requirements will mean that aircraft will continue on runway e heading for longer than currently, before turning to the north. This will increase the number of track miles flown over current procedures. Improved climb profiles and	Procedure design requirements will mean that aircraft will continue on runway heading for longer than currently, before turning to the south. This will increase the number of track miles flown over current procedures. Improved climb profiles and	Procedure design requirements will mean that aircraft will continue on runway heading for longer than currently, before turning to the south. This will increase the number of tracks riber from one consent executives. Improved dish profiles and	This procedure incorporates a continuous descent profile at optimum aircraft performance. This procedure represents the minimum took miles for aircraft activing from the porth. More
			is likely to slightly increase the number of track miles flown over current procedures. However, improved climb profiles and integration into the en- rouse network should result in less impact overall.				 and integration into the en-route network should lessen the increased impact caused 	increase the number of track miles flown over current procedures. However, improved climb profiles and integration into the en-route network should result in is impact overall.	the number of track miles flown over current procedures. Improved climb profiles is and integration into the en-route network should lessen the increased impact caused by the greater number of track miles flown.	integration into the en-route network should lessen the increased impact caused by the greater number of track miles flown but the overall impact is likely to be greater	integration into the en-route network should lessen the increased impact caused by the greater number of track miles flown but the overall impact is likely to be greater	number of track miles flown over current procedures. Improved climb profiles and integration into the en-route natwork should lessen the increased impact caused by the greater number of track miles flown but the overall impact is likely to be greater	minimum track miles for aircraft arriving from the north. More efficient profile that minimises emissions so should result in less impact than the Do Nothing option.
			no reas impact overfill.	miles flown over current procedures. Improved dimb profiles and integration into the en-route network should lessen the increased impact caused by the greater number of track miles flown.	or larger villages may also increase track mileage. Improved climb profiles and integration into the en-route network should lessen the increased impact caused by the greater number of track miles flown.	Improved climb profiles and integration into the en-route network should lessen the increased impact caused by the greater number of track miles flown.	A TOTAL STATE OF THE STATE OF T			the greater number of track miles flown but the overall impact is likely to be greater than the Do Nothing option.	the greater number of track miles flown but the overall impact is likely to be greater than the Do Nothing option.	the greater number of track miles flown but the overall impact is likely to be greater than the Do Nothing option.	,
Wider Society	Capacity and resilience	Initial Options Appraisal	This option does support the management of capacity and resilience and	This option does support the management of capacity and resilience and	This option does support the management of capacity and resilience and	This option does support the management of capacity and resilience and was	This option does support the management of capacity and resilience and was	This option does support the management of capacity and resilience and was	This option does support the management of capacity and resilience and was	This option does support the management of capacity and resilience and was	This option does support the management of capacity and resilience and was	This option does support the management of capacity and resilience and was	This option does support the management of capacity and
		Qualitative	was developed in coordination with NATS as part of FASI-S in accordance with the UK Airspace Modernisation Strategy. The procedure has been	was developed in coordination with NATS as part of FASI-S in accordance with the UK Airspace Modernisation Strategy. The procedure has been	was developed in monification with NATS as part of FASLS in accordance	developed in coordination with NATS as part of FASI-S in accordance with the UK Airspace Modernisation Strategy. The procedure has been designed to integrate with	developed in coordination with NATS as part of FASI-S in accordance with the UK Airspace Modernisation Strategy. The procedure has been designed to integrate with	developed in coordination with NATS as part of FASI-S in accordance with the UK Aircoace Modernication Strateey. The procedure has been designed to integrate with	developed in coordination with NATS as part of FASI-S in accordance with the UK Airspace Modernisation Strategy. The procedure has been designed to integrate with	developed in coordination with NATS as part of FASI-S in accordance with the UK Airspace Modernisation Strategy. The procedure has been designed to integrate with	developed in coordination with NATS as part of FASI-S in accordance with the UK Aircnare Modernication Strategy. The reproduce has been decimed to integrate with	developed in coordination with NATS as part of FASI-S in accordance with the UK Airspace Modernisation Strategy. The procedure has been designed to integrate with	resilience and was developed in coordination with NATS as part of FASI-S in accordance with the UK Airspace Modernisation Strateg
			designed to integrate with the en-route structure and should improve resilience over the Do Nothing option.	designed to integrate with the en-route structure and should improve resilience over the Do Nothing option.	with the UK Airspace Modernisation Strategy. The procedure has been designed to integrate with the en-route structure and should improve resilience over the Do Nothing option.	the en-route structure and should improve resilience over the Do Nothing option.	the en-route structure and should improve resilience over the Do Nothing option.	the en-route structure and should improve resilience over the Do Nothing option.	the en-route structure and should improve resilience over the Do Nothing option.	the en-route structure and should improve resilience over the Do Nothing option.	the en-route structure and should improve resilience over the Do Nothing option.	the en-route structure and should improve resilience over the Do Nothing option.	The procedure has been designed to integrate with the en-route structure and should improve resilience over the Do Nothing
													option.
Wider Society	Tranquility	Initial Options Appraisal: Qualitative	This option avoids National Parks and Areas of Outstanding Natural Beauty (AONB) so is expected to have no change on the impact on tranquility compared to the Do Nothing Option.	This option avoids National Parks and AONB so is expected to have no change on the impact on tranquillity compared to the Do Nothing Option.	This option avoids National Parks but overflies the western extremes of the East Devon AONB. Aircraft will be above 2,000 ft and continuing to climb a this point. This is likely to have an increased impact on tranquility.	a This option avoids National Parks but overfiles the western extremes of the East Devon AONB. Aircraft will be above 2,000 ft and continuing to climb at this point. This is likely to have an increased impact on tranquillity compared to the Do Nothing	This option avoids National Parks and Areas of Outstanding Natural Beauty (AONB) is is expected to have no change on the impact on tranquility compared to the Do Nothing Option.	This option avoids National Parks and Areas of Outstanding Natural Beauty (AONS) is expected to have no change on the impact on tranquility compared to the Do Nothing Ootion.	 This option avoids National Parks and Areas of Outstanding Natural Beauty (AONB) so is expected to have no change on the impact on tranquillity compared to the Do Northing Parks. 	 This option avoids National Parks and Areas of Outstanding Natural Beauty (AONB) so is expected to have no change on the impact on tranquility compared to the Do Nathing Option 	This option avoids National Parks and Areas of Outstanding Natural Beauty (AONB) so is expected to have no change on the impact on tranquillity compared to the Do Nothing Option.	This option avoids National Parks and Areas of Outstanding Natural Beauty (AONB) so is expected to have no change on the impact on tranquility compared to the Do Nothing Option.	This option avoids National Parks and Areas of Outstanding Natural Beauty (AONB) so is expected to have no change on the impact on tranquility compared to the Do Nothing Option.
			The introduction of CAS to contain the procedure may result in the	The introduction of CAS to contain the procedure may result in the redistribution of GA aircraft avoiding the aircpace which may result in the	compared to the Do Nothing Option.	Option.	The introduction of CSS to contain the according may recult in the redictribution of	The introduction of CSS to contain the concedure may recult in the redistribution of	The introduction of CAS to contain the procedure may result in the redistribution of	The introduction of CAS to contain the procedure may result in the redistribution of	The introduction of CAS to contain the procedure may recult in the redistribution of	The introduction of CAS to contain the negreture may result in the redistribution of	The introduction of CAS to contain the procedure may result in the
			redistribution of GA aircraft avoiding the airspace which may result in the overflight of different areas, including areas of tranquillity. This will have	overflight of different areas, including areas of tranquility. This will have more of an impact compared to the Do Nothing option.	The introduction of CAS to contain the procedure may result in the redistribution of GA aircraft avoiding the airspace which may result in the	The introduction of CAS to contain the procedure may result in the redistribution of GA aircraft avoiding the airspace which may result in the overflight of different areas,	GA aircraft avoiding the airspace which may result in the overflight of different areas, including areas of tranquility. This will have more of an impact compared to the Do	GA aircraft avoiding the airspace which may result in the overflight of different areas including areas of tranquility. This will have more of an impact compared to the Do	GA aircraft avoiding the airspace which may result in the overflight of different areas, including areas of tranquility. This will have more of an impact compared to the Do	GA aircraft avoiding the airspace which may result in the overflight of different areas, including areas of tranquillity. This will have more of an impact compared to the Do	GA aircraft avoiding the airspace which may result in the overflight of different areas, including areas of tranquility. This will have more of an impact compared to the Do	GA aircraft avoiding the airspace which may result in the overflight of different areas, including areas of tranquility. This will have more of an impact compared to the Do	redistribution of GA aircraft avoiding the airspace which may result in the overflight of different areas, including areas of
			more of an impact compared to the Do Nothing option.		overflight of different areas, including areas of tranquillity. This will have more of an impact compared to the Do Nothing option.	including areas of tranquility. This will have more of an impact compared to the Do Nothing option.	Nothing option.	Nothing option.	Nothing option.	Nothing option.	Nothing option.	Nothing option.	tranquility. This will have more of an impact compared to the Do Nothing option.
Wider Society	Biodiversity	Initial Options Appraisal:	This option is not expected to result in any changes to biodiversity given that	This option is not expected to result in any changes to biodiversity given that	at This option is not expected to result in any changes to biodiversity given the	at This option is not expected to result in any changes to biodiversity given that the	This option is not expected to result in any changes to biodiversity given that the	This option is not expected to result in any changes to biodiversity given that the	This option is not expected to result in any changes to biodiversity given that the	This option is not expected to result in any changes to biodiversity given that the	This option is not expected to result in any changes to biodiversity given that the	This option is not expected to result in any changes to biodiversity given that the	This option is not expected to result in any changes to biodiversity
		Qualitative	the implementation will not require any ground works to support implementation.	the implementation will not require any ground works to support implementation.	the implementation will not require any ground works to support implementation.	implementation will not require any ground works to support implementation.	implementation will not require any ground works to support implementation.	implementation will not require any ground works to support implementation.	implementation will not require any ground works to support implementation.	implementation will not require any ground works to support implementation.	implementation will not require any ground works to support implementation.	implementation will not require any ground works to support implementation.	given that the implementation will not require any ground works to support implementation.
General Aviation	on Access	Initial Options Appraisal:	The introduction of CAS to contain the procedures is likely to have an impact	The introduction of CAS to contain the procedures is likely to have an impar	ct The introduction of CAS to contain the procedures is likely to have an impa	ct The introduction of CAS to contain the procedures is likely to have an impact on access to GA. Access to airspace for GA will be in accordance with the airspace classification;	s The introduction of CAS to contain the procedures is likely to have an impact on acce	The introduction of CAS to contain the procedures is likely to have an impact on according to the contain the procedures are likely to have an impact on according to the contain the procedures are likely to have an impact on according to the contain the procedures are likely to have an impact on according to the contain the procedures are likely to have an impact on according to the contain the procedures are likely to have an impact on according to the contain the procedures are likely to have an impact on according to the contain the procedures are likely to have an impact on according to the contain the procedures are likely to have an impact on according to the contain the cont	ss. The introduction of CAS to contain the procedures is likely to have an impact on access	s The introduction of CAS to contain the procedures is likely to have an impact on access	The introduction of CAS to contain the procedures is likely to have an impact on access	The introduction of CAS to contain the procedures is likely to have an impact on access	The introduction of CAS to contain the procedures is likely to have
		Qualitative	on access to GA. Access to airspace for GA will be in accordance with the airspace classification; GA aircraft not able or willing to access the airspace will be required to avoid. This represents a greater impact than the Do	airspace classification; GA aircraft not able or willing to access the airspace	airspace classification; GA aircraft not able or willing to access the airspace	GA aircraft not able or willing to access the airspace will be required to avoid. This	to GA. Access to airspace for GA will be in accordance with the airspace classification GA aircraft not able or willing to access the airspace will be required to avoid. This	to GA. Access to airspace for GA will be in accordance with the airspace classification GB sizes the air able or will be according to seeing the sizes on will be executed to small. This	to GA. Access to airspace for GA will be in accordance with the airspace classification	to GA. Access to airspace for GA will be in accordance with the airspace classification; GA piccord and obtains will be accordance will be required to pupil. This	to GA. Access to airspace for GA will be in accordance with the airspace classification; GA aircraft not able or willing to access the airspace will be required to avoid. This	GA aircraft not able or willing to access the airspace will be required to avoid. This	accordance with the airspace classification; GA aircraft not able o
			Nothing option.	Nothing option.	will be required to avoid. This represents a greater impact than the Do Nothing option.	represents a greater impact than the Do Nothing option.	represents a greater impact than the Do Nothing option.	represents a greater impact than the Do Nothing option.	co. arrown not able or writing to access the arrowal will be required to avoid. Into represents a greater impact than the Do Nothing option.	represents a greater impact than the Do Nothing option.	represents a greater impact than the Do Nothing option.	represents a greater impact than the Do Nothing option.	willing to access the airspace will be required to avoid. This represents a greater impact than the Do Nothing option.
					will be required to avoid. This represents a greater impact than the Do Nothing option.	represents a greater impact than the Do Nothing option.	represents a greater impact than the Do Nothing option.					represents a greater impact than the Do Nothing option.	willing to access the airspace will be required to avoid. This represents a greater impact than the Do Nothing option.
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					will be required to avoid. This represents a greater impact than the Do Naching option.	represents a greater impact than the On Northing option.	represents a greater impact than the Ob Righting option.					represents a greater impact than the Do Nothing option.	willing to access the airspace will be required to avoid. This represents a greater impact than the Do Nothing option.
General Aviation	on / Economic impact from	Initial Options Appraisal:	Nothing option. The introduction of PRN procedures coordinated as part of the FASS.	Neething option. The introduction of PBM procedures coordinated as part of the FAS-S.	Number option. The introduction of PRN procedures coordinated as part of the FASS 5	The introduction of PRN procedures coordinated as part of the IASS Syngonous will	The introduction of PRN procedures coordinated as part of the FASS 5 programme as	represents a greater impact than the Do Nothing option. The introduction of PRR procedures coordinated as part of the FASS.5 programme as	represents a greater impact than the Do Nothing option. The monopulation of PRN providences used displaced as part of the 1/55 Spragaments at	represents a greater impact than the Do Nothing option. The envolution of PRA providers conditioned as part of the FAS 5 page arms with	represents a greater impact than the Do Rothing option. The immediation of PRO procedures coordinated as part of the FAS 5 programme will	The introduction of PRN procedures coordinated as part of the FAS-5 programme will	represents a greater impact than the Do Nothing option. The introduction of PBM procedures coordinated as part of the
General Aviation commercial airfin	on / Economic impact from ines increased affective capacity		Nothing option. The introduction of PINI procedures coordinated as part of the FALS. The introduction of PINI procedures coordinated as part of the FALS.	Neething option. The introduction of PRN procedures coordinated as part of the FASS. The introduction of PRN procedures coordinated as part of the FASS.	Number option. The introduction of PRN procedures coordinated as part of the FASS-	The introduction of PRM procedures coordinated as part of the PAS 5 programme will	The introduction of PMs procedures coordinated as part of the FAU-5 programme will	represents a greater impact than the Do Nothing option. The introduction of PRR procedures coordinated as part of the FASS a programme or	represents a greater impact than the Do Rothing option. The introduction of PMs procedures coordinated as part of the FSU-5-programme at	represents a greater impact than the Do Roching option. The introduction of PRN procedures coordinated as part of the FAS 5 programmes as	represents a greater impact than the Do Rosthing option. The introduction of PRII procedures coordinated as part of the NSAS programmo will	The introduction of PRII procedures contributed as part of the FAS.5 programme will	represents a greater impact than the Do Nothing option. The introduction of PRN procedures coordinated as part of the coordinate
General Aviation commercial airfin	on / Economic impact from increased effective capacity		Nothing option. The introduction of PINI procedures coordinated as part of the FALS. The introduction of PINI procedures coordinated as part of the FALS.	Neething option. The introduction of PRN procedures coordinated as part of the FASS. The introduction of PRN procedures coordinated as part of the FASS.	Number option. The introduction of PRN procedures coordinated as part of the FASS-	The introduction of PRM procedures coordinated as part of the PAS 5 programme will	The introduction of PMs procedures coordinated as part of the FAU-5 programme will	represents a greater impact than the Do Nothing option. The introduction of PRR procedures coordinated as part of the FASS a programme or	represents a greater impact than the Do Rothing option. The introduction of PMs procedures coordinated as part of the FSU-5-programme at	represents a greater impact than the Do Roching option. The introduction of PRN procedures coordinated as part of the FAS 5 programmes as	represents a greater impact than the Do Rosthing option. The introduction of PRII procedures coordinated as part of the NSAS programmo will	The introduction of PRII procedures contributed as part of the FAS.5 programme will	represents a greater impact than the Do Nothing option. The introduction of PBN procedures coordinated as part of the procedure of the procedure of the procedure of the part of the procedure o
General Aviation commercial airlin	on / Economic impact from increased effective capacity		The introduction of PRN procedures coordinated as part of the FADLS programs will continue to the delivery of associated benefit insulating some will continue to the delivery of associated benefit insulating concernity to the continue to	No introduction of PRM procedures coordinated as part of the FASS. programme and controlled the SASS. As the SASS of the SASS	The introduction of PRN procedure; coordinated as part of the FASS programs will continue to the coordinate of the FASS programs will continue to the delivery of associated humber shoulding the control benefit to the control benefit control to the co	The introduction of PRN procedures coordinated as part of the IASS Syngonous will	The introduction of PMs procedures coordinated as part of the FAU-5 programme will	represents a greater impact than the Do Nothing option. The introduction of PRR procedures coordinated as part of the FASS a programme or	represents a greater impact than the Do Rothing option. The introduction of PMs procedures coordinated as part of the FSU-5-programme at	represents a greater impact than the Do Roching option. The introduction of PRN procedures coordinated as part of the FAS 5 programmes as	represents a greater impact than the Do Rosthing option. The introduction of PRII procedures coordinated as part of the NSAS programmo will	The introduction of PRII procedures contributed as part of the FAS.5 programme will	represents a greater impact than the Do Mathing option. The introduction of PRR procedures coordinated as part of the PRAS Surgenses will consider the control of the PRAS Surgenses will consider to the control of the PRAS Surgenses will consider the Control of the PRAS Surgenses will be control of the PRAS Surgenses will be control of the PRAS Surgenses to subject the Control of the PRAS Surgenses the Control of the Control of the Control of the Pras Surgenses the Control of the Contro
General Aviation commercial air in	on / Economic impact from increased effective capacity		The introduction of PRN procedures coordinated at part of the FAGAS programme and coordinated as part of the FAGAS programme and coordinates to the delivery of associated bounds in such department of the FAGAS programme and coordinates to the coordinate of the coordinates of the	The introduction of PRM procedures coordinated as part of the FAGUS programmes and attention of the PRM procedures coordinated as part of the FAGUS programmes and interthibutes to the delivery of accustored bundles societies and interthibutes and the increase that the transport and off concernances bundless accusing with an increase that the transport and off concernances bundless accusing with the second to the concernance bundless accusing a societies and the segment of the procedure configuration and the segment of the second to the second	The introduction of PRN procedure; coordinated as part of the FASUS programs will be considered to part of the FASUS programs will confine to the delivery of associated havelet behavior, and associated havelet behavior of associated havelet behavior of the control to the cont	The introduction of TRB providers associated in part of the TACL programme will committee to the delivery of associated benefits including increase effective updays which is prefected to the well-care and restrict mode benefits associated benefit and particle content and increases to the hist transport and GR movement. The prefective involving and experience with the article care and analysis of the careful feet to deliver and analysis of the careful feet to deliver the car	The introduction of PRIs paradies is condicioned in part of the 160-5 programme of contribute to the delivery of associated benefit in scholar processed effective capacity which is predicted to the order and process benefit in scholar processed benefit in scholar processed benefit in scholar processed benefit in scholar processed benefit in scholar paradies of the scholar processed benefit in scholar paradies with the second processed benefit in scholar paradies with the second paradies with the second processed benefit in scholar paradies with the second benefit in scholar paradies with the second benefit in the scholar paradies with the second benefit in the scholar paradies with the	The inhoduction of PRIII procedures coordinated as part of the PRIII programme as which procedures coordinated as part of the PRIII programme as which profession to the district of the PRIII procedures are part of the PRIII programme as which is predicted to have direct and inflored connection. 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INITIAL OPT	TONS APPRAISA	Summary of Analysis	s Designed to be flown at optimum pireraft performance in a maximum.	Designed to be flown at optimum aircraft performance in a continuous decreas and minimal	Whist this cotion protects the final approach and initial climb out paths and	This action protects the final approach and initial rlimb out maths and manifes constraints to the	This option protects the final approach and initial rilimb out matter and nemuriae reportation to the final approach.	This action protects the final approach and initial rilink out maths and numities proportion to the	This option protects the final approach and initial rlimb out matter and provider competitive to the	Although originally considered unviable due to the impart this nation would have no local algorithm.	This option offers more protection for the approach procedures and denarture mutes and remains connectivities the singular
		Juneary or Analysis	 basgned to be flown at optimum aircraft performance in a continuous descent and minimal track miles. This option has minimal noise impact. This option will be taken forward as the preferred option. 	Dasagned to be trown at optimum arcraft performance in a continuous descent and minimal track miles. This option has minimal noise impact. This route passes close to North Hill, Dunkeswell and Merryfeld airfields and may impact RNAS Yeovilton IFPs. This option will be	could provide connectivity to the airways structure, it would not contain the full departure and transition provides and framework and framewo	This option protects the Initial approach and initial climb out paths and provides connectively to this airways structure. It would contain departure and transition procedures to the south of the airport, ensuring that Commercial Air Transport would remain inside Controlled Airspace when arriving or departing from the Airport. This option will be taken forward but is not the preferred	 This option protects the final approach and initial climb out paths and provides connectively to the all-ways structure. It would contain departure and transition procedures to the south of the airport, ensuring that Commercial Air Transport would remain inside Controlled Airspace when 	airways structure. It would contain departure and transition procedures to the south of the airways ensuring that Commercial Air Transport would remain incide Control of the airport, ensuring that Commercial Air Transport would remain incide Control of the airport.	I this option protects the final approach and intolal climb out paths and provides connectivity to it airways structure. It would contain departure and transition procedures to the south of the airport, ensuring that Commercial Air Transport would remain inside Controlled Airspace when arriving or departing from the Airport. The asymmetrical shape of the lower airspace could be	 Although originally considered unvisible due to the impact this option would have on local airfleids, if was considered that this option could also provide protection for North Hill and Dunkeswell airfleids. This would require agreement with these airfleids to ensure satisfactory operating procedures within any new airspace. The 	This option offers more protection for the approach procedures and departure routes and provides connectivity to the airways structure. It would contain departure and transfilion procedures to the south of the airport, ensuring that Commercial Transport swould remain inside Controlled Airspace when arriving or departing from the Airport. The complexity of the airspace boundary and
			Ins option will be taken forward as the preferred option.	taken forward as the preferred option.	remain inside Controlled Airspace when arriving or departing from the Airport. This option will be taken forward but is not the preferred option and would only	amport, ensuring that commercial Air Iramsport would remain inside controlled Airspace when arriving or departing from the Airport. This option will be taken forward but is not the preferred		airport, ensuring that commercial Air Transport would remain inside Controlled Airspace when arriving or departing from the Airport. The airspace covers Farway Common and Branscombe	amport, ensuring that commercial Art Transport would remain mode controlled Artspace when arriving or departing from the Airport. The asymmetrical shape of the lower airspace could be	require agreement with crisis at resists or ensure statisticity operating procedures within any new anspace. In option protects the final approach and initial climb out paths and could provide connectivity to the always e structure. It would contain departure and transition procedures to the south of the inport, ensuring that	s would remain make Controlled Auspace when arriving or departing from the Ausport. The Compacing of the asspace doubteary and wrap-around of Dunkeswell and North Hill airfields may lead to unauthorised incursions and create choke points. This option will not be taken forward.
					This option will be taken forward but is not the preferred option and would only be implemented without SID or Transition procedures.	option.	airfields and partly extends into the airspace around Dunkeswell and North Hill airfields, which would require robust operating agreements with these airfields. By partly extending into	North Hill airfields, although the upper airspace still partly extends over the airfields. This would	d considered confusing to other arispace users and may lead to unauthorised incursions and creat choke points. This option will not be taken forward.	Commercial Air Transport would remain inside Controlled Airspace when arriving or departing from the Airport	not be taken forward.
							Dunkeswell and North Hill airspace, it is considered that this option could be confusing for other airspace users, which may lead to unauthorised incursions. This option will not be taken	require robust operating agreements with these airfields as mitigation. By partly extending into Dunkeswell and North Hill airspace, it is considered that this option could be confusing for other		This option will be taken forward but is not the preferred option.	
							forward.	airspace users, which may lead to unauthorised incursions. In addition, the asymmetrical shape of the lower airspace could be considered confusing to other airspace users and may lead to			
								unauthorised incursions and create choke points. This option will not be taken forward.			
Group			Runway 08 Transition (south)	Runway 26 Transition (north)	Airspace Option 5	Airspace Option 10	Airspace Option 11	Airspace Option 12	Airspace Option 13	Airspace Option 14	Airspace Option 15
	_		Option T4	Option T6	Option A5 sub-options a and c	Option A10 sub-options a, b, c, f, g, h and i	Option A11 sub-options a, b, c, f, g, h and i	Option A12 sub-options a, b, c, f, g, h and i	Option A13 sub-options a, b, c, f, g, h and i	Option A14 sub-options a, b, c, f, g, h and i	Option A15 sub-options a, b, c, f, g, h and i
Communities	Noise impact on health Ini and quality of life Qu	ritial Options Appraisal:	This option will be designed to be flown at optimum aircraft performance with a continuous descent profile to minimise noise. The	This option will be designed to be flown at optimum aircraft performance with a continuous descent profile to minimise noise. This route avoids large built-up areas and is over a rural	There is unlikely to be a significant change in the noise impact on health and	could of implementing this viscours nation. The coulder flows by communical viscous various at an	and the final amount on this signature parties. The courter forms by commercial signature projects at	countries of involvemental attick his parameters. The country flower by commercial his court professor at a	are countried implementation that himself and inc. The country flows by commercial himself priviles at	There is unlikely to be a significant change in the noise impact on health and quality of life as a result of an impact on the properties this piccopic position. The course flows be compacted piccopic action at an deposition from Exercision	There is unlikely to be a significant change in the noise impact on health and quality of life as a result of implementing this airspace
	and quanty or me	DESIGNATION OF THE PERSON OF T	route as proposed overflies the built-up region of the coast between Paignton and Torquay. Aircraft will be at approximately 7,000 ft at this	area of Devon with numerous small villages and hamiles, so some overflight of these	by commercial aircraft arriving at or departing from Eveter Airport are unlikely to	departing from Exeter Airport are unlikely to change from the Do Nothing option. Less avoiding	departing from Exitar Airport are unlikely to change from the Do Nothing option. Less avoiding action needed should reduce the noise impact in some areas. Exeter-based GA aircraft are	departing from Exeter Airport are unlikely to change from the Do Nothing option. Less avoiding	departing from Exeter Airport are unlikely to change from the Do Nothing option. Less avoiding	Airport are unlikely to change from the Do Nothing option. Less avoiding action needed should reduce the nois	option. The routes flown by commercial aircraft arriving at or departing from Exeter Airport are unlikely to change from the Do Nothing option. Lets avoiding action needed should reduce the noise impact is some areas. The increased tale in the airspace may lead to Exeter-based GA aircraft moving their light areas further away from the airport but his is unlikely to have a significant noise.
			point so the impact of noise would be minimal. The route also passes	so the impact of noise should be minimal. The improved descent profile and predictable routing should represent an improvement in the impact of noise to the Do Nothing option.	the noise impact in some areas. Exeter-based GA aircraft are unlikely to change their mute profiles as a result of implementing aircraft. Although arress to any	unlikely to change their route profiles as a result of implementing airspace. Although access to an new aircnane recordless of the riscollination, would be facilitated by Eveter ATC some CA aircraft	y unlikely to change their route profiles as a result of implementing airspace. Although access to a t new airspace, regardless of the classification, would be facilitated by Exeter ATC, some GA aircraft may chose to fly around the airspace rather than through it, resulting in a redistribution of noise	unlikely to change their route profiles as a result of implementing airspace. Although access to an new aircnane regardless of the classification, would be facilitated by Evater ATC some GA aircraft	y may lead to Exeter-based GA aircraft moving their flight areas further away from the airport but this is unlikely to have a cientificant noise impart on health and quality of life. Although arress to	areas further away from the airport but this is unlikely to have a significant noise impact on health and quality or life. Although arross to any new pironage repartiess of the placelification, would be facilitated by Evabor ATC	
			close to the town of Newton Abbot. Modifications can be introduced to the route to avoid this location. This is a rural area of Devon with a large number of villages and hamlets, so some overflight of these	The introduction of CAS to contain the procedure may result in the redistribution of GA	new airspace, regardless of the classification, would be facilitated by Exeter ATC, some GA aircraft may chose to fly around the airspace rather than through it.		may chose to fly around the airspace rather than through it, resulting in a redistribution of noise	may chose to fly around the airspace rather than through it, resulting in a redistribution of noise around the local area. This may be experiented in areas considered to be chose noints where GA			Ester ATC, some GA aircraft may choose to fly around the airspace rather than through it, resulting in a redistribution of noise Ester ATC, some GA aircraft may choose to fly around the airspace rather than through it, resulting in a redistribution of noise around the local area. This may be exacerbated in areas considered to be choke points where GA aircraft could be furnelled. However, these areas are rural areas to the impact hould not be significant. Implementing this option should not see a significant
			locations may occur. Aircraft should be above 3,000 ft descending with lower power settings so the impact of noise should be minimal. The	aircraft avoiding the airspace which may result in the overflight of different areas, including areas of tranquillity. This will have more of an impact compared to the Do Nothing option.	resulting in a redistribution of noise around the local area. This may be exacerbated in areas considered to be choke points where GA aircraft could be	aircraft could be funnelled. However, these areas are rural areas so the impact should not be significant. Implementing this option should not see a significant change in the impact of noise	aircraft could be funnelled. However, these areas are rural areas so the impact should not be significant. Implementing this option should not see a significant change in the impact of noise	aircraft could be funnelled. However, these areas are rural areas so the impact should not be significant. Implementing this option should not see a significant change in the impact of noise	noise around the local area. This may be exacerbated in areas considered to be choise points where GA aircraft could be funnelled. However, these areas are rural areas so the impact should	could be funnelled. However, these areas are rural areas so the impact should not be significant. Implementing this option should not see a significant change in the impact of noise from the Do Nothing option.	change in the impact of noise from the Do Nothing option.
			improved descent profile and predictable routing should represent an improvement in the impact of noise to the Do Nothing option.		funnelled. However, these areas are rural areas so the impact should not be significant. Implementing this option should not see a significant change in the impact of noise from the Do Nothing option.	from the Do Nothing option.	from the Do Nothing option.	from the Do Nothing option.	not be significant. Implementing this option should not see a significant change in the impact of noise from the Do Nothing option.		
			The introduction of CAS to contain the procedure may result in the		impact of noise from the Do Nothing option.						
			redistribution of GA aircraft avoiding the airspace which may result in the overflight of different areas, including areas of tranquility. This will								
			have more of an impact compared to the Do Nothing option.								
Communities	Air Quality Ini Qu	ritial Options Appraisal: palitative	Aircraft will be above 1,000 ft at all times on this procedure, hence there will be no impact on local air quality. This represents no change to the	Aircraft will be above 1,000 ft at all times on this procedure, hence there will be no impact on local air quality. This represents no change to the Do Nothing option.	 Implementing this option would result in no change to the position of Exeter- based aircraft below 1,000 ft so there will be no change in local air quality from 	Implementing this option would result in no change to the position of Exeter-based aircraft below 1,000 ft so there will be no change in local air quality from the Do Nothing option. Some GA	Implementing this option would result in no change to the position of Exeter-based aircraft below 1,000 ft so there will be no change in local air quality from the Do Nothing option. Some GA	Implementing this option would result in no change to the position of Exeter-based aircraft below 1,000 ft so there will be no change in local air quality from the Do Nothing option. Some GA	Implementing this option would result in no change to the position of Exeter-based aircraft belon 1,000 ft so there will be no change in local air quality from the Do Nothing option. Some GA	Implementing this option would result in no change to the position of Exeter-based aircraft below 1,000 ft so there will be no change in local air quality from the Do Nothing option. Some GA aircraft operating below 1,000	Implementing this option would result in no change to the position of Exeter-based aircraft below 1,000 ft so there will be no change to in local air quality from the Do Nothing option. Some GA aircraft operating below 1,000 ft in the local area may decide to route
			Do Nothing option.	There will be no change in the Exeter, Crediton or Cullompton AQMAs as a result of	the Do Nothing option. Some GA aircraft operating below 1,000 ft in the local area may decide to route around the airspace, which may result in a change in	aircraft operating below 1,000 ft in the local area may decide to route around the airspace, which may result in a change in local air quality. However, this is expected to be a small and insignifican	aircraft operating below 1,000 ft in the local area may decide to route around the airspace, which t may result in a change in local air quality. However, this is expected to be a small and insignifican	aircraft operating below 1,000 ft in the local area may decide to route around the airspace, which may result in a change in local air quality. However, this is expected to be a small and insignificant	aircraft operating below 1,000 ft in the local area may decide to route around the airspace, which t may result in a change in local air quality. However, this is expected to be a small and insignifical	in the local area may decide to route around the airspace, which may result in a change in local air quality. However, this is expected to be a small and insignificant change.	around the airspace, which may result in a change in local air quality. However, this is expected to be a small and insignificant change.
			There will be no change in the Exeter, Crediton or Cullompton AQMAs a a result of implementing this option.	implementing this option.	local air quality. However, this is expected to be a small and insignificant change.	_ ·	change.	change.	change.	There will be no change in the Exeter, Crediton or Cullompton AQMAs as a result of implementing this option.	There will be no change in the Exeter, Crediton or Cullompton AQMAs as a result of implementing this option.
					There will be no change in the Exeter, Crediton or Cullompton AQMAs as a result of implementing this option.	There will be no change in the Exeter, Crediton or Cullompton AQMAs as a result of implementing this option.	g There will be no change in the Exeter, Crediton or Cullompton AQMAs as a result of implementing this option.	There will be no change in the Exeter, Crediton or Cullompton AQMAs as a result of implementing this option.	There will be no change in the Exeter, Crediton or Cullompton AQMAs as a result of implementin this option.	8	
Wigler Series	Greenhouse flas immark	ritial Options Appraisal:	This procedure incorporates a continuous descent profile at optimum	This procedure incorporates a continuous descent profile at optimum aircraft performance.	By implementing an aircoage volution that numbers the final research and distributions	By implementing an airspace solution that protects the final approach and climb out paths at	By implementing an airspace solution that protects the final approach and dimb out paths at	By implementing an airspace solution that protects the final approach and climb out paths at	By implementing an airspace solution that creates the known traffic environment to protect the	By implementing an airspace solution that creates the known traffic environment to protect the final approach	By implementing an airspace solution that creates the known traffic environment to protect the final approach and climb out paths
an accety	Qs.	ualitative	aircraft performance. This procedure represents the minimum practical	This procedure incorporates a continuous descent profile at optimum aircraft performance. This procedure represents the minimum practical track miles for aircraft arriving from the south. The route is planned to intercept the approach procedure via the far eastern initial		by implementing an airspace solution that protects the final approach and climb out paths at Easter Airport, the need for ATC to provide avoiding action to commercial air traffic will significantly reduce. This will reduce the number of additional track miles flown and also reduce.	by implementing an airspace solution that protects the final approach and climb out paths at Easter Airport, the need for ATC to provide avoiding action to commercial air staffs will significantly reduce. This will reduce the number of additional track miles flown and also reduce	By implementing an airspace solution that protects the final approach and climb out paths at Easter Airport, the need for ATC to provide avoiding action to commercial air traffic will significantly reduce. This will reduce the number of additional tract miles flown and also reduce	final approach and climb out paths at Exeter Airport, the need for ATC to provide avoiding action	by implementing an airspace solution that creates the known traffic environment to protect the tinal approach and climb out paths at Exister Airport, the need for ATC to provide avoiding action to commercial air traffic will significantly reduce. This will reduce the number of additional track miles flown and also reduce emissions and	by imprementing an air-space solution that creates the known traffic environment to protect the final approach and climb out paths. It Exister Airport, the need for ATC to provide avoiding action to commercial air thirfic will significantly reduce. This reduce the number of additional track miles flown and also reduce emissions and the greenhouse gas impact. It will also contribute to more
			track miss for aircraft arriving from the south. More efficient profile that minimises emissions so should result in less impact than the Do Nothing option.	Approach Fix (IAF) to increase lateral separation from Dunkeswell Airfield, resulting in slightly extended track mileage. More efficient profile that minimises emissions so should result in	ly additional track miles flown and also reduce emissions and the greenhouse gas impact. It will also contribute to more efficient departure and arrival profiles,	significantly reduce. This will reduce the number of additional track miles flown and also reduce emissions and the greenhouse gas impact. It will also contribute to more efficient departure and arrival profiles, further reducing the impact. This should result in a positive benefit over the Do	significantly reduce. This will reduce the number of additional track minis flown and also reduce emissions and the greenhouse gas impact. It will also contribute to more efficient departure and arrival profiles, further reducing the impact. This should result in a positive benefit over the Do	significantly reduce. This will reduce the number of additional track make flown and also reduce emissions and the greenhouse gas impact. It will also contribute to more efficient departure and arrival profiles, further reducing the impact. This should result in a positive benefit over the Do	miles flown and also reduce emissions and the greenhouse gas impact. It will also contribute to more efficient departure and arrival profiles, further reducing the impact. This should result in a	the greenhouse gas impact. It will also contribute to more efficient departure and arrival profiles, further	frumber of additional track mins flown and also reduce emissions and the greenhouse gas impact. It will also contribute to more efficient departure and arrival profiles, further reducing the impact. This should result in an positive benefit over the Do Nothing option.
				extended track makage. More emount prome that minimises emissions so should result in less impact than the Do Nothing option.	impact. It was no contribute to more emicent departure and arrival promes, further reducing the impact. This should result in an positive benefit over the Do Nothing option.	Nothing option.	Nothing option.	Nothing option.	positive benefit over the Do Nothing option.	There may be an increase in track miles, and therefore fuel burn, for some GA aircraft avoiding any new airspace	opsion. There may be an increase in track miles, and therefore fuel burn, for some GA aircraft avoiding any new airspace, which would
					There may be an increase in track miles, and therefore fuel burn, for some GA	There may be an increase in track miles, and therefore fuel burn, for some GA aircraft avoiding any new airspace, which would represent an increase over the Do Nothing option.	There may be an increase in track miles, and therefore fuel burn, for some GA aircraft avoiding any new airspace, which would represent an increase over the Do Nothing option.	There may be an increase in track miles, and therefore fuel burn, for some GA aircraft avoiding any new aircpace, which would represent an increase over the Do Nothing option.	There may be an increase in track miles, and therefore fuel burn, for some GA aircraft avoiding any new airspace, which would represent an increase over the Do Nothing option.	which would represent an increase over the Do Nothing option.	, intere may be an increase in crack mass, and entereror role burn, for some on aircsast avoiding any new anspace, which would represent an increase over the Do Nothing option.
					aircraft avoiding any new airspace, which would represent an increase over the Do Nothing option.						
Wider Society	Capacity and resilience Ini Qs	ritial Options Appraisal: palitative	This option does support the management of capacity and resilience and was developed in coordination with NATS as part of FASI-S in	This option does support the management of capacity and resilience and was developed in coordination with NATS as part of FASI-5 in accordance with the UK Airspace Modernisation	This option should reduce operational delays, allowing efficiency of operations thereby supporting the management of capacity and resilience of both the	This option should reduce operational delays, allowing efficiency of operations thereby supporting the management of capacity and resilience of both the airport and the overall national	g This option should reduce operational delays, allowing efficiency of operations thereby supporting the management of capacity and resilience of both the airport and the overall national	This option should reduce operational delays, allowing efficiency of operations thereby supporting the management of capacity and resilience of both the airport and the overall national	g This option should reduce operational delays, allowing efficiency of operations thereby supports the management of capacity and resilience of both the airport and the overall national	This option should reduce operational delays, allowing efficiency of operations thereby supporting the management of capacity and resilience of both the airport and the overall national infrastructure. This would	This option should reduce operational delays, allowing efficiency of operations thereby supporting the management of capacity and resilience of both the airport and the overall national infrastructure. This would represent an improvement over the Do Nothing
			accordance with the UK Airspace Modernisation Strategy. The procedure has been designed to integrate with the en-route structure	Strategy. The procedure has been designed to integrate with the en-route structure and should improve resilience over the Do Nothing option.	airport and the overall national infrastructure. This would represent an improvement over the Do Nothing option.	infrastructure. This would represent an improvement over the Do Nothing option.	infrastructure. This would represent an improvement over the Do Nothing option.	infrastructure. This would represent an improvement over the Do Nothing option.	infrastructure. This would represent an improvement over the Do Nothing option.	represent an improvement over the Do Nothing option.	opeon.
			and should improve resilience over the Do Nothing option.								
Wider Society	Tranquility Ini	nitial Options Appraisal:	This option avoids National Parks and Areas of Outstanding Natural Beauty (AONB) so is expected to have no change on the impact on	This option overflies the eastern edge of Exmoor National Park, although aircraft will be above	we The proposed airspace overlies parts of Dartmoor National Park to the west and	The proposed airspace overlies parts of Dartmoor National Park to the west and the Blackdown and East Devon Area's of Outstanding Natural Beauty to the east. There will be an impact from	The proposed airspace overlies parts of Dartmoor National Park to the west and the Blackdown and East Devon Area's of Outstanding Natural Beauty to the east. There will be an impact from	The proposed airspace overlies parts of Dartmoor National Park to the west and the Blackdown and East Devon Area's of Outstanding Natural Beauty to the east. There will be an impact from	The proposed airspace overlies parts of Dartmoor National Park to the west and the Blackdown and East Devon Area's of Outstanding Natural Beauty to the east. There will be an impact from	The proposed airspace overlies parts of Dartmoor National Park to the west and the Blackdown and East Devon Area's of Outstanding Natural Beauty to the east. There will be an impact from aircraft flying arrival routes but	The proposed airspace overlies parts of Dartmoor National Park to the west and the Blackdown and East Devon Area's of Outstanding Natural Beauty to the east. There will be an impact from aircraft flying arrival routes but this is likely to be the same as
	4	palitative	tranquility compared to the Do Nothing Option.	7,000 If at this point. This opening also element the backgrown his Auria prior to joining the approach procedure. Aircraft will be approximately 3,000 ft at this point so there is likely to be an impact on tranquility in this area. However, aircraft arriving at the airport currently.	the obacocown and cast decon area so or outstanding natural beauty to one each. There will be an impact from aircraft flying arrival routes but this is likely to be the same as the Do nothing option as aircraft arriving at the airport currently	and cast owen Area's or Outstanding National deauty to the east. I here will be an impact from aircraft flying arrival routes but this is likely to be the same as the Do nothing option as aircraft arriving at the airport currently overfit this area.	and Last Decom Area's or Oldustandoring National Deadory to the each. I here will be an impact from aircraft flying arrival routes but this is likely to be the same as the Do nothing option as aircraft arriving at the airport currently overfly this area.	and cast cover area is or occasioning restoral beauty to the each. There will be an impact from aircraft flying arrival routes but this is likely to be the same as the Do nothing option as aircraft arriving at the airport currently overfly this area.	and bas below he's or Outstanding Natural beauty to the east. There will be an impact from aircraft flying arrival routes but this is likely to be the same as the Do nothing option as aircraft arriving at the airport currently overfly this area.	this is likely to be the same as the Do nothing option as aircraft arriving at the airport currently overfly this area.	the Do nothing option as aircraft arriving at the airport currently overfly this area.
			The introduction of CAS to contain the procedure may result in the redistribution of GA aircraft avoiding the airspace which may result in	be an impact on tranquistry in one area. However, arctart arriving at the airport currency overfly this area so the impact is unlikely to be worse than the Do Nothing Option. Improvements in flight profiles may result in an improvement over the Do Nothing option.	overfly this area.	arriving at the airport currency overny this area. The redistribution of GA aircraft avoiding any new airspace may increase overflight of areas of	arriving at the amport currently overrights area. The redistribution of GA aircraft avoiding any new airspace may increase overflight of areas of	The redistribution of GA aircraft avoiding any new airspace may increase overflight of areas of	arriving at the airport currently overing this area. The redistribution of GA aircraft avoiding any new airspace may increase overflight of areas of	The redistribution of GA aircraft avoiding any new airspace may increase overflight of areas of tranquility and have more of an impact compared to the Do Nothing option.	The redistribution of GA aircraft avoiding any new airspace may increase overflight of areas of tranquility and have more of an impact compared to the Do Nothing option.
			the overflight of different areas, including areas of tranquility. This will have more of an impact compared to the Do Nothing option.	The introduction of CAS to contain the procedure may result in the redistribution of GA	The redistribution of GA aircraft avoiding any new airspace may increase overflight of areas of tranquility and have more of an impact compared to the	tranquility and have more of an impact compared to the Do Nothing option.	tranquility and have more of an impact compared to the Do Nothing option.	tranquility and have more of an impact compared to the Do Nothing option.	tranquility and have more of an impact compared to the Do Nothing option.	made more or an impact compared to tire to recoming opposit.	impact tompared to the bol reducing opioin.
			nave more or an anjack companies so one our nothing openin.	aircraft avoiding the airspace which may result in the overflight of different areas, including areas of tranquility. This will have more of an impact compared to the Do Nothing option.	Do Nothing option.						
Wider Society	Biodiversity Ini	ritial Options Appraisal:		This option is not expected to result in any changes to biodiversity given that the		This option is not expected to result in any changes to biodiversity given that the implementation	This option is not expected to result in any changes to biodiversity given that the implementation	This option is not expected to result in any changes to biodiversity given that the implementation	This option is not expected to result in any changes to biodiversity given that the implementation	This option is not expected to result in any changes to biodiversity given that the implementation will not requir	This option is not expected to result in any changes to biodiversity given that the implementation will not require any ground works
	Qs	palitative	that the implementation will not require any ground works to support implementation.	implementation will not require any ground works to support implementation.	implementation will not require any ground works to support implementation.	will not require any ground works to support implementation.	will not require any ground works to support implementation.	will not require any ground works to support implementation.	will not require any ground works to support implementation.	any ground works to support implementation.	to support implementation.
General Aviation				1					I .		
	Access Ini	ritial Options Appraisal:	The introduction of CAS to contain the procedures is likely to have an	The introduction of CAS to contain the procedures is likely to have an impact on access to GA	A. Exeter ATC will facilitate access to airspace for all users, regardless of the	Exeter ATC will facilitate access to airspace for all users, regardless of the airspace classification,	Exeter ATC will facilitate access to airspace for all users, regardless of the airspace classification,	Exeter ATC will facilitate access to airspace for all users, regardless of the airspace classification,	Exeter ATC will facilitate access to airspace for all users, regardless of the airspace classification,	Exeter ATC will facilitate access to airspace for all users, regardless of the airspace classification, unless for	Exeter ATC will facilitate access to airspace for all users, regardless of the airspace classification, unless for overriding operational
	Access Ini Qu	ritial Options Appraisal: µalitative		Access to airspace for GA will be in accordance with the airspace classification; GA aircraft nor able or willing to access the airspace will be required to avoid. This represents a greater	airspace classification, unless for overriding operational safety issues. However, some airspace users may be unable or choose not to operate in some classes of	unless for overriding operational safety issues. However, some airspace users may choose or be unable to operate in some classes of airspace. Access will not routinely be denied but some	unless for overriding operational safety issues. However, some airspace users may choose or be unable to operate in some classes of airspace. Access will not routinely be denied but some	unless for overriding operational safety issues. However, some airspace users may choose or be unable to operate in some classes of airspace. Access will not routinely be denied but some	unless for overriding operational safety issues. However, some airspace users may choose or be unable to operate in some classes of airspace. Access will not routinely be denied but some		Exister ATC will Excitate access to airspace for all users, regardless of the airspace classification, unless for overriding operational safety visious. However, come airspace users may decode or be unable to operate in one classes of airspace. Access will not use of the decidence of the airspace does not be lack of the necessary unless that the airspace does not be lack of the necessary.
	Access Ini	itial Options Appraisal: µalitative	The introduction of CAS to contain the procedures is likely to have an impact on access to GA. Access to airspace for GA will be in accordance with the airspace classification; GA aircraft not able or willing to access the airspace will be required to avoid. This represents a greater impact than the Do Nothing option.	Access to airspace for GA will be in accordance with the airspace classification; GA aircraft nor able or willing to access the airspace will be required to avoid. This represents a greater	airspace classification, unless for overriding operational safety issues. However, some airspace users may be unable or choose not to operate in some classes of airspace. Access will not routinely be deried but some airspace users may be prevented from operating in the airspace due to the lack of the necessary.	unloss for overriding operational safety issues. However, some airspace users may choose or be unable to operate in some classes of airspace. Access will not routinely be denied but some airspace users may be prevented from operating in the airspace due to the lack of the necessary equipment fradio or transponder). The use of lutters of Agreement and local operating	unless for overriding operational safety issues. However, some airspace users may choose or be unable to operate in some classes of airspace. Access will not routinely be denied but some airspace users may be prevented from operating in the airspace due to the lack of the necessary equipment (radio or transponder). The use of Letters of Agreement and local operating	unless for overriding operational safety issues. However, some airspace users may choose or be unable to operate in some classes of airspace. Access will not routinely be denied but some airspace users may be prevented from operating in the airspace due to the lack of the necessary equipment fraction or transponder!. The use of latters of Agreement and local operating to the content of the	unless for overriding operational safety issues. However, some airspace users may choose or be unable to operate in some classes of airspace. Access will not routinely be denied but some airspace users may be prevented from operating in the airspace due to the lack of the necessary equipment fradio or transponder). The use of Letters of Arresement and local operating	classes of airspace. Access will not routinely be denied but some airspace users may be prevented from operating in the airspace due to the lack of the necessary equipment (ratio or transponder). The use of Letters Agreement and local operating procedures will be utilized to facilitate access to all users. Splitting the airspace	routinely be denied but some airspace users may be prevented from operating in the airspace due to the lack of the necessary of equipment (radio or transponder). The use of Letters of Agreement and local operating procedures will be utilised to facilitate access to all users. This agreements will allow unhindered access to some areas of the airspace to operators from North Hill and
	Access Ini	ritial Options Appraisal: ualitative	with the airspace classification; GA aircraft not able or willing to access the airspace will be required to avoid. This represents a greater impact	Access to airspace for GA will be in accordance with the airspace classification; GA aircraft nor able or willing to access the airspace will be required to avoid. This represents a greater	ti airspace classification, unless for overriding operational safety issues. However, some airspace users may be unable or choose not to operate in some classes of airspace. Access will not routinely be denied but some airspace users may be prevented from operating in the airspace due to the lack of the necessary equipment (radio or transponder). The use of Letters of Agreement and local operating procedures will be clificed to facilitate access to all users. There is	unless for overriding operational safety issues. However, some airapea users may choose or be unable to operate in some disease of sirapeae. Access within crutorisely be desired but some airapeae users may be prevented from operating in the airapeae dus to the lack of the necessary equipment fixed or transponder. It has east futures or Agreement and local operating procdures will be utilised to facilitate access to all users. Splitting the airapeae vertically would allow the use of different airapeae celesifications, militaging access issues for those airapeae users.	unless for overriding operational safety issues. However, some airrapace usiers may choose or be unable to operate is some dissued of airrapace. Access will not controlled be delined but some airrapace users may be prevented from operating in the airrapace due to the lack of the necessary opportunit (palice) for transported; It has used I classified a generating procedures will be utilised to I boilitate access to all users. Splitting the airrapace vertically even allow these will be utilised to I boilitate access to all users. Splitting the airrapace vertically even allow these will be utilised to I boilitate access to all users. Splitting the airrapace vertically even allow the use of the splitting that the splitting	unless for overriding operational safety issues. However, some airspace users may choose or be vanishe to operate is some dissues of airspace. Access will not crothingly be derined but some airspace users may be prevented from operating in the airspace due to the lack of the necessing equipment (said or transponder). The use of latters for Agreement and local operating procedures will be utilized to bicilitate access to all users. Splitting the airspace vertically evoud allow the user of different airspace dissilication, mighting societ issues for those con- trolled to the control of the contro	unless for overriding operational safety issues. However, some airspace usiers may choose or by manable to operate in some classes of airspace. Access will not noticely be denied but some airspace users may be prevented from operating in the airspace due to the lack of the necessary equipment [radio or transponder]. He use of Letters of Agreement and local operating procedures will be utilised to facilitate access to all users. Splitting the airspace vertically would allow the use of different airspace colorisations, mightings access issues for those airspace user airspace which are supported to the control of the control	classes of airspace. Access will not routinely be denied but some airspace users may be prevented from operating in the airspace due to the lack of the necessary equipment (radio or transponder). The use of Letters Agreement and local operating procedures will be utilised to facilitate access to all users. Splitting the airspace vertically would allow the use of different airspace classifications, mitigating access issues for those airspace use that raneet aroses more spectiment airspace and airspace airspace and airspace and airspace uses that raneet aroses more spectiment airspace ai	routinely be desired but come arispeze users may be prevented from operating in the airspace due to the lack of the necessary of equipment practice to transponder.) It was of states for a fagurement and local operating procedures will be utilised for lacinities and states of the process of the states of the s
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Commercial airlines General Audition / Commercial airlines Commercial airlines Commercial airlines Commercial airlines Argont J. Ar	Footburn Costs Fault burn III III III III III III III III III I	mital Cyrlons Approvati mital Cyrlons Approvati solid Cyrlons Approvati	with the integrated collections (c.d. and c.d.) that of able or willing to asset to be expanse at the project of a well. The represents a greater impact to the collection of	Assess to any agency for GN will be a secured on with the antiques designation of a secretary and the security of the second. This represents a grander inspect them to the DN betting option. The attraction of the DN betting option of the DN betting option. Additional represent representations the SN betting option of the DN betting option of the DN betting option. Additional represent representations the DN betting option of the DN betting option. Additional represent representations the DN betting option. Additional representations of an extension of the DN betting option. Most practical and engaged fines on the DN betting option. Most practical and engaged fines on the DN betting option. The production of the DN betting option of the DN betting option of the DN betting option. The production of the DN betting option. The proposal is not articipated to require additional training costs for administration of the DN betting option. The proposal is not articipated to require additional training costs for administration of the DN betting option. The proposal is not articipated to require additional training costs for administration of the DN betting option. The proposal is not articipated to require additional training costs for administration of the DN betting option. The proposal is not articipated to require additional training costs for administration of the DN betting option. The proposal is not articipated to require additional training costs for administration of the DN betting option. The proposal is not administration of the DN betting option. The proposal is not administration of the DN betting option of the DN betting option	I reguest a characteristic varieties for membriding operational shalling states, . Movement of monthly the device that have an argument across the processing of the processing operations of the processing operations of the objects for facilities on the processing operations of the objects for facilities on the processing operations are to all care. There is expected to be more of an impact than the lob facilities for facilities of the processing operations of the objects of the processing operations of the objects of the processing operations of the processing opera	unless for exempting operational lafeth issues. Trescents, some allegate users they done or the symptoms care they depressed from operating the angions care in they depressed from operating the angions care in they depressed from operating the angions care in they appeared from the processing the first of the receivery explainted public place to expressed from the care of lateral of a great and so and operating explaints and the care of the care	whiles for conventing operational uniform journess, recovered, some argues are may chose and some agreed access may be executed from operating the margines are to their journess of the marginess are to their journess of the marginess are to their journess of the marginess are to the property pulsars of the marginess are to the property pulsars of the marginess are to the property pulsars of the marginess are to the m	unless for certainties gesetzbesel selfest insten. However, some angewe seem may choose on the beauty and seem of the property	wheles the reservining operational safety issues. However, shell register suppose seam may be cheese the safety and suppose seam may be received from operating the arranges of seat may be received from operating the arranges of seat may be received from operating the arranges of seat may be received from operating the arranges of seat may be received the received from the seat of seat the received from operating comes to see the seat of seat the seat of seat the received from operating comes to see the seat of seat the seat of seat the seat of seat of seat the seat of	classes of imprace. Account will not improve any the development but some arranges cover may be prevented from the Agreement and the cogniting providers on the best the failthment area to the agreement and the cogniting providers are the best of trailism care to share, "printing the simple relation of the provider of the country of the cognition of the	residually the defined but forms any serve users may be prevented from expecting in the any secure due to the fact, of the residual residual of the fact of the residual process to all outs. They are generated will do not be facilities and the fact of the residual process to all outs. They are generated will do not be facilities and the facilities and th
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Commercial airlines Connead Aviation / commercial airlines Commercial airlines Commercial airlines Apport / Air August / Air	Footburn Costs Fault burn III III III III III III III III III I	mital Cyrlons Approvati mital Cyrlons Approvati solid Cyrlons Approvati	with the improved collections of the overall three depresents a greater impact to the owner of the owner	Assess the arease for 6% well but a second and with the articuse distinguishment is graded interest than the 60 hashing option. The attraction of the production of the article of the production of a second interest in a second interest interest in a second interest interest in a second interest	I organic activation of the control	unless for exementing operational selfer issues. However, some alregate self may deploy and under self- singular search may be prevented from operating the anapses are the hist of the receivant progress search and provided from operating the anapses are the hist of the receivant progress search and provided from the search and provided the search and provided the search and provided the search and provided the search and t	whiles for convertibing operational safety issues. Proceeds, some argues are may chose all the argues are the high prevented from operating the arranges are the high of the screening regions are in they desired the from operating the arranges are the high of the screening explanation of the screening areas to state of the arranges are screening explanation of the screening that control and control areas are some residence areas more residence are springer described to the screening explanation of the arranges control that control areas areas once residence are springer described to the screening explanation. There is expected to be more of an explanation of the screening explanation. There is expected to be more of an explanation of the screening explanation. The screening explanation of the screening explanation explanatio	unless for enemoting operational selfer issues. However, some any page a server to be provided to the page of the	wheles the recentrified generational safety issues. However, shower appear same may be chosen the impact areas may be prevented from operating the arrayses due to the other secretary expirement public or transported. The same of latency of prevented and controlled and expirement public or transported in the same of latency of prevented and latency expirement public or transported in the same of latency of prevented and latency expirement public or transported and latency or transported and latency public transport and latency appear distributions. There is expected to be more of an expirement public public or transport and latency and reduce distings. This will controlled to the latency appear and public public processed differency and reduce distings. This will controlled to the latency and controlled public public processed differency public is predicted by how direct and indirect committee brendfas associated with an increase in this his predicted by how direct and indirect committee brendfas associated with an increase in the his predicted by how direct and indirect committee brendfas associated with an increase in the his predicted by how direct and indirect committee brendfas associated with an increase in the his predicted by how direct and indirect committee brendfas associated with an increase in the his predicted by how direct and indirect committee brendfas associated with an increase in the his predicted by how direct and indirect committee brendfas associated with an increase in the his predicted by how direct and indirect committee brendfas associated by the his predicted by the brendfas predicted by how direct and indirect committee brendfas and increased by the brendfas predicted by how direct and indirect and indirect and increased by the brendfas predicted by how direct and indirect and indirect and indirect and indirect and indirect according a the second and indirect and indirect and indirect and indirect his preparation is not expected to be change appear at many and a	classes of imprace. Account will not improve any order of the best of the stranges cover may be prevented from the agreement and the cognitive providers of the stranges cover the provider from the agreement and the cognitive providers or the count of the stranges count may be prevented from the agreement and the cognitive providers or the count of the stranges count may be agreed to the count of the stranges count may be considered to the stranges count on the count of the stranges count of the strang	residually the defined but forms any service service may be prevented from experting in the arrapset due to the fact of the necessary executed to draw. The agreement will all own be desired to draw the service form the service to draw provides from the fact of the necessary executed to draw provides to prevent the fact of the agreement of the a
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Commercial ariffries General Available Commercial ariffries Commercial ariffries Commercial ariffries Apport / Ar Angont / Ar	Footburn Costs Fault burn III III III III III III III III III I	mital Cyrlons Approvati mital Cyrlons Approvati solid Cyrlons Approvati	with the improved collections of the overall three depresents a greater impact to the owner of the owner	Assess the arease for 6% well but a second and with the articuse distinguishment is graded interest than the 60 hashing option. The attraction of the production of the article of the production of a second interest in a second interest interest in a second interest interest in a second interest	I organic activation of the controlled prices of the controlled part	unless for exementing operational selfer issues. However, some alregate self may deploy and under self- singular search may be prevented from operating the anapses are the hist of the receivant progress search and provided from operating the anapses are the hist of the receivant progress search and provided from the search and provided the search and provided the search and provided the search and provided the search and t	whites for coveriding operational safety issues: recovered, some argues a size may chose and several proposes and strains of the description of the secretary angions cause may be rewised from operating the autopace and set that of the secretary employment platform transposes and the secretary experiment of the secretary employment platform transposes and the secretary employment emplo	unless for cerearding quarterial selfs in time. However, some altegrapes users may be close of the impages users may be growed from quarterial and may access and the bild of an encourary explainment place for transposedary. This use of settlems of agreement and board aparticle and place and the place of the settlems of the settlems of agreement and board aparticle and the settlems of settlems of the settlems of settlems of the settlems of the settlems of the settlems of the settlems of settlems of the settlems of the settlems of the settlems of the settlems of settlems of the settlems of the settlems of the settlems of settlems of the settlems of the settlems of the settlems of settlems of the settlems	wheles the recentrified generational safety issues. However, shower appear same may be chosen the impact areas may be prevented from operating the arrayses due to the other secretary expirement public or transported. The same of latency of prevented and controlled and expirement public or transported in the same of latency of prevented and latency expirement public or transported in the same of latency of prevented and latency expirement public or transported and latency or transported and latency public transport and latency appear distributions. There is expected to be more of an expirement public public or transport and latency and reduce distings. This will controlled to the latency appear and public public processed differency and reduce distings. This will controlled to the latency and controlled public public processed differency public is predicted by how direct and indirect committee brendfas associated with an increase in this his predicted by how direct and indirect committee brendfas associated with an increase in the his predicted by how direct and indirect committee brendfas associated with an increase in the his predicted by how direct and indirect committee brendfas associated with an increase in the his predicted by how direct and indirect committee brendfas associated with an increase in the his predicted by how direct and indirect committee brendfas associated with an increase in the his predicted by how direct and indirect committee brendfas associated with an increase in the his predicted by how direct and indirect committee brendfas associated by the his predicted by the brendfas predicted by how direct and indirect committee brendfas and increased by the brendfas predicted by how direct and indirect and indirect and increased by the brendfas predicted by how direct and indirect and indirect and indirect and indirect and indirect according a the second and indirect and indirect and indirect and indirect his preparation is not expected to be change appear at many and a	classes of imprace. Account will not combinably the developed has been sent any byte prevention from processing and approaches on the section of the section	residually the defined but terms any service service may be prevented from operating in the any sead and to the last of the recoverably executed to design the service of the sead of the recoverably executed to design the service of the sead of the sead of the recoverably executed to design
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INITIAL	PTIONS APPRA	ISAL Summary of Analysi	This option offers more protection for the approach procedures and departure routes and provides connectivity to	This nation affers more nontertion for the approach renegtures and departure routes and nonvides connectivity to	This option offers more protection for the approach procedures and departure routes and provides connectivity to	This option offers more protection for the approach procedures and departure routes and	Whilst this option protects the final approach and initial climb out paths and could provide	This option offers more protection for the approach procedures and departure	This notion protects the final annuach and initial rimb out naths and provides connectivity to the airways
			the airways structure. It would contain departure and transition procedures to the south of the airport, ensuring	the airways structure. It would contain the departure and transition procedures, ensuring that Commercial Air	the ainways structure. It would contain the departure procedures but not all of the transition procedures. Commerci		connectivity to the airways structure, it would not contain the full departure and transition procedures and Commercial Air Transport would not remain inside Controlled Airspace when	routes and provides connectivity to the airways structure. It would contain the departure and transition procedures, ensuring that Commercial Air Transport	structure. It would contain departure and transition procedures to the south of the airport, ensuring that Commercial Air Transport would remain inside Controlled Airspace when arriving or departing from the
			that Commercial Air Transport would remain inside Controlled Airspace when arriving or departing from the Airport. The complexity of the airspace boundary and wrap-around of Dunkeswell and North Hill airfields may lead	Transport would remain inside Controlled Airspace when arriving or departing from the Airport. The complexity of d the airspace boundary and wrap-around of Dunkeswell and North Hill airfields may lead to unauthorised incursions	Air Transport would not remain inside Controlled Airspace when arriving at the Airport. The complexity of the airspace boundary, creating a 'cul-de-sac' in the airspace around North Hill and Dunkeswell airfields may lead to	when arriving or departing from the Airport. Although the design may be considered complex	arriving or departing from the Airport. This option is considered to be the minimum acceptable	would remain inside Controlled Airspace when arriving or departing from the	Commercial Air Transport would remain inside Controlled Airspace when arriving or departing from the Airport. This option will be taken forward but is not the preferred option.
			to unauthorised incursions and create choke points. This option will not be taken forward.	and create choke points. The lower airspace portion of this option can be amended to be the same as Option 14, notwithstanding the necessary arrangements required with North Hill and Dunksewell airfields to ensure satisfactory operating procedures within the new airspace. With this amendment to the design, this option will be taken forward	unauthorised incursions and create choke points. This option will not be taken forward.	and may lead to unauthorised incursions, the multiple areas are designed to minimise the amount of CAS required to ensure traffic remains inside CAS. This option will be taken	solution but is not ideal from the airport's point of view. This option will be taken forward but is not the preferred option and would only be implemented without SID or Transition procedures.	Airport. This option will be taken forward but is not the preferred option.	
				operating procedures within the new airspace. With this amendment to the design, this option will be taken forward as the professed notion		forward but is not the preferred option.			
				as one prevened opour.					
Group			Airspace Option 16	Airspace Option 17	Airspace Option 18	Airspace Option 19	Airspace Option PE1	Airspace Option PE2	Airspace Option PE3
			Option A16 sub-options a, b, c, f, g, h and i	Option A17 sub-options a, b, c, f, g, h and i	Option A18 sub-options a, b, c, f, g, h and i	Option A19	Option PE1 sub-options a and c	Option PE2 sub-options a, b, c, f, g, h and i	Option PE3 sub-options a, b, c, f, g, h and i
Communities	Noise impact on healt	h Initial Options Appraisal:	There is unlikely to be a significant change in the noise impact on health and quality of life as a result of	There is unlikely to be a significant change in the noise impact on health and quality of life as a result of	There is unlikely to be a significant change in the noise impact on health and quality of life as a result of implementing	There is unlikely to be a significant change in the noise impact on health and quality of life as a	There is unlikely to be a significant change in the noise impact on health and quality of life as a	There is unlikely to be a significant change in the noise impact on health and	There is unlikely to be a significant change in the noise impact on health and quality of life as a result of
	and quality of life	Qualitative	implementing this airspace option. The routes flown by commercial aircraft arriving at or departing from Exeter Airport are unlikely to change from the Do Nothing option. Less avoiding action needed should reduce the noise	implementing this airspace option. The routes flown by commercial aircraft arriving at or departing from Exeter Airport are unlikely to change from the Do Nothing option. Less avoiding action needed should reduce the noise	this airspace option. The routes flown by commercial aircraft arriving at or departing from Exeter Airport are unlike to change from the Do Nothing option. Less avoiding action needed should reduce the noise impact in some areas.	at or departing from Exeter Airport are unlikely to change from the Do Nothing option. Less	result of implementing this airspace option. The routes flown by commercial aircraft arriving at departing from Exeter Airport are unlikely to change from the Do Nothing option. Less avoiding	or quality of life as a result of implementing this airspace option. The routes flown by commercial aircraft arriving at or departing from Exeter Airport are unlikely to	implementing this airspace option. The routes flown by commercial aircraft arriving at or departing from Exeter Airport are unlikely to change from the Do Nothing option. Less avoiding action needed should
			impact in some areas. The increased size in the airspace may lead to Exeter-based GA aircraft moving their flight areas further away from the airport but this is unlikely to have a significant noise impact on health and quality of	Airport are unlikely to change from the Do Nothing option. Less avoiding action needed should reduce the noise impact in some areas. The increased size in the airpace may lead to Exeter-based GA aircraft moving their flight areas further away from the airport but this is unlikely to have a significant noise impact on health and quality of life.	The increased size in the airspace may lead to Exeter-based GA aircraft moving their flight areas further away from the airport but this is unlikely to have a significant noise impact on health and quality of life. Although access to any	avoiding action needed should reduce the noise impact in some areas. The increased size in	departing from Exeter Airport are unlikely to change from the Do Nothing option. Less avoiding action needed should reduce the noise impact in some areas. Exeter-based GA aircraft are unlikely to change their route profiles as a result of implementing airspace. Although access to a	by commercial aircraft arriving at or departing from Exeter Airport are unlikely to change from the Do Nothing option. Less avoiding action needed should reduce by the noise impact in some areas. The increased size in the airspace may lead to	reduce the noise impact in some areas. The increased size in the airspace may lead to Exeter-based GA aircraft moving their flight areas further away from the airport but this is unlikely to have a significant noise
			life. Although access to any new airspace, regardless of the classification, would be facilitated by Exeter ATC some	areas notices away from the airport out this is uniaway to have a significant noise impact on near a real. Although access to any new airpopes, regardless of the classification, would be facilitated by Exter ATC, some GA aircraft may choose to fly around the airspace rather than through it, resulting in a redistribution of noise around the	new airspace, regardless of the classification, would be facilitated by Exeter ATC, some GA aircraft may choose to fly	the airspace may lead to Extent closure on a rotal moving their rights evals former away from the airspace but this is unlikely to have a significant noise impact on health and qualify of life. Although access to any new airspace, regardless of the classification, would be facilitated by	unissely to change men roose promise as a result or impairmenting empacts. Autrough access to a new airspace, regardless of the classification, would be facilitated by Exeter ATC, some GA aircraft may choose to fly around the airspace rather than through it, resulting in a redistribution of noise	t Exeter-based GA aircraft moving their flight areas further away from the airport	impact on health and quality of life. Although access to any new airspace, regardless of the classification.
			GA aircraft may choose to fly around the airspace rather than through it, resulting in a redistribution of noise around the local area. This may be exacerbated in areas considered to be choke points where GA aircraft could be	aircraft may choose to fly around the airspace rather than through it, resulting in a redistribution of noise around the local area. This may be exacerbated in areas considered to be choke points where GA aircraft could be funnelled.	e around the airspace rather than through it, resulting in a redistribution of noise around the local area. This may be exacerbated in areas considered to be choke points where GA aircraft could be funnelled. However, these areas ar	Although access to any new airspace, regardless of the classification, would be facilitated by Feater &TC come G& aircraft may choose to fly around the aircnare rather than through it	may choose to fly around the airspace rather than through it, resulting in a redistribution of nois around the local area. This may be exacerbated in areas considered to be choke points where G	but this is unlikely to have a significant noise impact on health and quality of life. Although arross to any new aircnare regardless of the classification, would be	would be facilitated by Exeter ATC, some GA aircraft may choose to fly around the airspace rather than through it, resulting in a redistribution of noise around the local area. This may be exacerbated in areas
			funnelled. However, these areas are rural areas so the impact should not be significant. Implementing this option should not see a significant change in the impact of noise from the Do Nothing option.	However, these areas are rural areas so the impact should not be significant. Implementing this option should not see a significant change in the impact of noise from the Do Nothing option.	rural areas so the impact should not be significant. Implementing this option should not see a significant change in the impact of noise from the Do Nothing option.	resulting in a redistribution of noise around the local area. This may be exacerbated in areas considered to be choke points where GA aircraft could be funnelled. However, these areas are	airrraft rould be funnalled. However, these areas are rural areas on the impart should not be	facilitated by Exeter ATC, some GA aircraft may choose to fly around the airspace rather than through it, resulting in a redistribution of noise around the local area.	considered to be choke points where GA aircraft could be funnelled. However, these areas are rural areas so the impact should not be significant. Implementing this option should not see a significant change in the
			around not see a agriculture change in the impact of notice from the 20 rouning opposit.	are a significant change in one impact of noise from one 50 recting option.	are impact or notice from one boll receiving opinion.	rural areas so the impact should not be significant. Implementing this option should not see a	from the Do Nothing option.	This may be exacerbated in areas considered to be choke points where GA aircraft	impact of noise from the Do Nothing option.
						significant change in the impact of noise from the Do Nothing option.		could be funnelled. However, these areas are rural areas so the impact should no be significant. Implementing this option should not see a significant change in the impact of noise from the Do Nothing option.	
								impact of noise from the Do Nothing option.	
Communities	Air Quality	Initial Options Appraisal:	Implementing this option would result in no change to the position of Exeter-based aircraft below 1,000 ft so there will be no change in local air quality from the Do Nothing option. Some GA aircraft operating below 1,000 ft in the	Implementing this option would result in no change to the position of Exeter-based aircraft below 1,000 ft so there will be no change in local air quality from the Do Nothing option. Some GA aircraft operating below 1,000 ft in the	Implementing this option would result in no change to the position of Exeter-based aircraft below 1,000 ft so there will be no change in local air quality from the Do Nothing option. Some GA aircraft operating below 1,000 ft in the	Implementing this option would result in no change to the position of Exeter-based aircraft	Implementing this option would result in no change to the position of Exeter-based aircraft below 1,000 ft so there will be no change in local air quality from the Do Nothing option. Some GA	Implementing this option would result in no change to the position of Exeter-	Implementing this option would result in no change to the position of Exeter-based aircraft below 1,000 ft so there will be no change in local air quality from the Do Nothing option. Some GA aircraft operating below
		Qualitative	local area may decide to route around the airspace, which may result in a change in local air quality. However, this	local area may decide to route around the airspace, which may result in a change in local air quality. However, this is	local area may decide to route around the airspace, which may result in a change in local air quality. However, this i	GA aircraft operating below 1,000 ft in the local area may decide to route around the airspace.	aircraft operating below 1,000 ft in the local area may decide to route around the airspace, which		
			is expected to be a small and insignificant change.	expected to be a small and insignificant change.	expected to be a small and insignificant change.	which may result in a change in local air quality. However, this is expected to be a small and insignificant change.	may result in a change in local air quality. However, this is expected to be a small and insignifican change.	t may decide to route around the airspace, which may result in a change in local air quality. However, this is expected to be a small and insignificant change.	quality. However, this is expected to be a small and insignificant change.
			There will be no change in the Exeter, Crediton or Cullompton AQMAs as a result of implementing this option.	There will be no change in the Exeter, Crediton or Cullompton AQMAs as a result of implementing this option.	There will be no change in the Exeter, Crediton or Cullompton AQMAs as a result of implementing this option.	There will be no change in the Exeter, Crediton or Cullompton AQMAs as a result of	There will be no change in the Exeter, Crediton or Cullompton AQMAs as a result of implementin	There will be no change in the Exeter, Crediton or Cullompton AQMAs as a result	There will be no change in the Exeter, Crediton or Cullompton AQMAs as a result of implementing this
						implementing this option.	this option.	of implementing this option.	opion.
				Ĭ.					
				Ĭ.					
Wider Society	Greenhouse Gas impa	ct Initial Options Appraisal:	By implementing an airspace solution that creates the known traffic environment to protect the final approach and climb out paths at Exeter Airport, the need for ATC to provide avoiding action to commercial air traffic will	By implementing an air-space solution that creates the known traffic environment to protect the final approach and dimb out paths at Easter Airport, the need for ATC to provide avoiding action to commercial air traffic will	By implementing an airspace solution that creates the known traffic environment to protect the final approach and dimb out paths at Exater Airport, the need for ATC to provide avoiding action to commercial air traffic will	By implementing an airspace solution that creates the known traffic environment to protect the final approach and right out nath; at Fueter Eimort the need for ATC to provide applicant	By implementing an airspace solution that creates the known traffic environment to protect the final approach and climb out paths at Exster Airport, the need for ATC to provide avoiding action	By implementing an airspace solution that creates the known traffic environment to protect the final approach and climb out paths at Exeter Airport, the need for	By implementing an airspace solution that creates the known traffic environment to protect the final approach and climb out paths at Exister Airport, the need for ATC to provide avoiding action to commercial
		-quantative	significantly reduce. This will reduce the number of additional track miles flown and also reduce emissions and the	dimb out paths at Exster Airport, the need for ATC to provide avoiding action to commercial air traffic will significantly reduce. This will reduce the number of additional track miles flown and also reduce emissions and the greenhouse gas impact. It will also contribute to more efficient departure and arrival profiles, further reducing the	climb out paths at Exster Airport, the need for ATC to provide avoiding action to commercial air traffic will significantly reduce. This will reduce the number of additional track miles flown and also reduce emissions and the greenhouse gas impact. It will also contribute to more efficient departure and arrival profiles, further reducing the	action to commercial air traffic will significantly reduce. This will reduce the number of	to commercial air traffic will significantly reduce. This will reduce the number of additional track	to protect the final approach and climb out paths at Exeter Airport, the need for ATC to provide avoiding action to commercial air traffic will significantly reduce. This will reduce the number of additional track miles flown and also reduce	approach and climb out paths at Exister Airport, the need for ATC to provide avoiding action to commercial air traffic will significantly reduce. This will reduce the number of additional track miles flown and also reduce emissions and the greenhouse gas impact. It will also contribute to more efficient departure and
			greenhouse gas impact. It will also contribute to more efficient departure and arrival profiles, further reducing the impact. This should result in an positive benefit over the Do Nothing option.	greenhouse gas impact. It will also contribute to more efficient departure and arrival profiles, further reducing the impact. This should result in an positive benefit over the Do Nothing option.	greenhouse gas impact. It will also contribute to more efficient departure and arrival profiles, further reducing the impact. This should result in an positive benefit over the Do Nothing option.	additional track miles flown and also reduce emissions and the greenhouse gas impact. It will also contribute to more efficient departure and arrival profiles, further reducing the impact.	miles flown and also reduce emissions and the greenhouse gas impact. It will also contribute to more efficient departure and arrival profiles, further reducing the impact. This should result in a	 lemissions and the greenhouse gas impact. It will also contribute to more efficient 	reduce emissions and the greenhouse gas impact. It will also contribute to more efficient departure and arrival profiles, further reducing the impact. This should result in an positive benefit over the Do Nothing
			There may be an increase in track miles, and therefore fuel burn, for some GA aircraft avoiding any new airspace,	There may be an increase in track miles, and therefore fuel burn, for some GA aircraft avoiding any new airspace,	There may be an increase in track miles, and therefore fuel burn, for some GA aircraft avoiding any new airspace,	This should result in an positive benefit over the Do Nothing option.	positive benefit over the Do Nothing option.	departure and arrival profiles, further reducing the impact. This should result in an positive benefit over the Do Nothing option.	option.
			There may be an increase in track miles, and therefore fuel burn, for some GA aircraft avoiding any new airspace, which would represent an increase over the Do Nothing option.	There may be an increase in track miles, and therefore fuel burn, for some GA aircraft avoiding any new airspace, which would represent an increase over the Do Nothing option.	There may be an increase in track miles, and therefore fuel burn, for some GA aircraft avoiding any new airspace, which would represent an increase over the Do Nothing option.	There may be an increase in track miles, and therefore fuel burn, for some GA aircraft avoiding	There may be an increase in track miles, and therefore fuel burn, for some GA aircraft avoiding		There may be an increase in track miles, and therefore fuel burn, for some GA aircraft avoiding any new
				Ĭ.		any new airspace, which would represent an increase over the Do Nothing option.	any new airspace, which would represent an increase over the Do Nothing option.	There may be an increase in track miles, and therefore fuel burn, for some GA aircraft avoiding any new airspace, which would represent an increase over the Do	airspace, which would represent an increase over the Do Nothing option.
								Nothing option.	
Wider Society	Capacity and resilieno	Initial Options Appraisal:	This action should reduce operational delays, allowing efficiency of operations thereby supporting the	This option should reduce operational delays, allowing efficiency of operations thereby supporting the management	This option should reduce operational delays, allowing efficiency of operations thereby supporting the management	This cotion should reduce operational delays, allowing efficiency of operations thereby	This action should reduce operational delays, allowing efficiency of operations thereby supporting	g This option should reduce operational delays, allowing efficiency of operations	This option should reduce operational delays, allowing efficiency of operations thereby supporting the
		Qualitative	management of capacity and resilience of both the airport and the overall national infrastructure. This would represent an improvement over the Do Nothing option.	of capacity and resilience of both the airport and the overall national infrastructure. This would represent an improvement over the Do Nothing option.	of capacity and resilience of both the airport and the overall national infrastructure. This would represent an improvement over the Do Nothing option.	supporting the management of capacity and resilience of both the airport and the overall national infrastructure. This would represent an improvement over the Do Nothing option.	the management of capacity and resilience of both the airport and the overall national infrastructure. This would represent an improvement over the Do Nothing option.	thereby supporting the management of capacity and resilience of both the airport and the overall national infrastructure. This would represent an improvement	management of capacity and resilience of both the airport and the overall national infrastructure. This would represent an improvement over the Do Nothing option.
			represent an improvement over the Do Nothing option.	improvement over the Do Nothing option.	improvement over the Do Nothing option.	national infrastructure. This would represent an improvement over the Do Nothing option.	infrastructure. This would represent an improvement over the Do Nothing option.	and the overall national infrastructure. This would represent an improvement over the Do Nothing option.	would represent an improvement over the Do Nothing option.
Wider Society	Tranquility	Initial Options Appraisal: Qualitative	The proposed airspace overlies parts of Dartmoor National Park to the west and the Blackdown and East Devon Area's of Outstanding Natural Beauty to the east. There will be an impact from aircraft flying arrival routes but this	The proposed airspace overlies parts of Dartmoor National Park to the west and the Blackdown and East Devon Area's of Outstanding Natural Beauty to the east. There will be an impact from aircraft flying arrival routes but this is	The proposed airspace overfies parts of Dartmoor National Park to the west and the Blackdown and East Devon Area's of Outstanding Natural Beauty to the east. There will be an impact from aircraft flying arrival routes but this is	The proposed airspace overlies parts of Dartmoor National Park to the west and the Blackdown and East Devon Area's of Outstanding Natural Beauty to the east. There will be an	The proposed airspace overlies parts of Dartmoor National Park to the west and the Blackdown and East Devon Area's of Outstanding Natural Beauty to the east. There will be an impact from	the Blackdown and East Devon Area's of Outstanding Natural Beauty to the east.	The proposed airspace overlies parts of Dartmoor National Park to the west and the Blackdown and East Devon Area's of Outstanding Natural Beauty to the east. There will be an impact from aircraft flying arrival
			is likely to be the same as the Do nothing option as aircraft arriving at the airport currently overfly this area.	likely to be the same as the Do nothing option as aircraft arriving at the airport currently overfly this area.	likely to be the same as the Do nothing option as aircraft arriving at the airport currently overfly this area.	impact from aircraft flying arrival routes but this is likely to be the same as the Do nothing option as aircraft arriving at the airport currently overfly this area.	aircraft flying arrival routes but this is likely to be the same as the Do nothing option as aircraft arriving at the airport currently overfly this area	There will be an impact from aircraft flying arrival routes but this is likely to be the same as the Do nothing option as aircraft arriving at the airport currently overfly	routes but this is likely to be the same as the Do nothing option as aircraft arriving at the airport currently overfly this area.
			The redistribution of GA aircraft avoiding any new airspace may increase overflight of areas of tranquility and have more of an impact compared to the Do Nothing option.	The redistribution of GA aircraft avoiding any new airspace may increase overflight of areas of tranquility and have more of an impact compared to the Do Nothing option.	The redistribution of GA aircraft avoiding any new airspace may increase overflight of areas of tranquility and have more of an impact compared to the Do Nothing option.	The redistribution of GA aircraft avoiding any new airspace may increase overflight of areas of	The redistribution of GA aircraft avoiding any new airspace may increase overflight of areas of	this area.	The redistribution of GA aircraft avoiding any new airspace may increase overflight of areas of tranquility
			more of an impact compared to the Do Nothing option.	more of an impact compared to the Do Nothing option.	more of an impact compared to the Do Nothing option.	The redistribution of GA aircraft avoiding any new airspace may increase overtight of areas of tranquility and have more of an impact compared to the Do Nothing option.	The redistribution of GA arcraft avoiding any new airspace may increase overfight of areas of tranquility and have more of an impact compared to the Do Nothing option.	The redistribution of GA aircraft avoiding any new airspace may increase overfligh	The redistribution of GA arcraft avoiding any new arispace may increase overflight of areas of tranquility t and have more of an impact compared to the Do Nothing option.
								of areas of tranquility and have more of an impact compared to the Do Nothing	
Wider Society	Biodiversity	Initial Options Appraisal:	This option is not expected to result in any changes to biodiversity given that the implementation will not require any ground works to support implementation.	This option is not expected to result in any changes to biodiversity given that the implementation will not require any ground works to support implementation.	This option is not expected to result in any changes to biodiversity given that the implementation will not require an	y This option is not expected to result in any changes to biodiversity given that the implementation will not require any ground works to support implementation.	This option is not expected to result in any changes to biodiversity given that the implementation will not require any ground works to support implementation.	This option is not expected to result in any changes to biodiversity given that the implementation will not require any ground works to support implementation.	This option is not expected to result in any changes to biodiversity given that the implementation will not require any ground works to support implementation.
General Aviation	Access	Initial Options Appraisal:	Exeter ATC will facilitate access to airspace for all users, regardless of the airspace classification, unless for	Exeter ATC will facilitate access to airspace for all users, regardless of the airspace classification, unless for overriding operational safety issues. However, some airspace users may choose or be unable to operate in some classes of	Exeter ATC will facilitate access to airspace for all users, regardless of the airspace classification, unless for overriding	Exeter ATC will facilitate access to airspace for all users, regardless of the airspace	Exeter ATC will facilitate access to airspace for all users, regardless of the airspace classification,	Exeter ATC will facilitate access to airspace for all users, regardless of the airspace	Exeter ATC will facilitate access to airspace for all users, regardless of the airspace classification, unless for
			overriding operational safety issues. However, some airspace users may choose or be unable to operate in some classes of airspace. Access will not routinely be denied but some airspace users may be prevented from operating	airspace. Access will not routinely be denied but some airspace users may be prevented from operating in the	operational safety issues. However, some airspace users may choose or be unable to operate in some classes of airspace. Access will not routinely be denied but some airspace users may be prevented from operating in the	dissification, unless for overriding operational safety issues. However, some airspace users may choose or be unable to operate in some classes of airspace. Access will not routinely be	unless for overriding operational safety issues. However, some airspace users may choose or be unable to operate in some classes of airspace. Access will not routinely be denied but some	classification, unless for overriding operational safety issues. However, some airspace users may choose or be unable to operate in some classes of airspace.	overriding operational safety issues. However, some airspace users may choose or be unable to operate in some classes of airspace. Access will not routinely be denied but some airspace users may be prevented.
			in the airspace due to the lack of the necessary equipment (radio or transponder). The use of Letters of Agreement and local operating procedures will be utilised to facilitate access to all users. Splitting the airspace vertically would	t airspace due to the lack of the necessary equipment (radio or transponder). The use of Letters of Agreement and local operating procedures will be utilised to facilitate access to all users. Splitting the airspace vertically would allow	airspace due to the lack of the necessary equipment (radio or transponder). The use of Letters of Agreement and local operating procedures will be utilised to facilitate access to all users. Splitting the airspace vertically would allow			Access will not routinely be denied but some airspace users may be prevented from operating in the airspace due to the lack of the necessary equipment (radio	
			in the airspace due to the lack of the necessary equipment (radio or transponder). The use of Letters of Agreement	t airrapcor due to the lack of the necessary equipment (radio or transponder). The use of Letters of Agreement and local operating procedures will be unblied to facilitate access to all users. Splitting the airrapce vertically would allow the use of different airrapcor classifications, mitigating access issues for those airrapcar users that cannot access more extrictive airrapcor classifications, afligments will allow unholdered access to some upper areas of the airrapcar to airrapcor to the control of the	Jairspace due to the lack of the necessary equipment (radio or transponder). The use of latters of Algreement and local operating procedures will be cellided to facilities access to all users. Splitting the airspace vertically would allow the use of different airspace classifications, mitigating access is user for those airspace users that cannot access more restrictive airspace classifications. Agreements will allow unbindered access to some upper areas of the airspace to airspace to	deried but some airspace users may be prevented from operating in the airspace due to the lack of the necessary equipment (radio or transponder). The use of Letters of Agreement and local operating procedures will be utilised to facilitate access to all users. Different airspace rassoftrations would be used armost different more, marrinularly at higher levels to ministate.	unable to operate in some dates of airspace. Access will not routinely be derived but some airspace users may be prevented from operating in the airspace dues the bit lock of the necessary equipment (radio or transponder). The use of Letters of Agreement and local operating procedures will be utilised to facilitate access to all users. There is expected to be more of an impact than the Do Nothing option.	Access will not routinely be denied but some airspace users may be prevented from operating in the airspace due to the lack of the necessary equipment (radio or transponder). The use of Letters of Agreement and local operating procedures will be utilised to facilitate access to all users. Splitting the airspace vertically	from operating in the airspace due to the lack of the necessary equipment [radio or transponder]. The use of Letters of Agreement and local operating procedures will be utilised to facilitate access to all users. Splitting the airspace vertically would allow the use of different airspace classifications, mitgating access issues for
			In the airspace due to the lack of the necessary equipment (radio or transponder). The use of Letters of Agreement and local operating procedures will be utilised to facilitate access to all users. Splitting the airspace vertically would allow the use of different airspace classifications, mitigating access issues for those airspace users that cannot	t airspace due to the lack of the necessary equipment (radio or transponder). The use of Letters of Agreement and local operating procedures will be utilised to facilitate access to all users. Splitting the airspace vertically would allow the use of different airspace dissifications, mitigating access issues for those airspace users that cannot access more	airspace due to the lack of the necessary equipment (radio or transponder). The use of Letters of Agreement and local operating procedures will be utilised to facilitate access to all users. Splitting the airspace vertically would allow the use of different airspace classifications, mitigating access issues for those airspace users that cannot access more	denied but some airspace users may be prevented from operating in the airspace due to the lack of the necessary equipment (role or transponder). The use of Letters of Represent and local operating procedures will be editised to facilitate across to all users. Different airspace cascifications would be used arous different zones, particularly at highly levels to miligate across issues for those airspace users that cannot across more restrictive airspace disalifications. Agreements will allow uninfered across to some upper areas of the airspace	airspace users may be prevented from operating in the airspace due to the lack of the necessary equipment (radio or transponder). The use of Letters of Agreement and local operating procedures will be utilised to facilitate access to all users. There is expected to be more of an	Access will not routinely be denied but some airspace users may be prevented from operating in the airspace due to the lack of the necessary equipment (radio or transponder). The cell of latters of Agreement and local operating procedures will be utilised for facilisate access to all users. Splitting the airspace vertically would allow the use of different airspace classifications, mitigating access issues for those airspace users that cannot access more restrictive airspace.	from operating in the airspace due to the lack of the necessary equipment [radio or transponder]. The use of Letters of Agreement and local operating procedures will be utilised to facilitate access to all users. Splitting the airspace vertically would allow the use of different airspace classifications, mitgating access issues for
			In the airspace due to the lack of the necessary equipment (radio or transponder). The use of Letters of Agreement and local operating procedures will be utilised to facilitate access to all users. Splitting the airspace vertically would allow the use of different airspace classifications, mitigating access issues for those airspace users that cannot	t airrapcor due to the lack of the necessary equipment (radio or transponder). The use of Letters of Agreement and local operating procedures will be unblied to facilitate access to all users. Splitting the airrapce vertically would allow the use of different airrapcor classifications, mitigating access issues for those airrapcar users that cannot access more extrictive airrapcor classifications, afligments will allow unholdered access to some upper areas of the airrapcar to airrapcor to the control of the	Jairspace due to the lack of the necessary equipment (radio or transponder). The use of latters of Algreement and local operating procedures will be cellided to facilities access to all users. Splitting the airspace vertically would allow the use of different airspace classifications, mitigating access is user for those airspace users that cannot access more restrictive airspace classifications. Agreements will allow unbindered access to some upper areas of the airspace to airspace to	denied but some airspace users may be prevented from operating in the airspace due to the lack of the necessary equipment (radio or transponder). The use of Letters of Agreement and local operating procedures will be utilised to facilitate access to all users. Different airspace	airspace users may be prevented from operating in the airspace due to the lack of the necessary equipment (radio or transponder). The use of Letters of Agreement and local operating procedures will be utilised to facilitate access to all users. There is expected to be more of an	Access will not routinely be denied but some airspace users may be prevented from operating in the airspace due to the lack of the necessary equipment (pado or transponder). The use of leaters of Agreement and local operating procedures will be utilised for facilitate access to all users. Splitting the airspace vertically would allow the use of different airspace distriction, mitigating access issues for those airspace users that cannot access more restrictive airspace.	from operating in the airspace due to the lack of the necessary equipment (radio or transponder). The use of Letters of Agreement and local operating procedures will be utilised to facilitate access to all users. Splitting the airspace vertically would allow the use of different airspace classifications, mitigating access issues for
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